Appendix 1 – Policies Matrix

Wigan Local Plan Viability Assessment – Policies Review Matrix

Wigan Local Plan 2022 - 2039, Wigan Borough Council

This policies matrix sets out the Wigan Local Plan 2022-2039 policies and describes how we have incorporated the cumulative impact of the policies into the viability assessment. The matrix sign-posts the reader to particular cost and values evidence which reads across into the financial appraisals.

* Those policies with a Direct impact on viability include policies such as affordable housing, minimum housing standards etc. that have a quantifiable impact on viability. These have been explicitly factored into our economic viability appraisals through cost and value assumptions etc.

Those policies with an Indirect impact have been incorporated into the viability study indirectly through the property market cost and value assumptions adopted e.g., market values, benchmark land value and BCIS costs etc. It is important to note that all the policies have an indirect impact on viability. The Wigan Borough Local Plan sets the 'framework' for the property market to operate within. All the spatial policies have an indirect impact on viability through the operation of the property market (price mechanism).

Some policies are for very narrow specific circumstances of Development Management. These policies have no material impact on the value and cost assumptions for the Plan-making viability assessment.

Policy	Policy Contents	Impact on viability	Implications for Local Plan Viability Assessment
Homes			
Policy H1: Housing Delivery	We will work closely with developers, registered providers, landowners, strategic partner bodies and other groups or organisations as applicable, to enable the delivery of the housing required to meet our needs. 1. Over the period 2022 - 2039 an average of 972 homes per annum should be provided in accordance with Policy JP-H1 of the Places for Everyone Plan. 2. The housing requirement will be met from the following sources: a) Completions to date b) Sites allocated in the Places for Everyone Plan. c) Sites allocated in this Local Plan in part or wholly for housing development. d) Sites that have been identified as deliverable or developable in the Wigan Strategic Housing Land Availability Assessment. e) An allowance for 'windfall' development on small sites. f) Any other site or building that is brought forward for housing where it complies with national planning policy and relevant policies in the development plan. 3. The delivery of new housing will continue to be monitored annually to ensure that an adequate supply of new housing is provided at all times, in accordance with the Housing Delivery Test set out in national planning policy and to ensure that there is a deliverable supply of housing that is sufficient to provide at least 5 years' worth of new housing development in the next 5 years.	Direct	This is an overarching strategic policy which reinforces the site allocations and the spatial approach to development across Wigan. We have current costs based on BCIS and rebased them to Wigan which takes into consideration the costs of a typical development for Wigan. We have added in Part L & F building regulations costs £2,260 per unit, Net Zero Carbon and Future Homes Standards, which is £6,500 per unit (2025 standard). We have been provided with six site allocations which will be represented on a general typology basis where we test housing sites from 10-600 units.

Policy H2: Housing Mix	New residential development should be delivered at a density appropriate to its location in accordance with policy JP-H4 in the Places for Everyone Plan and contribute to the provision of a mix of housing types, sizes and tenures across the borough to help address identified housing needs, reflecting the latest local housing needs assessment or equivalent requirement. <u>Affordable housing requirements in market-led developments</u> 1. Developments of 10 homes or more will only be permitted where at least 25% of the homes delivered are affordable, subject to viability, comprising a tenure split of 25% affordable home ownership and 75% for rent, with homes for social rent prioritised. Alternative tenure splits will be permitted where justified by local needs. 2. On build to rent developments of 10 homes or more at least 20% of the homes should be affordable in line with national guidance, subject to viability. This should be in the form of affordable private rent. 3. Where the proportion of affordable housing required in criteria 1 or 2 above is demonstrated to be unviable, a reduced contribution will be negotiated. 4. Affordable housing should be provided on site unless there is clear justification for it to be provided off-site through payment of a commuted sum. Any commuted sum received will be ring fenced for the provision of affordable housing in the borough. <u>Housing for older people and other specialist housing</u> 5. Developers of housing will be required to show how their site meets the needs of older people and people with disabilities. 6. On new build residential schemes of 20 homes or more, a minimum of 4% of new homes should be wheelchair accessible in accordance with Part M4(3) of the Building Regulations, unless this is impracticable due to site-specific factors or it is demonstrated to be unviable. 7. The development of residential care homes and nursing homes will be supported where there is a demonstrable need for this type of	Direct	This policy will have direct cost implication as the provision of onsite affordable housing has a significant downward effect on the GDV. This policy will also have a long-term effect on placemaking within Wigan, through aiming to create more sustainable communities that are accessible to all income brackets. Our scheme typologies matrix and viability appraisals are specifically designed to test the viability of this policy in the context of the cumulative impact of all of the new policies herein. The drafting of this policy is an iterative process having regard to the results of the viability appraisals and specifically the sensitivity appraisals. We have also had regard to the M4(2) and M4(3) costs in the baseline appraisals.

	housing, and where the development accords with other relevant planning policies. 8. Housing provision for older people and people with disabilities will be supported where it accords with other relevant planning policies and where it: a) Is sustainably located, with access to public transport, local services and amenities. b) Promotes ease of movement on foot and with mobility aids. c) Includes parking spaces and setting down points in proximity to entrances where practicable. d) Has accessible and appropriately designed outdoor spaces, including seating areas, step free spaces and gentle approaches suitable for wheelchair users and people with visual or mobility impairments. <u>Care Leavers</u> 9. Affordable homes for care leavers will be sought as part of section 106 agreements for affordable housing and as part of suitable council and registered provider housing developments. Typically, this would require the provision of a small number of one or two-bed homes. <u>Self-build and custom-build housing</u> 10. The council will work with developers to agree a sustainable approach to delivering self-build and custom-build housing, where viable and appropriate, subject to local demand as set out in the council's self-build register, and work with the self-build / custom-build communities to further understand their requirements and promote on their behalf. <u>House Extensions</u> 11. Proposals for the extension of residential properties should accord with the principles and design guidelines set in our House Extensions Design Guide Supplementary Planning Document.		M4(2) Category 2 - Accessible and adaptable dwellings – are dwellings that provide a higher level of accessibility that is beneficial to a wide range of people who occupy or visit the dwelling, and provides particular benefit to older and disabled people, including some wheelchair users. M4(3) Category 3 - Wheelchair user dwellings – are dwellings that are suitable, or potentially suitable through adaptation, to be occupied by wheelchair users. This has a cost implication for development. In addition to the baseline BCIS construction cost we have made extra-over allowance for these optional Building Regulations requirements to demonstrate that this is achievable:

	Exceptions to this will only be permitted where it can be demonstrated that the proposed extension is required to provide a genuine health and wellbeing benefit and that it would not adversely impact on the amenity of neighbouring properties.		Greenfield and brownfield land fees for Cat. M4(3)A is 5% of new homes) and the fees for houses and flats are below: Housing: £26,816 Flats: £15,691 Cat. M4(2) fees for all new dwellings are £1,400 on brownfield and greenfield land. We have not appraised any self-build schemes explicitly. All our residential typologies are on the basis that land can be acquired and developed into a new unit (including appropriate allowance for profit). Where self-building involves plot sales and/or part completed units (e.g. foundations, or 'wind and watertight') the working assumption is that the developers' profit is commensurate with the development work undertaken and therefore there is sufficient development surplus to

			incentivise the self-builder to complete the unit.
Policy H3: North Leigh Park	North Leigh Park is allocated for residential development. Development of this site will be required to: 1. Be brought forward in a comprehensive way that works as a whole site and with its surroundings in phases, building on the principles established by the outline permission, as amended and remaining applicable, in liaison with key stakeholders and the council. 2. Deliver around 1,400 homes with an appropriate mix of types, sizes and tenures, including affordable housing, in accordance with Policy H2 in this plan. 3. Deliver a link road from the A578 Leigh Road to the A579 Atherleigh Way of a suitable standard to accommodate bus services. 4. Deliver a new Local Centre comprising a balanced range of commercial uses to serve residents, within a location that is also convenient to existing residents in Westleigh, Pickley Green and the eastern end of Hindley Green. 5. Provide good accessibility for bus services, walking, wheeling and cycling within the site and with communities in surrounding areas and Leigh Town Centre. 6. Provide a strategic green infrastructure network, including provision for open space, woodland, flood mitigation and wildlife habitat. 7. Make provision for biodiversity, including taking appropriate account of priority species and ecological features, in accordance with Places for Everyone Plan Policy JP-G8, having regard to the previous delivery of ecological mitigation nearby at Pickley Green. 8. Restrict surface water run-off from the site into watercourses including Westleigh Brook to no more than the rates prior to development.	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that are likely to be developed within the area and based on the site allocations provided.

	9. Ensure the remediation and/or mitigation of landfill, landfill gas, colliery spoil, mine shafts, coal seams and the geological fault within the site. 10. Make financial contributions for off-site additional primary and/or secondary school provision to meet needs generated by the development, through policy PE4 in this Plan in line with policy JP-P5 in the Places for Everyone Plan.		
Policy H4: South Hindley	Land at South Hindley is allocated for a residential-led development and supporting infrastructure and facilities to form a sustainable urban extension to Hindley. Development of this site will be required to: 1. Be in accordance with a comprehensive landscape-led masterplan, which is prepared in liaison with landowners, the local community and other key stakeholders as applicable, and approved by the council. 2. Deliver up to 2,000 homes with an appropriate mix of types, sizes and tenures, including affordable housing, in accordance with Policy H2 in this plan, with higher densities in the most accessible locations and close to the new local centre. 3. Deliver a new local centre, comprising a balanced range of commercial uses and community facilities, in a focal location to serve new residents and existing residents to the north. 4. Deliver a link road from the A58 Liverpool Road to the A578 Leigh Road that is of a suitable standard to accommodate bus services. 5. Ensure good walking, wheeling and cycling provision within the site and to Hindley town centre, other services, amenities and employment opportunities in Hindley and links to countryside locations to the south. 6. Provide a strategic green infrastructure network within the site, including the enhancement of Leyland Park, the creation of an east-west linear landscape feature and the provision / enhancement of	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that are likely to be developed within the area and based on the site allocations provided.

	sports, open space and recreational provision, in accordance with Policies PE3 and PE5. 7. Make provision for biodiversity, including taking appropriate account of Sites of Biological Importance, the adjacent Low Hall Local Nature Reserve, watercourses and wildlife corridors, in accordance with Places for Everyone Plan Policy JP-G8. 8. Protect and enhance the environs of Borsdane Brook and Dog Pool Brook to reduce flood risk in the wider Borsdane Brook Catchment, if possible, supporting an integrated approach to water management. 9. Ensure the site-wide remediation and/or mitigation of colliery spoil, mine shafts, coal seams and the industrial legacy within the site. 10. Provide a new primary school on site and/or make financial contributions for off-site additional primary and/or secondary school provision to meet the needs generated by the development, through Policy PE4 in this Plan in line with policy JP-P5 in the Places for Everyone Plan. 11. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent plans)		
Policy H5: Remaining land South of Atherton	Remaining land south of Atherton, to the east of Millers Lane, is allocated for residential development. Development of this site will be required to: 1. Deliver around 320 homes across two areas, one each side of Chanters Brook, principally to the north of Lodge Lane. 2. Complete the road connection from Leigh Road at Howe Bridge to Tyldesley Road at Hindsford, with a suitable junction provided at Tyldesley Road. 3. Ensure that substantive development south of Lodge Lane is accessed from the new through road which connects Leigh Road and Tyldesley Road and takes appropriate account of flood risk.	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of

	4. Make provision for biodiversity, including taking appropriate account of watercourses, in accordance with policy JP-G8 in the Places for Everyone Plan and policy EN4 in this plan. 5. Protect and enhance the environs of Chanters Brook. 6. Make financial contributions for off-site additional primary and/or secondary school provision to meet needs generated by the development, through policy PE4 in this plan in line with policy JP-P5 in the Places for Everyone Plan. 7. Take appropriate account of heritage assets and their settings, including the Grade II Listed Church of St Anne on Tyldesley Road, in accordance with Places for Everyone Plan Policy JP-P2 and Policy PL2 of this plan.		land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that are likely to be developed within the area and based on the site allocations provided.
Policy H6: East of Atherton	Land east of Atherton is allocated for residential and employment development. Development of this site will be required to: 1. Be in accordance with a comprehensive masterplan and phasing plan prepared in liaison with key stakeholders, as applicable, and approved by the council. 2. Deliver around 600 homes with a mix of types, sizes and tenures, including affordable housing and with higher densities in the north of the site, in accordance with Policy H2. 3. Ensure that good quality vehicular access is provided into the site from the A579 Bolton Road. 4. Provide financial contributions to improving pedestrian routes from the development to Atherton Rail Station and nearby bus stops on Bolton Road, as well as facilities at those locations, as applicable. 5. Ensure good walking, wheeling and cycling provision within the site and to adjacent areas of Atherton and Shakerley and to Chanters Industrial Estate to the south, including safeguarding the integrity of the public footpath across the site.	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that are likely to be developed

	6. Maximise the opportunity to extend the existing industrial activity at Chanters Industrial Estate northwards. 7. Ensure the provision of a green infrastructure corridor between the employment and residential development, which also incorporates the corridor of Hindsford Brook to the east. 8. Make provision for biodiversity, including taking appropriate account of the Site of Biological Importance that lies to the north-east of the site, in accordance with Places for Everyone policy JP-G8 and policy EN4 of this plan. 9. Make financial contributions for off-site additional primary and/or secondary school provision to meet needs generated by the development, through policy PE4 in this plan in line with policy JP-P5 in the Places for Everyone Plan.		within the area and based on the site allocations provided.
Policy H7: Remaining Land at Landgate, Ashton-in-Makerfield	Remaining land at Landgate is allocated for residential development. Development of this site will be required to: 1. Deliver around 400 homes with an appropriate mix of house types, sizes and tenures, including affordable housing, in accordance with Policy H2. 2. Retain, or replace elsewhere on site, Landgate School and the adjacent employment premises at Landgate Farm. 3. Extend the new road from the A49 Wigan Road through the site to the B5207 Bryn Road. 4. Safeguard and enhance the settings of the fishing ponds for recreation and wildlife and improving the connections from this area into the countryside to the east for walking, wheeling, cycling and horse-riding. 5. Ensure the retention or re-configuration, and enhancement of the playing pitches in the south of the site, including the provision of changing facilities.	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that

	6. Make financial contributions for off-site additional primary and/or secondary school provision to meet needs generated by the development, through Policy PE4 in this Plan in line with Policy JP-P5 in the Places for Everyone Plan.		are likely to be developed within the area and based on the site allocations provided.
Policy H8: Westwood Park, Wigan	The land at Westwood Park, Wigan is allocated for housing led mixed-use development. Development of this site will be required to: 1. Deliver around 420 homes with a mix of house types, sizes and tenures, including affordable housing and more aspirational homes, in accordance with policy H2. 2. Establish new employment space on around 3.5 hectares to the east of the site to serve the needs of modern businesses. 3. Deliver high quality green infrastructure, taking advantage of the setting adjacent to Westwood Flash and the Leeds Liverpool Canal, with direct access into countryside to the south. 4. Make provision for biodiversity, including taking appropriate account of areas of deciduous woodland, and the adjacent Westwood Flash Site of Biological Importance, in accordance with policy EN4 in this plan and policy JP-G8 in the Places for Everyone Plan. 5. Create an attractive gateway into Wigan town centre along the enhanced strategic road network. 6. Enhance the public rights of way network and improve pedestrian and cycling links into Wigan town centre. 7. Take appropriate account of heritage assets and their settings, including the Grade II Listed Westwood Gardens, in accordance with policy PL2 in this plan and policy JP-P2 in the Places for Everyone Plan. 8. Ensure that account is taken of the proximity of Ince Wastewater Pumping Station and potential impacts in terms of noise and odour, in accordance with policy EN7.	Direct	This is a site-specific policy which reinforces the site allocations and the spatial approach to development across Wigan. Site allocations impact the viability assessment directly. They have a spatial impact in terms of the supply of land. We have appraised the relevant site typologies and these are set out in our Typologies Matrix. Our typologies are based on a number of units that are likely to be developed within the area and based on the site allocations provided.

