

Golborne & Lowton West Neighbourhood Development Plan 2023-2035

July 2023



Contents

1. Introduction	4
1.1 Purpose and status of the Neighbourhood Plan	4
1.2 Duration, Monitoring and Review	4
2. Vision and Aims	6
2.1 Key Issues	6
2.2 Vision	6
2.3 Aims	7
3. Golborne & Lowton West – The Area	9
3.1 The Area and Strategic Context	9
3.2 Population Overview	9
3.3 Industrial and Mining Legacy	10
4. Community & Stakeholder Engagement	12
4.1 Engagement Activities and Outcomes	12
4.2 Outcomes of Engagement	14
5. Policies	16
5.1 Overall Strategy for Sustainable Development	16
5.2 Format of Policies	17
6. Urban Regeneration and Growth	19
GLW-R1: Employment and Enterprise	22
GLW-R2: Industry, Storage and Distribution	25
GLW-R3: Town Centre	27
GLW-R4: Local Retail Centre	28
GLW-R5: Millingford Industrial Estate	29
GLW-R6: Railway Station Goods Yard	31
GLW-R7: Heritage-Led Regeneration	33
7. Design and Environment	34
GLW-D1: Sustainable Design	37
GLW-D2: Natural and Green Environment	39
GLW-D3: Conservation Areas	41
GLW-D4: Parks	44
GLW-D5: Local Green Space	47
8. Community and Housing	49
GLW-C1: Housing	52
GLW-C2: Community Facilities	53
9. Infrastructure	54

Golborne & Lowton West Neighbourhood Plan

GLW-I1: Sustainable Travel	56
GLW-I2: Broadband.....	57
10. Infrastructure Priorities	59
11. Green Development Guidance Note.....	61
11.1 Using this Guidance Note	61
11.2 Achieving Green Development.....	61
Contact	64

1. Introduction

1.1 Purpose and status of the Neighbourhood Plan

The Golborne & Lowton West Neighbourhood Plan has been prepared by the Golborne & Lowton West Neighbourhood Forum. The Neighbourhood Plan sets out planning policies to guide the development of the area.

Once made, the neighbourhood plan forms part of the statutory development plan for the area, together with the adopted Wigan Local Plan Core Strategy 2013 and saved Unitary Development Plan policies. The 'Places for Everyone' Strategic Plan will also form part of the statutory development plan, once adopted.

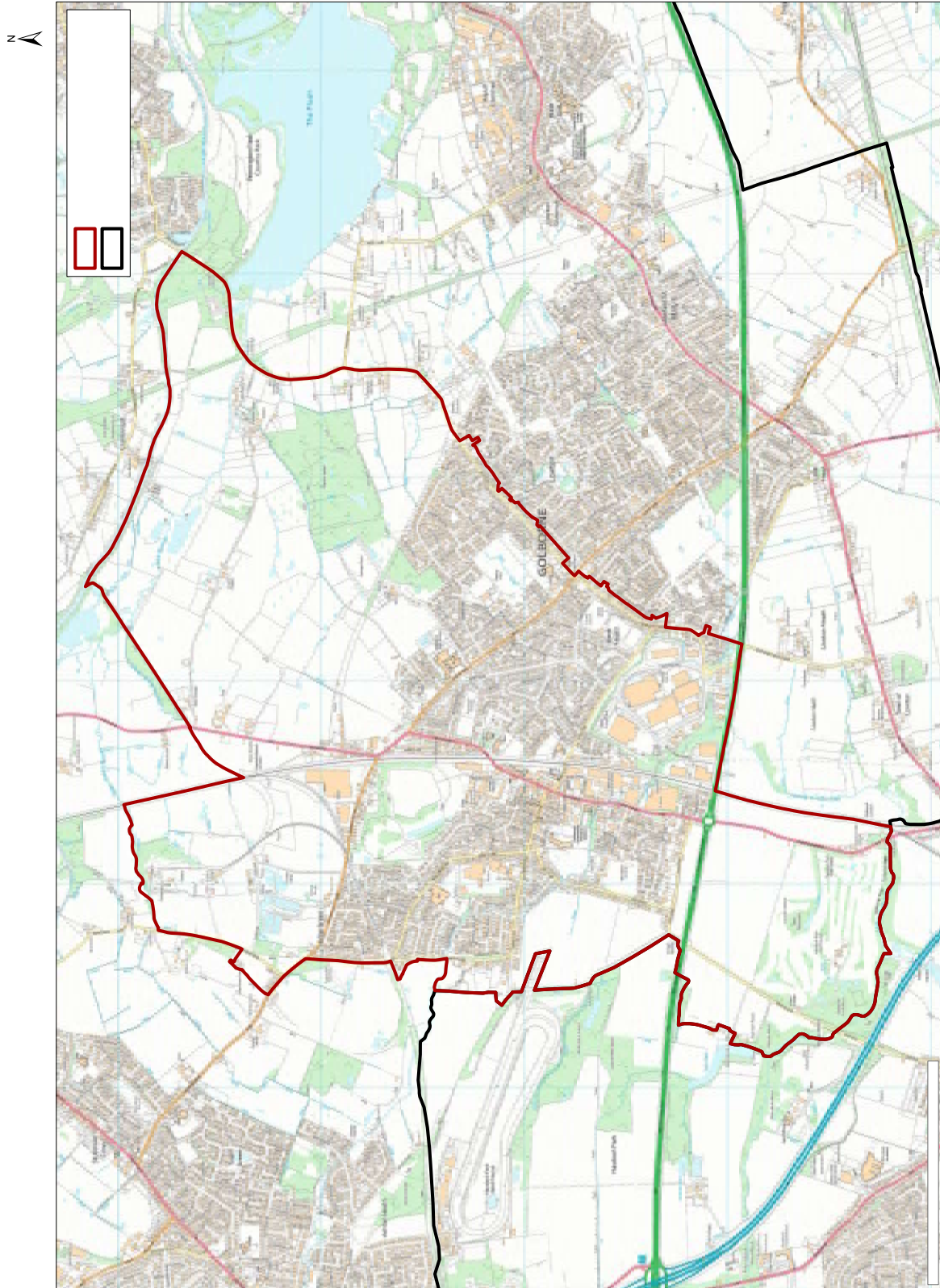
Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the policies of the development plan, unless material considerations indicate otherwise.

1.2 Duration, Monitoring and Review

The duration of the Golborne & Lowton West Neighbourhood Plan is from the day it is made to the end of 31st December 2035.

The Neighbourhood Plan does not deal with excluded matters such as waste, mineral extraction or nationally significant infrastructure.

The plan will be monitored by members of the Neighbourhood Forum. The current Neighbourhood Forum will lapse on 4th October 2024. If and when necessary, a new Neighbourhood Forum will be formed to revise the Plan and redesignation will be applied for.



Plan 1: Golborne & Lowton West Neighbourhood Area

2. Vision and Aims

2.1 Key Issues

Strengths

- Golborne and Lowton West is a place of opportunity, located between and close to Liverpool and Manchester, with relatively affordable property (compared to the national average).
- It is a place where people want to stay, with families stretching back through generations.
- There is a strong sense of local community.
- The area is in close proximity to the M6 via the A580 East Lancashire Road.

Challenges:

- There is a need for new employment, creating greater diversity of local economic opportunities.
- There can be viability issues with some land and properties in the area.
- The need to raise aspirations and lift the quality of development and regeneration.
- The area has a relatively high affordable housing need, in comparison to other areas in the borough (as evidenced by the Housing Needs Assessment).
- The need to reduce car-based travel and support active travel.
- The route of HS2 runs through the Neighbourhood Area and will create issues of severance, noise, visual impact and loss of open space (the HS2 project can't be addressed by the Neighbourhood Plan, but provides important context).

To address these issues, the Neighbourhood Plan has the following vision and aims.

2.2 Vision

The Neighbourhood Plan has the following vision:

To create a range of local economic opportunities, housing and community facilities, to meet the diverse local needs of the communities of Golborne and Lowton West, and a high quality and sustainable local environment, restoring local pride and dignity.

2.3 Aims

The Neighbourhood Plan has the following aims, which underpin its policies:

1. **To achieve sustainable and high-quality regeneration and economic development, including a thriving town centre;**
2. **To create more diverse local economic opportunities and improve local community facilities, reducing need for car journeys and creating more sustainable live-work-play patterns;**
3. **To support heritage-led regeneration and economic development;**
4. **To improve the quality of environment, including buildings, streets, spaces, landscape and public realm;**
5. **To support high-quality new housing and mixed-use development to meet local needs.**

Image on next page:

Traditional terraced housing is part of the locally distinctive character of the area.



3. Golborne & Lowton West – The Area

3.1 The Area and Strategic Context

The Golborne & Lowton West Neighbourhood Area is within Wigan Borough, between the Manchester City region and Liverpool City Region.

The area has urban and rural parts (urban fringe). There are a mix of land uses including Golborne Town Centre, Slag Lane local centre, commercial and industrial areas, housing estates, retail sites, and green and wooded areas.

Key transport links include the A580, which links to the M6 and M60, and various public transport services. There is a railway, but no station at present. The nearest railway station is Newton-le-Willows. There are bus links to surrounding town centres. The routes of HS2 passes through part of the Neighbourhood Area.

3.2 Population Overview

The census of 2021 shows a population for Golborne & Lowton West Ward of 12,050, a small increase on the 2011 figure (11,914), which demonstrated similar growth against the 2001 figure (11,026). So there is an ongoing trend of modest growth.

There is a roughly equal gender split of female (50.3%) and male (49.7%). By age groups, the population (City Population web site, accessed August 2022) is as follows:

Age Group	Number	Proportion
0-17	2,516	20.9
18-64	7,154	59.4
65+	2,380	19.8

The top occupations listed by people in Golborne and Lowton West in 2011 were:

1. Elementary 13.5%,
2. Skilled trades 12.3%,
3. Process, plant and machine operatives 11.6%,
4. Professional 11.5%,
5. Associate professional and technical 11.3%,
6. Elementary administration and service 10.6%,
7. Caring, leisure and other service 10.3%,
8. Administrative and secretarial 10.2%,
9. Sales and customer service 9.7%,
10. Managers, directors and senior officials 9.5%.

Please note, these do not add up to 100% as some people fall into more than one category.

3.3 Industrial and Mining Legacy

Golborne was referred to as 'Goldeburn' in 1187; believed to be from the archaic English meaning 'golden stream' or 'valley of marsh marigolds', possibly as a result of the type of flowers found in abundance alongside Millingford Brook.

In the 17th century Lowton West was mainly agricultural and pastoral with cottage industries including muslin and silk weaving. By 1890 hand loom weaving had become almost extinct due to industrialisation. In the 19th century industrial growth included the first deep mine colliery in 1825, Brewis's Parkside Cotton Mill in 1839 and Golborne Colliery in 1880. The area has a range of factories and engineering works.

During the early 20th century Golborne continued to grow and industry thrived. In the mid-20th century, traditional industries and including coal mining throughout the UK went into decline. The closure of the mine had a massive impact on the economic and social structure of the town. More recent development has been mainly agricultural and residential. One of the challenges is in attracting employment to the area to create greater diversity in local economic opportunity.

Part of the Neighbourhood Area is identified as 'Coal Mining Referral Areas', where some planning applications would be expected to be accompanied by coal mining risk assessment. Mainly, these areas are in the northwest of the Neighbourhood Area, so affect land in the Green Belt or Golborne Park or areas identified in this Plan for risk of coalescence. The growth proposals in the Plan should not be affected.

