

Appendix C Spatial Policy Principles Appraisal Tables

SP I – Core Spatial Approach

| SA Objective | Nature of impacts | Impacts over time | | | Mitigation / enhancement? | Residual Impact | |
|----------------------|---|--------------------|--------------------|---------------------|--|--------------------|--------------------|
| | | short | med | Overall / long term | | | |
| 1. Biodiversity | <p>Although this spatial option will help to divert development pressure from certain areas with biodiversity value, there are potential negative impacts on other important areas, notably 'Wigan flashes' (although the policy principles for Wigan South Central promote protection and enhancement). Development may also have cumulative impacts on the connectivity of wildlife networks. If development is high quality and backed by strong policies on biodiversity there is potential for enhancement when implementing major developments at strategic sites (other policy principles support this). A focus on Greenheart should complement biodiversity objectives too.</p> | | | | <p>Strong core policies on biodiversity / and design can help to mitigate the potential impacts of development. We need to determine what mechanisms will be developed to protect and enhance biodiversity. Further assessment of strategic sites is required to determine potential impacts on biodiversity and to identify mitigation and enhancement measures.</p> | | |
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| | | ? | ? | ? | | ? | ? |
| | | Impacts identified | Impacts identified | Impacts identified | | Impacts identified | Impacts identified |
| 2. Air quality | <p>Most new development is to be located in Wigan, Hindley, Platt Bridge, Atherton, Leigh, Tyldesley and Astley, Ashton and Bryn with the aim of tackling deprivation, improving infrastructure and creating sustainable communities. Currently, these areas suffer from congestion and high levels of traffic emissions, which affects air quality in some residential areas. Therefore, exposure to poor air quality could be an enhanced issue if further development occurs in these localities. However, a key element in the delivery of these sites is the improvement of transport infrastructure to relieve congestion from residential areas and promote sustainable patterns of travel. If successful, then in the long-term this could lead to substantial improvements in local air quality. However, there may be increased air quality issues in the short-medium term.</p> <p>By establishing lower levels of development in 'outer' parts of the borough such as Standish, Golborne, Orrell and Billinge, these areas are likely to remain car-based in terms of accessibility, because infrastructure investment would be directed to the 'core' of the borough where it is most needed. Certain parts of the borough would not see improvements in terms of air quality and increased trips to the 'regenerating core' may result. Although the policy approach supports the role of neighbouring centres such as Liverpool and Manchester, access to employment opportunities in these areas is likely to be via car, particularly from residents in outer parts of the borough. However, in terms of air quality, exposure is not as great if traffic is directed away from inner routes in the borough.</p> | | | | <p>The impacts will not be positive unless substantial infrastructure development is secured that promotes sustainable modes of travel throughout the Borough, notably from east-west in the 'Core'. The consideration of sustainable design as an integral part of all development would help to reduce our overall contribution of greenhouse gas emissions/air quality issues. It is important to enhance public transport links to and from the outer parts of the borough too, to discourage potentially increased car trips to new employment/cultural opportunities in the core of the Borough.</p> | | |
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| | | Impacts identified | Impacts identified | Impacts identified | | Impacts identified | Impacts identified |
| 3. Soil and minerals | <p>Focusing on the 'inner parts' of the borough should help to preserve agricultural land and mineral resources in the 'outer' parts of the borough (where most of the best and most versatile agricultural land is and mineral resources such as peat, sand and gravel are located). A focus on previously used or degraded land, and support for town centre growth also relieves pressure on land/soil resources and could contribute to significant remediation of land contamination in the long term as much of this is located on land previously used for industrial purposes (throughout the core of the borough). Despite these positive impacts, some permanent loss of land that could in the future be used for agricultural purposes is highly likely to occur (for example, on safeguarded sites - not a big issue). Although much of this land is not high quality soil, this still amounts to a minor negative impact in the medium term and longer term.</p> | | | | | | |
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| | | Impacts identified | Impacts identified | Impacts identified | | Impacts identified | Impacts identified |