	9. Make financial contributions for off-site additional primary and secondary school provision to meet needs generated by the development, through policy PE4 in this Plan in line with policy JP-P5 in the Places for Everyone Plan.		
Policy H9: Sustainable Housing Growth in Standish	Development proposals for the sites below, or parts thereof, must accord with criteria (ii) and (iii) of Policy H1 in the Standish Neighbourhood Plan: • H9.1 Land to east of Robin Hill Lane • H9.2 Land to east of Wood Green Close • H9.3 Land to east of Moss Green Close • H9.4 Land to west of Rowton Rise • H9.5 Land at Lurdin Lane	Indirect	This is a specific policy for Standish which reinforces the Standish Neighbourhood Plan.
Policy H10: Houses in Multiple Occupation	Proposals for new houses in multiple occupation (HMOs), or extensions to existing HMOs, will be supported, when planning permission is required, if they: 1. Are not in a locality where the proportion of HMOs exceeds, or will exceed, 10% of the properties (residential or commercial) within a 50-metre radius of the application property. 2. Will not result in the sandwiching of non-HMO residential properties. 3. Will not result in a block of three or more adjacent HMOs. 4. Provide acceptable levels of amenity for future occupiers in terms of outlook, room sizes, outdoor amenity space, cycle storage and waste and recycling storage. 5. Will not have an unacceptable adverse impact on the amenity of the occupiers of neighbouring properties. 6. Will not have an unacceptable impact on the availability of on-street parking in the vicinity to the detriment of amenity, road safety or traffic.	Indirect	This is a specific policy for the development control of HMOs. There is no significant impact on the property market of this policy which impacts our viability assessment.

	A robust management plan will need to be submitted to, and approved by, the council prior to occupation of a HMO, covering matters including: a. The maintenance and management of internal communal areas and external areas. b. Appropriate provision for the servicing, storage, transfer and collection of waste. c. The methods to be deployed by the landlord to address and prohibit nuisance or annoyance caused by tenants or any failure in the management of the premises.		
Policy H11: Homes for Looked After Children	Providers and developers of children's residential and supported accommodation should work proactively with the Council to ensure that new provision meets identified local needs. The Council will support proposals for new children's residential and supported accommodation, providing that it: 1. Is based upon a clearly demonstrated local need and shows clear alignment with the council's adopted children's social care strategies. 2. Is in a suitable location for residential development with access to services and amenities. 3. Does not result in an undue concentration of such uses in a particular area. 4. Is in appropriate premises that are large enough to provide the facilities required. 5. Has a garden, or area capable of conversion to open space, which is suitable for use by residents, which incorporates appropriate boundary treatments. 6. Will safeguard the children in care and the amenity of neighbouring occupiers effectively and on an ongoing basis, in line with a robust management plan that is kept under review.	Indirect.	Not directly relevant to the appraisals.

<table>
<tr><td></td><td>To ensure that provision is available to meet the needs of local children, the council will require applicants to enter into a section 106 agreement to specify that the property can only be occupied on a residential basis by children either placed by Wigan Council or with the written agreement of the council's Children's Services Department.

The council will monitor the level of provision of children's residential and supported accommodation against needs. If applications for new provision do not meet needs, applications are likely to be refused.</td><td></td><td></td></tr>
<tr><td>Policy H12: Accommodation for Gypsies and Travellers</td><td>Existing sites for gypsies and travellers will be safeguarded for continued use by gypsies or travellers, unless:
1. They are replaced by another appropriate site or sites, of the same or better quality, in a suitable location providing at least the same number of pitches; or
2. It is demonstrated that there is no current or projected demand over a 15-year timeframe for the site from gypsies or travellers.
<table><tr><td>Site Ref.</td><td>Site Name</td><td>Number of safeguarded pitches</td></tr><tr><td>H12.1</td><td>Bickershaw Caravan Site, Bickershaw</td><td>16</td></tr><tr><td>H12.2</td><td>Little Lane, Pemberton</td><td>20</td></tr><tr><td>H12.3</td><td>Aspull Common, Leigh</td><td>3</td></tr><tr><td>H12.4</td><td>104 Enfield Street, Pemberton</td><td>1</td></tr><tr><td>H12.5</td><td>15 Chapel Street, Pemberton</td><td>2</td></tr></table>*Existing provision for gypsies and travellers in the borough

In addition, land at Little Lane, Pemberton is allocated as an extension of the existing traveller site to help meet the borough's identified need for additional gypsy and traveller pitches.

Proposals for the development of this site will need to:</td><td>Indirect</td><td>This policy regards the provision of pitches for Gypsy and Traveller, and Travelling Show people across the plan period.

This is a minority sector of the property market. The supply of G&T sites and new development may impact indirectly on the property market through the price mechanism (e.g. the land cannot therefore be allocated as a residential site). We have used current values (and costs) within our appraisals.</td></tr>
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	3. Accord with a site masterplan prepared by the owner and approved by the council, including layout, surfacing, boundary treatment and landscape planting. 4. Ensure that residential amenity for occupiers is provided for and maintained to a suitable standard, including the provision of suitable facilities for residents. 5. Provide suitable vehicular and pedestrian access from the existing site. 6. Make adequate provision for the manoeuvring, parking and storage of all vehicles associated with the use of the site. 7. Ensure that access through the site to the telephone mast is maintained and available when needed. 8. Ensure the provision of necessary infrastructure including water, power, surface water drainage, waste water and sewage drainage and waste disposal. If further unmet needs are demonstrated, proposals for additional capacity to meet those needs will be permitted where they accord with criteria 3-8 above, and where the site: 9. Is not subject to physical constraints or other environmental issues that cannot be mitigated to an acceptable level. 10. Is accessible by active travel and public transport to key local services such as education and health facilities, shops and community facilities. 11. Can be accessed and egressed safely and conveniently by vehicles and pedestrians from and to the highway network, with adequate provision made for the manoeuvring, parking and storage of all vehicles associated with the use of the site. 12. Will not have an unacceptable impact on the character and appearance of the area or on the amenity and privacy of neighbours.		
Policy H13: Accommodation for travelling showpeople	Existing sites for travelling showpeople will be safeguarded for continued use by travelling showpeople, unless:	Indirect	This policy regards the provision of pitches for Gypsy and Traveller, and Travelling Show people across the plan period.

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1. They are replaced by another appropriate site or sites, of the same or better quality, in a suitable location providing at least the same number of plots; or
2. It is demonstrated that there is no current or projected demand over a 15-year timeframe for the site from travelling showpeople.
<table>
<tr><th>Site Ref.</th><th>Site Name</th><th>Number of safeguarded plots</th></tr>
<tr><td>H13.1</td><td>Fairview, Bag Lane, Atherton</td><td>29</td></tr>
<tr><td>H13.2</td><td>Ella View Lodge, Colliery Lane, Atherton</td><td>14</td></tr>
<tr><td>H12.3</td><td>Seaman Way, Ince</td><td>24</td></tr>
</table>
If further unmet needs are demonstrated, proposals for additional capacity to meet those needs should be suitable for the residential accommodation of Travelling Showpeople as well as the storage and maintenance of their show equipment and associated vehicles and, otherwise, the site:
3. Is not subject to physical constraints or other environmental issues that cannot be mitigated to an acceptable level.
4. Can be accessed and egressed safely and conveniently by vehicles and pedestrians from and to the highway network, with adequate provision made for the manoeuvring, parking and storing of all vehicles associated with the use of the site.
5. Is accessible by active travel and public transport to key local services such as education and health facilities, shops and community facilities.
6. Has appropriate provision for water, power, surface water drainage, waste water and sewage drainage and waste disposal.
7. Will not have an unacceptable impact on the character and appearance of the area or on the amenity and privacy of neighbours.
</td>
<td></td>
<td>This is a minority sector of the property market. The supply of G&T sites and new development may impact indirectly on the property market through the price mechanism (e.g. the land cannot therefore be allocated as a residential site). We have used current values (and costs) within our appraisals.</td>
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<tr><td colspan="4">Jobs:</td></tr>
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Policy J1: Supporting Economic Growth	Economic growth will be supported in the borough by: 1. Targeting new development that facilitates the growth and diversification of our economy, notably within our foundational and frontier sectors, in key spatial locations including the M6 corridor, the east of the borough close to the M60, the A580 corridor and the Wigan-Bolton Growth Corridor (NorthFold), together with our Employment Areas and our town centres. 2. Identifying sufficient land to deliver a net requirement of around 647,000 sqm of new high-quality employment floorspace, including on sites: a) Allocated in the Places for Everyone Plan (policies JPA31, JPA33 and JPA34). b) Allocated in this Plan (policies J3-J6, H6 and H8). c) Available within our Employment Areas (policy J2). 3. Protecting our Employment Areas from redevelopment for alternative uses – see policy J2 and recognising them as areas for economic regeneration, intensification and jobs growth. Within the supply identified, there is potential scope to accommodate NorthFold Food Innovation Centre, identified as part of the strategic vision for the Wigan-Bolton Growth Corridor, as set out in the Places for Everyone Plan, policy JP-Strat8.	Indirect	This is a strategic level policy. The implementation of this policy will impact the real estate market through the quality of the environment and the strength of the economy created. This will impact real estate values (and costs e.g., land) over time through price mechanisms.
Policy J2: Employment Areas	The following employment uses will be permitted within our Employment Areas, provided that there will be no unacceptable environmental, amenity, highway, road safety or other adverse impact: a) Use Class B2 general industry b) B8 storage and distribution c) E(g)(i) offices, where it does not detract from the role of the borough's town and local centres as the primary focus for office activity d) E(g)(ii) research and development e) E(g)(iii) light industrial f) Sui generis employment uses, where appropriate.	Indirect.	This is a strategic level policy. The implementation of this policy will impact the real estate market through the quantum of the supply of employment and housing land. There is a finite quantum of land for development and the balance between the uses will impact real estate values (and costs e.g. land)

	Permitted change of use rights for other Class E uses will be withdrawn by condition of planning permission. 2. Development for, or change of use to, non-employment uses will only be permitted within Employment Areas when: a) It would not detract from the employment use of the remaining sites or premises in the area, nor detract from the economic potential of the wider site or employment area for business investment, and b) It can be demonstrated robustly that at least one of the following applies: i. It will be small scale and complementary to the employment function of the area. ii. The site or premise has been subject to a detailed and robust market appraisal for a minimum of 24 months, that clearly demonstrates that there is no current or likely future demand for employment uses. iii. The site or use gives rise to a significant environmental problem and redevelopment or reuse for other uses is the only viable means by which mitigation can be achieved. iv. It is the only viable means of retaining a listed building or structure. v. It is the most appropriate means by which upgrading, modernisation or redevelopment of the remainder of the site/premises will be achieved, necessary to ensure its retention. When development will result in the loss of employment land or floorspace, within an Employment Area, a contribution will be sought to facilitate economic development elsewhere in the borough where development is constrained by site conditions, access or other infrastructure, unless it would not be viable to do so. The contribution sought will be £5 per sqm of employment floorspace, including external space, that will be lost. The fee in the paragraph above is set at 1 April 2025 and will be reviewed and amended annually on 1 April in each subsequent year according to the		over time through the price mechanism. Although we test commercial appraisals, we don't include floorspace within these. It is noted that there is an expectation that the redevelopment of employment areas to alternative, higher value uses would generate a contribution to facilitate economic development and/or regeneration elsewhere within that employment area.

	rate of inflation applying at that time provided by the Office for National Statistics. This will apply to the date that the development commences.		
Policy J3: Land north of M6 Junction 26, Wigan	Land north of M6 Junction 26, Wigan is allocated for a substantial, high quality employment development in the M6 Corridor and a link road from M6 Junction 26 to Spring Road at Kitt Green. Development of this site will be required to: 1. Be in accordance with a comprehensive masterplan and phasing plan prepared in liaison with key stakeholders, as applicable, and approved by the council. 2. Deliver a modern industrial and logistics development of around 150,000 sqm of high-quality employment floorspace principally within use classes B2 general industry and B8 logistics, with the potential for some smaller units within class E(g)(ii) and E(g)(iii). 3. Deliver a link road from the A577 Orrell Road, at its junction with the M6 motorway at Junction 26, to Spring Road, Kitt Green that is of a standard suitable to serve the whole development and the Heinz and Martland Park employment area to the north-east. 4. Be brought forward in conjunction with wider transport measures in the Pemberton area. 5. Ensure that accessibility to the site by bus from surrounding communities is maximised, with financial contributions towards enhanced services and infrastructure, provided as necessary. 6. Provide safe, convenient and attractive walking, wheeling and cycling routes to connect the site to Kitt Green, Pemberton and Orrell, including enhancing the subway connection under the motorway and its environs. 7. Safeguard the integrity of the public rights of way network in the locality, including the retention or appropriate rerouting of the footpath which crosses the site to / from the subway noted in clause 6. 8. Be designed sensitively to minimise the visual impact of the development, in terms of the siting, scale, height and massing of the employment uses, and reflecting the topography and setting of the site.	Indirect (Direct implications at a site-specific level)	The implementation of this policy will impact the real estate market through the quality of the environment and the strength of the economy created. This will impact real estate values (and costs e.g. land) over time through the price mechanism.