**Image on next page:
Golborne High Street**



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4. Community & Stakeholder Engagement

4.1 Engagement Activities and Outcomes

Community Survey July 2019

The community Survey July 2019 was based on nine specific questions and produced many and varied responses, which helped to clarify the required focus and content of the neighbourhood plan.

The following is a list of planning issues people would like to see addressed:

- a) Solve traffic and pollution
- b) Improve shopping
- c) Call a halt to further loss of safeguarded land and greenspaces
- d) Stop the building of large houses and build affordable and social
- e) Stop ignoring the older generation.

In addition, the following issues, enhancements or projects were raised, which fall outside of the scope of planning policy, but have informed the non-statutory annex to the neighbourhood plan:

- a) Open the station and improve public transport
- b) Police presence and solve anti-social behaviour
- c) Implement traffic calming and speed restrictions
- d) Create a community Hub/café/coffee shop
- e) Employ Street Cleaners
- f) Improve play areas
- g) Return of Golborne Urban District Council

Community Engagement Christmas Market 2019

The community engagement at the Christmas Market was an informal meet and greet, aimed at explaining to people the purpose of the Neighbourhood Plan and what it would mean in real terms for the area. Although there was no formal feedback form, many people raised dissatisfaction with how local villages were being largely ignored by local and strategic planning activities. A key issues was lack of infrastructure improvements to support the large increase in housing. Other feedback related to traffic issues not being resolved, lack of street cleaning, poor transport and lack of police.

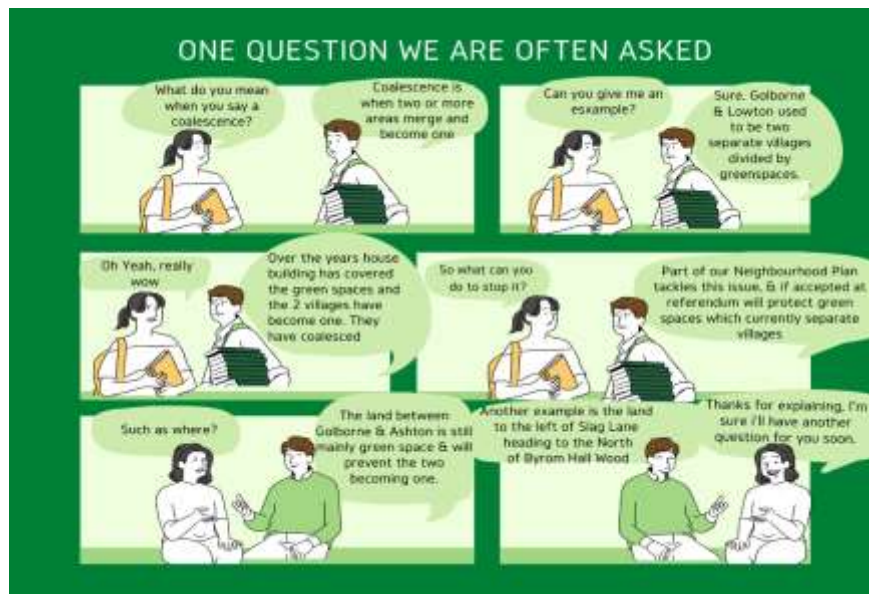
Community Survey 2020

A more in-depth survey in 2020 produced 284 responses. Some key outcomes were:

- 38% thought the streets were poorly maintained and 35% non-committal
- 70% thought the area was a good place to live, with a great community spirit
- Over 25% of respondents thought the area was not clean whilst over 40% were non-committal
- Only 39% of residents felt safe in their neighbourhood and only 25% felt safe after dark
- When asked about road congestion, only 9% were happy with the local road network
- 39% of people who felt the villages were not easy to navigate for disabled people
- A surprising 40% never visited parks in the area and when asked why the main reason was poor maintenance, litter, and dog fouling.

Facebook

Facebook has provided daily feedback. The Neighbourhood Plan was explained through comic strips each day. An example is below. This has gained popular support.



Newsletter

The Forum produced a monthly printed Newsletter until March 2021 to help engage with the community, providing information on progress with the Neighbourhood Plan, but also addressing aspirational concerns. It was distributed to 10,500 homes each month within the ward. Feedback on the newsletter was very positive. The newsletter continues in electronic format.

4.2 Outcomes of Engagement

The stakeholder and community feedback gained from engagement activities have informed the content of the neighbourhood plan, together with analysis of local evidence.

Policies have been formulated to address a range of issues, including town centre regeneration, housing, community facilities, sustainable transport, green spaces, heritage, and design.

**Image on next page:
Flexible workspace is of particular importance, post COVID.**

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5. Policies

5.1 Overall Strategy for Sustainable Development

The following policies support growth in various ways. They support town centre and neighbourhood centre regeneration, heritage-led regeneration and diversification of employment. The plan allocates the Millingford Industrial Estate site for mixed use development. At the same time, there are policies to ensure sustainable design and to protect the area's green environment.

The Vision and Aims in Chapter 2 will be achieved through the following policies:

Urban Regeneration and Growth (Chapter 6)

GLW-R1: Employment and Enterprise

GLW-R2: Industry, Storage and Distribution

GLW-R3: Town Centre

GLW-R4: Local Retail centre

GLW-R5, Millingford Industrial Estate

GLW-R6, Railway Station Goods Yard

GLW-R7: Heritage-led Regeneration

Design and Environment (Chapter 7)

GLW-D1: Sustainable Design

GLW-D2: Natural and Green Environment

GLW-D3: Conservation Areas

GLW-D4: Parks

GLW-D5: Local Green Space

Community and Housing (Chapter 8)

GLW-C1: Housing

GLW-C2: Community Facilities

Infrastructure (Chapter 9)

GLW-I1: Sustainable Travel

GLW-I2: Broadband

A Green Development guidance note is included at Chapter 11.

5.2 Format of Policies

The policies have the following format:

- Purpose (what the group policies are trying to achieve)
- Background (supporting evidence, planning rationale and justification for the group of policies)

This is followed by the policies themselves, which are formatted as follows:

- **The policy (in bold)**
- Interpretation (notes on how to apply the policy)

Image on next page:
The area has a variety of historic buildings.



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6. Urban Regeneration and Growth

Purpose

To create local economic opportunity, promote regeneration of derelict land, the town centre and railway station and support mixed use development, creating more sustainable live/work patterns.

Background

National Policy

The National Planning Policy Framework 2021 includes policies on building a strong and competitive economy in Chapter 6. Paragraph 81 highlights the need to create conditions in which businesses can invest, expand and adapt.

Chapter 9 Paragraph 105 refers to sustainable locations for development, to reduce the need for travel. Chapter 12 deals with well-designed places.

Local Policy

Wigan Unitary Development Plan (UDP) was adopted April 2006. However, some policies have now been replaced by those in the Local Plan Core Strategy (adopted September 2013), as the current strategic Local Plan for the Borough, setting out the spatial vision through to 2026.

The emerging Places for Everyone (Pfe) Plan, on adoption, will be a strategic joint development plan for Wigan Borough and eight other Greater Manchester districts to 2037. The Plan was submitted to the Government in February 2022 for independent examination, with adoption scheduled for 2023. On adoption, the Places for Everyone Plan will supersede a number of the core policies within the Wigan Local Plan Core Strategy.

Wigan's adopted Local Plan Core Strategy (LPCS) CP5 'Economy and Employment' – safeguards existing employment uses.

Wigan's Local Plan Core Strategy Policies Policy SP2 describes the 'hierarchy' of centres in Wigan. Golborne's role should be maintained and enhanced as the focus for a range of uses serving its community.

In line with the Local Plan Core Strategy Policy CP11 (which echoes 'Golborne Town Centre - Conservation Area Appraisal') development proposals within Golborne Town Centre Conservation Area should conserve and enhance the character and appearance of the Conservation Area, including use of materials sympathetic to the historic nature of the surroundings.

Local Plan Core Strategy Objective RC 1 aims to maintain, amongst other places, Golborne's role as an important centre for its locality.

Relevant UDP policies comprise:

- EM1A - Primary Employment Areas
- EM1B - Re-use of Employment Land and Buildings for Other Uses
- EM1C - Employment Development Outside Primary Employment Areas
- S1B - Town Centres
- S1D – Local Centres

Housing need is dealt with by the Wigan Housing Needs Assessment (HNA) 2020. The Neighbourhood Plan is allocating one site for housing, as part of its regeneration strategy. Any additional allocations to meet local need would need to be considered by the local planning authority, through the Local Plan process.

Planning Rationale and Evidence

There are two distinct economic roles that have played out historically and presently in the neighbourhood area. Since the late 17th century, Lowton West was mainly agricultural with cottage industries including muslin and silk weaving but this industry declined in the late 19th century owing to industrialisation. The agricultural and residential character of Lowton West remains today with the addition of a small shopping precinct at Slag Lane.

Meanwhile, Golborne was historically a mining and textile centre, although the heavy industry has largely been replaced with light industry. Closure of the mine had a large impact on the economic and social structure of the town. The former colliery (known locally as the 'Bonk', from the Welsh: *banciau* referring to the spoil heap of the colliery is now partly reused as Golborne Enterprise Park. Stone Cross Park in Golborne now provides the largest concentration of employment accommodation in the neighbourhood area. There are three Primary Employment Areas highlighted in the local plan - Millingford Industrial Estate, Stone Cross and Kid Glove Road. Numerous businesses have chosen the area as their base, including successful businesses such as Alpa, Murphys, Sofology, Wetherby Building Systems and Hovis.

The A580 suffers from congestion, which arises from the high proportion of private car users and also HGVs and other traffic associated with employment sites.

Golborne's town centre has declined over recent years to the extent that a weekly market held on the town centre car park no longer takes place due to the proximity of St. Helens, Warrington, Wigan and supermarkets.

In turn, the historic buildings of the Conservation Area lining the High Street are in various states of repair and occupancy levels, signalling the need for inward investment and regeneration to increase patronage. Housing is welcomed, although employment uses can also increase footfall to businesses in the town centre, alongside providing the case for the success of heritage-led regeneration of vacant town centre plots.

Selected plots will be allocated for mixed uses, incorporating retail at the frontage and industrial uses to the rear. Priorities for alternative uses through economic regeneration include the three vacant plots identified as allocations in this plan (E4, E5, E6). Further areas in need of development and regeneration include Golborne Park, the Millingford Industrial Estate, Golborne Train station and the High Street.

The Millingford site allocation is particularly supported by Wigan Local Plan Core Strategy policy CP5 'Economy and Employment', which, alongside making provision for approximately 200 hectares (gross) of employment land and safeguarding existing sites, has amongst its aims:

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

Millingford Industrial Estate is a key site for redevelopment and subject to a specific policy. The buildings are in poor condition and several are vacant. There are also issues with land contamination. Retention of employment on the site is an option, and is supported by the Local Plan and by the policy. However, attracting residential population in this location would help to support Town Centre recovery. Also, there are viability challenges, which may make residential development a more realistic proposition. A mixed use site allocation is made, to allow some flexibility.

The longer-term impacts of COVID-19 are difficult to predict, but there clearly needs to be a focus on regeneration of the High Street. This includes opportunities for heritage-led regeneration.

The railway station goods yard is protected by Policy GLW-E5, to support reopening of the station. This also includes the land adjacent, which is used as a car park. The outline business case for a new station is currently being considered. The policy protects existing assets, until there is clarity over how existing station assets will be used.