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| <p>4. Water</p> | <p>Increased development could have a negative impact on water objectives. Demand for water would increase, as would pressure on surface water and waste water drainage systems. Decreased permeability could also lead to increased flood risk for some parts of the borough. The impacts could get worse over time as more development is secured and the impacts of climate change exacerbate problems. Focusing development in and around the centres of Wigan, Leigh, Atherton, and Platt Bridge could also all increase exposure to flood risk as many of these areas fall within flood zones (careful siting is required for new development). However, the application of supporting policy principles should help to reduce the negative impacts of development and maximise the benefits. The requirement for SUDs is particularly important and may actually help to improve water resources and infrastructure in the longer term. Other positive impacts could arise from the focus on stronger Green Infrastructure networks.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Implementation of strong core policies on SUDs / sustainable design / water efficiency. Adhere to PPS25 when locating development. Ensure development occurs in areas that are already well served by infrastructure, and where there is enough capacity for expansion.</p> <p>Measures suggested at 1st stage appraisal (see above) have been taken into consideration in revised policy principles for 'natural resources' and 'design'.</p> | <p>Impacts identified</p> |
| <p>5. Landscapes</p> | <p>Development has the potential to have an adverse impact on open space, landscape character, and also result in higher levels of traffic. However, the impact is only minor in the medium term and moderate in the longer term, because there is also a focus on previously developed land and town centres, which helps to divert pressure for development away from areas of landscape value, green and open space, particularly in 'outer areas' of the borough such as Standish. This option also promotes the enhancement of Green Infrastructure, notably through Greenheart Regional Park, which offers considerable opportunities for enhancement of landscape, open space and countryside in the long term.</p> <p>In fact, development actually presents an opportunity to enhance open space and landscape character in parts of the Borough where it may be considered 'poor quality'. (It should be noted however that many areas will have intrinsic value for local communities). Adverse impacts in the short term have been determined as negligible/minor as levels of development are anticipated to be low in light of current economic conditions (however, we are unsure of how the market will respond to the economic downturn - so this is an uncertainty).</p> | <p>Negligible impacts</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure that masterplans for strategic sites seek to enhance local landscape character and provision of open and green space.</p> | <p>Impacts identified</p> |
| <p>6. Built environment</p> | <p>There are concentrations of the borough's important built heritage in the inner areas (town centres in particular), which could be degraded by inappropriate development. Conversely, they could be exploited positively with appropriate development (which is what our core strategy promotes).</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Implementation of policy principles covering design and historic environment.</p> | <p>Impacts identified</p> |
| <p>7. Community Safety</p> | <p>Appropriate development focused in the inner areas of the borough could help to create more attractive, viable and safe environments - helping to reduce actual and perceived levels of crime and anti-social behaviour. Housing and economic development focused towards these areas could also help to remove some of the drivers of community safety issues such as worklessness and not having access to quality, affordable accommodation. These impacts are more likely to accrue over the longer term. It should also be noted that inappropriate development could actually worsen inequalities by creating pockets of wealth in areas of deprivation (this is reflected by a minor negative impact as policy principles should help to minimise these issues).</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Promoted mixed use development and mixed-tenure housing in and around deprived areas of the borough. Ensure deprived areas are well linked to new employment opportunities. It should be noted that proactive action on crime prevention through planning and design can generate massive cost savings for the public sector.</p> | <p>Impacts identified</p> |