	9. Ensure that building frontages face the road, including the motorway where applicable, or that another quiet elevation does, and that service areas and parking are hidden as far as it is practicable to do so, while also safeguarding the amenity of any nearby residential uses. 10. Incorporate high quality landscaping within the site and along sensitive site boundaries including along the motorway boundary to the west and along Spring Road to soften the Green Belt edge to the north. 11. Ensure that top soil from any best and most versatile agricultural land within the site has been conserved and managed for suitable use. 12. Take appropriate account of the impact of development upon the heritage significance of the Grade II Listed Trinity Trees at 126 Orrell Road and the Grade II Listed Deanwood Manor on Spring Road, including their settings, in accordance with Places for Everyone Policy JP-P2. 13. Incorporate measures to slow the flow of surface water run-off from the site relative to its undeveloped site into Ackhurst Brook and the River Douglas and safeguard the related ancient woodland at Porter's Wood. 14. Clearly demonstrate how it will deliver social responsibility benefits in the locality that is hosting the development within Wigan Borough, in support of the borough's community health and wealth building ambitions. 15. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent plans).		
Policy J4 Moss Industrial Estate Extension, Aspull Common, Leigh	Land north of Moss Industrial Estate at Aspull Common is allocated for the extension of the existing employment area to accommodate business uses, particularly within the manufacturing, distribution, construction and health and social care sectors. Development of this site will be required to:	Indirect (Direct implications at a site-specific level)	The implementation of this policy will impact the real estate market through the quality of the environment and the strength of the economy created. This will

	1. Be in accordance with a comprehensive masterplan and phasing plan prepared in liaison with key stakeholders, as applicable, and approved by the council. 2. Deliver around 45,000 sqm of high quality B2 and B8 employment floorspace across a range of sites and buildings in a way that integrates effectively with the existing industrial estate. 3. Be accessed by vehicle through the existing industrial estate only, via the main site access on St Helens Road. 4. Be designed in a way that would allow for a conventional bus service to serve the site. 5. Safeguard the integrity of the public rights of way network in the locality, including the retention or appropriate rerouting of the footpaths which run along the southern and western boundary of the site, so that the site can be accessed easily and safely by walking, wheeling and cycling from Sandy Lane and Leigh. 6. Be designed sensitively to minimise the visual impact of the development, in terms of the siting, scale, height and massing of the employment uses, and reflecting the topography and setting of the site. 7. Ensure that top soil from any best and most versatile agricultural land within the site has been conserved and managed for suitable use. 8. Incorporate high quality landscaping within the site and along sensitive site boundaries, which will soften the Green Belt edge, enhance biodiversity and minimise visual impacts on the adjacent Flashes of Wigan and Leigh National Nature Reserve. 9. Incorporate measures to ensure the flow of surface water run-off from the site is not increased and that surface water run-off does not pollute the Flashes of Wigan and Leigh National Nature Reserve. 10. Clearly demonstrate how it will deliver social responsibility benefits in the locality that is hosting the development within Wigan Borough, in support of the borough's community health and wealth building ambitions.		impact real estate values (and costs e.g. land) over time through the price mechanism.

Policy J5: Bridgewater West, Astley	The site at Bridgewater West, Astley is allocated for a high-quality business park-led mixed-use development, together with homes and leisure and visitor attractions. Development of this site will be required to: 1. Be in accordance with a comprehensive masterplan and phasing plan prepared in cooperation with neighbouring landowners, Salford City Council and other key stakeholders as applicable, and approved by the council. 2. Deliver a modern campus-style business park setting of around 50,000 sqm of high-quality business floorspace for Class E(g) (i) office, Class E(g) (ii) research and development and Class E(g) (iii) light industrial uses with an emphasis on the green industry and technology sectors, including life sciences. Some small scale Class B2 general industry uses may be acceptable close to the East Lancashire Road or where it does not impact on neighbourhood amenity. 3. Deliver up to 300 new homes to establish a distinct and high value residential neighbourhood within a high-quality environment with immediate access to nature, green space and water. 4. Deliver a significant visitor hub, including visitor accommodation, recreational lakes, a marina and canal wharves, enhanced walking, wheeling and cycling linkages and invest in the adjacent Lancashire Mining Museum, including providing an extended events space and a significant extension of the miniature railway through the site. 5. Deliver a new Local Centre comprising a balanced range of commercial uses to serve residents, workers and visitors within a location that is also convenient to existing residents in Higher Green and Astley to the north. 6. Provide suitable and safe highway access to/from and throughout the site, including a new primary access and car parking for the mining museum. 7. Safeguard the integrity of the public rights of way network in the locality including the retention or appropriate rerouting of the	Indirect (Direct implications at a site-specific level)	The implementation of this policy will impact the real estate market through the quality of the environment and the strength of the economy created. This will impact real estate values (and costs e.g. land) over time through the price mechanism.

	footpaths which cross the site and provide safe and convenient walking and cycling routes to and through the site, connecting Boothstown, Astley Green, Astley, the towpath on the south side of the canal and bus stops within and close to the site. 8. Provide public transport improvements and services to connect the site to Boothstown, Astley and Tyldesley, integrating with Guided Busway services. 9. Be designed sensitively to minimise the visual impact of the development, in terms of the siting, scale, height and massing of the range of uses across the site, including employment uses, and reflecting the topography and setting of the site. 10. Incorporate measures to safeguard and support nature recovery at Chat Moss to the south. 11. Put measures in place to minimise the adverse impacts on the amenity of homes nearby, including a substantial green buffer within the site between the development and existing adjacent communities. 12. Ensure that top soil from any best and most versatile agricultural land within the site has been conserved and managed for suitable use. 13. Incorporate high quality landscaping within the site and along site boundaries to mitigate impacts on the landscape character and minimise visual impacts, including the retention of existing good quality landscaping, and the planting of new suitable trees and hedgerows, where appropriate, along, or close to, the boundaries with the A580 East Lancashire Road and the canal. 14. Take appropriate account of the impact of development upon the heritage significance of the Manor House Farmhouse, Higher Green Lane, Astley and at both the Astley Green Mining Museum Winding House and Winding Tower, including their settings, in accordance with Places for Everyone Policy JP-P2. 15. Incorporate all measures necessary to avoid any potential negative impacts from air quality on the Manchester Mosses Special Area of Conservation, informed by air quality assessments, including in-		

	combination assessments in relation to road traffic and diffuse air pollution. 16. Clearly demonstrate how it will deliver social responsibility benefits in the locality that is hosting the development within Wigan Borough, in support of the borough's community health and wealth building ambitions. 17. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent plans).		
Policy J6: Land west of Winwick Lane, Lowton	The site at West of Winwick Lane, Lowton is allocated for a substantial high quality employment development in the M6 Corridor as an enlargement of the proposed cross-boundary Parkside East strategic rail freight interchange and logistics site. Development of this site will be required to: 1. Be in accordance with a comprehensive masterplan and phasing plan for Parkside East prepared in cooperation with neighbouring councils and other key stakeholders as applicable. 2. Deliver a modern industrial and logistics development of around 300,000 sqm of high-quality Class B2 and B8 employment floorspace in a way that integrates effectively with the wider site in St Helens, including for vehicular access and access to the Strategic Rail Freight Interchange. 3. Contribute substantially to a bypass for Lane Head South, associated traffic reduction measures in Lane Head South where practicable, and necessary improvements to Winwick Lane, to mitigate traffic impacts arising from the development. 4. Collaborate with the three transport authorities covering the site and its surrounds to ensure that the development is is served effectively by local bus services connecting with surrounding communities.	Indirect (Direct implications at a site-specific level)	The implementation of this policy will impact the real estate market through the quality of the environment and the strength of the economy created. This will impact real estate values (and costs e.g. land) over time through the price mechanism.

	5. Provide bus services that would connect the site and Parkside to surrounding communities in Wigan, St Helens and Warrington districts. 6. Provide safe and convenient walking, wheeling and cycling routes to connect the site to Lane Head and to existing routes within Parkside. 7. Safeguard the integrity of the public right of way network in the locality, including the retention or appropriate rerouting of the footpath which crosses the site. 8. Be designed sensitively to minimise the visual impact of the development, in terms of the siting, scale, height and massing of the employment uses, and reflecting the topography and setting of the site. 9. Incorporate high quality landscaping within the site and along external site boundaries to soften the Green Belt edge. 10. Ensure that top soil from any best and most versatile agricultural land within the site has been conserved and managed for suitable use. 11. Incorporate measures to ensure that the development has no detrimental impact on the Highfield Moss Site of Special Scientific Interest adjacent to the site, unless it is demonstrably shown that the benefits of the development in this location clearly outweigh the likely impact on the features of Highfield Moss that make it of special interest. 12. Take appropriate account of the impact of development upon the heritage significance of Kenyon Hall on Winwick Lane, including its setting, in accordance with Places for Everyone Policy JP-P2. 13. Clearly demonstrate how it will deliver social responsibility benefits in the locality that is hosting the development within Wigan Borough, in support of the borough's community health and wealth building ambitions. 14. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent plans).		

Policy J7: The Green Economy	We will facilitate the delivery of growth in the green economy by: 1. Encouraging existing and new businesses and their supply chains to become greener in what they do or produce, and how they do it or produce it, including through: a) Using energy more b) Generating and/or using renewable energy c) Using more sustainable materials d) Reducing waste in line with the waste hierarchy e) Engaging more widely in the circular economy as a model of production and consumption, and f) Being resilient to climate crises 2. In addition to requirements set out in policy JP-S2 of the Places for Everyone Plan, requiring development proposals for existing and new businesses to achieve EPC rating B or better, subject to viability. 3. Collaborating with Greater Manchester partners and the Government as appropriate, the council will support businesses in the renewal and refurbishment of their existing premises to meet carbon emissions and energy performance requirements, including low carbon energy generation and retrofitted energy conservation measures.	Direct	We have factored in several energy costs for this policy including Net Zero costs and EV charging points for flats and houses. FHS/Net Zero costs - £6,500 per unit (previously mentioned above) Part L&F - £2,260 per units EV charging points (houses) £1,000 per unit, (flats) - £2,500 per unit.
Policy J8: The Visitor Economy	We will support the growth of our visitor economy by: 1. Protecting and enhancing the special features that attract visitors, including the following tourism, sporting and cultural assets and their settings: a) Key elements of our historic environment as identified in policy PL2, including Haigh Hall and Haigh Woodland Park, Lancashire Mining Museum at Astley Green, the Leeds and Liverpool and Bridgewater Canals and Wigan Pier Quarter/ b) Key elements of our natural environment as identified in policy EN1, including the Flashes of Wigan and Leigh National Nature Reserve, Chat Moss and our local nature reserves.	Indirect	A vibrant cultural and visitor economy will help to under-pin the attractiveness of Wigan as a place to live, work and visit. This will manifest indirectly through the price mechanism for land and property values.

	c) The borough's sporting assets, including Leigh Sports Village and at Robin Park. d) The borough's cultural assets, including the Turnpike Gallery in Leigh, Tyldesley Little Theatre, and the Museum of Wigan Life, Wigan Little Theatre, The Old Courts, and the former Royal Court Theatre in Wigan. e) Our historic town centres as identified in policies TC2-11. 2. Supporting proposals for new and enhanced and, where appropriate, expanded visitor and tourism facilities, including tourist accommodation, cafes, restaurants and bars in sustainable locations, particularly within our town centres that complement or add to the above assets and their settings. 3. Encouraging and promoting opportunities for new complementary tourist attractions in the historic and natural environment in sustainable and appropriate locations. 4. Maintaining and, where appropriate, enhancing the provision of arts and cultural activities and facilities within our town and local centres, including workspaces, studios and venues. 5. Enhancing our key public right of way network where it connects or provides circular links, including those parts of the GM Ringway trail route within Wigan Borough, with our tourism, sporting and cultural assets, for walking, wheeling, cycling and horse riding. 6. Improving access to our tourism, sporting and cultural assets by walking, wheeling, cycling, bus and rail.		
Policy J9: digital and Telecommunications Infrastructure	The ongoing rollout and improvement of affordable, high speed, high-capacity digital infrastructure to serve all parts of the borough is supported in principle, in line with national policy and Places for Everyone Plan policies JP-C2 and JP-D1, subject to the following: 1. That before a new mast or structure is proposed, the potential first to maximise operations underground has been thoroughly assessed and discounted on technical grounds and then, secondly, the ability to use an existing mast or structure has been similarly assessed and	Indirect	

<table>
<tr><td></td><td>discounted, such that a new mast or structure is the only reasonable alternative.
2. It is designed and sited in a such a way that minimises its impact on the townscape or landscape, the street scene and the amenity of neighbouring properties, including any cumulative impact, as far as technical constraints reasonably allow.
3. It is designed and sited in a such a way that it will not have an unacceptable adverse impact on a protected environmental or heritage asset or its setting, unless it can be demonstrated that no technically acceptable alternative site is available, and the public benefits of the proposal outweigh the harm caused.
4. It will not be detrimental to highway safety.
5. It will not adversely impact on the functioning of existing digital or telecommunications infrastructure.
6. It will be designed or sited in a way that avoids creating opportunities for crime.</td><td></td><td></td></tr>
<tr><td colspan="4">Town and Local Centres</td></tr>
<tr><td>Policy TC1: Hierarchy of town and local centres</td><td>The centres and their hierarchy within the borough, defined by their scale and function and shown on the Policies Map, are:

<table>
<tr><th>Hierarchy</th><th>Centre</th></tr>
<tr><td>Main sub-regional town centre</td><td>Wigan – see policy TC2</td></tr>
<tr><td>Main town centre</td><td>Leigh – see policy TC3</td></tr>
<tr><td>Town centres</td><td>Ashton (policy TC4), Atherton (policy TC5), Golborne (policy TC6), Hindley (policy TC7), Pemberton (policy TC8), Platt Bridge (policy TC9), Standish (policy TC10) and Tyldesley (policy TC11)</td></tr>
<tr><td>Local centres (Policy TC12)</td><td></td></tr>
<tr><td>Area</td><td>Local centre</td></tr>
<tr><td>Appley Bridge</td><td>Woodnook Road</td></tr>
<tr><td>Ashton</td><td>Stubshaw Cross</td></tr>
<tr><td>Aspull</td><td>Aspull, Scot Lane Aspull</td></tr>
</table></td><td>Indirect</td><td>This policy is to sustain and enhance the vitality and viability of a network and hierarchy of centres in Wigan by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.