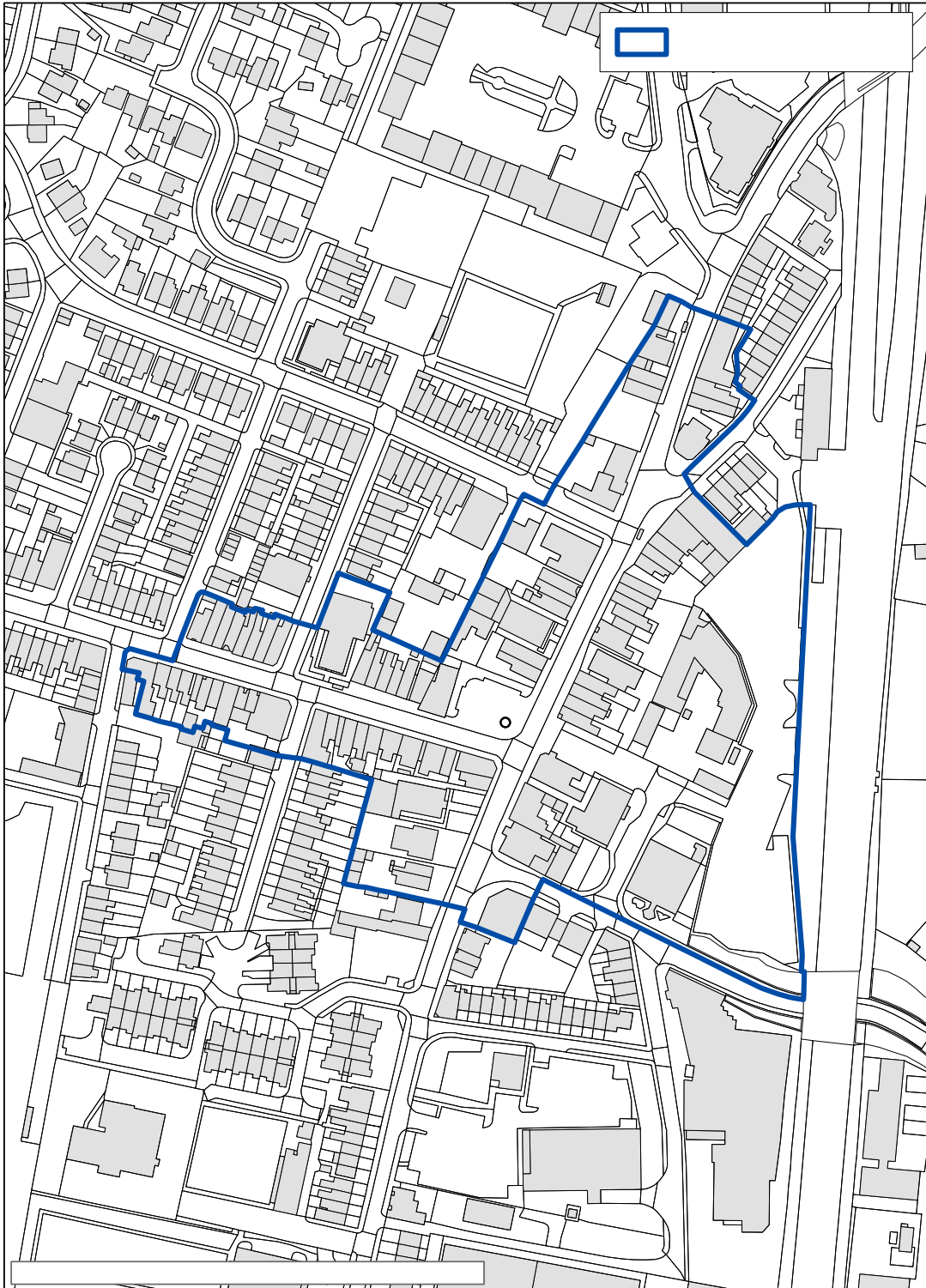
GLW-R1: Employment and Enterprise

- 1. New employment and enterprise space (Use Class E), including accommodation to support skilled and semi-skilled employment, creative industries, knowledge-based employment, and professional services, will be supported within the defined Town Centre (Plan 2) and Slag Lane Local Centre (Plan 3).**
- 2. The use of brown field sites outside of the existing centres for business and light industry uses will be supported where the scope for change of use to other Use Class E activities is controlled by condition or by other mechanisms where such uses would have the ability to harm the Town Centre and the Slag Lane Local Centre.**
- 3. Support for business, employment and enterprise uses is dependent on there being no significant adverse impact on the amenities of any nearby residential properties.**

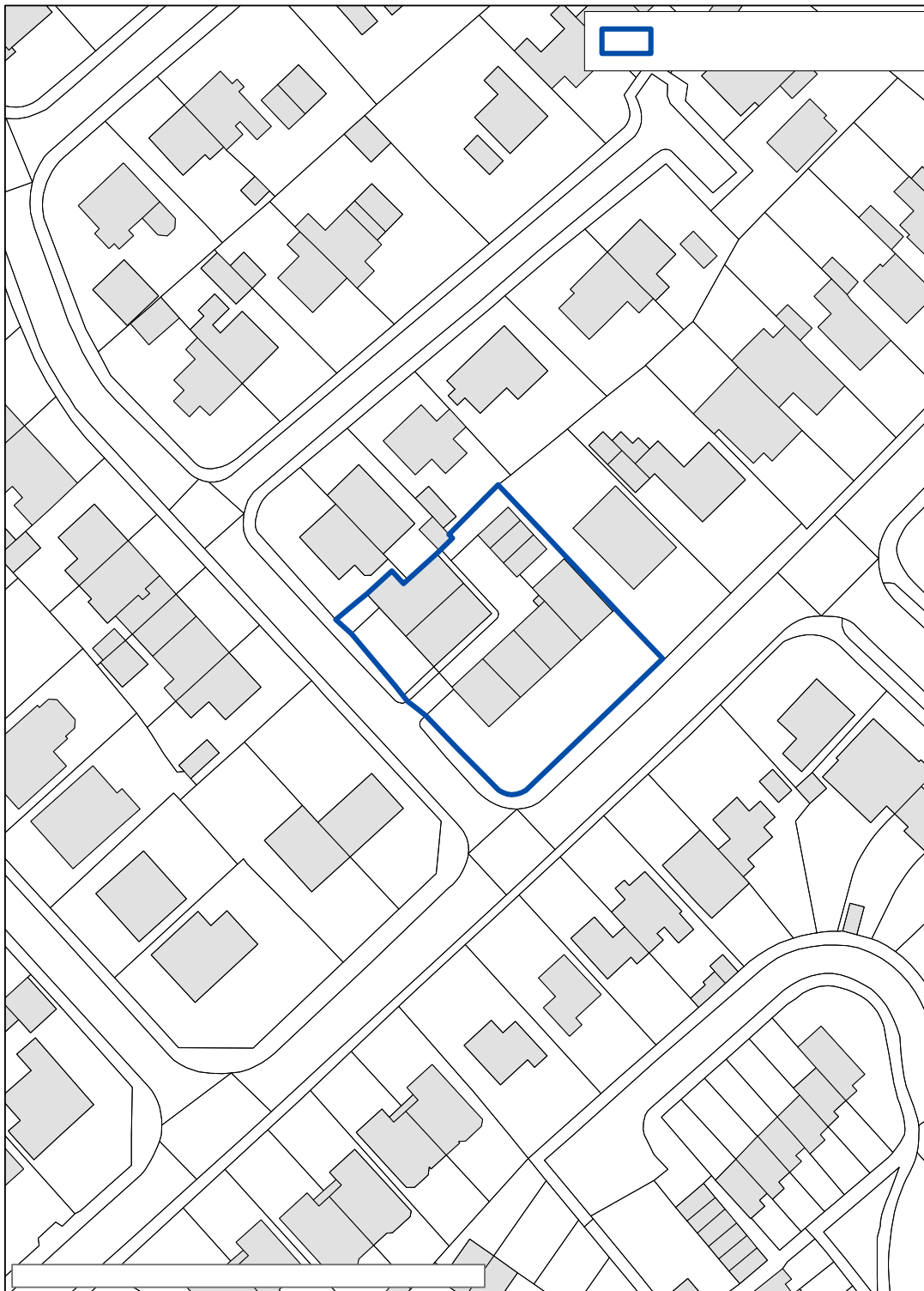
Interpretation

The policy sets out sustainable locations for employment and enterprise development. The policy seeks to enable business and light industrial uses on brownfield sites, but recognising that it would be harmful to allow other Use Class E activities outside of the existing centres.

This policy should be considered in the round and in relation to other development plan policies. Whilst regeneration is an important matter, proposals should be compatible with other uses in their immediate locality and not have an unacceptable impact on the amenities of any nearby residential properties.



Plan 2: Golborne Town Centre Boundary



Plan 3: Slag Lane Local Centre

GLW-R2: Industry, Storage and Distribution

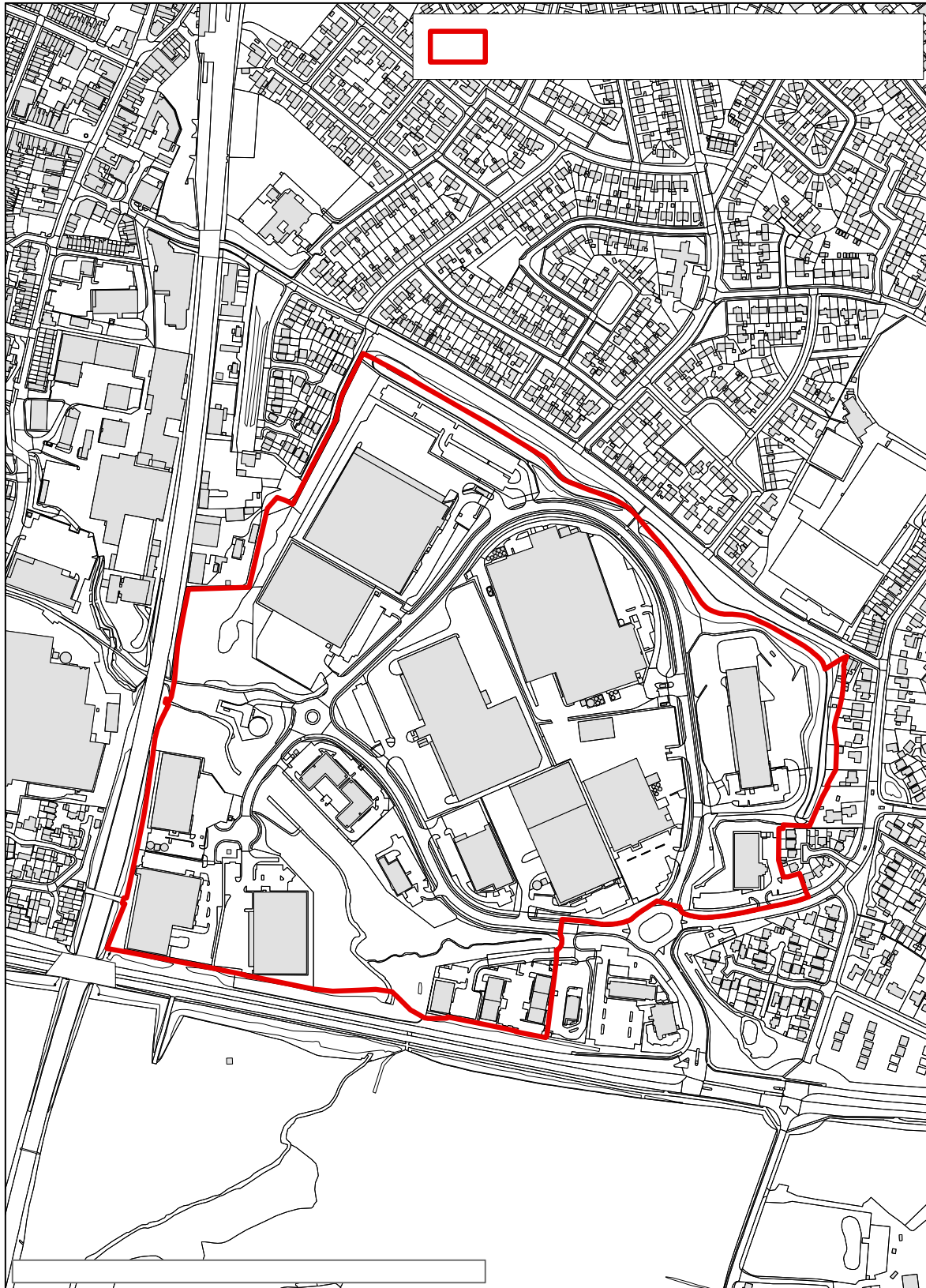
1. **Development involving floorspace for industry, storage or distribution (Use Class B2 and B8) will be supported in Stone Cross Park (Plan 4).**
2. **In considering development for industry, storage and distribution, particular regard should be given to:**
 - a) **the capacity of the highway network to adequately and safely accommodate traffic generated, including heavy goods vehicles;**
 - b) **the need to avoid significant adverse impacts on the amenities of residential properties and green spaces, from traffic generated, including heavy goods vehicle movements;**
 - c) **the scope for harm to the amenity, quality of environment, viability and vitality of the Town Centre, including through generation of traffic movements through the Town Centre by heavy goods vehicles.**
 - d) **Provision of opportunities for active and sustainable travel, having regard to Policy GLW-I1.**