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| <p>8. Neighbourhood quality</p> | <p>Development for housing could help to improve neighbourhood quality in the inner areas of the borough by helping to remediate dereliction, enhance open space, and encourage a mix of uses. A focus on development of green infrastructure could also add to the greenness of neighbourhoods and urban areas, but this needs to be linked to Greenheart initiatives.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>9. Waste</p> | <p>(We need to match up waste/recycling profiles with the preferred spatial option.) Locating development away from the outer edge locates it away from the less deprived areas, which are where recycling rates are traditionally higher. This means that extra resources would be required to improve recycling rates in the inner core. The preferred option includes the majority of current waste treatment sites, which means that it can be argued that the preferred spatial option will not increase the need for waste treatment, although development per se obviously will. Waste treatment can bring with it potential downsides such as air and noise pollution alongside traffic and the preferred option may exacerbate these problems in areas already suffering. However, the approach seeks to minimise and improve the situation for currently affected areas. The preferred option would locate energy from waste close to current and potential requirements.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure that waste treatment facilities are well located and reduce any detrimental effects on local communities. Ensure that procedures and plans for increasing recycling rates are promoted in the inner core. Ensure that energy from waste is produced in the appropriate place to maximise the benefits.</p> | <p>Impacts identified</p> |
| <p>10. Health</p> | <p>Provided that development is of a high quality, with the right mix of uses, then focusing on the inner areas of the borough could help to improve health and wellbeing in many of our most deprived areas - by improving access to good quality, affordable housing, employment opportunities, leisure and recreation, and enhancing the environment. A focus on improved infrastructure provision and more sustainable modes of travel should also contribute to better accessibility to a range of services, and promote healthier lifestyles. However, there is also a danger that development could exacerbate problems in deprived areas if it is not delivered in a way that includes and enhances existing communities.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure development is integrated with and enhances existing communities in the 'core' of the borough.</p> | <p>Impacts identified</p> |
| <p>11. Recreation</p> | <p>The overall spatial policy for the Borough promotes the enhancement of our town centres, including as places for leisure and entertainment. A key element of the approach is also substantially improved infrastructure and access to public transport, walking and cycling. This should help improve access to leisure facilities, as well as creating opportunities for recreation in itself (walking / cycling). A focus on Green Infrastructure should also enhance opportunities for outdoor leisure and recreation in the 'countryside', particularly for residents in the 'inner areas' of the borough close to Greenheart Regional Park. Overall, these positives amount to a significant positive impact in the long term.</p> <p>Although increased housing and economic development could lead to the direct loss of open space, there is to be a focus on previously developed or degraded land, which would minimise any negative impacts. Housing development also offers the opportunity to enhance open space, or ensure adequate compensation for any loss of open space. Open space would be protected in outer areas of the borough such as Stansish, but access to new or enhanced facilities from these areas might be difficult. However, current access to facilities from these areas is not a particular issue.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>We also need to make stronger links into existing formal parks. Negative impacts associated with loss of open space can potentially be mitigated through compensation measures or enhancement.</p> | <p>Impacts identified</p> |

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| <p>12. Housing</p> | <p>Most new development is to be located in Wigan, Hindley, Platt Bridge, Atherton, Leigh, Tyldesley and Astley, Ashton and Bryn with the aim of tackling deprivation, improving infrastructure and creating sustainable communities. However, these areas suffer from deprivation, congestion and high levels of traffic emissions, which can affect their desirability for residential development as well as their potential for sustainable travel. However, a key element in the delivery of these sites is the improvement of transport to relieve congestion promote sustainable communities. (Negatives in the short term - costs of infrastructure / remediation - which could also affect affordability and sustainability targets).</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>infrastructure provision is the key to success. The needs of 'outer areas' still need to be tackled where identified. (for example, 'affordable housing' is more of an issue in 'outer areas').</p> | <p>Impacts identified</p> |
| <p>13. Education and learning</p> | <p>By focusing regeneration in the 'inner core' of the borough, the core spatial policy should help to 'narrow the gap' in attainment and skills between some of our neighbourhoods. A key element of the Core Spatial Policy is to improve accessibility and transport infrastructure, which should further support the sustainability objective for 'education and learning'. A focus on schools and colleges, and improved facilities available for community-wide use should also improve opportunities for quality lifelong learning. Access to a range of employment opportunities could also help to raise aspirations and 'get people on the employment ladder'. The impacts are positive over all time scales, but likely to get stronger over time.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>14. Community development</p> | <p>Directing development to the core of the borough could help to regenerate and revitalise communities in the more deprived areas and engender greater community identity and pride. However, by increasing population density in these already high density areas, social tension could be exacerbated (?). Strengthened town centres and community facilities, provision of green infrastructure and improved schools and colleges could greatly add to communities' sense of identity and provide opportunities for different social groups to come together and engage in community activities.</p> <p>Providing sufficient housing of mixed types would be positive for vulnerable, excluded and low income groups and could help secure greater community cohesion, assuming equal opportunity of access. However it is possible that some existing communities would react negatively to new development. Securing and retaining jobs through economic development proposals could help to revitalise the more deprived local communities and foster a greater sense of community pride. Focusing on Wigan as the sub-regional town could be positive for communities in the west of the borough, but negative for the more easterly communities.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure development is integrated with and enhances existing communities in the 'core' of the borough.</p> | <p>Impacts identified</p> |
| <p>15. Energy</p> | <p>Focuses development in areas that are already served by infrastructure. New development could present opportunities to implement low carbon district energy schemes, linking to existing buildings in denser areas of the borough. Promoting and strengthening sustainable transport networks is also positive in terms of carbon reductions. Development <i>per se</i> will lead to increased demand for energy.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Needs application of strong policy principles on energy, design and climate change.</p> | <p>Impacts identified</p> |