The definition of Centres may have an impact on land values, rents and yields creating distinct market areas/uses. We have undertaken a detailed market analysis of retail</td></tr>
</table>

Atherton	Bolton Road, Derby Street, Hag Fold
Bryn	Bryn
Hindley	Borsdane, Atherton Road (Hindley Green)
Ince	Higher Ince, Lower Ince
Leigh	Higher Folds, Warrington Road, Wigan Road
Lowton	Church Lane, Oaklands Road, Slag Lane
Orrell	Orrell, Orrell Post
Shevington	Shevington
Tyldesley and Astley	Blackmoor, Stour Road, Mosley Common, Parr Bridge, Sale Lane, Shakerley
Wigan	Ashbourne Avenue, Beech Hill Avenue, Gidlow Lane, Goose Green (Clap Gate), Goose Green (St Pauls Avenue), Hawkley, Kitt Green, Marsh Green, Mesnes Road, Newtown, Norley Hall, Ormskirk Road, Poolstock, Scholes, Springfield, Swinley, Whelley, Winstanley, Woodhouse Lane, Worsley Hall

The Core Area within each town centre is the core area for main town centre uses. New main town centre uses should accord with the sequential approach established in national planning policy, but with the first preference being the Core Area, with edge of centre first being elsewhere within the wider Town Centre boundary, then the next preference being elsewhere within 300 metres of the Core Area, and only then at an out-of-centre location. The scale and purpose of the use proposed should be appropriate to the role and function of the town centre concerned, and there should be no significant adverse impact on the vitality and viability of the town centre.

and commercial uses to highlight any implications in terms of viability and deliverability.

Vibrant centres will help to under pin the attractiveness of Wigan as a place to live, work and visit. This will manifest indirectly through the price mechanism for land and property values – including residential development.

	Impact assessments will be required for all town centre uses over 900 sqm gross internal floor area that are proposed in edge-of-centre or out-of-centre locations. New convenience shops, and extensions to existing convenience shops, up to 600 sqm gross internal floorspace outside of designated town and local centres, are subject to policy TC14. New hot food takeaways are subject to policy PE2		
Policy TC2: Wigan town centre	The further regeneration and improvement of Wigan town centre as the largest town centre in the borough, and our only town centre with a sub-regional role, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1. Completing the delivery of the comprehensive redevelopment of the former Galleries site as a new location for main town centre uses, including a new market hall and seeking to establish a new residential neighbourhood in the heart of the town centre. 2. Consolidating the role of The Grand Arcade as an important location for shops but using vacant floorspace to the rear, with opportunities for independent access, in different ways to add to the opportunities in the town centre. 3. Conversion of the former Civic Centre into managed workspace and offices for business innovation. 4. Restoring a thriving Standishgate (south of Mesnes Street / Crompton Street specifically) and Market Place, underpinned by shops, complemented by cafes, restaurants, bars and financial and professional service uses, and preserving and enhancing the historic value of the location. 5. Conserving and enhancing Makinson Arcade as an important location for independent shops and complementary uses that provide active shop frontages.	Indirect	This policy is to sustain and enhance the vitality of Wigan town centre by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations. The definition of Centres may have an impact on land values, rents and yields creating distinct market areas/uses. We have undertaken a detailed market analysis of retail and commercial uses to highlight any implications in terms of viability and deliverability. Vibrant centres will help to underpin the attractiveness of Wigan as a place to live, work and visit. This will

	6. Continuing the conservation-led renovation and improvement of King Street, Library Street and neighbouring streets and the connections between them, to provide for a broader range of hospitality, leisure and entertainment uses and accommodation for creative industries, as well as encouraging the active use of upper floors including for residential where this can provide an appropriate level of amenity without detracting from the hospitality, leisure and entertainment role of the location. 7. Securing significant improvements at Wigan Station Gateway, including to the two rail stations and the spaces in between them, to better integrate how they operate, reducing highway conflicts, relocating car parking to the south of the mainline railway, delivering substantial residential and commercial development on the land vacated by car parking, and protecting and enhancing the historic value of the location. 8. Working with landowners and businesses to secure the comprehensive redevelopment of an area around Queen Street / Caroline Street / Wallgate, as a new neighbourhood for living, leisure and working, reducing the impact of traffic, providing replacement car parking for that within the Station Gateway, as necessary, and better integrating this area with the wider town centre. 9. Supporting the delivery of comprehensive, conservation-led mixed-use regeneration of the historic Wigan Pier Quarter, including Eckersley Mills, land south of Southgate and at Wigan Pier, and enhancing the role performed by this area as a connection between the town centre and the sport, leisure and retail attractions at Robin Park. 10. Securing mixed use development at the Eastern Gateway to the town centre, around Millgate, Rodney Street, Harrogate Street and Darlington Street (western end), and simplifying traffic movements in that area. 11. Working with landowners and businesses to secure the comprehensive redevelopment of the area to the north of the town centre bounded by Mesnes Street, Northway, Powell Street,		manifest indirectly through the price mechanism for land and property values – including residential development.

	Riverway and Crompton Street, as new neighbourhoods for living, working and leisure activities, retaining active ground floor frontages on main streets including Standishgate, addressing the issues of the two older, outdated existing multi-storey car parks and protecting and enhancing the historic value of Mesnes Street south of Mesnes Terrace and around its junction with Standishgate and Crompton Street. 12. Preserving and enhancing the historic value, the variety of town centre and civic uses and residential properties, and the overall amenity of the area north of Mesnes Street, Northway and Powell Street and along Bridgeman Terrace. 13. Securing, with the owner, developers and other parties as needed, the comprehensive, conservation-led and housing-led regeneration of the historic Pagefield Mill, retaining the main mill building and conserving the key architectural and historic significance of the site. 14. Preserving and enhancing the historic Mesnes Park as an important heritage and green space asset for the town centre and continuing to embrace the park as part of celebratory events within the town centre. 15. Supporting and strengthening the role of The Learning Zone (Wigan and Leigh College and the Deanery High School) and its contribution to upskilling the borough and supporting the wider town centre functions. 16. Preserving and enhancing the historic value and mix of uses of the area around All Saints Church, Hallgate and Market Street opposite the former Galleries site and of the residential properties on and off Parsons Walk and Park Road, while maintaining an appropriate balance with the valued sports clubs and facilities to the rear. 17. Sustaining and, where applicable, enhancing the Employment Areas at Wigan Pier Business Park and Chapel Lane (part) that are within the town centre, in line with policy J2. 18. Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including Eleanor Street, Heritage Way, Swan Meadow Road and on, and around, Spring Gardens.		

	19. Conserving and restoring the townhouses on New Market Street opposite the Learning Zone and on Dicconson Street adjacent to Northway. 20. Supporting the active use of upper floors above commercial premises, including on Standishgate, Market Street and Mesnes Street in addition to King Street / Library Street, including for residential use provided that an appropriate level of amenity can be achieved without detracting from the commercial role of the location. 21. Improving walking, wheeling and cycling connections within the town centre and between the town centre and neighbouring areas, including Wallgate, Scholes, the supermarket at Water Heyes, Standishgate north of Northway, Swinley and Mesnes Park as the central park within the town. 22. Reducing the adverse impacts of traffic on the liveability and accessibility of the town centre, by removing unnecessary traffic and exploring options for simplifying vehicle movements and providing benefits for bus access, including at Wallgate and Darlington Street. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Conversely, development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.		
Policy TC3: Leigh town centre	Parking will be required in new developments and for material changes of use, in accordance with the standards set out at Appendix 2, for: • General car parking • Accessible parking • Cycle parking • Spaces for electric vehicle charging The standards are the starting point for the requirement. The scope for providing parking above or below the standards will be considered against the following factors:	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	a) The accessibility of the site by walking, wheeling and cycling and public transport. b) The availability of convenient and safe off-street parking. c) The availability of on-street car parking without detriment to residential amenity, traffic management or highway safety. d) The feasibility of providing on-site parking relative to other planning issues, such as the reuse of a constrained site or building, the ability to conserve an historic environment, and/or the ability to achieve good design in the interests of the wider area. e) Levels of car ownership in the catchment for the development.		
Policy TC4: Ashton-in-Makerfield town centre	The ongoing regeneration and improvement of Ashton-in-Makerfield town centre, as the main town centre in the south-west of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) In the short term, making the town centre a better place to spend time by softening the impact of traffic in Gerard Street with measures to reduce the amount of space given over to general traffic, improving the quality of surfacing, road crossings and landscape planting, securing improvements to shop frontages, enabling more business activity in the street where this can be accommodated without obstruction, realising active uses on upper floors and preserving and enhancing the historic value of the street and its environs. 2) In the longer term, securing the means to divert traffic away from the town centre by providing better alternative routes to the motorway network and other strategic routes, and exploring the potential to introduce preventative traffic management measures in the town centre. 3) Reinventing the location of the former market as a multifunctional space that will accommodate stalls, greenery and events and be a focal point for residents, visitors and businesses.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	4) Supporting the key role of the Gerard Centre as a location for retail shops and complementary uses that provide active shop frontages 5) Securing improvements to the frontages of the small retail premises on Garswood Street to retain and enhance their contribution to the commercial offer of the town centre. 6) Improving the environs to the rear of properties on the west side of Gerard Street and around Millingford Brook as a green infrastructure asset within the town centre. 7) Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including on and around Bryn Street, Old Road, Wigan Road, Foy Street / Ivy Street, Heath Road and Princess Road / Ladysmith Avenue / Hilton Street. 8) Working with landowners and businesses to sustain and improve the business area at Armoury Bank for ongoing employment use in accordance with policy J2. 9) Preserving and safeguarding King George's Field for the public benefit as an important green space asset for the town centre, and embracing its use for, or as part of, celebratory and other significant events within the town centre that are compatible with its covenant. 10) Improving the A58 Bolton Road gateway to the town centre by addressing gap sites and vacant buildings through provision of new homes, and environmental improvements. 11) Improving walking, wheeling and cycling connections, including to Jubilee Park and Bryn railway station to the north, King George's Field to the north-east and to the west of the town. 12) Improving the town centre as an interchange location between bus services and rail services at Bryn Station, plus securing better cross boundary bus services, including to employment locations in Haydock and Newton-le-Willows. 13) Achieving a more coordinated and efficient use of car parking across the town centre to reduce the amount of space taken up by parked cars. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will		

	adversely impact on the delivery of these key priorities will not be supported in principle.		
Policy TC5: Atherton town centre	The regeneration and improvement of Atherton town centre, as a key town centre in the north east of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1. Improving Market Street, with shops underpinning its role complemented by cafes, restaurants, bars, financial and professional service uses and other shopfront uses, by exploring the potential to create a safer and more people-friendly environment that enables more business activity in the street where this can be accommodated without obstruction, landscaping and street tree planting, space for regular and/or occasional markets, exploring also the ability to provide canopies for wet weather shelter, and with west or southbound bus services transferred to Mealhouse Lane / Bag Lane in a way that makes walking distances as short as possible. 2. Supporting businesses and buildings owners to improve shop frontages and bring vacant upper floors into active use, including for housing provided that an appropriate level of amenity can be achieved without detracting from the commercial role of the location. 3. Improving the market site for market purposes or for redevelopment if the market is relocated, in a way that enhances the Market Place Conservation Area and its setting immediately adjacent to the Grade II listed St John the Baptist Church. 4. Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including on Mealhouse Lane, Wigan Road, Sumner Street, Bag Lane, Hampson Street, Smith Street, St John Street, Morley Street and Stanley Street.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	5. Maximising the potential of the Leigh Guided Busway for services to and from Atherton, including faster services to Manchester and the provision of park and ride facilities, if needed. 6. Improving connections for walking, wheeling and cycling across the town centre, including between Market Street and Ena Mill and the supermarket on Crab Tree Lane, so they work better as a combined offer, and with surrounding communities so that they can access the town centre easily and conveniently. 7. Achieving a more coordinated and efficient use of car parking across the town centre to ensure suitable provision for shoppers and other visitors to the town centre, as well as users of the guided busway service. 8. Achieving a more coordinated and efficient use of car parking across the town centre to ensure suitable provision for shoppers and other visitors to the town centre, as well as users of the guided busway service. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle		
Policy TC6: Golborne town centre	The regeneration and improvement of Golborne town centre, as the key town centre in the south of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1. Strengthening the shopping role of High Street and Heath Street, complemented by a range of range of cafes, restaurants, bars, financial and professional services and other shopfront uses, and	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	improving the pedestrian environment, including at Peter Kane Square. 2. Securing the provision of the best possible new rail station and services for Golborne, ensuring that the facility is effectively integrated with the town centre and maximises the regeneration benefits it can bring to the town centre. 3. Reinventing the Railway Road / Queen Street area ensuring it is easily accessible by walking, wheeling and cycling, taxis and bus services on High Street, that car parking is better managed, and the quality of the environment is improved, and that this area is well connected to Heath Street as well as High Street. 4. Reducing the impact of the West Coast Mainline as a barrier to accessing the town centre and the railway station, from adjacent parts of Golborne and Lowton to the east. 5. Improving Golborne Library, either at the existing premises or through relocation as part of the railway station works. 6. Preserving or enhancing the historic value of Heath Street, High Street and Railway Road. 7. Seeking to address traffic levels on Heath Street and resolve conflicts at the junction with High Street. 8. Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including on Railway Road and adjacent on High Street, John Street, Wood Street, Heath Street, side streets off Heath Street and Charles Street. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that ill adversely impact on the delivery of these key priorities will not be supported in principle.		