Interpretation

Harm to amenity would include through visual impacts, noise, vibration, dust, disturbance, traffic movements, and other impacts.

The policy responds to harm caused to the town centre in the past by industrial, storage and distribution, so seeks to ensure that impacts are given full consideration in future proposals.

Stone Cross Park is identified as the preferred location for such development, with good access to the A580.



Plan 4: Stone Cross Park

GLW-R3: Town Centre

1. Within the defined town centre (Plan 2):

- a) **Retail and other town centre uses (Use Class E) will be supported in ground floor units fronting the A573 High Street, and should include entrances and active frontages to the street.**
- b) **Residential uses, non-residential institutions and assembly and leisure uses will be supported in upper floors and other locations, providing ground floor units fronting the A573 High Street provide and retain active frontages.**

Interpretation

The policy allows diversification within the Town Centre, but ensures that complementary uses with active frontages are maintained for ground floor High Street frontages, which is important for maintaining economic vitality and character.

It is not the intention of the policy to amend or contradict permitted development rights relating to commercial uses, including changes of use to residential.

It should be noted that industrial, storage and distribution uses are not supported in the High Street by this policy.

If residential uses are included on the site, then the requirements of Policy GLW-C1 will need to be met.

The policy comments about the need for active frontages in the town centre. This would include the provision of prominent and attractive shopfronts, and window displays which demonstrate the uses contained in the premises and present a welcoming and safe environment.

GLW-R4: Local Retail Centre

1. **Within the local retail centre at Slag Lane Local Centre (Plan 3), retail and other town centre uses (Use Class E) will be supported in ground floor frontage units.**
2. **Ground floor units should retain active frontages and shop fronts.**

Interpretation

The policy is based on a similar approach to Policy GLW-E3 and recognises the importance of this local centre.

The policy comments about the need for active frontages in the Local Centre. This would include the provision of prominent and attractive shopfronts, and window displays which demonstrate the uses contained in the premises and present a welcoming and safe environment.

GLW-R5: Millingford Industrial Estate

1. **Millingford Industrial Estate site (Plan 5) is allocated for mixed-use development, based on the following uses:**
 - **Apartments or other residential development;**
 - **Residential schemes suitable for older people;**
 - **Employment uses (Use Class E);**
 - **Live/work units;**
 - **Community facilities.**
2. **To protect the viability of the Town Centre, business or light industrial activities within Use Class E will be conditioned or otherwise restricted if change of use to other Class E activities would be likely to harm the vitality of the Town Centre.**
3. **Wherever practicable development proposals should include active frontages (containing windows and doors), on or close to the site's street frontage.**
4. **The proximity of the railway and associated noise and vibration should be addressed in the design and specification of any residential scheme;**
5. **Schemes should be designed to complement the urban character of the site and context, meeting the requirements of Policies GLW-D1 and GLW-D2.**

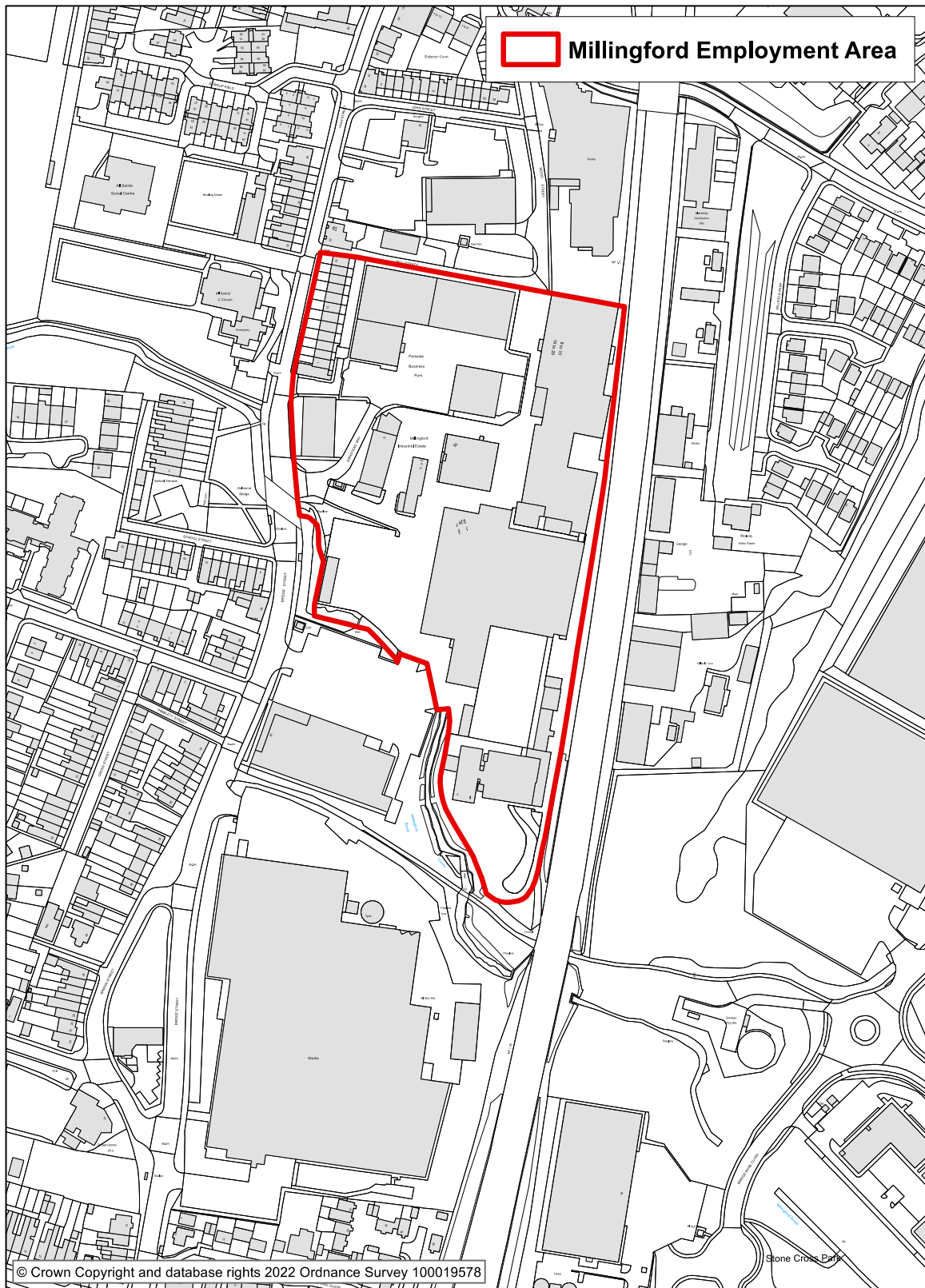
Interpretation

The policy identifies a key site for regeneration based on mixed use development. It provides an opportunity to increase the residential population, in close proximity to Town Centre, but also supporting employment as part of the mix.

For residential uses, the requirements of Policy GLW-C1 will need to be met.

Mitigation measures to address the proximity to the railway line could include acoustic screens, tree planting, appropriate layout, and triple glazing.

The requirement to complement the urban character would indicate housing blocks with shared spaces rather than the more suburban character of housing estates with individual gardens.



Plan 5: Millingford Industrial Estate

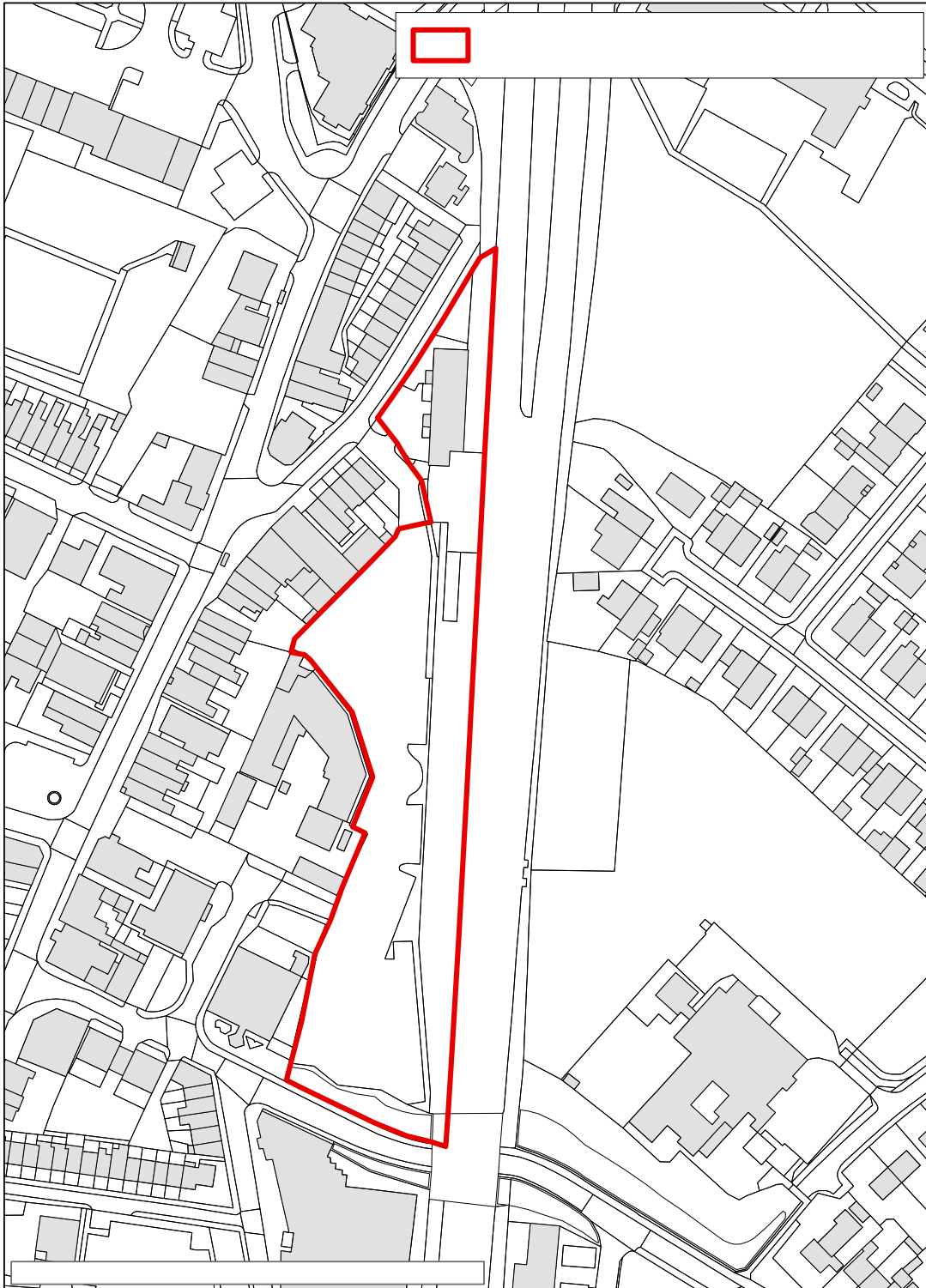
GLW-R6: Railway Station Goods Yard

- 1. The railway station goods yard and adjacent land (Plan 6) is protected to support the operational requirements of the railway station reopening in the future.**
- 2. Temporary uses of the station goods yard for employment or community uses will be supported, subject to there being no unacceptable impacts on traffic and amenity.**

Interpretation

The site is protected to support the reopening of the railway station, but provides an opportunity in the short to medium term to complement the range of business and commercial uses in and around the Town Centre.