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|--|---|---------------------------|---------------------------|---------------------------|---|---------------------------|
| <p>16. Accessibility</p> | <p>Most new development is to be located in Wigan, Hindley, Platt Bridge, Atherton, Leigh, , Ashton and Bryn with the aim of tackling deprivation, improving infrastructure and creating sustainable communities. Currently, these areas suffer from congestion and high levels of traffic emissions, which can affect travel choices. More deprived areas also have higher road safety casuality rates. Therefore, exposure to traffic could be an enhanced issue if further development occurs in these localities. However, a key element in the delivery of these sites is the improvement of transport infrastructure to relieve congestion form residential areas and promote sustainable patterns of travel. If successful, then in the long-term this could lead to substantial improvements in accessibility and road safety. However, there may be increased accessibility issues in the short-medium term.</p> <p>By establishing lower levels of development in 'outer' parts of the borough such as Standish, Golborne, Orrell and Billinge, these areas are likely to remain car-based in terms of accessibility, because infrastructure investment would be directed to the 'core' of the borough where it is most needed. Certain parts of the borough would not see improvements in terms of accessibility and increased trips to the 'regenerating core' may result. Although the policy approach supports the role of neighbouring centres such as Liverpool and Manchester, access to employment opportunities in these areas is likely to be via car, particularly from residents in outer parts of the borough. However, in terms of congestion, levels may not be as great if traffic is directed away from inner routes in the borough.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Infrastructure is key to ensuring that the preferred spatial option delivers on commitments to sustainable travel and transport. It will require a partnership approach with key organisations and service providers. The consideration of sustainable design as an integral part of all development would help to reduce our overall contribution towards accessibility, sustainable travel and road safety issues. It is important to enhance public transport links to and from the outer parts of the borough too, to discourage potentially increased car trips to new employment/cultural opportunities in the core of the Borough. Individual development impacts should be considered alongside the overall implications for the borough. We need to recognise, however, that not everywhere will benefit from greater accessibility by all modes.</p> | <p>Impacts identified</p> |
| <p>17. Sustainable Economy</p> | <p>Could make Wigan a hub for office development, which would support a knowledge economy. Clusters of environmental technologies and services could be achieved due to the capacity available through this option. And we know that sites such as Westwood & Pemberton are viable locations for knowledge economy sectors. It is difficult to determine what business practices would be adopted at this stage. However, our emerging policy framework helps to ensure that sustainable business practices are implemented (Supplementary planning documents for development and air quality, development and protected species and travel plans). Focus on the inner areas would also provide opportunities to reduce inequalities, as many of the boroughs most-deprived communities are located here. However, it is important that we tackle any skills shortage issues if deprived communities are to get the most out of development.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>18. Economy and employment</p> | <p>There is good capacity for focused development with a number of sites that would be attractive to businesses. There are also several existing primary employment areas that are to be retained or have been identified as suitable for modernisation; giving opportunity for land and premises that meet modern business needs. This option makes the optimum use of Wigan as a hub for office development and sustainable transport but also provides opportunities for Leigh and Ashton in particular. If the employment opportunities brought by new business match local skills, it could also help tackle worklessness in the most deprived parts of the Borough. Further job opportunities would be accessible in each of the city regions, although levels of out-commuting are already high.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