Policy TC7: Hindley town centre	The regeneration and improvement of Hindley town centre, as the key town centre in the north and centre of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) Strengthening the shopping role of Market Street, complemented by a range of cafes, restaurants, bars, financial and professional services and other shopfront uses, with a strong focus on the area between the junctions with Cross Street and Ladies Lane. 2) Reviving a regular market and/or occasional specialist markets at the Morris Street site and securing improvements to the quality of the site. 3) Maximising the benefits of the supermarket in the heart of the town centre and enhancing its walking, wheeling and cycling connections with Market Street and Cross Street. 4) Improving walking, wheeling and cycling connectivity between the town centre and its surrounding residential areas, notably to the north, south and east, and to Hindley rail station. 5) Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including at First Avenue, Pennington Street, Carr Street, Trafalgar Road and Lowe Mill Lane. 6) Improving flood risk management at Borsdane Brook and creating associated nature and recreation benefits. 7) Preserving and enhancing the historic value of Market Street and neighbouring parts of Bridge Street and Ladies Lane to the north and Wigan Road, Atherton Road and Liverpool Road to the south. 8) Securing benefits for the environment and street scene, walking, wheeling and cycling and bus services in Hindley town centre through traffic reduction measures on the A577 between Wigan and Atherton and the A58 between Hindley and Bolton, as the new east-west link road is delivered to divert general traffic to the south.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.		
Policy TC8: Pemberton town centre	The maintenance and improvement of Pemberton town centre, as a key town centre in the west of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) Maintaining and strengthening the shopping role of Ormskirk Road complemented by a range of cafes, restaurants, bars, financial and professional services and other shopfront uses. 2) Securing benefits for the environment and street scene, walking, cycling and wheeling and bus services in Pemberton town centre through traffic reduction measures on the A577 between Orrell and Wigan, as the M58 Link Road is delivered to divert general traffic to the south. 3) Better managing the provision of car parking across the town centre for shoppers and residents 4) Improving walking, wheeling and cycling connections with neighbouring residential areas, notably Norley and Orrell to the north, and Pemberton and Highfield to the south. 5) Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including on Ormskirk Road, Normanby Street and environs, Short Street, Woodford Street and Park Road. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.
Policy TC9: Platt Bridge town centre	The regeneration and improvement of Platt Bridge town centre, as a key town centre in the centre of the borough, will be secured by working in	Indirect	Policies TC2-TC14 follow the same comments as in

	genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) Masterplanning the town centre to seek to maximise its potential, develop gap areas where applicable, reduce the adverse impact of traffic and better integrate the component parts of the centre. 2) Enhancing the shopping and food and drink offer with a focus on Walthew Lane and Platt Street/ Warrington Road 3) Capturing potential opportunities for the town centre to benefit from its central location amongst the sites that make up the Flashes of Wigan and Leigh National Nature Reserve, in provision for day visitors and overnight stays. 4) Enhancing walking, wheeling and cycling connections in and around the town centre and reducing the barrier effect of the main roads, including at the junctions of the A58 Liverpool Road and Platt Street with Templeton Road South, and the A573 Walthew Lane and the A58 Warrington Road and Lily Lane with the A573 Warrington Road. 5) Adding to the value of the town centre as a place to spend time in by improving public spaces, incorporating sustainable drainage wherever possible. 6) Improving the provision and management of parking in the town centre. 7) Improving flood risk management for the town centre from Hey Brook. 8) Sustaining and, where applicable, enhancing the residential locations in the town centre as places to live, including on Chapel Street, Stephen Street, Gas Street, Templeton Road, Walthew Lane, New Street, Car Street, Tram Street, Wigan Street and Lily Lane. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.		TC2 relating to their relevant centre.

Policy TC10: Standish centre	The further improvement of Standish centre, as a key centre in the north-west of the borough, will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) Maintaining the shopping role of the area around the crossroads at the heart of the centre, complemented by a range of cafes, restaurants, bars, financial and professional services and other shopfront uses. 2) Improving the quality of the street scene, particularly along the A49 High Street and Preston Road, Pole Street, Market Street and Cross Street, and making it more pedestrian-friendly. 3) Improving walking, wheeling and cycling linkages from surrounding residential areas, notably to the north east, east and south west, and to/from Wigan. 4) Agreeing a strategy locally to better manage car parking provision within the centre. 5) Preserving or enhancing the historic value of the centre and, notably, the Grade I listed Parish Church of St Wilfrid and neighbouring listed structures and their setting. 6) Sustaining and, where applicable, enhancing the residential locations in the centre as places to live, including on Church Street. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.
Policy TC11: Tyldesley town centre	The further regeneration and improvement of Tyldesley town centre, as a key centre in the north-east of the borough, will be secured by in genuine partnership closely with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations, with a focus on the following key priorities: 1) Continuing the preservation and enhancement of the historic core and regeneration of Elliott Street, with an emphasis on independent shops, complemented by a range of cafes, restaurants, bars,	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	financial and professional services and other shopfront uses, and the active use of upper floors, where practicable, including for homes provided that an appropriate level of amenity can be achieved without detracting from the commercial role of the location, and softening the impact of traffic through traffic calming measures. 2) Enhancing the quality of the street furniture, materials and built form on The Square to better reflect the historic value of the buildings fronting The Square on Stanley Street and Elliott Street, and their contribution to its setting. 3) Supporting the regular local market and additional occasional specialist markets on The Square. 4) Securing the conservation and appropriate reuse of the former Town Hall, former Technical School and former Conservative Club. 5) Preserving or enhancing the historic value of Stanley Street and Milk Street to the north of Elliott Street and of the residential streets between Elliot Street and the busway. 6) Better managing the provision of car parking across the town centre for shoppers, residents and busway users, as applicable. 7) Improving connections for walking, wheeling and cycling to the town centre from the north, including enhanced crossing facilities on Shuttle Street. 8) Sustaining and, where applicable, enhancing the residential locations in and immediately adjacent to the town centre as places to live, including on Shuttle Street, Green Street, Blossom Street, Johnson Street, Milk Street, Robinson Street, Well Street, Primrose Street South, Johnson Street South, Upper George Street, Mary Street, Astley Street, Wareing Street and Castle Street. Development proposals that will assist the delivery of one or more of these key priorities will be supported in principle. Development proposals that will adversely impact on the delivery of these key priorities will not be supported in principle.		

Policy TC12: Local centres supporting thriving communities	Main town centre uses of a scale to serve a local catchment, together with corresponding community services, will be focused in our local centres as community hubs, as far as is possible and practicable, so that those services and facilities that provide for people's day-to-day requirements are available collectively, in single combined trips, close to where they live. A local centre that is providing a strong service to its community needs to have a strong food shopping role and a wider function which, if its size and location allows, provides: 1) A balance of complementary retail-type uses such as hairdressers, cafe, public house or bar, hot food takeaway, financial and professional services and other shopfront uses. New hot food takeaways are also subject to policy PE2. 2) A range of community services such as a library, health centre, community hall, religious building and school. 3) Create an attractive environment with seating and planting where people can spend time and socialise. Where planning permission is required, the contribution that the proposal would make to strengthening the collective offer of the local centre and its role as a community hub will be a significant determining factor. In addition, the council will support, and work with property owners and businesses and the local community as applicable, to: 4) Make local centres safe and convenient to access by walking, wheeling and cycling through providing, where provision can be improved, measures such as dropped kerbs, tactile paving, safer road crossings and accessible shop frontages, safer routes for cycling, provision of safe and secure cycling parking, and accessible bus stops where centres are served by local bus services. 5) Better manage the provision of car parking and servicing and reduce conflicts with walking, wheeling and cycling.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	6) Improve the environmental quality of centres through owner and business investment into their buildings, including shop front and signage improvements and building fabric maintenance and improvement, as well as better quality paving, landscaping, boundary treatment and street tree planting. Underperforming local centres will be targeted for these improvements as resources allow. The council will seek to coalesce public and community assets around these centres, as far as is practicable and resources allow.		
TC13 Gaps in the provision of local centres	Gaps in the provision of local centres exist in the following locations: • Shevington Moor and North West Standish • North Wigan and South Standish • Hindley Green • West Atherton • Bickershaw • Westleigh and Pickley Green • Plank Lane / Firs Lane, Leigh • Pennington, Leigh • East Lowton • South-central Astley Proposals for a new local centre within one of these areas will be supported provided that the proposal is: 1) For a minimum of three shop units including at least one unit of between 400sqm and 500sqm gross internal floor area and a total area of less than 900sqm gross internal floor area. 2) In a location that will make a substantial contribution to meeting the gap in provision spatially. 3) Restricted by planning condition to convenience retail and other uses appropriate in a local centre. Development at West of Gibfield (Places for Everyone Plan allocation) has the potential to meet the need for a new local centre in North West Atherton. The following site allocations also provide opportunities to address gaps in the provision of local centres:	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

	• Policy J5: Bridgewater West can meet the need for a new local centre in South Astley. • Policy H3: North Leigh Park can meet the need for a new local centre in Pickley Green and Westleigh. • Policy H4: South Hindley can meet the need for a new local centre in South East Hindley Green / North West Leigh.		
Policy TC14: Convenience shops outside of designated centres	Outside designated town and local centres, the development of, or change of use to, small convenience shops with a gross internal floorspace of less than 150 sqm, including extensions to existing premises, will be permitted provided that: 1) It will be suitably located in terms of access by walking or wheeling from the surrounding area, including considerations of road safety. 2) It will not unduly affect the amenity of nearby residents and businesses, in accordance with Policy EN7. Convenience shops with a gross internal floorspace of between 150-600 sqm, including extensions to existing premises, will be permitted outside designated town and local centres provided that the above criteria are met, and: 3) No suitable sites or buildings are available, or likely to become available within a reasonable period of time, in or adjacent to a town centre and/or a local centre from which a similar catchment would be served. 4) It will not have an adverse impact on the vitality and viability of an existing local centre. For proposals for larger convenience shops with a gross internal floorspace over 600 square metres, including extensions to existing premises, outside of the Core Areas within our town centres and our Local Centres, as applicable, will be subject to the sequential approach and, if above 900 sqm gross internal floorspace, an impact assessment, as set out in Policy TC1. Land at the former petrol station site at the junction of the A49 Wigan Lane with Walter Scott Avenue, Wigan is allocated for a food-led convenience shop, or shops of less than 600 sqm gross internal floorspace, subject to satisfactory provision being made for design, access and amenity.	Indirect	Policies TC2-TC14 follow the same comments as in TC2 relating to their relevant centre.

Policy T1: Safeguarding future transport priorities	New development will not be supported if it would prejudice the safe and efficient operation of the existing transport network, or future improvements to the transport network identified through the Greater Manchester Local Transport Plan or Wigan Borough Transport Strategy processes, as set out below and shown on the Policies Map: 1. Wigan Station Gateway 2. Golborne Station 3. Improved infrastructure and services on the Atherton rail line (Wigan-Manchester) 4. M58 Link Road 5. Wigan-Hindley Link Road 6. South Hindley Link Road 7. North Leigh Park Link Road 8. Gibfield Park Way Extension 9. A577 and A58 Active Travel and Public Transport Improvements 10. Lane Head South Bypass Together, the transport priorities will break down the barriers that create financial, health, education and environmental inequalities in our borough.	Indirect	
Policy T2: Transport Assessments, Travel Plans and Transport Statements	Proposals for major development that are likely to generate significant travel demands should be designed in way that maximises the opportunity for walking, wheeling and cycling, and public transport trips, both within the development itself and with neighbouring communities as applicable, in order to make all our towns and neighbourhoods flourish for those who live and work in them. Through a Transport Assessment and Travel Plan or, a Transport Statement, in line with the thresholds set out below, applicants will need to demonstrate that due consideration has been given to the potential impact of the proposed development on the transport network and that any residual impacts are mitigated. A Travel Plan will be required alongside, and in support of, a Transport Assessment, and in other circumstances as outlined below: • The development has limited parking.	Indirect	No direct appraisal implications.