The clause on temporary uses applies to the station goods yard part of the site, not the car parks.



Plan 6: Railway Station Goods Yard

GLW-R7: Heritage-Led Regeneration

1. **The reuse and refurbishment of historic buildings will be supported, including high-quality adaptation, alteration and extension, subject to:**
 - a) **the scheme preserving or enhancing the historic character of the building and, where applicable, the character or appearance of the conservation area and/or the listed building and its setting;**
 - b) **the scheme would not compromise surrounding businesses by introducing incompatible uses;**
 - c) **there being no significant adverse impact on the amenities of nearby residential properties.**
2. **Where appropriate, a flexible approach will be taken to parking and other requirements to ensure that proposals for the sensitive reuse of historic buildings is commercially-viable.. This applies in particular to buildings at risk through vacancy, underuse, or physical deterioration.**
3. **Creative and innovative schemes and contemporary design interventions will be supported, where they would enhance the character or appearance of the conservation area and/or preserve listed buildings and their setting.**

Interpretation

The policy applies to both designated and non-designated heritage assets.

The scheme supports contemporary design interventions. It is recognised that more traditional approaches will also be used, especially for more minor alterations.

The policy should help to guide the application of special statutory duties relating to heritage.

Part 2 of the policy provides a degree of flexibility on car parking and other detailed matters where it would make development proposals commercially viable. Any such proposals should be accompanied by a proportionate analysis of the costs and viability of the proposed scheme to allow Wigan Council to make an informed and evidence-based determination of the planning application.

7. Design and Environment

Purpose

To enable sustainable regeneration for key sites and historic buildings.

Background

National Policy Context

The National Planning Policy Framework 2021 Chapter 8 deals with healthy and safe communities. Paragraphs 101 to 103 set out the criteria Local Green Space designations.

Chapter 11 deals with making effective use of land and Paragraph 120 requires planning policies to encourage multiple benefits such as achieving net environmental gains.

Chapter 12 deals with achieving well-designed places, whilst conservation of the natural and historic environments are dealt with by Chapters 15 and 16.

Local Policy

Wigan's adopted Local Plan Core Strategy Policy CP2 seeks to protect and enhance 'Open space, sport and recreation provision'

Policy CP9 seeks to improve strategic landscape and green infrastructure provision within and between settlements.

Policy CP17 seeks 'environmental protection' to benefit people and wildlife.

The Local Plan Core Strategy defines Golborne and its surroundings at paragraph 2.22 as part of "the borough's former industrial heartland characterised by large textile and spinning mills surrounded by dense red brick terraced housing and larger villas on principal thoroughfares and more affluent parts of each town". There are significant landmark buildings including town halls, the former mills, municipal buildings, churches and educational buildings. This description is true of the two Conservation Areas: Golborne Town Centre and Park Road.

In line with Local Plan Core Strategy Policy CP11 (which echoes 'Golborne Town Centre - Conservation Area Appraisal') development proposals within Golborne Town Centre Conservation Area should conserve and enhance the character and appearance of the Conservation Area, including use of materials sympathetic to the historic nature of the surroundings.

Relevant UDP policies comprise:

- EV2C - Features of Major Importance for Nature Conservation and Wildlife Corridors
- EV4A - Development and Design in Conservation Areas
- C1B - Open Space, Sport and Recreation Provision
- C1C - Protection of Open Space and Sport and Recreation Provision

Planning Rationale and Evidence

The neighbourhood area comprises a wide range of residential and industrial settings in the built-up area. Golborne and Lowton have long become coalesced into an agglomerated whole, sitting alongside green belt land to the north comprising recreation, agriculture and horse-riding establishments.

There are few cycling facilities in the neighbourhood area, other than an under-utilised traffic-free route connecting Bridge Street with Stone Cross Park beneath the West Coast Main Line. Whilst this route is presently poorly maintained, it has the potential to act as a focal point for active travel across the neighbourhood area.

The Golborne Town Centre Conservation Area (designated in 1989, since expanded, 4.05 hectares and characterised as an Historic Town Centre) comprises predominantly two-storey, red brick, late Victorian buildings laid out in linear form along High Street and Heath Street. This includes:

- St. Thomas' Church (Grade II listed) which is set within its own extensive grounds and a focal point of both the community and the townscape;
- Golborne Congregational Church, which is a prominent red brick building set-back from the road;
- Methodist Church at 94 High Street;
- Sir Charles Napier public house.

The refurbishment of the Square in 2001 made it a focal point in the townscape, though there is scope for further enhancement.

One ongoing risk is the loss of historic detailing in the form of shop fronts, windows, doors and signs. The policy reinforces the kind of design expected from development in the area.

The Park Road Conservation Area consists mostly of large, detached properties with expansive gardens, dating again from the late Victorian era.

The Golborne townscape contains some interesting buildings but many are not maintained or have been amended unsympathetically. Others, such as the disused railway station buildings have been left derelict.

Some development from the past decade or two demonstrates mediocre or poor design, with common problems being:

- Standard 'off-the-peg' house types and highway/parking-dominated layouts and public realm;
- Lack of character or locally-distinctive sense of place;
- Poor green infrastructure (planting as an afterthought);
- Layouts that place rear gardens and high fencing adjacent to road frontages (lack of separation of public and private realm);
- Inadequate attention paid to pedestrian and cycle permeability and connectivity;
- Poor street frontages resulting from front car-parks, with buildings set back behind them.

Design can bring coherence to a place and even small interventions can transform the impression of the settlement as a whole; Peter Kane Square being a recent example. Such opportunities for intervention exist throughout the townscape.

Good design can resolve inherent problems in a townscape and enable functional and beautiful spaces, where people want to linger and spend time (and money). Interventions could take the form of entire estates to leftover spaces between buildings, but all should begin with a clear vision statement, followed by analysis of local place and character to understand the place and the detail to achieve it.

Design as an issue excites people and is a motivator – as such, it is the key to successful neighbourhood planning, providing a stimuli for positive change. In Golborne, the community has identified specific problems, to which designers can provide bespoke solutions through tools to help the community to visualise with images, virtual graphics, models. These solutions can also ‘future-proof’ the neighbourhood in accommodating change and promoting sustainable development.

The following policies are informed by the Design Council’s ‘Building for Life 12’ technique and also the National Model Design Code.

The Natural Environment of the neighbourhood area is equally as rich, with several locally important sites:

- Byrom Hall Wood, Lowton West - open access area registered under the Countryside and Rights of Way Act and part of Wigan Council Greenheart. Planted in 2002 by Forestry England, as a wildlife corridor with a 1 mile multi-user circular path. Important to maintain maximum access, especially if HS2 proceeds.
- Golborne Park – reclaimed area of colliery waste adjacent to Golborne town centre.
- Legh Street Park – recreational green space in the town centre.
- Lightshaw Meadows – the space has clear wildlife and ecological values. The viewing platforms and copse field have recreational value. The Copse Field site has special community value and is in walking distance of the community it serves. It is not an extensive tract of land.

Further analysis of these spaces is made in the Golborne and Lowton West Green Space Analysis report (October 2020, Urban Vision Enterprise). This identifies the latter (Copse Field at Lightshaw Meadows) as being suitable for Local Green Space designation and suggests other forms of protection for the other spaces, which is addressed in the following policies.

GLW-D1: Sustainable Design

1. **Development should be sustainable, support active travel and be designed for the specific site and local context, meeting the following requirements, proportionate to the scale and nature of the development:**
 - a) **The scale, massing, height and degree of set-back from the road should complement the characteristics of existing buildings and townscape in close vicinity to the site;**
 - b) **Front elevations facing streets should include active frontages (windows) to provide natural surveillance;**
 - c) **Boundary treatments should comprise low walls, hedges or railings and high fences (above 1 metre) which create inactive frontages should be avoided;**
 - d) **High quality and durable materials must be used and use of local or recycled or low-embodied energy materials will be supported;**
 - e) **The layout must give priority to pedestrians and cyclists, including providing convenient links to surrounding paths, roads and facilities;**
 - f) **Streets and spaces should provide a safe and attractive environment for pedestrians and support social interaction;**
 - g) **Landscape design should be an integral part of the design and layout, using native species and meeting the requirements of Policy GLW-D2.**
2. **Wherever practicable development proposals should take opportunities to enhance the character or appearance of the site concerned and its relationship with the immediate locality.**
3. **Development proposals for flats or apartments should provide a high standard of amenity, including access to private/shared amenity space and/or the inclusion of balconies with space for planting.**
4. **Innovative and creative design which promotes high levels of sustainability and/or helps to raise the standard of design in the area will be supported.**
5. **Development that creates employment or community and residential uses in close proximity to each other should be designed to minimise the scope for disturbance or harm to amenity and conditions may be used to control the hours of operation of night-time uses.**

Interpretation

The design and access statement submitted with some planning applications provides an opportunity to demonstrate how the development meets the requirements of the policy.

The policy should not be interpreted as encouraging stylistic imitation or suppressing creativity. Rather, it is based on the needs to complement well-established townscape characteristics.

Demonstrating that landscape has been properly considered could be achieved by submitting an overall landscape infrastructure masterplan, prior to the first phase of development.

The needs of pedestrians are emphasised.

In designing front boundary treatments, vehicular visibility should be taken into account.

Local materials include red brick, plain clay tiles, timber doors and windows.

In applying Clause 3, two or more of the listed kinds of amenity should normally be provided. Developers should not rely on nearby public green space alone.

To meet the requirements of the policy, use of an experienced and skilled designer or design team to prepare development schemes is recommended.

A **Green Development Guidance Note** is included in Chapter 11 of this plan and may be useful in achieving compliance with this policy, including consideration of Clause 4.

The National Model Design Code may also be useful in achieving compliance with the policy.

