



WIGAN PIER QUARTER

THE PLAN/ VOLUME 1 / WIGAN TOWN CENTRE/
A VISION FOR WPQ

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FOREWORD

Wigan Pier Quarter (WPQ) is an iconic collection of buildings located on the Leeds and Liverpool Canal just to the west of Wigan town centre. The site lies within the stretch of land that runs from the edges of Robin Park retail and leisure district, up towards the historic town centre. It is an 'arc of opportunity' identified as having huge potential and a catalyst for regeneration.

In the past, WPQ has resisted attempts at comprehensive regeneration. But the area has huge advantages in terms of its proximity to the town centre with two railway stations connecting Wigan to the north and south of the UK, the DW stadium and retail park, HS2 and a concentration of land now owned by Wigan Council.

In addition, the recent road investments in infrastructure and the advent of HS2 will

achieve even faster connectivity with the rest of the north west, Scotland and London.

The success of Manchester as a central player in the Northern Powerhouse and its growth both economically and physically, will also mean that Wigan is perfectly placed to accept the overflow of people and businesses who require a more affordable option for a business or residential location.

We are keenly aware that the market needs certainty if it is to take advantage of the enormous opportunities the Pier has to offer.

This certainty is built on long-term political stability and shared visions translated into a robust, economic led strategy and reflected in planning policy. The regeneration of the WPQ is now an absolute priority for Wigan Council.

We are determined to make this happen and are determined to put our efforts into taking quick decisions, streamlining processes and working with private sector partners to enable delivery.

The time is right; the next few years are critical. We pledge to work tirelessly to realise WPQ's full potential and to unlock regeneration and economic wealth not just for Wigan but for the north west as a whole.

Cllr David Molyneux

**Deputy Leader of Wigan Council
Portfolio Holder for Regeneration**



01 VISION

The Leeds and Liverpool Canal passes through the heart of Wigan and at 127 miles is the longest single canal in Britain.

In its heyday, the canal carried cotton, coal, wool, limestone, sugar and other vital commodities through the rapidly expanding industrial communities of Lancashire and Yorkshire.

It was the opening of the Leeds and Liverpool Canal which encouraged the development of the textile industries in Lancashire and West Yorkshire. For many years, they were the mainstay of Britain's economic development so the Leeds and Liverpool can rightly be said to be the most historically significant canal in the country.

Two hundred years on, the canal has much going for it. This includes the waterfront,

the collection of buildings dating back to the 18th and 19th centuries, the Academy of Live and Recorded Arts (ALRA), Trencherfield Museum, a new 1200 seater performance venue, a conference centre, local residents, businesses and a whole borough of Wiganers ready to support it.

Our aim is to redefine Wigan Pier Quarter not as somewhere at the edge of the town but as a place with its own centre of gravity and a clear identity of its own.

We intend to revive the vitality, entrepreneurship and wealth-creation of The Pier's trading past with a vibrant urban quarter that fulfils a vital role in the 21st century economy.

We intend to transform WPQ into a place that supports businesses and job creation,

an economic hotspot in the borough that drives disproportionate growth. A place for the exchange of knowledge and ideas. An interactive community where people live, work, create, trade and socialise.

We envisage the waterfront as a hub of activity once again; a thriving leisure destination for Wiganers and visitors alike.

Our vision is dependent on enduring development that draws on the area's character and heritage and is outstanding in terms of place-making, environmental performance and design. The right response lies in high quality, imaginative proposals that are financially viable and can be delivered in a range of market conditions. Wigan Pier Quarter should be an outstanding place to live, work, play and stay.



A newly defined town centre

Wigan Town Centre is packed with numerous neighbourhoods that each have their own distinctive feel and offering. A rich patchwork of distinct neighbourhoods. Some quarters date back as far as the 13th Century, others are defined by Wigan's rapid growth during the Industrial Revolution.

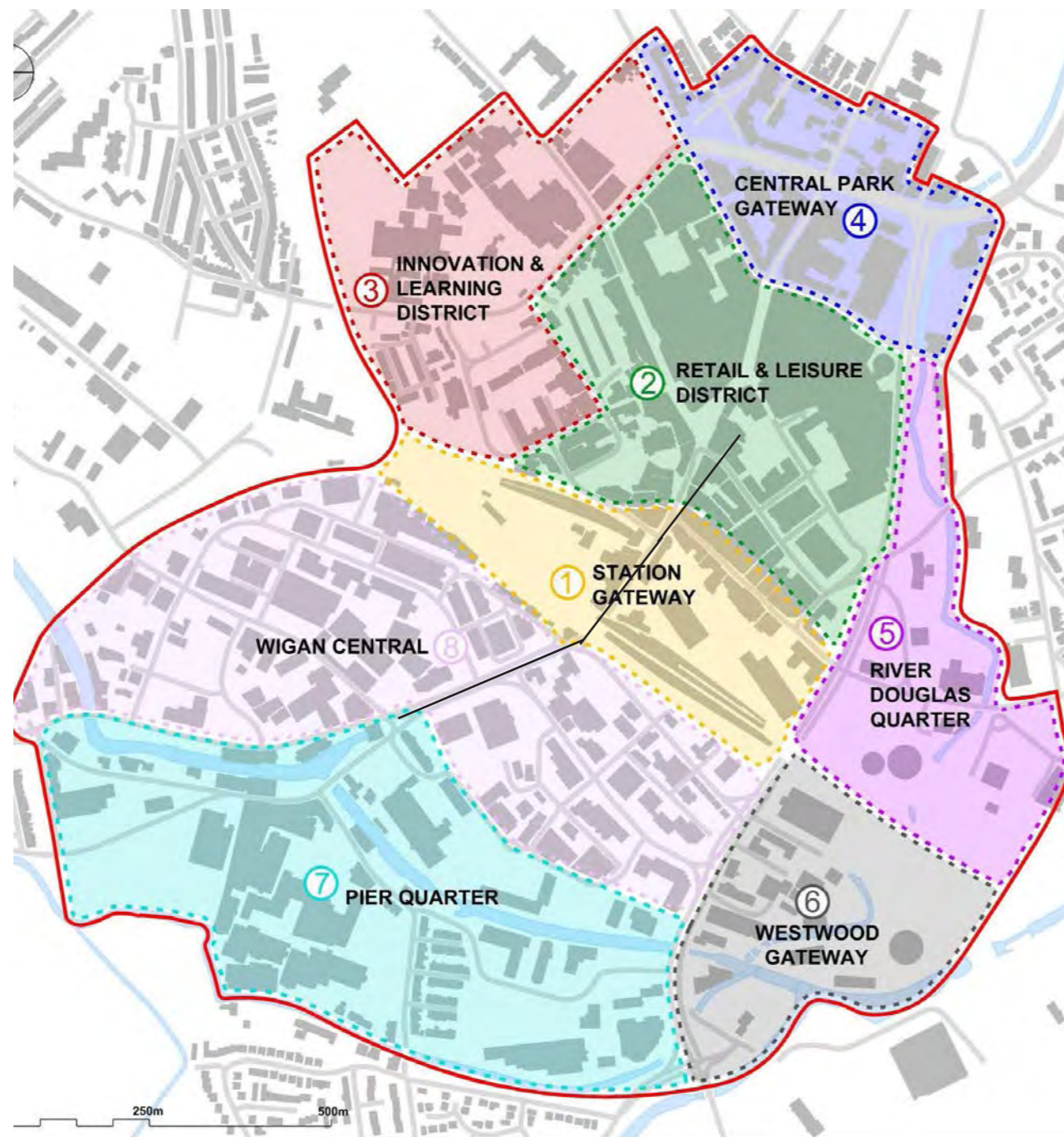
Wigan Town Centre can be broken down into a number of distinct character areas:

- > 01 Station Gateway
- > 02 Retail & Leisure District
- > 03 Innovation & Learning District
- > 04 Central Park Gateway
- > 05 River Douglas Quarter
- > 06 Westwood Gateway
- > 07 Pier Quarter
- > 08 Wigan Central

Structural interventions

As each of the character areas within the town centre grow and develop, the spine that knits them together will become of increasing importance.

A Central Boulevard will be shaped to link some of Wigan's most identifiable points together from WPQ through Wigan Central to Station Gateway and on to the Retail and Leisure District.



02 LOCATION

Wigan is located at the heart of the Northern Powerhouse. Situated between Manchester and Liverpool City Regions - we enjoy the best of both worlds.

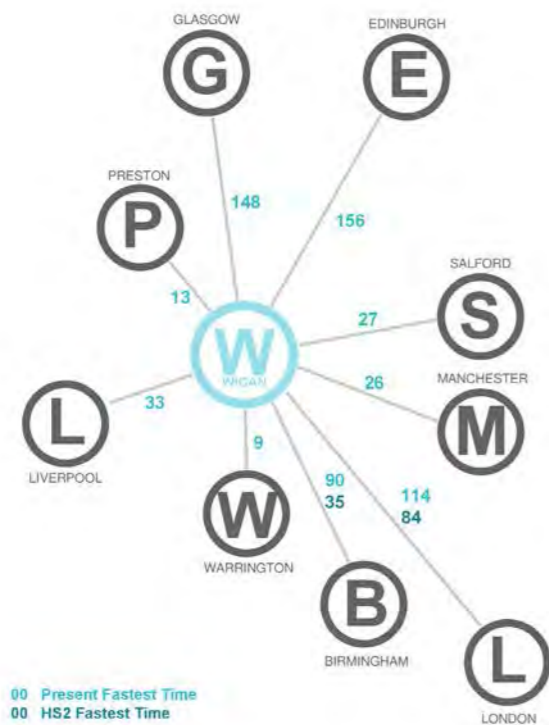
Wigan already has the rail connectivity to rival many major UK cities. Five railway lines, including the West Coast Mainline, converge in Wigan.