	• The development is not very accessible for people who do not have access to a car. • The roads near the development site are affected by high levels of congestion. • The site is in an Air Quality Management Area (AQMA). Transport Assessments and Travel Plans or, Statements as applicable, will be required to: 1. Outline how new developments will support access by active travel and public transport and demonstrate how they will link into and enhance existing active travel and public transport infrastructure and services. 2. Commit to the implementation of a series of measures and initiatives to facilitate and encourage active travel and/or public transport use. 3. Outline how the design and use of the site will not result in an unacceptable impact on highway safety for all users. 4. Consider how the trips generated by the development can be adequately served by the local and strategic road network to ensure that the residual cumulative impacts on the road network would not be severe. 5. Identify where there are any significant impacts of development and ensure that appropriate mitigation measures, including the infrastructure and/or services required, are identified and in place before the development is occupied, or at an appropriate stage of development as agreed with the council. A Transport Assessment should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure and services to realise this vision. In setting out a vision-led transport strategy new development should explain what the proposals are seeking to achieve in terms of which includes walking, wheeling and cycling. They should also		

	identify key locations which will be, or can be, served by high quality sustainable transport links and outline how they are linked to local strategies, opportunities and aspirations. When developing a vision-led strategy proposals should seek to achieve a step change in the uptake of sustainable transport modes. This should be measured from an agreed baseline position and be considered viable and deliverable within the lifetime of the implementation of the development. Travel Plans should be prepared in accordance with the Travel Plan Supplementary Planning Document (SPD). The thresholds for requiring a Transport Assessment or a Transport Statement are provided in Appendix 1. The thresholds for requiring a Travel Plan are contained within the Travel Plan SPD.		
Policy T3: Parking provision at new developments	Parking will be required in new developments and for material changes of use, in accordance with the standards set out at Appendix 2, for: • General car parking • Accessible parking • Cycle parking • Spaces for electric vehicle charging The standards are the starting point for the requirement. The scope for providing parking above or below the standards will be considered against the following factors: a) The accessibility of the site by walking, wheeling and cycling and public transport b) The availability of convenient and safe off-street parking c) The availability of on-street car parking without detriment to residential amenity, traffic management or highway safety d) The feasibility of providing on-site parking relative to other planning issues, such as the reuse of a constrained site or building, the ability to conserve an historic environment, and/or the ability to achieve good design in the interests of the wider area. e) Levels of car ownership in the catchment for the development.	Indirect	Appraisals will assume compliance within costs.
Policy T4: Design and layout of parking	The design and layout of car parking will be required in line with the following criteria, when material:	Indirect	This policy should be monitored to ensure the health and vitality of the

	1. A minimum 5.0m x 2.5m for standard spaces at right angles (perpendicular) to the access aisle, kerb or boundary, or 6.0m x 2.0m for spaces parallel to the access aisle, kerb or boundary. 2. A minimum vehicular aisle width at off-street car parks and/or parking courts of 6.0m when the parking is designed at right angles (perpendicular) to the access aisle, kerb or boundary. For all other types of angled (echelon) parking these spaces and the vehicle aisle should be designed in accordance with recognised industry standards. 3. An additional width of 1.2m on each side for a designated accessible space, which can be shared with adjacent spaces. 4. An additional zone of 1.2m at the end of the designated accessible space to enable access from the rear of the vehicle and, when the parking space is parallel to the aisle or highway, an additional zone of at least 1.8m to enable access from the side of the vehicle. 5. Car parking should be designed to provide safe and convenient access to and from vehicles and the site or building entrance(s), as applicable. 6. Car parks should be more than uninterrupted expanses of tarmac with white lining. Different materials should be used to differentiate different spaces and/or soft landscaping should be provided, including trees suitable for the space. 7. For residential properties with a driveway, each parking space should be at least 5.0m x 3.0m to be counted as a space, with an additional 1.0m length required in front of a garage door. An additional 0.5m width is required where a space adjoins a wall or boundary feature and/or where the driveway provides the principal access for people to/from the property. If there is more than one parking space side by side, this additional width can be shared. <u>Cycle parking</u> 8. Consideration of appropriate cycle storage facilities should be undertaken early on in the design stage for new development.		centres to ensure there is no negative impact on the real estate market. Cycle Parking - This policy will impact the real estate market through the quality of the environment and the strength of the economy

	9. Internal cycle storage is preferable for homes, employees and long-term visitors to premises, for security and to avoid impacting the street scene. 10. For residential developments, garages count towards cycle parking provision. Developments without garages must provide alternative, secure cycle storage. 11. At non-residential developments, cycle parking should be as easily accessible as car parking and should be at the main entrance, or closer to the main entrance than car parking where possible, to encourage use. 12. At non-residential developments, where internal storage is not possible, external cycle stores can be provided but they must be secure and weatherproof. Cycle stores should be well-lit and easily accessible from the main entrance of the building(s) concerned.		created. This will impact real estate values (and costs e.g., land) over time through the price mechanism.
Places			
Policy PL1: Securing high quality and inclusive design	1. All new developments are required to be of a high standard of design consistent with local design guides or design codes where available, and with the following key characteristics: a) Context: informed by and enhancing its surroundings. b) Identity: attractive and distinctive. c) Built form: a coherent pattern of development. d) Movement: accessible, easy to move around, and an environment that effectively engages children. e) Nature: enhanced and optimised, integrating with green and blue infrastructure and nature recovery networks. f) Public spaces: safe, social and inclusive. g) Uses: mixed and integrated. h) Homes and buildings: functional, healthy and sustainable. i) Resources: efficient and resilient. j) Lifespan: made to last, with an emphasis on quality and simplicity. 2. Proposals for strategic developments should be supported by a design-led masterplan and, where appropriate, a site-specific design code to show how it delivers on the requirements above.	Direct	For the purposes of our viability assessments, we have assumed that the relevant cost of professional designers etc. to achieve high-quality design is included in the professional fee budget. Well-designed place should therefore add to value and make development more viable. This policy sets out design principles that new development should follow in order to ensure that Wigan's different characteristics and qualities

			are maintained and enhanced. There is therefore a direct impact on the construction cost. Notwithstanding this, the minimum design standard is the Building Regulations and therefore the cost of compliance is reflected in the BCIS costs that we have used within our appraisals. Note also that good design leads to high quality environments which are reflected in the value of real estate. We have used current values (and costs) within our appraisals. We have also added in S106 costs associated with the public realm.
Policy PL2: Our historic environment	The Council will proactively manage and work in genuine partnership with property owners, developers, the local community and other stakeholders to support proposals which conserve or, where appropriate, enhance the historic environment of Wigan Borough. Particular consideration will be given to ensure that the significance of key elements of the historic environment, which contribute most to the borough's identity, character and distinctiveness, are protected from harm and, where appropriate, enhanced. These key elements include, but are not exclusive to:	Indirect	This policy will have an indirect impact on our viability assessment. We have used current costs based on the BCIS. We acknowledge that construction costs are likely to be higher within designated heritage environments, but values are also likely to be higher, but our testing at this stage

	1. The borough's Roman origins, including the town of Wigan which sits on the Roman settlement of Coccium, with Roman Roads extending through various parts of the borough including from Wigan to Standish and to Ashton, broadly following the route of the A49, and from Wigan to Mosley Common via Hindley and Atherton, broadly following the route of the A577. 2. The borough's medieval past, found particularly beneath our town centres and around halls and moated sites. 3. The borough's industrial origins, including the former textile mills of Butts Mill, Eckersley Mills, Ena Mill, Leigh Spinners Mill, Mather Mill, Pagefield Mill, Trencherfield Mill and Victoria Mill. 4. The Leeds and Liverpool and Bridgewater Canals and their associated buildings and structures, including bridges and locks. 5. The borough's mining legacy, including the Lancashire Mining Museum at Astley Green, which is a former colliery site and home of the last surviving headgear in the Lancashire coalfield. 6. Historic town centres including Wigan, Leigh and Standish, which have medieval cores. 7. Historic halls and country houses, including Haigh Hall, Winstanley Hall and Dam House in Astley. 8. Historic parks, gardens and cemeteries, including the nationally listed Mesnes Park, and a number of others across the borough. 9. A wide range of churches and chapels ranging from the medieval period to the 20th Century, with the oldest and most ornate tending to be in the major towns and villages, including the Grade I Listed St Wilfrid's Church in Standish. 10. Former industrial landscapes such as Kirkless Local Nature Reserve, Wigan Flashes and Pennington Flash. A number of these key elements of the borough's historic environment include one or more of the borough's Listed Buildings, Scheduled Monuments and/or Conservation Areas. Proposals which affect designated heritage assets, or their settings, will be determined in accordance with legislation and national planning policy.		is high-level and would not take this into account. Furthermore, developments involving heritage assets will require a bespoke approach to viability e.g. enabling development and/or grants.

	Proposals that may affect a designated and/or non-designated heritage asset or assets, or its/their setting, should be accompanied by a proportionate heritage assessment.		
Policy PL3: Heritage assets at risk	The council will facilitate the effective conservation, restoration and/or sensitive regeneration of heritage assets at risk within the borough, including through: Working collaboratively with asset owners and other key stakeholders to, as far as we are able to do so, identify suitable schemes and delivery programmes, and to secure funding opportunities that can be used to restore, renovate or sensitively regenerate heritage assets. Using enforcement powers where necessary and reasonable. Supporting proposals, in principle, that will facilitate their viable and effective conservation, restoration, and/or reuse, including for short-term temporary uses that engage the local community ahead of securing their long-term conservation.	Indirect	Heritage assets not assessed within the review.
Policy PL4: Development within our Conservation Areas	1. Development proposals should be designed carefully and sympathetically to preserve and enhance, and not harm, the character or appearance, identity and distinctiveness of the area, or its setting, in line with the Conservation Area Appraisal and Management Plan, as applicable. 2. Buildings, structures and architectural features of value, including porches, chimneys, windows, roofs and boundary walls/railings, which make a positive contribution to the historical, architectural or industrial archaeological character or appearance of a Conservation Area, should be retained and not altered inappropriately. 3. The demolition of buildings within Conservation Areas will only be permitted where: a) The planning permission for demolition includes a condition that the demolition will not take place until a contract or other legally binding document for the appropriate redevelopment or treatment of the site has been made and planning permission	Indirect	This policy will have an indirect impact on our viability assessment. We have used current costs based on the BCIS. We acknowledge that construction costs are likely to be higher within conservation areas but values are also likely to be higher, but our testing at this stage is high-level and would not take this into account. Furthermore, developments involving conservation areas are will

	for those works have been granted, and those works materially enhance or, for premises that currently make a positive contribution, at least maintain the appearance of the Conservation Area. b) It has been demonstrated that, for buildings which make a positive contribution to the Conservation Area, all possible efforts have been made to find a suitable use for the building and it demonstrably cannot be suitably used. 4. Signage will be permitted provided it accords with the following: a) Fascia signs should be in keeping with the character of the shop front, fascia details and materials, the building as a whole and the area, particularly in terms of size, proportions, degree of projection, positioning, materials, type of construction, colour and style, and size of lettering. b) If a fascia sign is to be illuminated, it should be externally illuminated using unobtrusive and discreet light fittings or take the form of individually illuminated and affixed letters. c) Projecting or hanging signs should be of a small size, thin section, located at fascia level and, if needed, illuminated externally and discreetly. d) The cumulative impact of advertisements should not detract from the character or appearance of the building or locality. 5. The preservation and, where necessary, the sensitive relocation of attractive items of street furniture will be encouraged, as will the preservation and, where possible, the enhancement and extension of stone sett and flag surfaces. Where works are undertaken to these and other special surfaces, permanent reinstatement should be in the original material. 6. Development within the grounds or gardens of residential properties, places of worship or other buildings will only be permitted where they would preserve or enhance the historical, architectural or industrial archaeological character and appearance of the Conservation Area. 7. Proposals that will harm the character or appearance, identity and distinctiveness of a Conservation Area, or its setting, will only be		require a bespoke approach to viability e.g. enabling development and/or grants.

	permitted when it can be demonstrated, clearly, that the harm is outweighed by public benefits.		
Policy PL5: Non-designated heritage assets	Development which would directly or indirectly remove, harm or undermine the significance of a non-designated heritage asset, or its setting, will only be permitted where the benefits of the development outweigh the harm. This should have regard to the scale of the harm and the significance of the non-designated heritage asset, including to the character and identify of the borough, or the location concerned within it. Prior to the loss of a non-designated heritage asset, or a loss of significance, an appropriate and proportionate building or site recording survey will be required and submitted for the Historic Environment Record.	Indirect	Heritage assets not assessed within the review.
Policy PL6: The borough's canals	Development that is adjacent to, or adjoins, the Leeds and Liverpool Canal or the Bridgewater Canal should: 1. Not turn its back on the canal and, as far as possible, face the canal, effectively and sympathetically integrating the canal environment into the overall design, by providing natural surveillance, access and useable space. 2. Promote high quality design in which the scale, massing, detailing and materials of new development respects the local context and reflects and/or complements the distinctive industrial character of the canal. 3. Provide improved, safe and convenient access to and from the canal towpath for walking, wheeling and cycling including, for large scale developments on the opposite side of the canal, connecting via a bridge where it is feasible to do so. 4. Protect or, through appropriate management, enhance the environmental quality, ecological connectivity and biodiversity value of the waterway corridor, and not have an unacceptable adverse impact on the amenity of the area. 5. Seek to maximise opportunities for reducing carbon emissions and building resilience, in particular investigating the potential for using	Indirect	We assume that any canalside development would be designed and developed with the water as an asset to add value to the scheme. Site specific costs (e.g. flood mitigation) should be reflected in the price paid for the land.

	canal water to heat and cool canalside buildings using water-sourced heat pumps. 6. Not adversely impact on the structural integrity of the waterway or its related infrastructure and assets.		
Policy PL7: Extension, alteration or conversion of existing buildings in the Green Belt	Extensions and alterations to existing buildings in the Green Belt will only be allowed when it will: 1. Not exceed the cubic content of the original building by more than 30%, including any proposed ancillary structures such as garaging or storage buildings. 2. Not have a materially greater impact than the present use on the openness and purposes of the Green Belt, including the domestication of outdoor space as garden ground. 3. Respect local building styles and materials, and the form, bulk and general design are in keeping with its surroundings. The conversion of existing buildings will be permitted where they meet criteria 1-3 above, and where: 4. The existing building is permanent, structurally sound and of substantial construction, and capable of conversion without the need for major or complete reconstruction.	Direct	Green Belt land is currently constrained by the green belt policy. Green Belt land therefore has a very low Existing Use Value (EUV) as agricultural land etc. Where green belt sites are released for development, there is a significant uplift in land value for the proposed use (e.g., residential development). The loss mitigation is to be paid for out of this land value uplift. We have allowed typologies for Green Belt land adopting 50% affordable housing as stated within the NPPF (December 2024).
Environment			
Policy EN1: Our natural environment	Wigan Borough is home to a unique natural environment that includes internationally important remnant mosslands such as Chat Moss nationally significant wetlands that have been reclaimed from the borough's industrial mining and industrial legacy and now form the Flashes of Wigan and Leigh National Nature Reserve, irreplaceable pockets of ancient woodland in the Shevington and Standish Lower Ground area and regionally valuable areas of plantation woodland such as Haigh Plantations.	Indirect	Should be assessed at a site-specific level.

	The importance of Wigan's diverse natural landscape of water, fen, wet grassland, wet woodland and lowland raised bog habitats means that the whole of the borough is designated as part of the Great Manchester Wetlands Nature Improvement Area. These green infrastructure assets deliver multiple social, environmental and economic benefits, as well as climate change mitigation, adaptation and resilience opportunities. The council will work in genuine partnership with landowners, developers, the local community and other stakeholders to protect and enhance our green infrastructure network, supporting the priorities set out in the Local Nature Recovery Strategy, particularly in the following priority locations: 1. Our flashes and wetlands in the borough's Greenheart which is focused on the key former coalfield areas between Wigan, Leigh and Hindley. 2. Our mosslands south of Astley and Lowton connecting into Salford and Warrington. 3. Our river valleys including the River Douglas in and around Wigan and the northwest of the borough and Borsdane Brook / Hey Brook in Aspull, Hindley, Abram and Leigh which form part of the Mersey Catchment. 4. The Leeds and Liverpool and Bridgewater Canals which pass through the borough and our main town centres of Leigh and Wigan. 5. Our areas of common land such as at Aspull, Amberswood (between Ince and Hindley) and Edge Green (Golborne), and main parks in our towns and villages such as Alexandra Park, Newtown and Jubilee Park, Ashton-in-Makerfield. 6. Our town centres through the provision of more street trees, sustainable drainage and the addition of green walls and green roofs. 7. Within strategic development sites, including the sites allocated within this Local Plan and the Places for Everyone Plan, which provide opportunities to enhance green infrastructure.		