GLW-D2: Natural and Green Environment

1. Development proposals should respond positively to natural and green environments, including ecology and wildlife habitats within the sites concerned and take opportunities to enhance their character and integrity wherever practicable.
2. Any negative impacts of development should be offset by incorporating features into the design to minimise carbon use and to support wildlife and ecology.
3. Development should help to achieve net gain in biodiversity.
4. Development should not have any unacceptable impact on the Byrom Hall Wood (Plan 7) and its setting or the access paths linking the wood to the surrounding area.
5. Trees and hedges that contribute positively to the amenity of the area should be retained as part of development. Where loss of trees or hedges is unavoidable, planting will be expected as part of redevelopment, using similar or other local native species, to provide a similar level of amenity.
6. Development should have no unacceptable adverse impact on pollution and air quality, in particular considering impacts on residential areas and green spaces.
7. Landscape design should be an integral part of development and where a site is being developed incrementally, the developer should demonstrate how landscape design, public space and sustainable urban drainage (SUDS) form an integral part of the wider site.
8. Hard surface areas within development schemes should be kept to a functional minimum area and should be permeable to allow water to drain away.

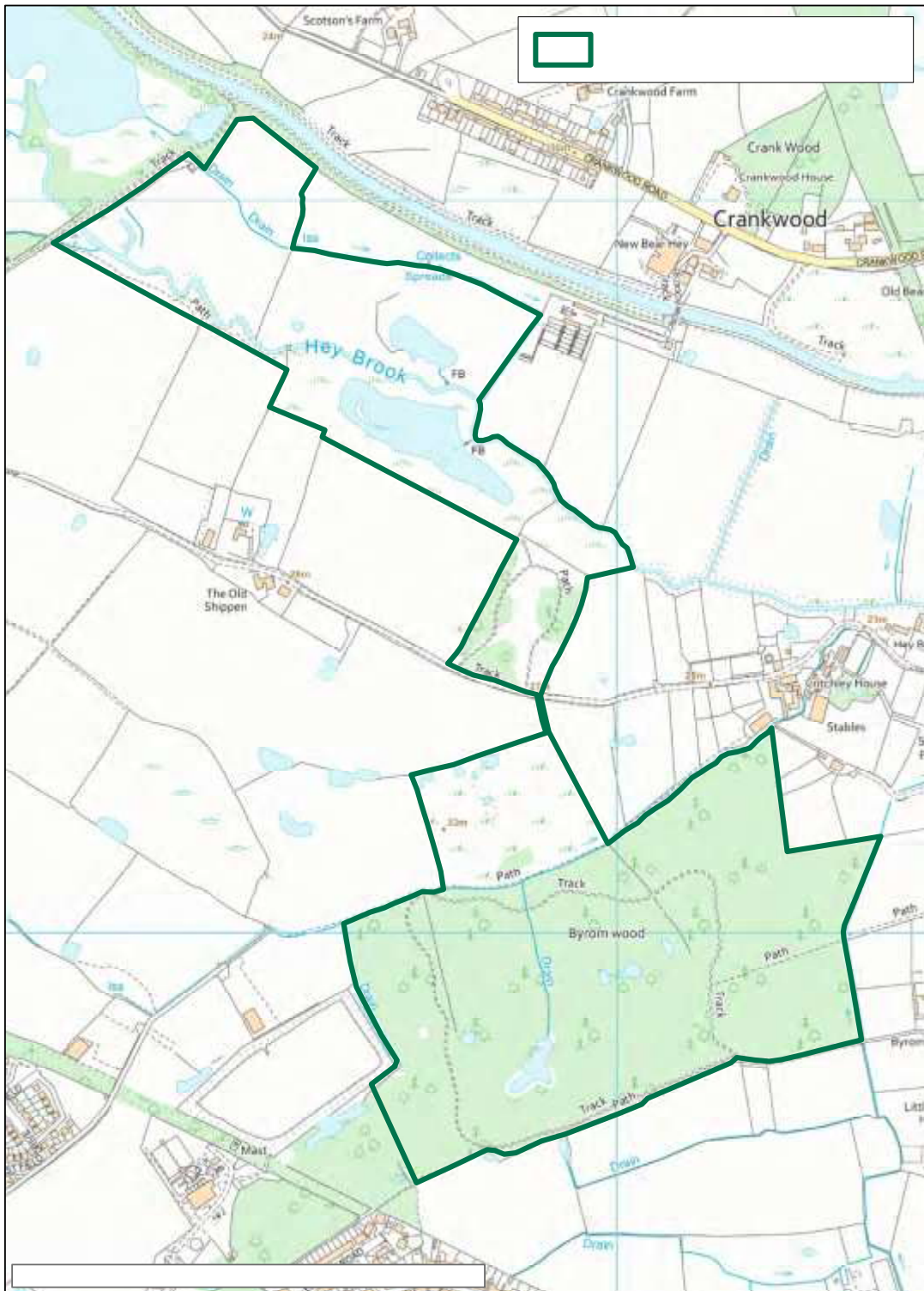
Interpretation

Design features to offset environmental impacts are described in more detail in the Green Guidance Note later in this plan.

The policy relating to Byrom Hall Wood should generally be interpreted as precluding development that would encroach into the wood area, though an exception could be made for carefully-designed small-scale development required to support the management of the wood.

Wigan Council has a Development and Air Quality SPD, which may be useful in securing compliance with the policy.

A [Green Development Guidance Note](#) is included later in this plan and may be useful in achieving compliance with this policy.



Plan 7: Byrom Hall Wood

GLW-D3: Conservation Areas

1. **Within the Golborne Town Centre Conservation Area (Plan 8), development should complement the distinctive characteristics of the area, including:**
 - a. **Having rear-of-the-pavement building frontages, or limited set-back behind a landscaped front court with low wall or railings to the street frontage;**
 - b. **Incorporating windows and at least one door in the front elevation;**
 - c. **Complementing the predominant 2-3 storey height of buildings;**
 - d. **Complementing the architectural diversity of the area through creative, site-specific design.**

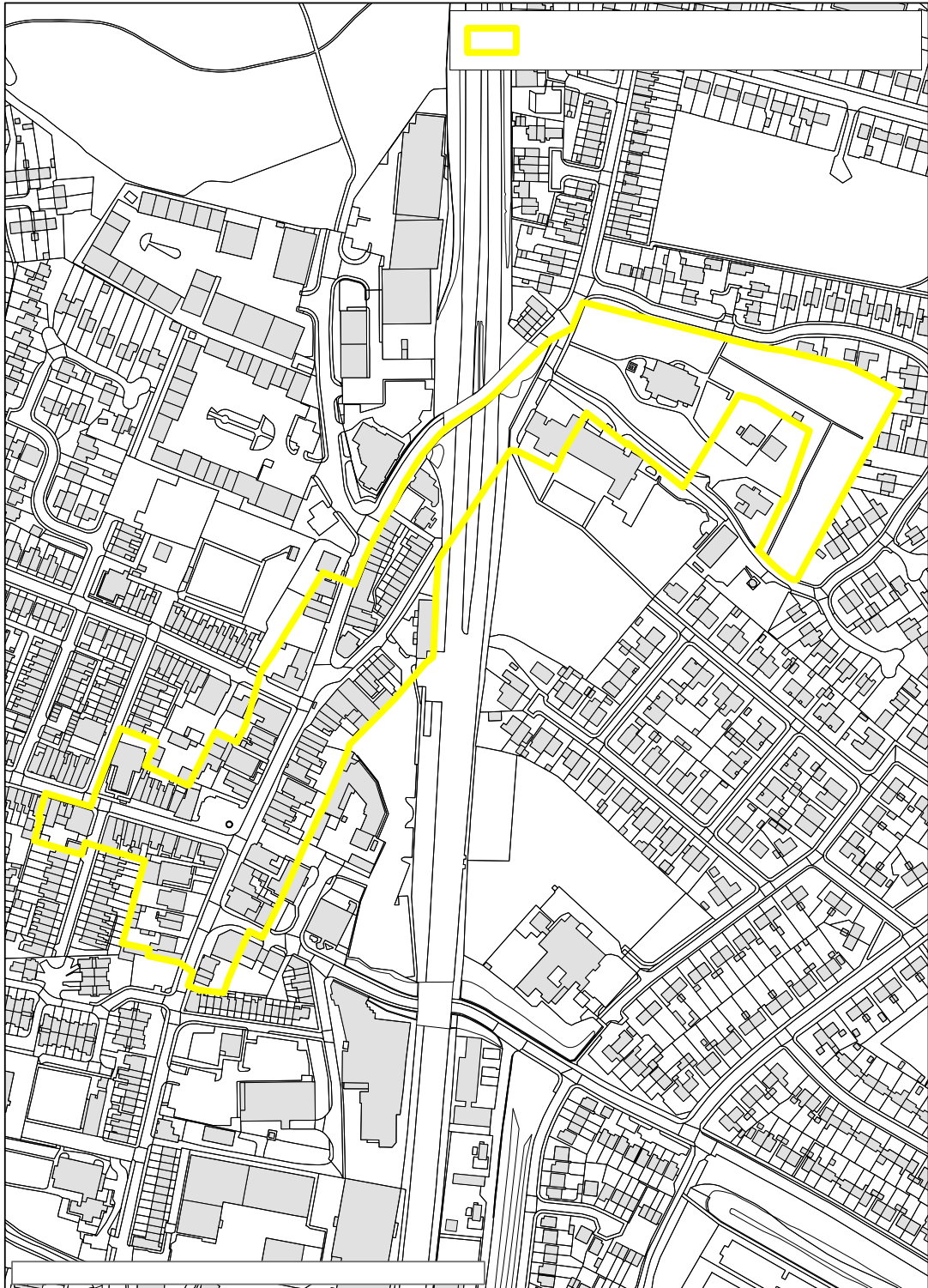
2. **Within the Park Road Conservation Area (Plan 9), development should complement the distinctive characteristics of the area, including the dispersed and low-density layout, with garden spaces.**