And we're going to be a HS2 hub.

Our strategic position on the network means that we're increasingly going to become a hub for the hinterlands of Liverpool and Manchester too.

Direct services to London with a travel time of approximately two hours.

Direct routes to Manchester and Liverpool in around 30-minutes.

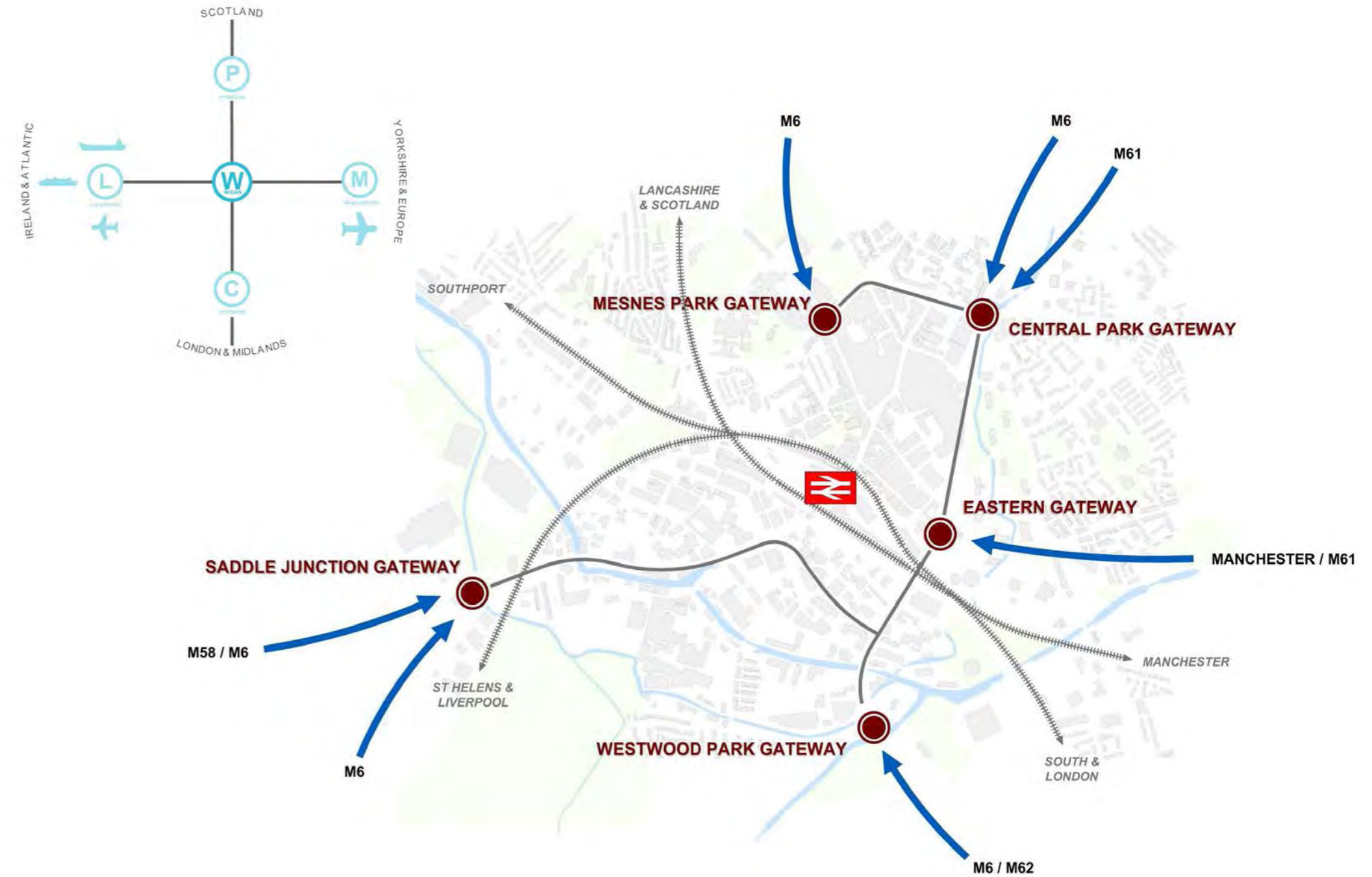


Wigan now lies directly on the Manchester to Scotland rail route, allowing better access for businesses to places such as Cumbria's Energy Coast and for leisure to great places like the Lake District National Park.

The Port of Liverpool is 30-minutes away; its new 'Post Panamax' berths can handle some of the largest ships in the world and will change the UK logistics industry.

30 minutes to both Manchester Airport (the busiest airport in the UK outside London) and Liverpool John Lennon Airport.

Quick and easy access to the rest of the UK via the M62 and East Lancashire road in the south, the M6 and M58 in the west and the M61 in the east.



03 OPPORTUNITIES

Wigan Pier Quarter offers some exceptional opportunities, including a 500 metre stretch of canal and canal frontage, creating unparalleled prospects for waterfront development.

WPQ is perfectly positioned to become a centre of vitality and growth. The synergy between the town centre, ALRA and its many students, Wigan Business Enterprise Park, the museum and the emergence of new residents and businesses located in the redeveloped Trencherfield Mill means WPQ is becoming a centre for the exchange of knowledge and ideas and a natural place for business, residents and leisure.

Activity and investment by The Canal and River Trust, Wigan Council, Lottery Funding and other public and private investors

make this the ideal time to realise the area's potential.

A 10-year master-plan has been agreed with the Canal and River Trust to redevelop Wigan Pier Quarter, just a 5 minute walk from Wigan North Western train station.

These waterways play a multifunctional role in Greater Manchester's modern day economy and offer social, economic and environmental benefits.

In the last decade boating traffic passing through Wigan has increased steadily with boats travelling towards Liverpool to use the Liverpool Link (opened in 2009) and heading up to the Lancaster Canal via the Ribble Link (opened in 2002).

Heritage

The heritage, archaeology and designated assets of the canal corridor lying within the Wigan Pier are significant.

The Wigan Pier Conservation Area, centred around the Canal was designated by the Council in 1987 and contains a number of important listed buildings.

There are a number of listed buildings on, or close to, the Leeds & Liverpool Canal in the vicinity.

- > Bridge Warehouse, Grade II listed (No. 1 Wigan Pier.)
- > Pottery Road bridge, Grade II listed
- > Canal Cottages, Nos. 4 & 5 Pottery Road, Grade II listed.
- > Wigan Bottom lock, No. 87, Grade II listed.

- > Trencherfield Mill, Grade II listed.
- > Numerous Grade II listed buildings and structures within the Eckersley Mill complex.

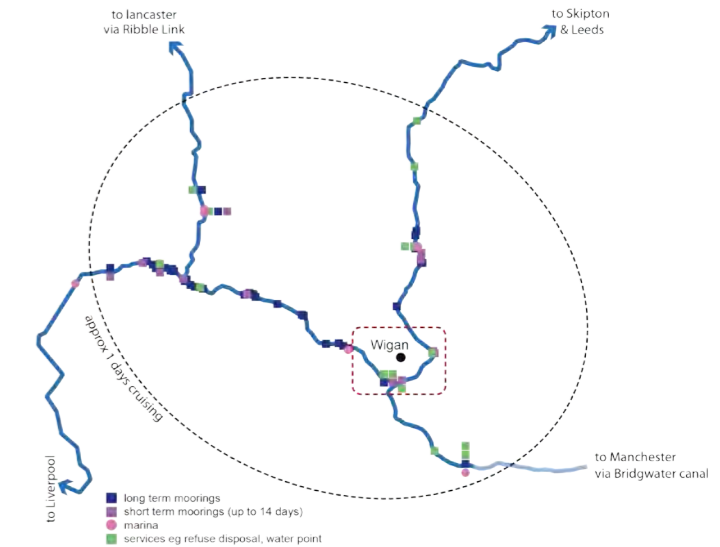
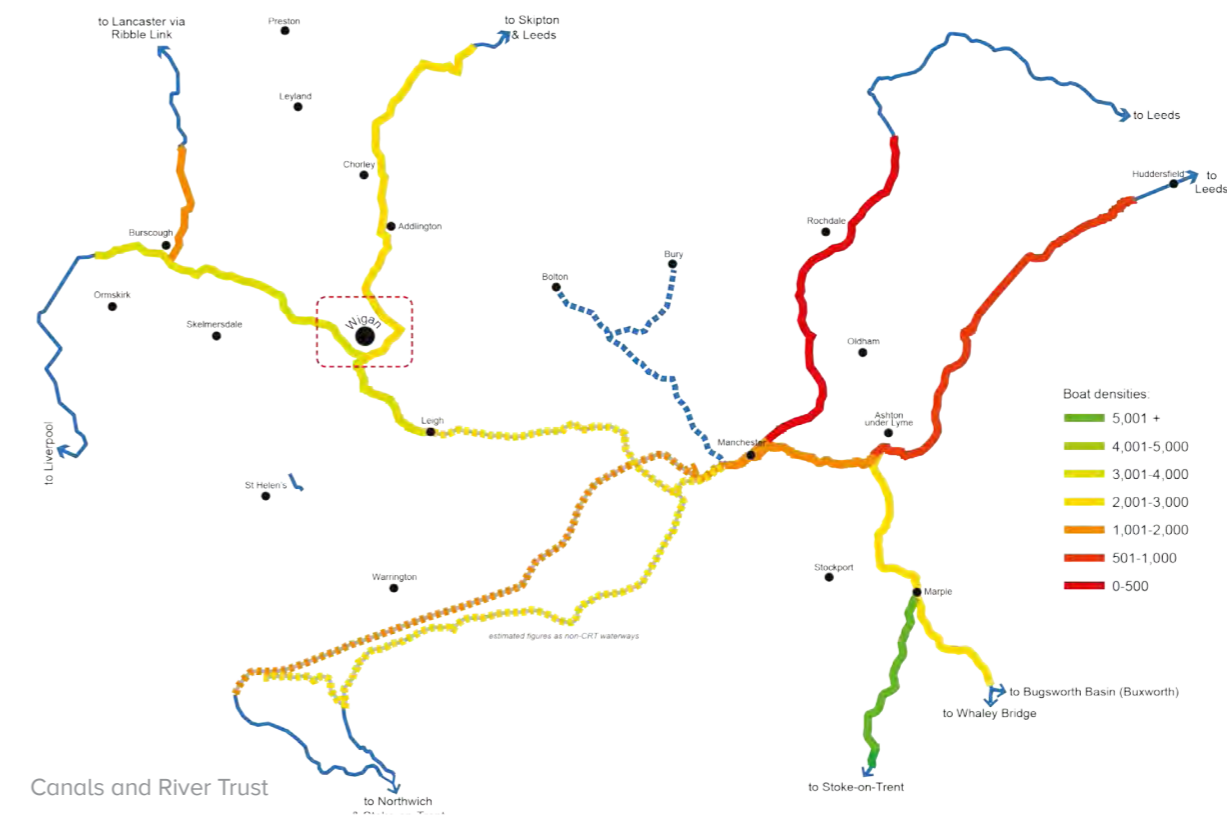
Just because a structure is not formally designated, does not necessarily mean that it does not have heritage value. Such structures can have heritage value due to their former historic uses or their social history and they should be retained and protected where possible. However, it should be remembered that conservation