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SP 2 - Wigan Town Centre

| SA Objective | Nature of impacts | Impacts over time | | | Mitigation / enhancement? | Residual Impact | |
|----------------------|--|-------------------|-----|---------------------|--|-----------------|--------------------|
| | | short | med | Overall / long term | | | |
| 1. Biodiversity | Negligible impact on biodiversity. Helps to direct development away from greenfield sites which is positive for biodiversity, particularly over the longer term. | | | | Promote urban biodiversity through application of measures such as Green Roofs. | | Negligible Impacts |
| 2. Air quality | Much of the town centre and routes in/out fall within Air Quality Management Areas. The principles aim to strengthen the town centre's role as a place for employment, retail, service provision and leisure. This may lead to a slight increase in trips if the area becomes more attractive to visit (for various reasons). However, public transport links are good and the policy aims to enhance rail, bus, walking and cycling; which would all help to reduce reliance on cars (hence reducing emissions of air pollutants). | | | | Make links with climate change adaptation measures such as green roofs and vegetation for cooling to help improve air quality in the town centre (particularly around the proposed 'Civic Quarter' and the 'Wigan Hub'. Discourage traffic passing through the Wallgate / Library Street / King Street area of the town centre?. | | Negligible Impacts |
| 3. Soil and minerals | Negligible impact on soil and mineral resources. Focusing development in the town centre promotes reuse of existing buildings on brownfield land, which minimises the use of minerals and soil resources. | | | | None identified. | | Negligible Impacts |
| 4. Water | Development is focused into areas that are well served by infrastructure. However, parts of the town centre such as the Eastern Gateway fall within areas at risk of flooding (zones 2 and 3). Development here needs to be appropriate and designed to cope with potential flood events in the future. On the whole, development will involve modernisation on brownfield land, therefore the effect on surface water run-off should be minimal. The application of policy principles 'Natural Resources' should help to mitigate any negative impacts. | | ? | ? | Any new development or refurbishment should promote permeable surfaces / SUDs. Development may actually present opportunities to improve surface water management in Wigan town centre. | | Impacts identified |
| 5. Landscapes | Development is focused in areas that are almost entirely urban in nature. There will be minimal impact on landscape character and countryside. Focusing on Wigan town centre may help to relieve pressure on greenfield sites around the borough, which amounts to a minor positive impact in the longer term. | | | | None identified. | | Impacts identified |

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| <p>6. Built environment</p> | <p>Although large-scale redevelopment could potentially have a negative impact on character in some areas, development would generally help to regenerate and enhance the built / historic environment as it would help to tackle dereliction. On the other hand, overly prescriptive planning in these areas could actually stifle redevelopment. The principles also seek to make most of our cultural and sporting history, which could be reflected in the built environment. Good design is essential to ensure there are no negative impacts. Seeking to redress the balance of retail across the town would have a positive impact on areas that appear to be 'deserted' (e.g. Marketgate).</p> | <p>?</p> | <p>?</p> | <p>?</p> | <p>Design public spaces so that they are well adapted for climate change. For example areas for cooling. Ensure strong application of policies for design and the historic environment to ensure that character is not adversely affected and development is facilitated. Address vacancies in arcades as well as the Galleries and Market Gate.</p> | <p>Impacts identified</p> |
| <p>7. Community Safety</p> | <p>Making the town centre more vibrant and varied and promoting improved walking and cycling links should create more attractive places and promote civic pride. There should also be positive impacts from increased natural surveillance.</p> | <p>Negligible impacts</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Care needs to be taken to ensure that development does not promote fear of crime. For example, walking routes that are secluded etc..</p> | <p>Impacts identified</p> |
| <p>8. Neighbourhood quality</p> | <p>Opportunities to improve environmental quality in and around the town centre through development values. Cumulatively, impacts could be significant in the longer term.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure that development pays attention to operational issues such as cleansing regimes and waste management.</p> | <p>Impacts identified</p> |
| <p>9. Waste</p> | <p>Town centres produce a lot of waste. Further development could add to this, but this is not an issue unique to town centres. Having said this, there may be problems with waste storage / management in dense urban areas. On the other hand it could make it easier to coordinate waste collection and explore opportunities for schemes such as energy from waste.</p> | <p>?</p> | <p>?</p> | <p>?</p> | <p>Explore opportunities to manage waste locally. For example, symbiosis, energy from waste.</p> | <p>Impacts identified</p> |
| <p>10. Health</p> | <p>Promotes vibrant areas and enhanced accessibility, including to existing health facilities via active modes of transport. This could have a positive effect on wellbeing and health in the medium to longer term. However, focusing on retail uses in the town centre could act as a barrier to the establishment of health care facilities in locations that are desirable for service provision.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Consider health and other community facilities as viable uses of floor space in prime town centre locations.</p> | <p>Impacts identified</p> |
| <p>11. Recreation</p> | <p>Promotes a more varied and attractive town centre for leisure and recreation. Also seeks to make the most out of our cultural and sporting heritage for visitors and local residents alike. Promotes better walking and cycling links.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