Interpretation

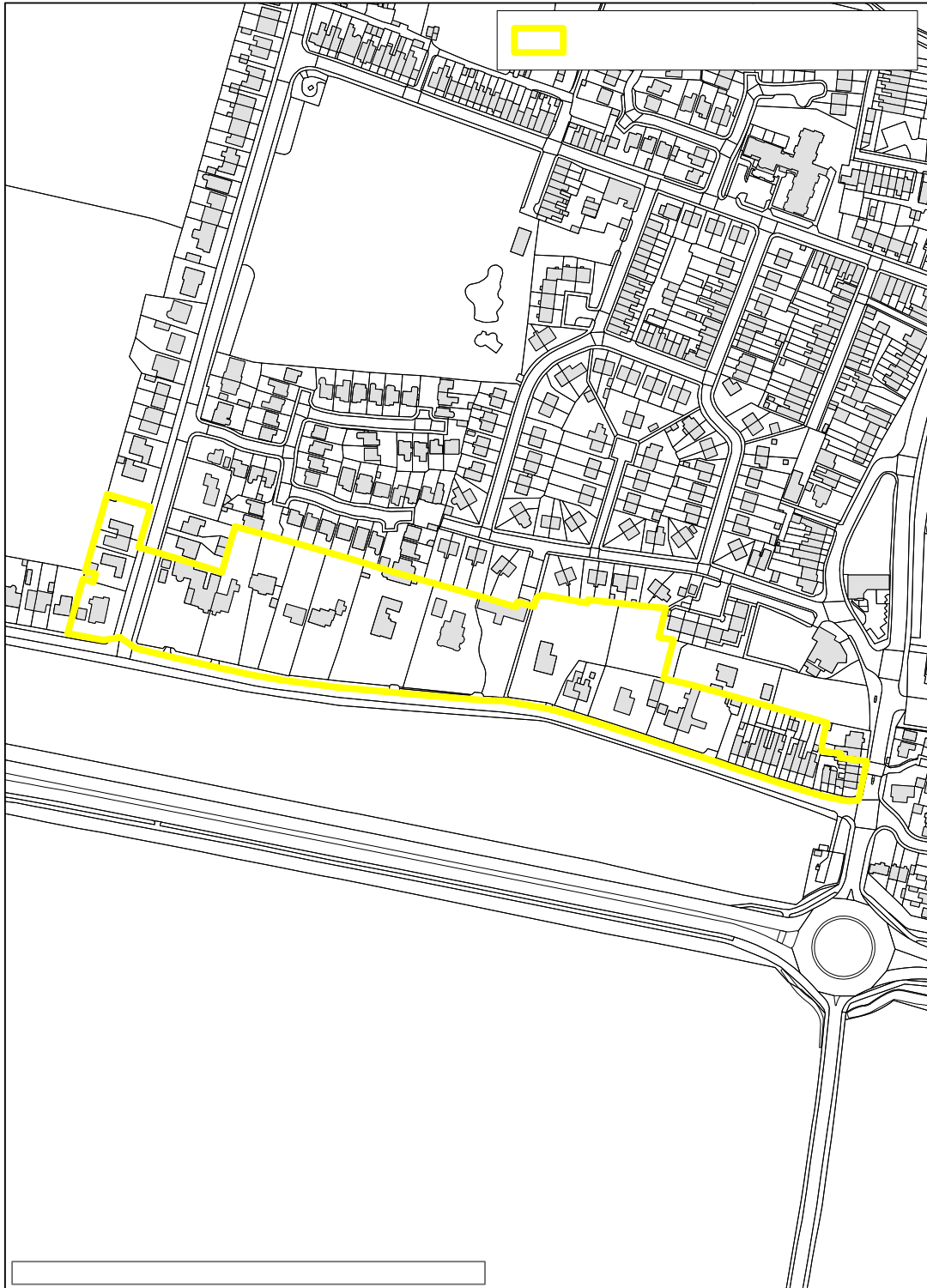
As with Policy GLW-D1, this policy should not be interpreted as encouraging stylistic imitation or suppressing creativity.

The policy recognises that the areas are architecturally diverse, but also sets out key characteristics of the Conservation Areas.

In dealing with planning applications, the Local Planning Authority will also apply the special statutory duties relating to Listed Buildings and their settings and Conservation Area.



Plan 8: Golborne Centre Conservation Area



Plan 9: Park Road Conservation Area

GLW-D4: Parks

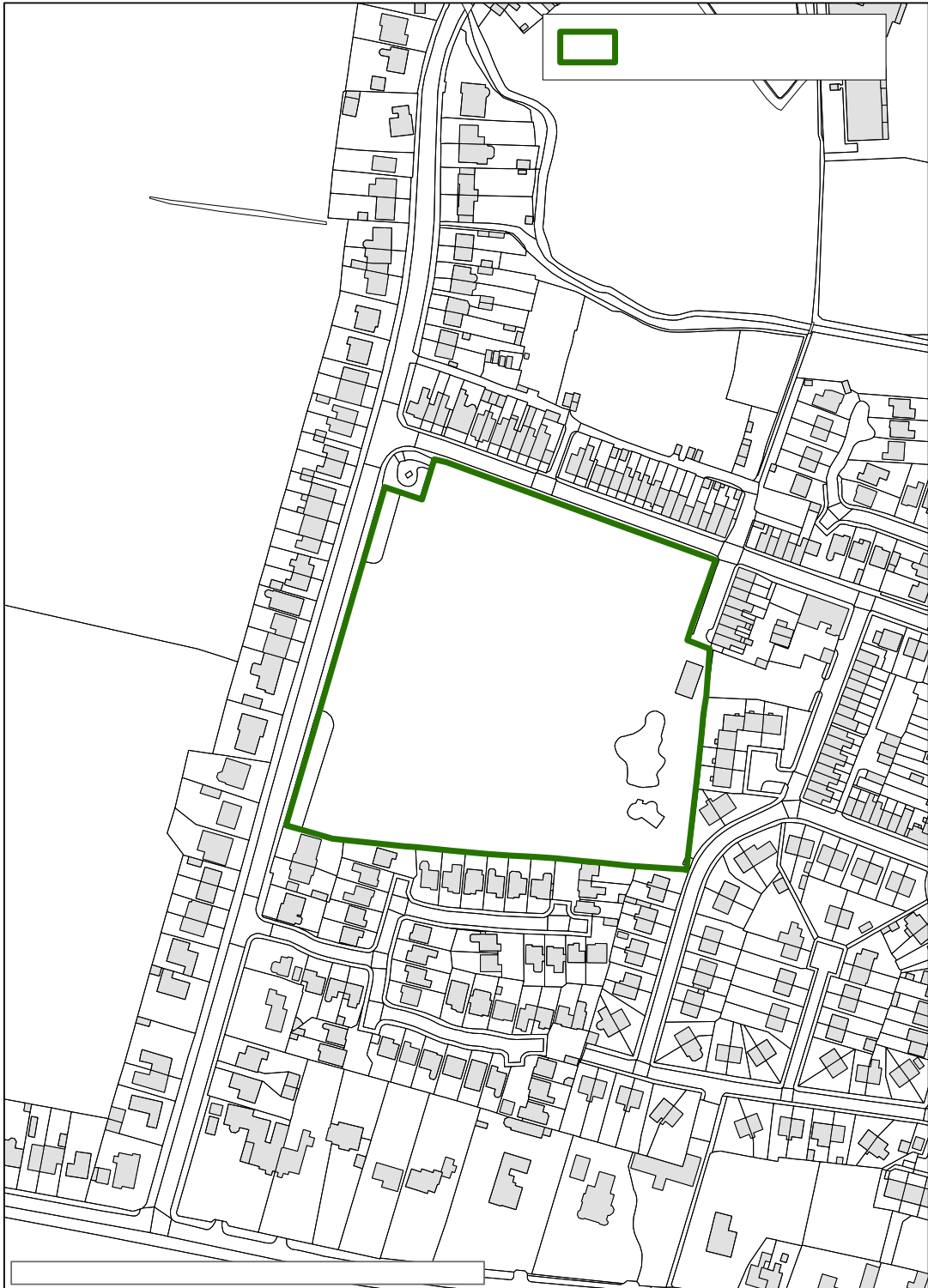
1. **Development should have no unacceptable impact on the open and green character or the recreational or amenity values of the following Parks:**
 - a. **Golborne Park (known as the Bonc or Bonk)(Plan 11);**
 - b. **Legh Street Park (Plan 12).**
2. **Development within Golborne Park will only be supported where:**
 - a. **It is small-scale and directly related to the recreational use of the Park; and**
 - b. **it does not compromise its green character.**
3. **. Proposals for built development in Legh Street Park will not be supported unless it can be demonstrated that the existing sports and recreational uses of the Park are no longer needed.**
4. **Development within the setting of the Parks should take opportunities to enhance that setting and should not have an unacceptable impact on their amenity, safety, or accessibility.**

Interpretation

The policy seeks to protect key parks in the area as key green and recreational spaces. It allows small scale operational development within Golborne Park, to support its recreational use.



Plan 10: Golborne Park



Plan 11: Legh Street Park

GLW-D5: Local Green Space

1. The following space is designated as Local Green Space:

LGS1 - Copse Field at Lightshaw Meadows (Plan 13).

2. Development proposals within the designated local green space will only be supported in very special circumstances.

Interpretation

Designated Local Green Spaces have similar protection to Green Belts. However, it should be noted that the purpose of Local Green Spaces is based on special community value, so is different from the purposes for Green Belts.

The policy follows the matter-of-fact approach in the NPPF. If development proposals come forward on the local green space within the Plan period, they can be assessed on a case-by-case basis by Wigan Council. In particular, it will be able to make an informed judgement on the extent to which the proposal concerned demonstrates the 'very special circumstances' required by the policy.



Plan 12: Copse Field at Lightshaw Meadows

8. Community and Housing

Purpose

To help ensure that Golborne is a sustainable place to live, meeting local need and with a range of local community facilities.

Background

National Policy Context

The National Planning Policy Framework 2021 deals with plan making in Chapter 3. Paragraph 20, 'Strategic policies' requires strategies that make sufficient provision for housing and community facilities. Paragraph 28 sets the context for communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including the provision of infrastructure and community facilities at a local level etc.

Chapter 5 deals with delivering a sufficient supply of homes and Paragraph 62 ensures that the size, type and tenure of housing needed for different groups in the community are assessed and reflected in planning policies. These paragraphs support Policy GLW-C1 of the Neighbourhood Plan.

Local Policy

Local Plan Core Strategy policy CP6 (6) states that housing developments should be an appropriate mix of types and tenures.

Local Plan Core Strategy CP6 (2) states that 80% of the housing development in the borough should be within the East-West Core. The neighbourhood area falls outside this 'core', although Policy SP 1 states that outside the east-west core, development will be focused on Golborne and Lowton and Standish, whose role is reinforced in the same policy as a broad location for new housing development in the south of the borough.

The Neighbourhood Plan Policies in this chapter are also supported by Local Plan Core Strategy strategic policies:

- CP1 – Health and Wellbeing;
- CP2 – Protection and Enhancement of Open Space;
- CP3 – Enhancement of Community Facilities;
- Policy SP4 in particular, safeguards land for approximately 1,000 dwellings up to 2026 in Golborne and Lowton. The locations identified are: Land at Rothwell's Farm, Lowton Road, Golborne; Land east of Stone Cross Lane, Lowton; Land at Pocket Nook Lane, Lowton [some of which lie outside the neighbourhood area].

The Core Strategy seeks provision of 25% affordable housing on all sites of 10 or more dwellings, where this is viable.

Relevant UDP policies include:

- R1E - Open Space in New Housing Developments.

Wigan Council prepared a Housing Needs Assessment in 2020. This identifies house prices in Golborne and Lowton West as being higher than elsewhere in Wigan (though it should be noted that they are lower than the national average). The HNA supports the need for smaller housing.

Planning Rationale and Evidence

In the census of 2011, the population of the Golborne & Lowton West Ward was 11,914. The average age was 39 years and 95.1% of residents were born in England. As with much of the country, Golborne has an aging population and need to cater for the needs of older people.

Wigan Borough Housing Needs Assessment 2020 Golborne and Lowton West Housing Intelligence) states:

'the borough has a need to provide more homes suitable for young people and families. As analysis in the HNA concludes, the borough has more of a need for smaller accommodation and 3-bedroom family size houses'.

It also identifies the area of Golborne and Lowton as being in high need of larger 3 and 4 bed houses and smaller properties, such as 1-bed flats and 2-bed houses. It recommends that a tenure split of 52.3% affordable/social rent and 47.7% low-cost home-ownership should be applied to Golborne and Lowton.

HNA analysis identifies 8.7% of all households in Golborne and Lowton are in affordable housing need, which is the second highest in the borough.

The 2019 Household Survey, which informed the HNA, indicates that 12.3% of the borough's older persons households (where the household reference person (HRP) is aged 65 and over) live in Golborne and Lowton, and 100% of those planned on remaining in the area in future. This reinforces the need for housing that caters for an ageing population in the area. This is reflected in the following housing policy.