is not about preserving things in stasis, but about managing change to historic structures in a responsible and sustainable way.

Leisure

The concentration of such assets, including the historic canal side warehouses, a milestone marker and the Pier itself, in the Wigan Pier Quarter add greatly to the historic character of the area.

The wider canal corridor runs through



several designated environmental sites, including County Wildlife Sites and SSSI's, such as Martland Heath and Marshes to the north west and Scotman Flashes to the south and Kirkless Lane and Haigh Plantations to the east, and it is widely recognised as a diverse habitat, worthy of protection.

The stretch of canal in the WPQ area is not subject to any environmental designation. However, the potential of the canal and its tow-path environment to support wildlife, by providing a diverse habitat, and be of ecological value is recognised.

There are a wealth of interesting sites to visit within an hour's walk of the Wigan Pier Quarter, making it an ideal destination for visitors.

However, many of these attractions are not signposted from the canal tow-path and more could be made of the connections between the tow-path and these places of interest, many of which are connected themselves by the canal corridor.

The canal provides access to many natural, industrial heritage or retail attractions, many of which are identified as key gateway sites in the Wigan Council's Greenheart Strategy. Local attractions, accessible within a short distance from the canal, include, but are not limited to:

- > Wigan Pier.
- > Trencherfield Mill Engine.
- > The Douglas Valley.
- > Robin Park.
- > DW Stadium, accessible from the tow-path.
- > Haigh Hall and Country Park, which runs adjacent to the canal.
- > Pennington Flash Country Park.

The development of high quality routes to enable sustainable travel between sites is a key aim of the Greenheart initiative. Therefore the Greenheart Access Strategy is addressing how more could be made of Wigan as a place of interest to visitors, the connectivity between the canal and these visitor attractions and the role the tow-path can play as a means of accessing some of these destinations. Investment in the tow-paths is a key strand of the Greenheart

Access Strategy and many stretches have been subject to surfacing improvements in the last few years that help to attract a range of visitors to the canal network.

HS2

WPQ's future will be further boosted with the arrival of HS2 and our central position within the Greater Manchester Combined Authority.

Greater Manchester considers HS2, in combination with Northern Powerhouse Rail, to be vital for increasing the capacity of Britain's rail network and delivering a transformational step-change in the connectivity of the North's city regions.

The Combined Authority estimates that,



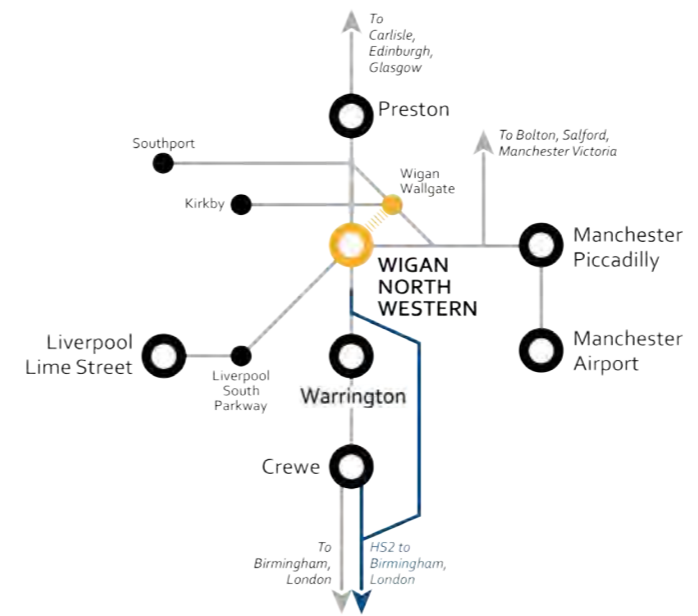
by reducing travel time and increasing business productivity and connectivity, HS2 will make Greater Manchester a significantly more attractive business location, creating up to 180,000 new jobs by 2040 and adding £1.3bn to the region's economy.

Greater Manchester is preparing a Growth Strategy to optimise the opportunities from high speed rail, including a commitment to deliver the aspirations for HS2's Manchester Piccadilly and Airport Stations.

The Growth Strategy at Manchester Piccadilly aims to maximise the impact of HS2 and Northern Powerhouse Rail, providing a world class, fully integrated transport interchange for Greater Manchester.

It will help stimulate investment in the wider area to create a highly connected business location that can bring significant economic benefits.

With HS2, direct connection from Wigan to Birmingham will fall to below 35 minutes, with London just over 80 minutes away. This offers improved access to suppliers, skills and customers for Wigan's established businesses, as well as emerging specialisms such as Greater Manchester's fast growing environmental

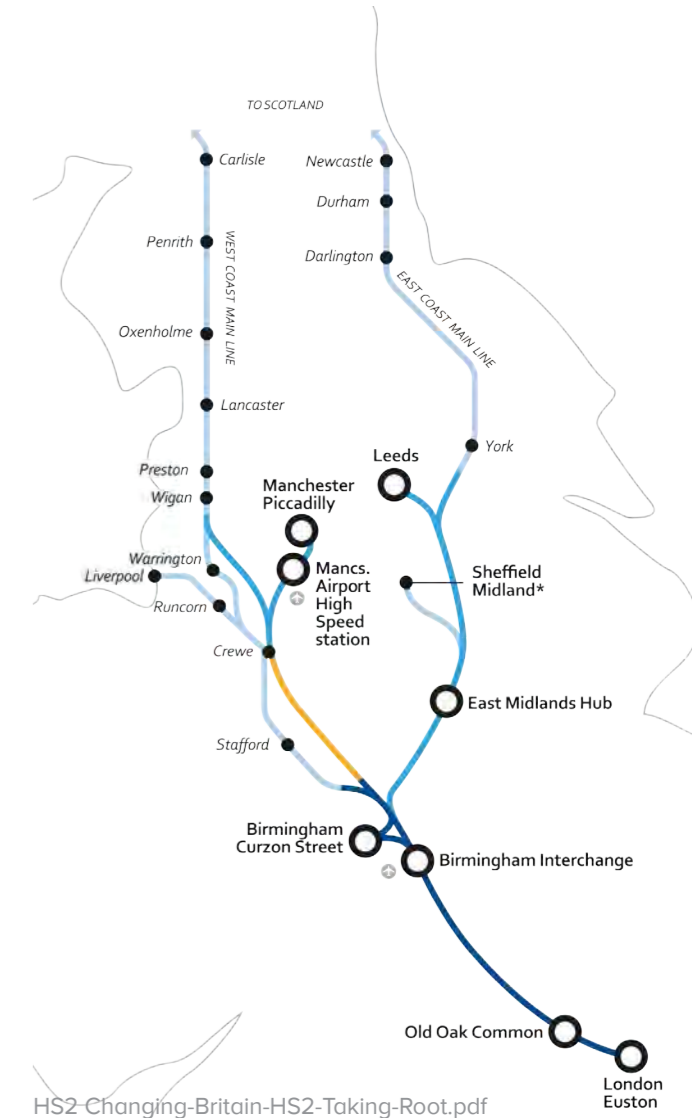


technology sector. The Council sees an integrated high speed station as a focal point for regenerating the town centre by raising Wigan's profile and encouraging business growth.

Wigan Council is working with Transport for Greater Manchester on a plan to be HS2-ready. The priority is to improve the gateway station, Wigan North Western, to function as an effective transport hub. Initial plans, with a feasibility study due in the autumn, include better links to Wigan Wallgate station to improve interconnectivity with east-west rail between Manchester, Southport and Kirkby. Refurbishment of the bus station will start in 2017, which will improve facilities and links to Wigan town centre and train stations.

A new mixed use development at Westwood Park could create up to 1,000 jobs. The site will benefit from the integrated high speed station and from improved motorway access, putting into action the joined-up thinking that strategic transport hubs require. Wigan Council is identifying additional new major employment sites to attract further high-quality jobs and investment.

Wigan ↔ Birmingham:			
0:35 HS2 journey time	0:47 Journey time saving	1 per hour HS2 trains (each direction)	8,800 per day HS2 seats (each direction)
Wigan ↔ London:			
1:23 HS2 journey time	0:32 Journey time saving	1 per hour HS2 trains (each direction)	8,800 per day HS2 seats (each direction)



HS2 Changing-Britain-HS2-Taking-Root.pdf

04 GOALS

Our vision for WPQ is underpinned by a clear seven point strategy to unlock the area's potential.