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|----------------------------|--|--|--|---|------------------|--------------------|
| 12. Housing | Supports the development of housing as part of mixed use development in the town centre. Housing development in town centres is very sustainable as it has superb access to services, employment and recreation. | | | | None identified. | Impacts identified |
| 13. Education and learning | Supports the development of a high quality learning environment around Parsons Meadow / the Deanery. Securing university status would have a massive positive impact in the longer term, but other factors are important to success. | | | ? | None identified. | ? |
| 14. Community development | Will help to maintain and enhance Wigan's identity and role as a key centre. More vibrant civic squares and better accessibility will promote community pride and involvement in a wider range of activities. | | | | None identified. | Impacts identified |
| 15. Energy | Development in general will contribute to increased carbon emissions (<i>this is considered as part of the overall spatial approach and for each core policy principle</i>). However, town centres are well serviced by infrastructure and may be suitable for the development of district heat and power schemes in the longer term. The reuse of existing buildings is also encouraged, which reduces the energy used during construction. Wigan town centre is easily accessible via public transport from most parts of the borough. | | | | None identified. | Impacts identified |
| 16. Accessibility | There is good accessibility via public transport and the 'Wigan Hub' should enhance Wigan's public transport offer. Improved opportunities for walking and cycling should also be achieved. Access to the centre via car is currently poor. | | | | None identified. | Impacts identified |
| 17. Sustainable Economy | Currently the town centre has low representation from knowledge-based sectors. Investment in and around the town centre could help to make it a more attractive location for such businesses. | | | | None identified. | Impacts identified |

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| 18. Economy and employment | Helps to maintain, strengthen and diversify Wigan's role as a centre for economic activity and employment. Will help to retain expenditure in the borough and encourage increased tourism. | | | | None identified. | | |
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| | | Impacts identified | Impacts identified | Impacts identified | | Impacts identified | |