Golborne is a sustainable settlement, meaning residents need rarely travel elsewhere to meet their daily needs. There are both Primary and High Schools, pubs, supermarket, post office, petrol station, late night pharmacy, takeaways, library and several employment opportunities including employment parks and multiple recreational opportunities such as the aforementioned recreational areas, a golf course, Sports & Community Club.

Lowton West is less well-served, although several small establishments are spread loosely along the B5207 and Slag Lane, including a medical centre, takeaway, salon, off-licence, pub, a church, primary school, community centre and bus stops.

The predominant house types are semi-detached which represent some 55.4%, followed by 21.8% being terraced and 14.9% detached. The remainder are flats, predominantly in purpose-built blocks (6.6%). This demonstrates a low availability of smaller and affordable housing stock compared to the stock of larger houses.

The median house price in Golborne and Lowton West for the year ending December 2019 was £145,000, compared with £166,003 across the northwest and £234,742 in England and Wales.

New housing developments continue to come forward with the standard requirement of affordable housing, set at 25% in the Wigan Local Plan Core Strategy. Two areas of safeguarded land identified as broad locations for new development in the Core Strategy have started building work; Rothwell Farm and Pocket Nook, the latter being located just outside of the Neighbourhood Area.

To be sustainable, housing should be supported by local community facilities, thus reducing the need for travel. In Golborne, community facilities are focused in the Town Centre in particular, especially shops.

Planning Practice Guidance requires First Homes to be considered in Neighbourhood Plans. The site identified for housing in this Neighbourhood Plan is Millingford Industrial Estate. There are severe viability challenges in securing regeneration of this site, which requires extensive land remediation and preparation.

Key Points for the area:

- There is a shortage in stock of smaller and more affordable properties;
- Affordability, especially for first time buyers, is becoming an issue in the area as overall prices increase.
- As with most areas, there is a need for housing suitable for the elderly.
- New housing should be supported by improvement and expansion of local community facilities.

GLW-C1: Housing

1. **The mix of new residential development should take account of the most recent evidence of local need and diversify the current housing offer, including providing accommodation suitable for older people and smaller housing (1, 2 or 3 bedrooms).**
2. **There should be varied provision of affordable housing, including consideration of First Homes, shared ownership, rent-to-buy, or Equity Loan.**
3. **Housing with exceptional design quality and building environmental performance, in excess of building regulation requirements so as to reduce running costs, will be supported.**
4. **Screened storage for bins and recycling should be provided for each dwelling. For houses, this should include a facility within the curtilage of every dwelling. For apartments, a shared facility may be provided where practicable.**
5. **Secure, covered storage for cycles must be provided for each dwelling.**
6. **Charging facilities for vehicles and electric cycles must be provided for all dwellings.**

Interpretation

The policy does not set out actual proportions or different numbers of bedrooms, however it does highlight the need to address the shortfall of smaller housing and need for more affordable housing to reduce the strain on the current market.

Design and landscape requirements for housing are given in GLW-D1 and GLW-D2. A **Green Development Guidance Note** is included later in this plan and may be useful in achieving compliance with this policy, including Clause 3.

For houses, the requirement for secure covered storage for cycles would include a facility within the curtilage of every dwelling and could include space within garages. For apartments, a shared facility may be provided.

First Homes are encouraged as part of affordable housing provision.

The policy ensures that proper facilities for bins and cycles are provided.

GLW-C2: Community Facilities

1. **New community facilities will be supported in the Town Centre. Outside of the Town Centre, community facilities will be supported subject to:**
 - a) **There being suitable road infrastructure to accommodate traffic generated; and**
 - b) **There being no unacceptable impact on the amenity of residential properties, including harm from visual impact, noise, vibration, dust, disturbance, traffic movements, and other impacts.**
2. **Particular support will be given to the creation of a community hub in the town centre, to accommodate meeting space, function room, indoor recreation, fitness, performance and other cultural or community uses.**

Interpretation

This is an enabling policy for community facilities, subject to consideration of impacts. Although the policy does not set out sustainable or preferred locations, the Town Centre should be considered as being particularly accessible and suitable for community facilities, as set out in Policy GLW-E2.

9. Infrastructure

Purpose

To improve local infrastructure.

Background

National Policy Context

The National Planning Policy Framework 2021 deals with plan making in Chapter 3. Paragraph 28 sets the context for communities to set out more detailed policies for specific areas, neighbourhoods or types of development, including the provision of infrastructure and community facilities at a local level etc.

Chapter 9 deals with promoting sustainable transport. Chapter 10 deals with supporting high quality communications.

Local Policy

The Wigan Local Plan Core Strategy (Paragraph 8.24) notes that the council is undertaking assessments of strategic infrastructure capacity for the broad locations for new development at Golborne and Lowton. Policy CP18 deals with developer contributions.

Relevant UDP policies comprise:

- A1G - Physical Improvements to Bus Network

Planning Rationale and Evidence

To be sustainable, development needs to meet the needs of the community, and this options for sustainable transport and opportunities for active travel (cycling and walking). The following policy places emphasis on the need for a balanced transport provision, to meet these needs and to ensure that there is not a narrow focus on car-borne travel.

Active travel is important for non-car owners, but can have benefits for all of the community, including for physical and mental health.

The Plan covers a small section of the A580 within a short distance of M6 J23. National Highways has indicated that this is a known congestion hot-spot and any planning applications which may come forward within the Neighbourhood Area will need to pay due consideration to the impact at this junction.

Development needs to be future-proofed and recognise the importance of technological change. Community engagement has highlighted a lack of high-speed broadband across the area as a key concern. Currently there are some areas that do not have fibre optic connection and have a poor broadband service, with the average ADSL download speed at 11mbs.

In July 2018 the Government published The Future Telecoms Infrastructure The Government's national target is to see 15 million premises connected to full fibre by 2025, with coverage across all parts of the country by 2033 and that the majority of the population will have 5G coverage by 2027. Gigabit-capable means that the connection can handle speeds of 1,000 Megabits per second.

GLW-I1: Sustainable Travel

- 1. Development that generates additional journeys should be supported by a balanced range of transport options, proportionate to the scale and nature of the scheme.**
- 2. The layout of development should give priority to pedestrians and cyclists, including convenient links to surrounding paths, roads, facilities and public transport routes, whilst also meeting the requirements of Policy GLW-D1.**
- 3. Secure, covered storage for cycles and scooters should be provided as part of parking provision for employment sites and schools.**
- 4. As appropriate to their scale, nature and location proposals for employment development should include shower facilities for use by cyclists.**
- 5. Smart electrical charging points should be provided as part of parking provision for employment sites and schools.**

Interpretation

Wigan has Supplementary Planning Documents on Air Quality, Planning for Health and Travel Plans, all of which may be useful in complying with this policy.

Policy GLW-C1 deals with cycling storage provision in housing development.

Reference to Wigan's 'Local Implementation Plan' and 'Streets for All Strategy' and 'Development and Air Quality SPD' could be useful in securing compliance with the policy.

GLW-I2: Broadband

1. **All new-build development should include high-speed-ready broadband connectivity, so as to be ready as services are upgraded.**

Interpretation

The policy applies to infrastructure within the development site. Clearly, it can't relate to wider infrastructure which is the responsibility of service providers.

There may be some sites where broadband infrastructure is unlikely to connect within the lifetime of the Neighbourhood Plan, and this would be a material consideration in application of the policy. Such isolated sites may not be sustainable locations for development.

Image on next page:

The Neighbourhood Plan promotes regeneration, including bringing buildings back into productive use.



10. Infrastructure Priorities

It is the responsibility of the Local Planning Authority to decide how to use infrastructure monies, including Section 106 and/or any future Community Infrastructure Levy monies.

In making such decisions, meaningful community and stakeholder engagement in the design of infrastructure schemes is important. The following priorities for improving infrastructure are suggested by this Neighbourhood Plan:

- Enhancement of Golborne Park, including environmental improvements, cycle routes, and nature reserve.
- The creation of a Community Hub in the town centre, to accommodate meeting space, function room, indoor recreation, fitness, performance and other cultural or community uses

Image on next page:

Golborne Park is a key part of the area's green infrastructure.



11. Green Development Guidance Note

11.1 Using this Guidance Note

This is a guidance note for developers on green design. It is an informal note, so includes non-planning matters. However, use of this guidance note may help in achieving compliance with the policies of the neighbourhood plan, in particular those relating to design and landscape, including GLW-D1 and GLW-D2.

11.2 Achieving Green Development

Planning Principles

Mixed-use neighbourhoods, which include residential properties, employment and community facilities in easy walking distance, can help to reduce the need for car journeys. This is especially relevant when developing in and around Golborne Town Centre.

Layouts should prioritise pedestrian and cycle movement, convenience and safety. This includes convenient links to public transport, schools, employment sites, shops and other community facilities.

Historic and older areas were designed for a low-carbon economy tend to have intrinsic sustainable characteristics including a finer grain of mixed use, pedestrian-orientated layouts, and dense urban forms such as terraces. This is particularly relevant to the Town Centre.

Retention and reuse of buildings preserves the energy embodied in their materials and construction and avoids landfill.

The Town Centre has concentrations of facilities and is served by sustainable forms of transport, including buses and active travel. Residential population in town centres can be an effective way of improving their viability.

Flexible work practices, including home working, can help to create more sustainable live/work patterns, reducing car journeys and congestion, improving air quality and reducing noise pollution. Many meetings can now be held through digital media. So new housing should be flexible to different needs.

Design of development should take account of microclimate, including sun, shading and wind.

Development should be designed to minimise pollution, including air, water and noise pollution.

Development should avoid high flood risk areas or incorporate design features to mitigate flood risk.

Green Building Design

Carbon neutral development is a key goal. Ways of building green can include:

- Use of efficient heating and cooling systems, or design to reduce dependency on heating and cooling systems;
- Superior insulation properties and airtightness;
- Natural ventilation and air flow (for warmer months) to help avoid over-heating;
- Use of local, low-embodied energy, recycled and recyclable materials;
- Living (green or brown) walls or roofs;
- Orientation to maximise passive solar gain;
- Rainwater capture, storage and reuse (grey water);
- Use of LED or other low wattage lighting;
- Space for natural drying clothes;
- Bins for recycling;
- Flexible spaces and layouts to accommodate changing demands.

Public Realm and Green Landscape Design

Development should achieve a biodiversity net gain.

Existing landscape features, landform and green infrastructure should be retained and enhanced as far as possible and be incorporated into redevelopment.

Native species should be used in planting.

The public realm and green infrastructure should be designed to support movement, recreation, social interaction, play and exercise.

Sustainable drainage systems (SuDS) should be incorporated into the landscape design. This includes green spaces for residential developments. For single dwellings, hard surfacing could be minimised and be designed to be water permeable.

Use of traditional hedges for boundary treatments creates a greener environment and enhances the historic and rural character of the area.

Wildlife Measures

Design features to support wildlife and help to achieve biodiversity net gain include:

- Bat boxes and bird boxes (owl, raptors, house sparrow, house-martin, swift, woodpecker)
- Hedgehog gaps in fences
- Badger routes
- Wildlife connectivity via grass verges and footpath edges, meadow edge grasses and wildflowers
- Hedgerows.

In addition, active travel infrastructure can be designed to encourage biodiversity and not impact negatively (for example through inappropriate lighting).

Green Energy

Local green energy schemes can include small wind turbines, ground heat pumps, photovoltaics, biomass and other technologies. There has to be careful consideration of the impact of such schemes on historic and rural character, therefore the location and design of such facilities needs careful consideration.

Contact

Web: <https://glwvoice.wixsite.com/glww/neighbourhood-planning>

Email: chair@glwnv.co.uk