DEVELOP WPQ INTO A KNOWLEDGE DESTINATION

A mixture of larger premises suitable for a wide variety of businesses all requiring general employment space.

Versatile enough in its developments and building forms to encourage organisations of community, social or cultural value to establish themselves here using their floor space flexibly and adaptively.

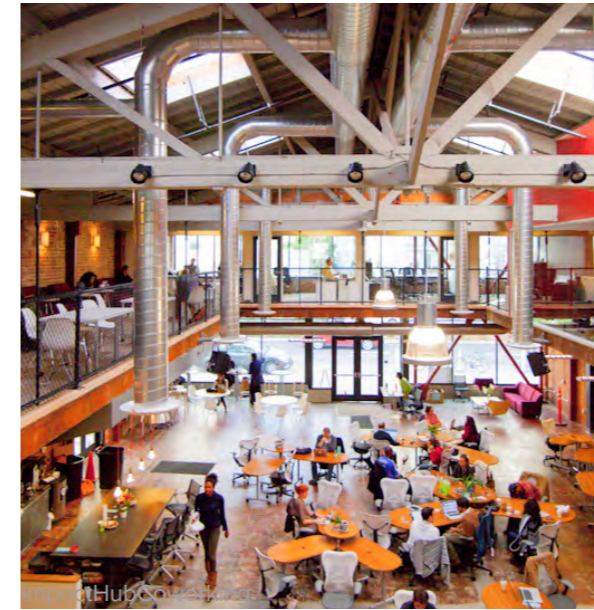
We are particularly interested in developing a coworking community. Coworking is centered on creating space which supports collaboration, openness, knowledge sharing, innovation, and the user experience.

WPQ has a lot going for it in terms of delivering such a space;

- › Wigan borough can offer both residential and commercial space at a much cheaper rate than Manchester and Liverpool. Making it easier for young professionals and businesses to take advantage of the WPQ offer.
- › Wigan has two railway stations just a short walk from WPQ with direct lines to London and Edinburgh/ Glasgow. HS2 will also stop in Wigan and the borough has won many awards for its approach to digital.
- › Wigan town centre is a 5 minute walk away with access to bars, restaurants, museums, microbreweries and more. In addition WPQ itself will have its own leisure amenities.
- › Additionally, Wigan Business

Enterprise Park is a managed workspace that is located on the outskirts of WPQ and this is full to capacity.

- › Many businesses, professionals, and residents are now finding Manchester and Liverpool to be beyond their budget and Wigan is fast becoming the next place to locate.
- › Wigan has an iconic identity within the north west of England. It is known throughout the world for its music and night life heritage, for sport, food, and its place in Britain's industrial working class history.
- › This and the buildings around the canal lend an authenticity and reputation for real people, real work, real business.



MAKE WPQ A PLACE OF CHOICE TO LIVE

The Pier's business offer depends on establishing the Quarter as a desirable place to live and work. We will work to improve the quality and variety of the local housing stock and to attract new residential development.

The aim is to create a critical mass of mixed communities which are able to support a prosperous local town centre and the wide range of facilities upon which civic life is based.

New residential development will be high quality, well designed and built to high standards. We will seek to provide a wide choice and tenure including self-build.

This will include a range of live/ work accommodation and a wide diversity of housing involving both apartments and detached dwellings with an appropriate quota of mixed, affordable housing.

We will develop strategies to enable cosmopolitan, outward looking neighbourhoods that build on and celebrate the vibrancy and diversity of the Pier's existing communities.

The Wigan Local Plan Core Strategy (2013) identifies a housing requirement of at least 1,000 homes per year for the period 2011-26.

This will be achieved by:

- › Accelerating housing growth in the borough by supporting a good portfolio of housing sites.
- › Understanding the housing needs of the borough to support the regeneration of areas of poor housing, deliver our Housing with Care programme and improve the overall housing offer.
- › Delivering the Affordable Housing Programme and examine mechanisms to promote further affordable housing.

The Wigan Strategic Housing Land Availability Assessment 2016 is a key component of the evidence base to support the delivery of sufficient land for housing; to



meet the borough's need for more homes; and to inform housing policies within the Wigan Local Plan, including the emerging Greater Manchester Spatial Framework (GMSF).

ENSURE THAT DEVELOPMENT POSITIVELY BENEFITS THE LOCAL AREA

Investment in WPQ offers a real opportunity to fundamentally change the lives of some of the poorest and most deprived communities in the borough. The area's long term success is dependent on local communities reaching – and potentially surpassing – the regional average in terms of health and life chances, including employment and skills levels.

Economic vitality is key to quality of life and the borough's growth and reform agenda. Business needs access to a skilled workforce in order to thrive.

Working with local skills and education providers we will look to unlock the wealth of latent talent in the area and position local residents to take full advantage of new opportunities.

Investment in skills and education will be complemented by investment in public realm, recreational and sports facilities, housing, healthcare, training, skills and employment.

We will build on the local community assets and local character and ensure that new and existing residents benefit from development in the area.

CREATE A UNIQUE AND HIGH QUALITY WATERFRONT URBAN QUARTER WITH A STRONG SENSE OF PLACE

We view the extensive canal side and historical buildings as WPQ's most valuable asset and will particularly welcome proposals that exploit the potential of waterfront sites. It is also essential that the water is animated with appropriate uses.

WPQ's long-term success depends on the highest standards of planning and design. We will undertake the necessary work to

drive a robust development framework with the aim of delivering a vibrant, mixed-use neighbourhoods served by a variety of public spaces, parks and well-defined and attractive pedestrian and cycle links. We will expect high standards of architectural and landscape design and will encourage this through sensitive design review and making this central to the development control process. Our vision for the WPQ leaves no space for the execution or the pursuit of novelty or substandard design.

A key defining characteristic of the site is the canal frontage and its water space.

Since the closure of the area as a Museum, leisure and entertainment area the water has not been used as fully and effectively



as a place of such staggering importance might expect. The waterside areas offer the opportunities for new land uses and development of an appropriate scale that sites of this potential deserve.

We will be exploring the most efficient and effective ways of increasing journey numbers by boat, improving river services and maximising the waterfront's aesthetic and amenity value.

USING THE CANAL MORE AND LOCAL CONNECTIVITY

For various reasons it is evident that the canal is not currently used to its full potential but by addressing the matters highlighted below the perception and use of the canal corridor, as well as its integration with the surrounding area, could be considerably improved:

Canal side boundaries

The quality of the canal side boundaries will be improved where possible, working with adjacent land owners, exploring canal adoption schemes by local businesses or community groups or through Volunteer Task Force events.

Where any future development is proposed better integration of the canal with its surrounding will be required.

Where possible the dominance of the



pontoons could have in terms of creating access for canoeists.

Canoe enhancements

Any development options for the site will consider the aims of the Desmond Family Coast to Coast Canoe Trail to promote and facilitate access to canoeing within the local community. Proposals should explore



the potential of the water space for canoe activities and consider options for locating a new 'Hub' in the Pier Quarter.

Canal access points

All access points onto the canal would benefit from enhancements including:

- > Co-ordinated signage/way marking
- > Improved lighting
- > Updated interpretation
- > Litter collection/graffiti management

Enhanced and visible gateway access

points would help to greatly improve the legibility of the canal, thereby aiding better integration with the town and the facilities it offers, as well as promoting the canal as a leisure resource in its own right.

Positive use of the tow-path can be promoted by:

- > Improving the environment by making it a desirable place to be, with appropriate lighting, signage, passive security and well maintained landscape setting
- > Improving the legibility of access to the canal and the usability of the tow-path as a convenient and safe route
- > Enhancing connections to neighbouring areas and creating new access points to the tow-path where appropriate and if development opportunities arise, for instance any future new development should capitalise on its canal side location and seek to integrate with the canal corridor, rather than turn its back on the canal side.



Therefore primary objectives should be to:

- > Continue to build on enhancing the perception of the canal corridor as an important and usable component of the town.
- > Improve pedestrian linkages, access points and views to, from and along the canal,
- > Encourage better use of the water space.

NURTURE A COMMUNITY

A range of public open spaces, around which particular businesses can cluster and benefit from proximity, where elements of convenience shopping to suit the schemes' workers and residents can be located, cafés and meeting places can be established to give the scheme life, both during and beyond the working day.



New elements of community infrastructure, a crèche, business to business meeting places, space for a local produce market and exchange.

Part of being sustainable means creating a place that nurtures its own economy, where businesses grow and develop their skills



successfully by mixing and trading with one another and servicing the needs of a place as a whole.

PROMOTE WPQ AS A FOCUS FOR INVESTMENT ON A NATIONAL LEVEL

Building on the opportunities presented by the arrival of HS2 and the focus on the Northern Powerhouse.

We will campaign to make WPQ attractive to business and investors through a combination of business incentives, streamlined bureaucracy, proactive planning policy and on-going advice and

support through our Business Invest Team and Business Engagement Team.

The nation's attention will be on Wigan when HS2 arrives and we will seek to capitalise on the opportunities that this presents.

MAKE IT HAPPEN

Wigan Council, Wigan Forward Board and The Canal and River Trust are committed to achieving this vision for WPQ.

WPQ is now ready for high-value, high-quality, enduring development and we are prepared to hold out for the right proposals and the right results.

We will also actively encourage temporary and short-term interim uses where these are commensurate with this vision and can help bring vitality and prosperity to the area. We envisage these as lasting from six months to five years and will be part of a clearly orchestrated development strategy stepping towards our long-term vision for the future.