SP 3 – Wigan South Central

| SA Objective | Nature of impacts | Impacts over time | | | Mitigation / enhancement? | Residual Impact |
|----------------------|--|-------------------|-----|---------------------|---|--------------------|
| | | short | med | Overall / long term | | |
| 1. Biodiversity | Development is largely in urban areas which do not have a particularly high value for biodiversity. However, Wigan Flashes is an exception. Although the principles state that development must be sensitive to the site and will enhance wildlife were possible, Wigan Flashes is already well managed and some disturbance is likely, particularly during construction. Other areas may benefit from enhanced green infrastructure. | | | | Strong application of biodiversity policy principles. | Impacts identified |
| 2. Air quality | Significant levels of development are likely to increase the number of vehicle trips to and from this part of the borough, which could have a negative impact on air quality along some major routes. However, a key element of the policy is to improve accessibility, which could relieve congestion and promote more sustainable travel behaviours. This could help to improve air quality in some areas. | | | | Positive impacts are dependant upon successful implementation of infrastructure improvements and management of travel behaviours. | Impacts identified |
| 3. Soil and minerals | Development will not affect areas of good quality agricultural land. However, significant mineral resources will be required to complete a number of link roads and for development sites. | | | | Ensure that policies dealing with design and construction specify that secondary/recycled materials are used as far as is practicable. | Negligible impacts |
| 4. Water | Proposed roads through this part of Wigan could increase the possibility of run off into Wigan Flashes and other watercourses. This could potentially have an adverse impact on water quality and flood risk. Much of the areas surrounding the south of Wigan Town Centre (e.g. Pier Quarter) fall within flood zone 3a (and to a lesser extent 2). With climate change factored in a wider swathe of land could be affected too (although there is a flood defense scheme underway). Having said this, strategic sites such as Westwood Park and Pemberton Colliery are largely unaffected. Furthermore, the principles promote improvements to green infrastructure (including water bodies) and also for flood management, so these impacts could possibly be avoided / minimised - but this requires application of strong core policies. The principles would also support improved use of the borough's water resources for recreation and business. There could be short term negative impacts associated with construction. | | | | Require strong application of sustainable urban drainage systems and pollution control as an integral part of infrastructure and other developments. Apply PPS25 to avoid sensitive development in areas of flood risk. *Negative impacts will be higher if these issues are not considered and mitigated successfully. | Impacts identified |

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| <p>5. Landscapes</p> | <p>Wigan South Central is characterised by a largely urban landscape. There would be some local amenity concerns associated with new roads and development, but development would largely be away from sensitive landscapes, with the exception perhaps of Wigan Flashes and 'The Bell'. The character and 'tranquility' of parts of Wigan Flashes could be degraded by the A49 link road, which could be a significant and irreversible impact in the medium to longer term. There would be potential to improve the appearance of the urban landscape through new development opportunities in places such as Pemberton Colliery.</p> | | | | | | | | | | | |
| <p>6. Built environment</p> | <p>Supports heritage-led development, particularly around the Pier Quarter. This could help to improve the condition of historic buildings that are currently under-used or in a poor condition. Also supports improved interaction with and appreciation of cultural heritage. Supports high quality design at flagship developments such as Westwood park. (Traffic is an issue - more development could add to the problems, although the principles aim to improve public transport, walking and cycling).</p> | | | | | | | | | | | |
| <p>7. Community Safety</p> | <p>Wigan South Central is in close proximity to many of the Borough's most deprived neighbourhoods. Therefore, development could help to raise aspirations and improve opportunities to access jobs, homes and better quality recreation. These factors can be significant deterrants to criminal and anti-social behaviour. The impacts would be longer term in nature.</p> | | | | | | | | | | | |
| <p>8. Neighbourhood quality</p> | <p>Opportunities to improve the environmental quality of some areas through development values. Cumulatively, impacts could be significant in the longer term.</p> | | | | | | | | | | | |
| <p>9. Waste</p> | <p>Development will have an impact on waste generation. No specific spatial issues.</p> | | | | | | | | | | | |
| <p>10. Health</p> | <p>There could be long-term knock-on benefits on health (<i>for deprived communities in this part of the borough in particular</i>) of improved access to employment, housing, and better quality environments / access to recreation.</p> | | | | | | | | | | | |