	8. Areas identified in the Greater Manchester Local Nature Recovery Strategy as areas that could become of particular importance for biodiversity (or 'opportunity areas'). We will prioritise protecting and enhancing sites of nature conservation and/or geodiversity value in accordance with the following hierarchy: a) The borough's internationally designated Manchester Mosses Special Area of Conservation at Chat Moss, as part of a wider designation including sites in Salford and Warrington. b) The borough's nationally designated sites including the Sites of Special Scientific Interest at Bryn Marsh and Ince Moss, Abram Flashes, Astley and Bedford Mosses and Highfield Moss and the sites that form the Flashes of Wigan and Leigh National Nature Reserve. c) The borough's areas of irreplaceable habitat including our areas of ancient woodland and ancient and veteran trees. d) Regionally designated sites including our numerous Sites of Biological Importance, Regionally Important Geodiversity Sites (RIGS) at Recepticle Delph and Main Drive Cutting at Haigh Hall and Local Nature Reserves at Greenslate Water Meadows in Orrell, Borsdane Wood in Hindley and Kirkless in Wigan. e) Other sites that are not designated for nature but contain substantial nature conservation value of local significance, including priority habitats such as wet woodland and grasslands and other protected species such as Willow Tit and Bittern, which contribute to the borough being designated as part of the Great Manchester Wetlands Nature Improvement Area and have the potential to support the priorities of the Local Nature Recovery Strategy. Development that would adversely affect the biodiversity and/or geodiversity value of a site will only be permitted when the need for the development in that location overrides the need to protect that biodiversity and/or geodiversity, with the weight accorded in line with the above hierarchy, and that the ability to mitigate the development has been maximised. Applicants will be required to demonstrate, through a supporting		

	ecological assessment, the potential impacts to biodiversity and how they will be mitigated, both within the development site and outside the development site where appropriate.		
Policy EN2: Development and green infrastructure	Green Infrastructure in Wigan Borough comprises a network of multifunctional natural assets, the priority locations of which are highlighted in Policy EN1 Our Natural Environment. The Council will work with partner organisations, local communities and developers to: 1. Expand tree cover in appropriate locations across the borough to improve landscape character, water and air quality and the value of trees to wildlife. 2. Strengthen and expand the network of wildlife sites, corridors and stepping stone habitats to secure a net gain in biodiversity and support the delivery of the Nature Recovery Network. 3. Improve and increase opportunities for walking, wheeling, cycling and horse riding within the green infrastructure network, particularly where it can have a positive impact on our marginalised communities. 4. Increase the accessibility of open space within walking distance of housing, health, employment and education establishments to promote healthy lifestyles, informed by the most up to date open space assessment. 5. Reduce the risk of flooding, improve river water quality and riverine and riparian habitats within the Douglas and Mersey Catchments supporting the objectives of Policy EN3. 6. Ensure that development proposals on strategic employment and housing sites are supported by a holistic green infrastructure plan to provide wider environmental net gains Developers will be required to provide long-term management arrangements for new and existing green infrastructure within development sites, proportional to the scale and roles of the green infrastructure within the site.	Direct	See Policy PE4 for S106 costs.

	Development should contribute to, or provide opportunities to enhance the function of, existing green infrastructure and its connectivity from residential areas, town and local centres, employment areas and other open spaces, in line with priorities and actions set out in the Greater Manchester Local Nature Recovery Strategy. Development that would result in the loss, fragmentation or isolation of green infrastructure assets will only be permitted where it can be demonstrated that: a) Appropriate protection or retention of green infrastructure assets cannot be achieved; and b) The development would bring benefits that would override the resultant harm; and c) There are no realistic alternatives to the proposed development that would avoid such harm In such cases, appropriate compensatory provision will be required off site. Major development proposals must use the latest version of the national Urban Greening Factor calculator, or equivalent, to demonstrate that the development will achieve Urban Greening Factor scores, or equivalent, of at least: i) 0.3 for predominantly commercial development. ii) 0.4 for predominantly residential development on previously developed land, and iii) 0.5 for predominantly greenfield residential development. An operation and maintenance plan must also be included which satisfactorily demonstrates that the green features will be successfully retained throughout the life of the development. Development that would result in the loss of, or damage to trees, woodlands and/or hedgerows of significant amenity, screening, wildlife or historical		

	value will only be permitted when the benefits of the development would clearly outweigh the loss or damage to the trees, woodlands and/or hedgerows, and the development cannot reasonably be located elsewhere. Development which would cause the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will not be permitted unless significant, exceptional reasons are demonstrated, and significant compensatory measures are provided		
Policy EN3: Blue infrastructure network	Blue infrastructure is a key component of Wigan Borough's green infrastructure. It comprises a network of multifunctional water-based assets, the priority locations of which are highlighted in Policy EN1 Our Natural Environment. Developers and landowners have specific responsibilities with regards to water management, therefore any development proposals that would drain into, or be located on, or alongside, a waterbody should, as applicable: 1. Protect and proportionally enhance its multifunctional environmental, social and economic benefits as part of the borough's blue infrastructure network. 2. Maintain an undeveloped and unobstructed buffer strip of at least ten metres from the top of the bank of any Main River and at least five metres from any ordinary watercourse and any new development (including formal landscaping, sports fields, footpaths, lighting and fencing). Buffer zones should be natural in character, distinct from the built environment, and contain native plant species. Proposals should be accompanied by a management plan which includes all riparian areas of a site ensuring access for maintenance of existing services and utilities is retained. 3. Conserve and enhance the biodiversity value of the watercourse and its corridor by incorporating Water Framework Directive action measures within the proposal. Action measures could include, but are not limited to, in-channel enhancements, the creation of priority wetland habitats to create natural flood management, addressing misconnections and the eradication and management of Invasive Non-Native Species.	Indirect	Site specific assessment required therefore not tested.

	4. Enhance its role as a location for suitable water-based leisure activities, integrating it into the development where possible and appropriate to do so. 5. Open and re-naturalise modified watercourses including culverted and piped waterways. New proposals for culverting will not be permitted and there is a presumption against the use of hard engineering, including gabions. A Water Framework Directive assessment should be submitted as part of proposals and should include an assessment of the works needed to prevent future flooding, in addition to how the proposal will impact Water Framework Directive status. 6. Ensure that the provision of crossings and bridges are supported by a strong transport justification to do so including improving opportunities for active travel. They must be in keeping with the setting of the area, designed to avoid obstructing flood flows and be supported by a Water Framework Directive assessment.		
Policy EN4: Nature recovery and improvement	Where proposals are subject to mandatory Biodiversity Net Gain, this should be delivered on-site as first preference, taking into account priorities set out in the Greater Manchester Local Nature Recovery Strategy. Off-site alternatives will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted or where greater gains can be delivered off-site where the improvements can be demonstrated to be deliverable and are consistent with the Greater Manchester Local Nature Recovery Strategy. For off-site provision, the following locational hierarchy should be followed in line with the Greater Manchester Local Nature Strategy: 1. Within sites that make up the Wigan Greenheart Landscape Recovery Scheme 2. Within other areas in Wigan Borough 3. Within Greater Manchester	Indirect	We will be adding in BNG cost. For the purposes of our viability assessment, we have assumed that the relevant cost of professional ecological reports, biodiversity net gain work and mitigation strategies are included in the professional fee budget. We have assumed that the cost of relevant mitigation is included in: the net-to-gross site area assumption in terms of land take; and the external works cost;

	4. Within the Lancashire Coal Measures and Mersey Valley National Character Areas 5. Elsewhere in England Only when it is demonstrated that there is no possibility of delivering Biodiversity Net Gain within the above locational hierarchy will the purchase of statutory credits be supported. Development should deliver Biodiversity Net Gain that helps deliver nature-based solutions to climate change as well as biodiversity loss, such as the restoration and creation of ecosystems to protect communities from flooding or increasing carbon sequestration where appropriate to do so. To deliver additional ecological enhancement in new developments the council will require: a) Swift boxes to be provided in all new residential and commercial developments over 5 metres in height to the eaves. Built-in swift bricks, rather than external swift boxes, will be required unless circumstances make the swift brick impractical b) Other bird boxes or bat boxes to be included as appropriate mitigation for any identified impacts. c) Hibernacula, habitat piles and bug hotels to be located within public open space where appropriate. d) Rear garden boundaries to be designed with suitable gaps to allow movement of hedgehogs. Ongoing maintenance of additional ecological enhancement assets should be included within wider landscape or habitat management plans where appropriate.		and the net-biodiversity gain costs etc. For the purposes of our viability assessment the biodiversity net gain charge has been explicitly included in our appraisals. We have included a biodiversity net gain delivery cost of **£1,137** per housing unit for the housing on predominantly greenfield land with biodiversity net gain impact typology and **£242** per housing unit for the housing on predominantly brownfield land with biodiversity net gain impact typology. This is based upon the North West regional cost (central estimate) in the biodiversity net gain delivery cost tables (Tables 16 and 17) from the DEFRA Biodiversity net gain and local nature recovery strategies Impact Assessment 15/10/2019. This should be kept under review as we are aware that the costs could be considerably higher or

			lower depending on the site specific circumstances.
Policy EN5: Chat Moss	The remnant area of Chat Moss within Wigan Borough will be protected and enhanced as a key component of Greater Manchester's strategic green infrastructure network, forming part of a wider lowland wetland area extending into Salford and Warrington. There will be a strong emphasis on: 1. Delivering nature conservation improvements and providing ecological connections to surrounding areas, supporting the Local Nature Recovery Strategy. 2. Enhancing public access, with high quality routes for walking, wheeling, cycling and horse riding within the area and connecting it to surrounding communities and other parts of the Great Manchester Wetlands Nature Improvement Area, in a manner that is compatible with nature conservation objectives and avoids additional pressure impacting adversely on the Manchester Mosses Special Areas of Conservation, so as to enable local residents to benefit from this vital and distinctive piece of green infrastructure. 3. Improving visitor facilities that support public use of Chat Moss and offer learning opportunities, including at Moss Side Farm. 4. Reducing carbon emissions and protecting and enhancing the area's role in storing and sequestering carbon, thereby supporting climate change objectives and improving resilience. 5. Retaining the flat, open and relatively tranquil character of the area, and its relative darkness. 6. Restoring the functionality of peat habitats, helping to improve the hydrology of Glaze Brook. 7. Supporting opportunities for new forms of sensitive wetland farming that are compatible with the protection of peat. 8. Protecting remaining areas of peat from harmful development where possible, helping to retain the archaeological importance of the wider area. 9. Supporting the conservation and creation of peatland habitats in the Risley, Holcroft & Chat Moss National Nature Reserve.	Indirect	Site/area specific.

Policy EN6: Safeguarding soil resources	New development should: 1. Safeguard the long-term capability of the best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification), as a resource for future generations, unless there are overriding reasons not to do so. 2. Be supported by a soil handling plan and sustainable soil management strategy based on detailed soils surveys when it is on best and most versatile land. 3. Protect peat and wetland soils from disturbance or damage due to their high environmental value. The council will support the use of fixed facilities for the temporary relocation of clean, natural soil to help ensure that the impact of development on soils can be dealt with in a more sustainable way	Indirect	
Policy EN7: Protecting amenity and the environment	To help maintain, enhance and protect our environment and/or general levels of amenity for the benefit of the health and wellbeing of our communities and wildlife, new development will only be permitted where it would: 1. Not result in unacceptable levels of pollution, both individually or cumulatively with other existing or proposed development, both operationally and during the construction phase. Developers should demonstrate, where appropriate, that environmental risks have been evaluated and appropriate measures have been taken to minimise these as necessary. 2. Not have an unacceptable impact on the amenity and quality of life of occupiers or users of surrounding sites, or future occupiers or users of the proposed development itself, in respect of, but not limited to air quality, noise, vibration, odour, sunlight and daylight, artificial light, dust, privacy and overlooking, and/or temperature, as applicable. 3. Not have an unacceptable impact on air quality, particularly within an Air Quality Management Area. 4. For proposals on, or adjacent to, land that is, or has the potential to be, contaminated and/or unstable, be supported by an assessment of the extent of the issues and any possible risks, with development	Indirect	Assessment is beyond scope.

	only permitted where the land is, or can be made, suitable for the proposed use. 5. Not give rise to the pollution of any watercourse, groundwater or mossland or result in the transfer of contaminated run-off to surface water drainage.		
Policy EN8: Land reclamation and renewal	The council, in conjunction with other partners, will seek to secure the reclamation and renewal of the following sites for development, routes for walking, wheeling, cycling and horse riding and/or nature recovery and improvement, as appropriate: 1. Whelley Loop Line – Hall Lane to Sennicar Lane, Wigan 2. Whelley Loop Line Viaduct, Wigan 3. Whelley Loop Line, Chorley Road to Rectory Lane, Standish 4. Red Rock Railway South, Wigan 5. Gidlow Tip, Wigan 6. Gidlow Mineral Railway, Wigan 7. Ince Moss, Ince, Wigan 8. Grammar Pit, Hindley 9. Pickley Green Railway, Leigh 10. Bickershaw Colliery Spoil, Leigh 11. Leigh Road, Atherton 12. Princess Road, Ashton-in-Makerfield 13. Bedford Colliery, Leigh	Indirect	Assessment is beyond scope.
Policy EN9: Low carbon heat and energy	In line with Greater Manchester's target to be carbon neutral by 2038, the council will work with partners and communities to support and facilitate, where applicable: 1. Development that utilises heat decarbonisation, replacement of natural gas with hydrogen and the implementation of district heat networks particularly in our heat and energy network opportunity areas. 2. The fabric retrofit of the borough's homes and other buildings to enable heat decarbonisation. 3. Exploration of opportunities to use the borough's vast underground mine water resources for district heating.	Direct	We have factored in several energy costs for this policy including Net Zero costs and EV charging points for flats and houses. FHS/Net Zero costs - £6,500 per unit (previously mentioned above) Part L&F - £2,260 per units