We will work tirelessly to realise an ambitious programme for the area's transformation.

05 PHASES 1+2

The first two phases of the WPQ redevelopment has created a location for a diverse range of activities and a real stimulus in the development of a vibrant, creative work-live-play community.

TRENCHERFIELD MILL

Trencherfield Mill and the surrounding site has been redeveloped by Wigan Council in partnership with Nuttall Construction. A Development Agreement was entered into in 2005 which set out the details of the development and the various obligations of the parties, with the main obligation being the redevelopment of the listed Mill building.

The mill itself has been dramatically transformed to provide a mix of high quality office accommodation and 52

residential apartments. The majority of the office accommodation is located on the first and three upper floors providing suites from approximately 2,500 sq ft up to single floors of 10,000 sq ft net.

The space is accessed via its own dedicated office reception area with separate lift core, male/female and disabled WCs and kitchen facilities on each floor.

In addition to this, there is a two storey annex building providing 3,000 sq ft arranged over ground and first floors with its own dedicated self contained entrance.

Trencherfield Mill Steam Engine is one of the largest and finest working examples of its type. Built over 100 years ago, this mammoth metal powerhouse was regarded as a feat of industrial



engineering. Churning out a massive 2,500 horse power to feed the ever hungry machinery of Trencherfield Mill, it played an instrumental role in Wigan's industrial development.

With the help of a successful Heritage Lottery Fund bid and restoration project, the engine has been restored to its former glory.

Part of the master plan for phase one was the redevelopment of the car park at Trencherfield Mill which has been in an unkempt state for a number of years.

This has now been re-surfaced and marked out to accommodate 66 spaces, six short stay spaces and five disabled. Extensive work has also been carried out in making the wall in front of the mill safe and secure

ACADEMY OF LIVE AND RECORDED ARTS (ALRA)

ALRA is a drama school which provides the highest quality training for students following a career as an actor, actress, stage manager or technician.

Based in both London and Wigan, the drama training covers TV and film acting for camera. Pupils also study movement, voice, acting technique, text, stage combat, TV presenting, radio and other drama elements required to work as a professional actor.

In September 2010 ALRA North, placed in the heart of the North west in Wigan began training actors for the many regional and touring theatres, TV, Film and Radio companies which are centred there, whilst allowing students to train at regional costs.

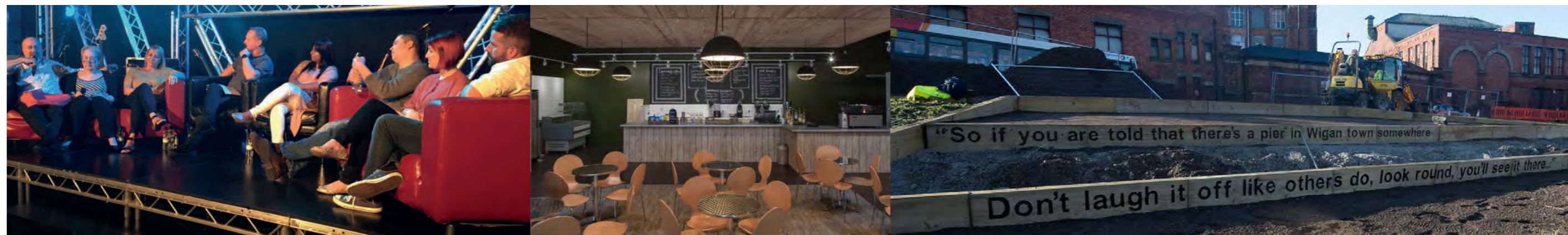
In October 2012 a unique collaboration with Wigan Council saw ALRA take up residence in The Mill at the Pier at Trencherfield Mill. Built in 1907, Trencherfield Mill is one of the most iconic buildings in Wigan. With in excess of 1500 square metres, The Mill at the Pier now houses all of ALRA North.

ALRA chose Wigan Pier Quarter as their northern home as increasingly, agents and casting directors are choosing to base themselves in Manchester and the surrounding area.

THE PIER CENTRE

The building of a 1,200 seat performance venue at the The Pier Centre is nearing completion. 4725 square metres Roads have been put in to improve access around the existing building.

The Pier Centre is also home to a superb conferencing and events space. Its main auditorium is divided up into smaller sections and the church hires these rooms out for events, conferences, concerts. The revamped premises boast three seminar rooms, two larger conference halls and a



new cafe called Post Code.

PIER GARDEN

The creation of a new community garden on the site of the Pier nightclub is now complete. The area is now a place for people to enjoy and includes flower beds, trees and terraced seating down to the canal.

RELIEF ROAD

The opening of the Saddle Junction relief road, Southgate, through the area has also alleviated traffic and has created the potential for new development.

06 PHASE 2

USES

A wide range of uses are acceptable in principle for the buildings within phase 2 of the site. These include employment, offices, leisure, tourism, food and drink and housing. However, a mix of uses in accordance with



the outlined vision for the area is preferable as it is felt that the nature of the buildings and the site's location would support a

range of creative businesses within a wider mix of uses.

Whilst some small-scale retail uses may be acceptable as part of a wider mix, proposals will need to demonstrate that any retail uses will not have a significant adverse impact on Wigan town centre, in line with national and local policy requirements.

CONSERVATION AND HERITAGE

The buildings fall within the Wigan Pier Conservation Area, but are not listed. The buildings have been substantially modified internally and externally to facilitate their previous leisure and tourism uses.

In this context, there is scope for further internal and external modifications to support sustainable future uses for these buildings. The general aim is to retain the



integrity and character of the buildings as a series of former warehouses and canal side industrial buildings with a number of vernacular details. Within this design objective, there is potential for sensitive modifications to window openings, doorways etc. along with opportunities for some internal subdivisions. The retention of interesting canal side features such as winches, historic loading doors is encouraged, along with key internal features such as supporting columns, beams etc. as this will help to retain the canal side vernacular character of this group.

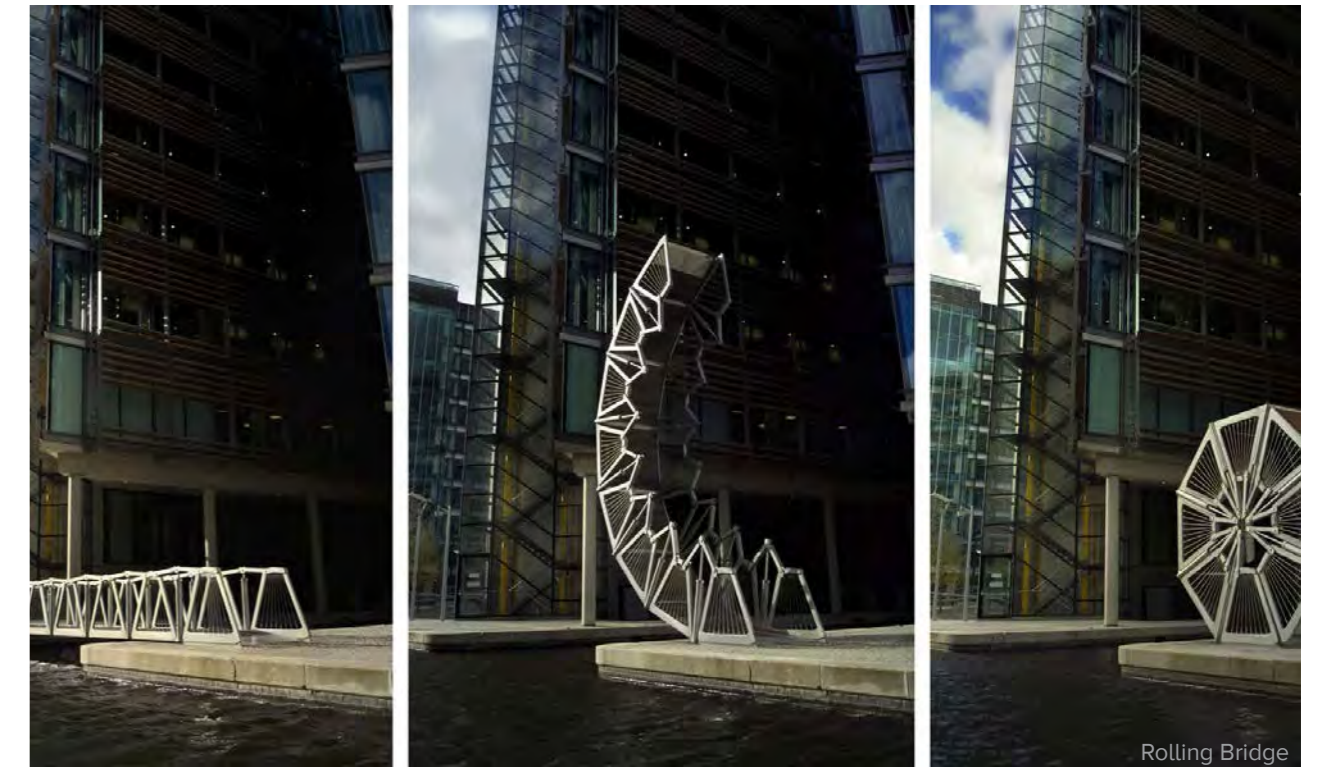
Existing historic external surfaces, including stone setts and Yorkstone flags should be retained in-situ, unless any areas of these are damaged beyond re-use. These materials contribute towards preserving the historic character of the area. Detailed advice on conservation and heritage issues can be obtained from the council's Conservation Officer, Ian Rowan on 01942 489251 or at i.rowan@wigan.gov.uk

DESIGN

Proposals should provide a strong relationship to the Leeds-Liverpool Canal and retain and refurbish existing canal side boardwalk features (or provide new features). Development proposals should provide the opportunity for people to overlook and access the canal side.

New signage associated with the proposals should be co-ordinated and be sensitively designed and located on retained historic buildings.

To improve connections through the Pier Quarter and as part of a wider cycle network crossing the town centre, a new footbridge is required across the canal. The exact location and design of the footbridge is still to be finalised. Developers should consider the potential for new public art installations that enhance the unique character of this area. These artworks could be temporary or permanent in nature.



CAR PARKING AND SERVICING

The existing car parking area, accessed from Wallgate, will need to be retained and refurbished as part of any development proposals. Individual car parking spaces will need to be remarked to maximise its use, and will need to include car parking provision for disabled people in addition to general car parking provision (as set out within the council's Parking Standards).

Development proposals will also need to make safe provision for off-street servicing to the buildings.

LANDSCAPING

A detailed landscape design will be required as part of any proposals for the site. This will need to demonstrate how the existing overgrown garden area can be refurbished to provide an attractive and usable green space. This will ultimately form part of a series of connected public spaces throughout the Pier Quarter.



Advice on landscape design, suitable species etc. contact, Chris Leather on 01942 489252 or c.leather@wigan.gov.uk

PLANNING POLICY CONTEXT

The Planning Policy context is set by the following documents:

- › The National Planning Policy Framework – March 2012
- › The Replacement Unitary Development Plan – Adopted April 2006
- › The Draft Allocations and Development Management Plan – Published October 2015
- › Greater Manchester Spatial Framework – Consultation Draft Published October 2016

National Planning Policy Framework (NPPF)

The NPPF sets out the government's planning policies and how these should be applied. The framework covers a range of policy areas and has a presumption in favour of sustainable development at the heart of the document.

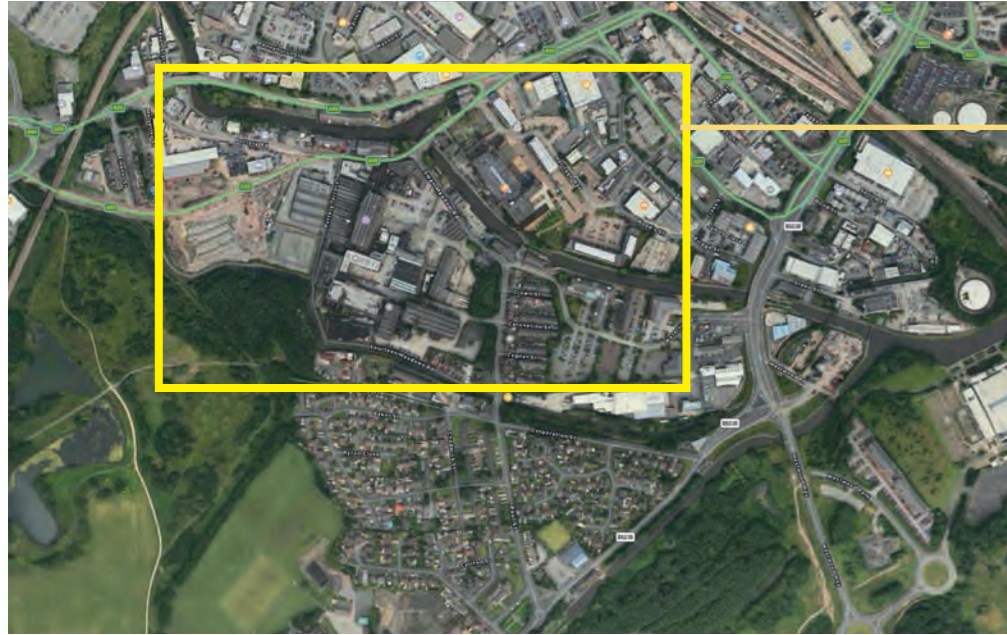
1. Wigan Replacement Unitary Development Plan - The opportunity area is within the designated Wigan Pier Quarter on the adopted Replacement Unitary Development Plan and is covered by retained Policy EM1H. Under this policy, the area is designated for 'comprehensive, mixed-use conservation-led regeneration comprising employment, housing, tourism, leisure and other major visitor attractions'. The site also falls within the designated Wigan Pier Conservation Area and is covered by Policies EV4 and EV4A. Under these policies the council will ensure that any new development

preserves or enhances the character of the conservation area.

2. Allocations and Development Management Plan – Initial Draft for Consultation - The draft plan identifies the Wigan Pier Quarter as a Regeneration Priority Area, covered by Policy RP1. The Policy sets out the criteria against which proposals for development, refurbishment and change of use will be judged. Plan Policy RC2 also identifies ongoing improvements to the Stadium Route linking the area to Wigan town centre.
3. Greater Manchester Spatial Framework – Consultation Draft – The draft plan emphasises the role of the main town centres as the primary focus for economic, retail leisure and cultural activity for their areas. The Town Centres Background Paper supporting the plan highlights the importance of the future HS2 link to Wigan town centre and the potential benefits of this to areas around the rail stations, such as the Wigan Pier Quarter.

In addition to these planning policies, Wigan Council has also produced a new Investment Framework for the wider Wigan Town Centre area. The framework identifies the Pier Quarter as a distinct character area with a number of key investment opportunities based around the Leeds-Liverpool Canal. The document can be viewed at www.wiganworks.com





The approach to usage for individual buildings is flexible as our main aim is to create a WPQ in accordance with the outlined vision.

The following pages outline the majority of the opportunities and where possible present detail on the history and heritage of a building or site.

For more specific details on each site please contact;
stephen.burns@wigan.gov.uk or
k.guest@wigan.gov.uk

KEY

Yellow Phase 2 opportunities, for leisure, business, residential - we have a flexible approach as long as the proposal delivers on the vision.

Pink Buildings and land that are currently in talks or in development.

THE WAREHOUSE

With a total area of 23,2000 sq.ft. over three floors, the three storey warehouse was built in 1790 and together with the terminal building is shown on the 1848 O.S map which provides the earliest detailed plan of the area.

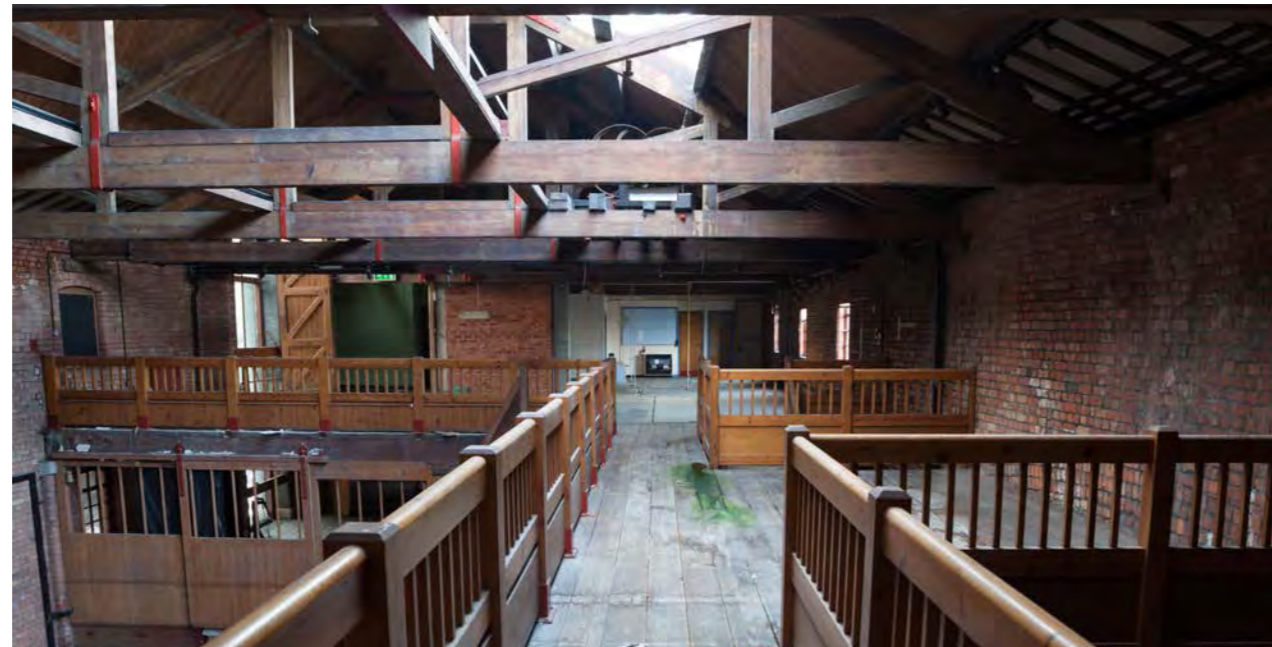
The building is made from two warehouses of traditional construction built in 1890 and 1892.

Located on the area known as Wigan Pier, the warehouses served variously as grain stores, local history museum “The Way We Were” and currently stands empty in the main.

The 1892 single-storey extension to the east end is used for storage. Both sections are traditionally constructed of brick. That is, solid external load-bearing walls supporting internal floors and pitched slate roofs of simple construction.

There is a timber canopy over the canal which was used to protect cargo loading/unloading. This canopy also houses winching areas. There is a timber decking/jetty running along the canal side which was added some time later to allow canal-side pedestrian access –possibly in the 1980s.