	4. Delivery of large-scale solar PV and wind developments where appropriate, particularly in our urban fringes. 5. Delivery of small-scale hydroelectric generation where appropriate. 6. Delivery of battery energy storage systems in appropriate locations and circumstances, provided that any sites over 1Mwh include suitable environmental protection measures including bunding systems to contain materials in the event of a fire.		EV charging points (houses) £1,000 per unit, (flats) - £2,500 per unit.
Policy EN10: Development and flood risk	In principle, development should not take place in locations at risk of any form of flooding and should be designed to ensure that it does not increase the risk of flooding elsewhere, in line with national planning policy. Where a Flood Risk Assessment is required, applicants will be required to demonstrate that their proposal does not increase, and reduces surface water and fluvial flood risk elsewhere by ensuring that: 1. Any loss of fluvial flood storage within the 1 in 100 plus appropriate climate change allowance flood extent must be compensated for on a level for level, volume for volume basis. Proposals must demonstrate that fluvial flood flow routes are not impeded. 2. Unless exceptional circumstances are demonstrated for not doing so, opportunities to provide additional flood storage must be considered and be designed into the development, in addition to ensuring no loss of surface water and fluvial flood storage. Surface water must be discharged in accordance with the following hierarchy: a) An adequate soakaway or some other form of infiltration system. b) An attenuated discharge to a surface water body. c) An attenuated discharge to public surface water sewer, highway drain or another drainage system d) An attenuated discharge to public combined sewer. Suitable access should be safeguarded for the maintenance of water supply and drainage infrastructure.	Indirect	For the purposes of our viability assessment, we have assumed that the cost of professional fees for the relevant flood risk assessments and drainage strategy reports etc are included in our overall professional fee budget. Where there are sites with abnormal costs associated with flood mitigation (e.g. sites in Flood Zone 2 or 3), these costs should be deducted from the price of the land. I.e. one cannot pay the same price for land which is not subject to flooding, compared to land which is constrained by flooding. This is something that will need to be tested on a site-specific basis.

	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 as identified to the northwest of Wigan and to the east of Leigh. Major development proposals should include sustainable drainage systems which are multi-functional, in accordance with the four pillars of sustainable drainage in preference to underground piped and tanked storage systems, unless there is clear evidence why such techniques are feasible. Where a development proposal is part of a wider development or allocation, holistic drainage strategies should be part of whole site-masterplans considering existing water infrastructure and minimising the need for pumped drainage systems. A proliferation of pumping stations on a phased development will not be acceptable		
Policy EN11: Flood water storage areas	Lilford Park Basin and Wigan Flood Alleviation Scheme are safeguarded for flood water storage. Development within, or adjacent to, these flood water storage areas, which would have a negative impact on their functions, will not be permitted. The implementation of flood storage and natural flood management schemes for Borsdane Brook upstream of Hindley and Platt Bridge will be strongly supported. The delivery of future flood water storage areas in the Leigh East catchment will be strongly supported in principle if it is needed to ensure the long-term effectiveness of Lilford Park Basin and Bedford Pumping Station in protecting this area from flooding. Where development is proposed within catchments that have been identified as potentially requiring flood storage areas to alleviate existing flood risk, developers will be required to: 1. Collaborate with relevant stakeholders to explore the opportunities for flood risk reduction / management within the site.	Indirect	Assessment is beyond scope.

	2. Demonstrate what these opportunities are and their respective feasibilities. 3. Deliver flood risk reduction / management within their proposal, unless they can provide a sufficient justification to allow for an extreme exception to do otherwise.		
Policy EN12: Groundwater Source Protection Zones	Development proposals within Groundwater Source Protection Zones, to the south of Golborne and Lowton and to the south of Ashton-in-Makerfield, must accord with the latest national guidance on groundwater protection and, as appropriate, be supported by: 1. A risk assessment and mitigation strategy. 2. Masterplanning which mitigates the risk to the water environment. 3. A management plan relating to construction and activities that will take place during the operation / lifecycle of any permitted development.	Direct	Influences development costs through water management requirements. We will add a cost of Water Efficiency (£ per unit) (110L per person per day) at £10 per unit for all dwellings
Policy EN13: Water efficiency in new development	All new residential developments must achieve, as a minimum, the water efficiency standard of 110 litres per person per day in line with the optional requirement in Building Regulations. All major non-residential development shall incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard, unless it can be demonstrated that it is not feasible.	Direct	Same as above.
People			
Policy PE1: Planning for healthier living	Proposals for major development should be designed in a way that contributes effectively to the delivery of healthier environments, within the development itself, through its connection to surrounding areas and in its integration with neighbouring communities. Through either a Health Impact Assessment or a Planning for Health Checklist, applicants will need to demonstrate that due consideration has been given to the potential impact of the proposed development on the health and wellbeing of the population, based around the following topic areas, as applicable: 1. Accessibility for walking, wheeling and cycling 2. Access to open space and the natural environment	Indirect	Costs are assumed within standard developer costs.

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3. Creating great places and child friendly environments
4. Adaptation to climate change
5. Air quality, noise and neighbourhood amenity
6. Crime reduction and community safety
7. Housing standards and affordability
8. Access to work and training
9. Access to healthy food
10. Access to health and social care services and other social infrastructure
Proposals deemed to achieve negative health impacts overall will not be permitted unless there are overriding reasons to do so in the wider public interest.

The thresholds for requiring a Health Impact Assessment or a Planning for Health Checklist are set out below:

<table>
<tr><th>Use</th><th>Health Impact Assessment</th><th>Planning for Health Checklist</th></tr>
<tr><td>Housing</td><td>150 homes or more</td><td>10–149 homes</td></tr>
<tr><td>Housing (where numbers are not known)</td><td>5 hectares or more</td><td>0.5–4.99 hectares</td></tr>
<tr><td>Employment development</td><td>5 hectares or more</td><td>0.5–4.99 hectares</td></tr>
<tr><td>Commercial / leisure use</td><td>1 hectare or more</td><td>1,000sqm floorspace or more, or 0.5–0.99 hectares</td></tr>
</table>

Proposals that would help greater numbers of at-risk populations in the borough to access healthcare and, where applicable, enable greater numbers to adopt preventative measures, will be supported in principle.
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<tr>
<td>Policy PE2: Hot food takeaways</td>
<td>New hot food takeaways will be permitted within designated Town Centres and Local Centres, and in any new Local Centre delivered in accordance with Policy TC13, provided it will not result in:</td>
<td>Indirect</td>
<td>Assessment is beyond scope.</td>
</tr>
</table>

	1. A concentration of more than 10% of ground floor or mall level shop units within the town centre being hot food takeaways, and no more than 33% within any given street frontage. 2. A concentration of more than 33% of ground floor shop units within local centres being hot food takeaways. 3. More than 2 adjoining or adjacent hot food takeaways Outside of our Town Centres and Local Centres, there will be a strong presumption against the provision of hot food takeaways. Proposals for all hot food takeaways must demonstrate that: a) There would be no unacceptable impact on residential amenity. b) There would be no adverse implications for traffic management or highway safety. c) Flue extraction systems have been appropriately designed and sited and/or noise insulation provided. d) An appropriate location for commercial trade waste, including recycling facilities, has been identified, which is sited and screened in a way that safeguards amenity and is convenient for refuse collection. e) The business operating in the premises takes responsibility for their customer's litter, as far as it is reasonable and practicable to do so. f) Healthier food and drink options will be promoted and available as a standard part of the menu. A financial contribution will be required from all new or extended hot food takeaways to help mitigate potential impact on nuisance and amenity in the local area, including litter bin maintenance and street cleaning. The fee is set at £50 per square metre of the gross floor area (internal) of the premises, or the size of the extended area, as at 1 April 2025, which will be reviewed and amended annually on 1 April in each subsequent year according to the official rate of UK inflation at that time. This will apply to the date that the development or change of use commences.		

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<tr>
<td>Policy PE3: Open space, sport and recreation</td>
<td>The council will seek to ensure that the borough’s network of open spaces is protected, managed, enhanced and where appropriate expanded, including the 3 principal parks and 20 neighbourhood parks listed in Figure 11.1, as a focus for a wide range of informal and formal play, recreation and sports activities across the borough.

Development proposals that would result in the loss of existing open space and/or sport and recreation facilities, including playing fields, will not be permitted unless it can be demonstrated that it meets one of the exceptions listed in national planning policy, in conjunction with the following open space standards:
<table>
<tr><th>Typology</th><th>Quantity standard (minimum number of hectares per 1,000 population)</th><th>Accessibility standard (maximum distance between dwelling and nearest open space of this type)</th></tr>
<tr><td>Parks and gardens</td><td>0.72</td><td>710 metres</td></tr>
<tr><td>Natural and semi-natural greenspace</td><td>1.80</td><td>720 metres</td></tr>
<tr><td>Amenity greenspace</td><td>0.81</td><td>480 metres</td></tr>
<tr><td>Equipped play provision for children and young people:</td><td rowspan="5">0.25</td><td></td></tr>
<tr><td>Local Area for Play</td><td>100 metres</td></tr>
<tr><td>Local Equipped Area for Play</td><td>400 metres</td></tr>
<tr><td>Neighbourhood Equipped Area for Play</td><td>1,000 metres</td></tr>
<tr><td>Other play provision for children and young people (e.g. multi-use games areas, skate park)</td><td>700 metres</td></tr>
</table>
</td>
<td>Direct</td>
<td>See Policy PE4 for S106 costs.</td>
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<tr><td>Allotments</td><td>0.25</td><td>No standard set</td></tr>
<tr><td>Outdoor sports and recreation facilities</td><td colspan="2">Refer to the needs assessment and site-specific recommendations within the Council's latest Playing Pitch and Outdoor Sports Strategy.</td></tr>
</table>
The further development of the complexes at Leigh Sports Village and the stadium at Robin Park will be supported in principle where the development would contribute to one or more of the following objectives:

Supporting the ongoing presence of first-class sporting clubs, both in the playing of first team matches and in the wider development and operation of the clubs.
Developing an enhanced visitor economy offer centred on the sports clubs and facilities.
Establishing the complexes as centres of wellbeing, both through the direct delivery of health-related services from accommodation in them, and through the establishment of synergies between the activities being undertaken by the sporting clubs and other agencies that are present.

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<td>Policy PE4: Development and social infrastructure</td>
<td>Development proposals for 10 or more new homes will be required to contribute financially towards addressing capacity issues arising from new development in health and social care, education, community facilities and open space, play, sport and recreation provision, to accommodate increased demands arising on such infrastructure. The contributions will be used to provide or improve assets such as accommodation, facilities or equipment.

A financial contribution will be required from each new home (including the conversion of non-residential buildings to homes). The fee is set at £5,000, subject to viability, as at 1 April 2025, and will be reviewed and amended annually on 1 April in each subsequent year according to the official rate of UK inflation applying at that time. This will apply to the date that the first home on a site or agreed phase is occupied.</td>
<td>Direct</td>
<td>This policy is to promote health, wellbeing and equality by safeguarding and improving open space.

The policy outlines the need for a contribution (£5,000 *subject to viability) from new residential development. This policy is referring to S106/Developers contributions which we will factor into our appraisals.</td>
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</table>

	Developer contributions will be apportioned across health and social care (30%), education (30%), community facilities (20%) and open space, play, sport and recreation (20%), unless specific circumstances indicate otherwise. Where appropriate, strategic residential-led developments may require the provision of health, education, community facilities and sport and recreation on-site. In such circumstances, this will be in-lieu of the element of the developer contribution apportioned to that use. The parts of the financial contribution apportioned to other infrastructure types will remain. For developments of 100 homes or more, on-site open space and play provision will be required in accordance with policy PE5.		
Policy PE5: Open space and play provision in new housing developments	New housing developments of 100 or more homes will be required to provide a minimum of 25 square metres per home of open space and equipped play space on-site. The exception to this is where the development is adjacent, or otherwise very close to, and easily accessible to existing open space and equipped play space, where it would be logical to enhance the existing facilities. In such circumstances, a financial contribution, in lieu of on-site provision, will be required in line with Policy PE4. Schemes including on-site open space and equipped play provision will gain a discount on the open space element of the financial contribution required by Policy PE4. The scale and specification of on-site play equipment shall be agreed with the council. Proposals for on-site open space and equipped play space must incorporate suitable arrangements for their ongoing maintenance and to ensure their continued public access.	Direct	As above.

	The typology of open space provision should be informed by the open space standards set out in Policy PE3, evidence of any deficiencies in the local area.		
Policy PE6: Community facilities	1. Proposals that retain or enhance existing community facilities and services will be supported in principle. 2. Proposals that provide new community facilities or services will be supported in principle where the provision is good quality, accessible, and of a sufficient capacity to serve the local community. 3. Proposals that would result in the loss of a community facility will only be supported where at least one of the following apply: a) It can be demonstrated that there is no longer a need for the facility. b) The loss is part of a wider proposal to improve community facilities or services in the area. c) An alternative facility of an equivalent or better standard will be provided on-site or elsewhere.	Indirect	Assessment is beyond scope.
Policy PE7: Development supporting users of publicly provided support services	Development likely to cater, or provide accommodation, for users of publicly provided support services, including but not limited to mental health services, substance misuse treatment and adult social care, will only be permitted where it is clearly demonstrated that: 1. A need for the development exists arising from the requirements of people already ordinarily resident in Wigan Borough, including existing service users currently receiving services outside the authority area. 2. Where the development consists of a facility directly providing a support service, the nature and scale of the facility is in line with the Council's commissioning strategies, such that resources are likely to be available to refer individuals to the facility and it can be reasonably expected that people already ordinarily resident in Wigan Borough, including existing service users currently receiving services outside the authority area, will be the principal users of the facility.	Indirect	Assessment is beyond scope.

	3. The development will not lead to an increase in the level of demand for any publicly provided support service, to an extent that is likely to result in a deterioration of the level of service available to existing users.		