The solid brick walls are substantial and incorporate brick piers which support



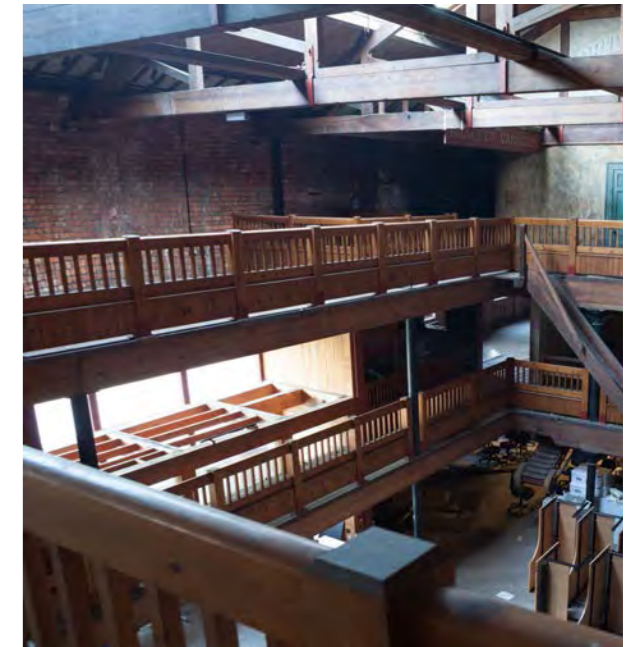
some of the massive-section timber floor and roof joists.

The roof is of simple design, pitched and slate covered with ridge ventilation to both main ridges. There are numerous lead valleys, upstands and flashings/soakers to various details such as parapets, vents, building abutments, canopy add-ons, roof lights, etc.

Internally there are three main floors (1890 section) of concrete, exposed timber boarding and various coverings throughout. Partitioning has created numerous spaces ranging from individual cellular offices and toilets to large open-plan areas including ‘minstrels’ gallery walkways to the main full-height open space. Services include a redundant gas-fired central heating system with fan convectors, electrical distribution and lighting, hot water provision, intruder and fire alarms.

The terminal building and this warehouse would have been the work of skilled masons. The banker masons cutting and shaping the blocks of stone; while the fixer masons worked in teams placing and securing the stones.

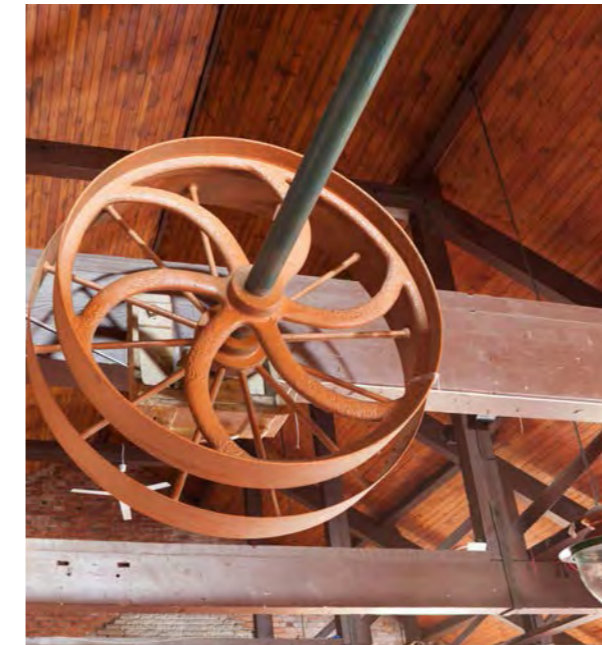
The present building has a canopy on the Wallgate elevation which enabled carts and wagons to unload undercover and it retains its canal side hoist and canopy.



THE ORWELL

The Orwell (formally known as Gibson's Warehouse) is a Victorian cotton warehouse, originally built in 1777, re-built in 1984 as The Orwell at Wigan Pier, is situated on the canal side near the former Wigan Terminus Warehouses which were built in 1777 and refurbished in the 1980s. Boats could moor inside the building and off-load directly into the warehouse.

With a total floor area of approximately 8,000 sq.ft. over three floors, the building was vacated by the tenant publican in 2015 and remains vacant.



THE EDUCATION CENTRE

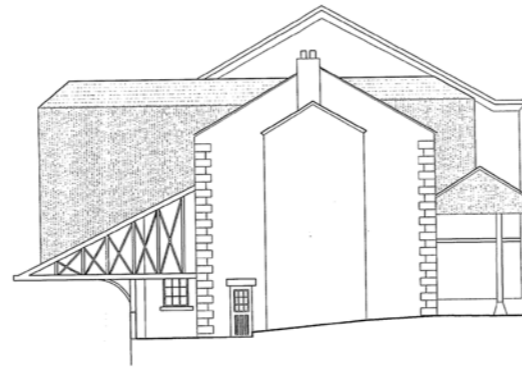
With a total floor area of approximately 4,500 sq.ft. over three floors, the building closed in 2007 and remains vacant.

The three buildings are not listed, although they have significant heritage interest. They sit on a narrow site, totalling approximately 1.4 acres, sandwiched between Wallgate and the Leeds and Liverpool Canal.

The site also includes a small car park providing approximately 14 parking spaces, a lay-by for delivery vehicles and an area of unmanaged semi-mature trees and shrubs covering the western quarter of the site.



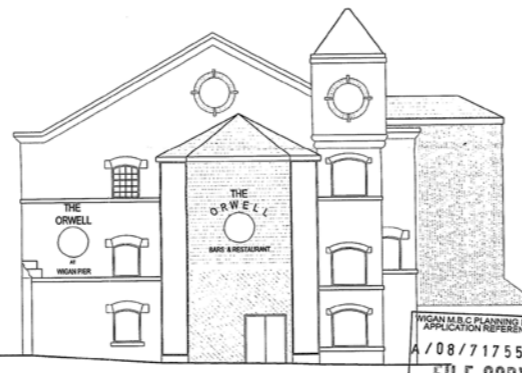
REAR ELEVATION



GABLE ELEVATION



FRONT ELEVATION



GABLE ELEVATION

project
WIGAN PIER

title

WIGAN M.E.C. PLANNING DEPT.
APPLICATION REFERENCE
A/08/71755
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TRENCHERFIELD MILL

At the heart of Trencherfield Mill, next to the truly awesome steam engine, is the historic Engine Hall.

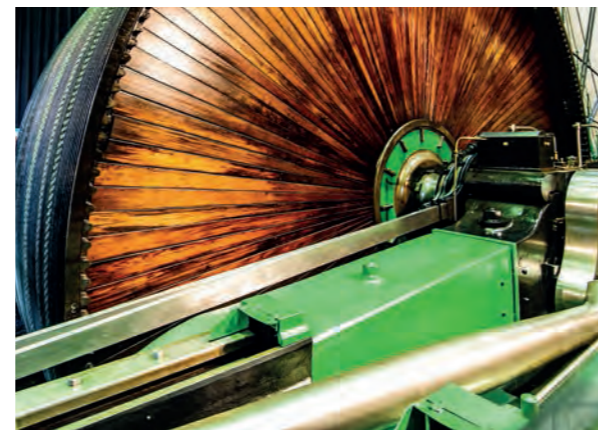
High ceilings, steel columns, concrete floors and large windows offering natural light, give great character to this wide open square space of approximately 7500 sq ft which is available to let.

The working Edwardian Steam Engine - the biggest and oldest in the world - ignites curiosity and encourages learning, invention and business innovation. It positions historic Wigan Pier in an authentic position of industrial power.

We know that modern tech talent likes to be in Manchester because of its connection to the industrial revolution (<http://info.wiredscore.com/research-manchester-connectivity-future>), and nowhere are these roots more evident than in Trencherfield Mill.

As the world moves into the Fourth Industrial Revolution, we believe industry and talent will be inspired by the engine, as a touch-point and talisman for power and growth.

The Engine Hall would be ideal as a mixed-use focal point for the Trencherfield community, potentially incorporating flexible workspace or space for creative



industries - who have already expressed interest in the property.

A high quality coffee shop and bar could serve visitors to the steam engine, residents of the 262 apartments surrounding the site, the drama students of the Academy of Live and Recorded Arts and the professionals who walk pass the entrance between Wigan Investment Centre and the town.

There is unmet demand for meeting rooms and characterful conference space which would be ideal in Trencherfield - but we are open to innovative uses which respect and build on the unique heritage asset of the Steam Engine - it's the REAL Northern Powerhouse.

Also available for development:

The car park site at the front of the mill is also available for development that supports the wider regeneration of the



area. Site area 0.3Ha.

And the Trencherfield Mill garden area site is an opportunity for new leisure or community uses that overlook the canal and dry dock. Site area 0.2Ha.

More on Trencherfield Mill

Trencherfield Mill was built alongside the Leeds and Liverpool canal in 1907, for William Woods & Sons Ltd.

As a mill town, Wigan was an important centre of textile manufacture during the Industrial Revolution. This was due to numerous fast-flowing streams and rivers in the area, by 1818 there were eight cotton mills in the Wallgate part of Wigan.

The Great War of 1914–18 halted the supply of raw cotton, and the British government encouraged its colonies to build mills to spin and weave cotton. The independent mills were struggling. The Bank of England set up the Lancashire Cotton Corporation in 1929 to attempt to rationalise and save the industry.

Trencherfield Mill was one of 104 mills bought by the LCC, and one of the 53 mills that survived through to 1950.

The Grade II listed building was renovated between 2005-2007 as a key part of the Wigan Pier regeneration project. The Mill became a mixed development comprising

commercial, retail, and leisure space and 52 one and two-bedroom apartments.

The mill engine was also preserved and restored. As of 2009 it can be seen in steam each Sunday morning.



AMBULANCE STATION

A Prominent Gateway site with canal frontage. It is suitable for hotel, leisure, or residential development that overlooks the canal.

Site area 0.3ha.



View from ambulance station, looking down the canal with Trencherfield Mill in the background.



View of the ambulance station. The site is directly on the side of the canal and with being on a bend could have fabulous

views in two directions. Easy access from street level as well as being on tow-path.

CANAL VERGE

The canal verge lies on the same side of the Canal as Gibson's Warehouse and so has views looking towards the newly installed Pier Garden and Trencherfield Mill.

There are numerous heritage artefacts and a stone building dotted along the canal here.



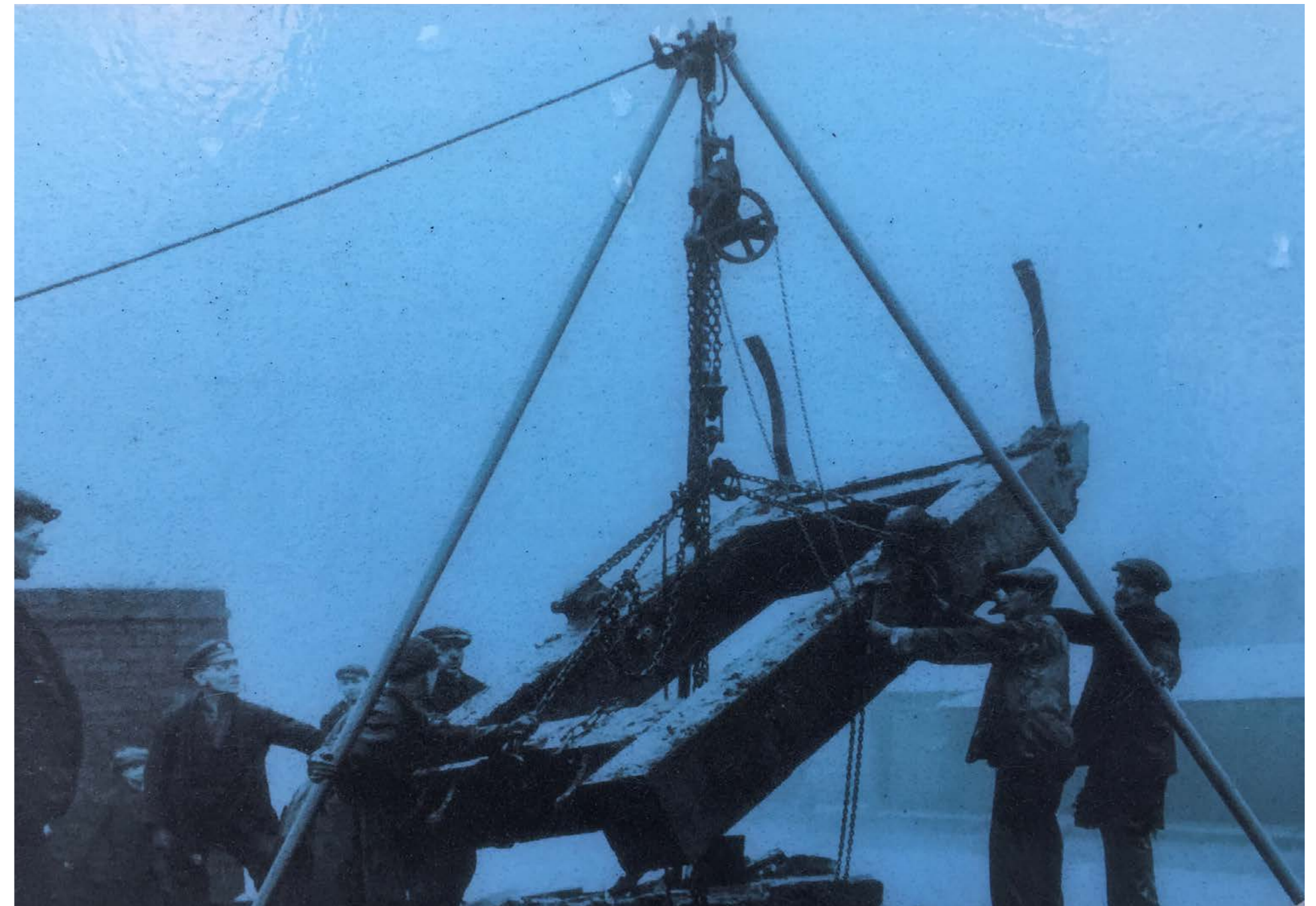
CANAL SIDE OPPORTUNITIES

The verge opposite (to the right of the image below) has numerous development opportunities for canal side live-work-play. View from the canal and road below.

WOOD STREET

A cleared site, which provides an opportunity for new canal side housing, with associated parking and landscaping.

Site area 0.4ha.



WESTWOOD PARK

A five minute walk from Wigan Pier Quarter is Westwood Park. The area covers approximately 44 hectares and is now one of the largest predominantly brownfield sites within the borough.

Whilst not located within the Pier Quarter, its close proximity and natural beauty, make it a significant investment opportunity.

A place of biological importance makes up a sizeable piece of the site and forms the western boundary to the area considered for development.

The site is currently underutilised brownfield land, comprising of scrub vegetation, woodland, water bodies, utility and highway infrastructure and a number of listed buildings.

Westwood Hall and Westwood Gardens occupy the centre of the site. The listed building and its curtilage will be protected

and enhanced, with new development set back and incorporated around an appropriate soft landscape setting.

The site is also surrounded by Westwood Business Park, a railway embankment, Westwood Cemetery, Wigan Flashes, and Leeds Liverpool Canal. Also, the established residential neighbourhoods of Poolstock and Ince-In-Makerfield can be found nearby.



The aim is to develop this large area of underutilised brownfield site into an accessible, mixed use development that

will take into account the site's assets and aid in the creation of a sustainable community.

It is proposed that the site's main use will be residential, providing people with the opportunity to walk and cycle to Wigan Pier Quarter, the town centre and the opportunity to take advantage of the green and tranquil setting of the Wigan Flashes.

The site has also been designated as an employment area. Therefore, a number of light industrial and commercial uses have been agreed to complement the nearby employment and to take advantage of the sites access to the A49 as well as its proximity to the town centre.

In addition there will be a new supermarket to occupy the centre of the site, a visitor centre to occupy an area adjacent to Westwood Flash, high quality soft landscaping and the development of the A49 link road.



IN TALKS OR WORKS IN PROGRESS

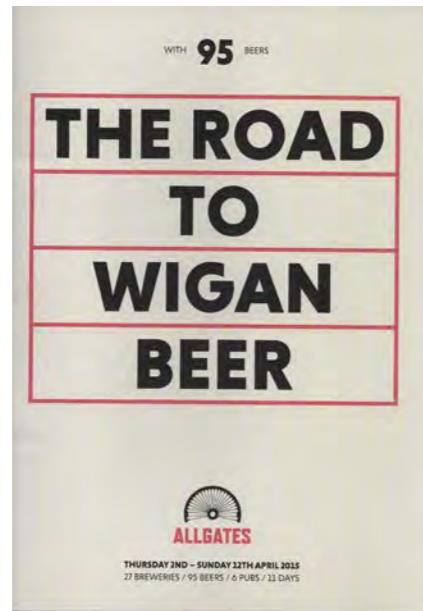
Former Goulding's Depot

Former Goulding's Depot, Southgate; building to be refurbished and converted into café and bar with outdoor seating and events area, and new pedestrian access onto the canal tow-path. Improved Floorspace – 483 square metres

Plans have been submitted for a progressive multi-use events venue. Modelled on The Boiler Shop in Newcastle and Altrincham Market, the "multifunctional leisure space" would be able to accommodate everything from band gigs to food and drink festivals. And, as the intention is to redevelop the former Monks Car Sales on Pottery Road, it will form part of the Wigan Pier cultural renaissance.

The plan is the brainchild of All Gates Brewery boss David Mayhall who already has the Anvil pub on Hallgate as an outlet for his beers but is now looking for something more ambitious. Council planners are currently considering the practicalities and legalities of the blueprint which would be just across the road from the new The Pier Centre's performance venue on Southgate.

The 440m sq premises on Pottery Road would be modified to incorporate the bar and cafe, create a storage area and a mezzanine floor. There would also be an outside seating area.



Canal and River Trust Depot

Rear of Trencherfield Mill; new Canoe hub for the Desmond Family Trust, including a new jetty and public art. Site area 0.2ha.

A new canal side canoe hub has been lunched to provide free canoeing and other waterside and social action activities.

Organised by the Canal & River Trust, which cares for 2,000 miles of waterways, the hub is the latest activity centre to be opened as part of the Desmond Family Canoe Trail.

The Wigan hub on Pottery Road, next to the Leeds and Liverpool Canal, is one of 10 hubs being established along the new coast to coast canoe trail which stretches 160 miles from Liverpool to Goole.

Former Bus Depot

A cleared site with direct access from Southgate. Currently in talks. Site area 1.1ha.



Eckersley Mill

South Manchester-based property company Maryland Securities Group has planning permission for a 1 million sq ft scheme on a 15-acre site bounded by the Leeds Liverpool Canal and River Douglas fronting Wigan Pier.

The project, designed by Hodder + Partners with Derby-based practice Lathams, centres on the redevelopment of the historic 6ha site, would be implemented in nine phases over a 10-year period.

Maryland plans a mixture of new-build and refurbishment delivering 300 new homes, commercial and cultural facilities, a new hotel, cafés and restaurants. Maryland will take a long lease on the site and said it has the co-operation of freehold landowners.

The mills are home to 40 existing commercial tenants who will be retained as the project will be delivered in phases over several years.

The Eckersley Mills site contains a substantial group of Grade II listed Mill buildings dating from 1827.

Lathams was commissioned to produce a full landscape study and subsequent site master-plan that re-establishes historic links and materials between the mills and the proposed new architecture.



The external works design include paving materials, planting palettes, lighting strategy, 106 agreement plans, cycle routes, circulation routes, parking strategy, site sections and typical details.

Lathams also prepared plans to re-develop and convert three existing mill buildings and integrate these with new contemporary residential and commercial buildings along with a new marina, hotel, a new arts centre and public squares.



08 APPENDIX