Appendix C Spatial Policy Principles Appraisal Tables

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| <p>11. Recreation</p> | <p>Could help to improve access to Wigan Flashes, although the experience for some people may be tainted by development close by. Improvement of walking and cycling networks supports the objective. Offers the opportunity to improve access to leisure facilities and quality open space (e.g. Parson's Meadow and around Robin Park). However, development would lead to the loss of significant areas of open space (e.g. little lane area / scot lane). Although this should be replaced under under PPG17, there may be a lack of suitable, accessible alternatives.</p> | <p>Negligible Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Ensure that masterplan for the area establishes suitable replacement for open space that is lost as a result of development. Seek contributions for enhancements to existing recreation facilities as compensation.</p> | <p>Impacts identified</p> |
| <p>12. Housing</p> | <p>Promotes housing development in parts of Wigan that have good access to key employment sites, Wigan Town centre etc... Mixed use development around the Pier Quarter and Robin Park offer great access to key services, public transport, employment and leisure. Central parts of the borough currently lack diversity in housing - development offers opportunity to tackle.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Explore opportunities to implement disntrict heating networks for denser areas consisting of housing and other uses - could potentially help with fuel poverty through ESCOs.</p> | <p>Impacts identified</p> |
| <p>13. Education and learning</p> | <p>New employment opportunities can help to improve the skills and work experiences of local residents. For example, by securing skills and training packages for residents from deprived communities. In the longer term, quality local employment opportunities could help to raise aspirations and thus educational acheivement. Wigan could also become a more attractive destination for graduates, including those who live / lived in the borough (currently, many Wigan born graduates don't return to the borough).</p> | <p>Negligible Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Promote clusters of businesses in the 'environmental sectors'. Promote flagship sustainable design in new development that could raise awareness of sustainability. Link to potential for 'Wigan university'.</p> | <p>Impacts identified</p> |
| <p>14. Community development</p> | <p>Development could help to raise aspirations and build community capacity in many of the borough's most deprived areas. This would help to strengthen community cohesion and reduce inequality gaps. There is a danger that development could further exclude disadvantaged groups if it is not made accessible and does not integrate well with the existing communities.</p> | <p>Negligible Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>15. Energy</p> | <p>There may be opportunities to develop heat and power networks in the denser parts of the area, for example Robin Park, Wigan Pier Quarter / Wigan Town centre. These could potentially link to existing buildings and homes, helping to reduce carbon emisions in the longer term. There may also be opportunities for renewable energy schemes at certain employment sites (e.g. large scale wind). These opportunities need to be explored further. Development <i>per se</i> generally leads to an increase in demand for energy, which could have an impact on network capacity and overall carbon emissions, particularly in the shorter term.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

Appendix C Spatial Policy Principles Appraisal Tables

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| <p>16. Accessibility</p> | <p>New roads would significantly improve access to key employment sites and the town centre. Would also help to ease congestion and improve walking and cycling links. The impacts would et stronger over time.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>17. Sustainable Economy</p> | <p>Aims to attract and support clusters of knowledge-based businesses. Also aims to ensure that local communities benefit from job opportunities through appropaite skills and training packages.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Promote the development of environmental technologies and services and developments that adopt the highest standards of sustainability in their design.</p> | <p>Impacts identified</p> |
| <p>18. Economy and employment</p> | <p>Supports the development of key employment sites with regional significance. This could increase investment in the area, improve opportunities for employment for some of the most deprived parts of the borough and help to strengthen and diversify the borough's economy.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

Appendix C Spatial Policy Principles Appraisal Tables

SP 7 – Leigh Central

| SA Objective | Nature of impacts | Impacts over time | | | Mitigation / enhancement? | Residual Impact |
|----------------------|---|-------------------|-----|---------------------|--|--------------------|
| | | short | med | Overall / long term | | |
| 1. Biodiversity | Majority of development will occur in urban areas away from areas of importance for biodiversity. | | | | None identified. | Negligible impacts |
| 2. Air quality | Large parts of the major roads in the central Leigh area are allocated as Air Quality Management Areas. These policies seek to improve services and the use of public transport, walking and cycling - which could help to improve air quality. However, development of retail and employment at sites such as Parsonage may generate more car trips (<i>particularly in the shorter term before infrastructure improvements are secured</i>); having an adverse effect on air quality along some routes. | | ? | ? | Successful implementation of infrastructure schemes and traffic management. Need to release capacity for buses, cyclists and walking. | Negligible impacts |
| 3. Soil and minerals | Negligible impact on soil and mineral resources. Focusing development in the town centre promotes reuse of existing buildings on brownfield land, which minimises the use of minerals and soil resources. | | | | Promote allotments / urban gardens. | Impacts identified |
| 4. Water | Development is focused into areas that are well served by infrastructure. However, parts of the town centre such as the Parsonage site fall within areas at risk of flooding (particularly when climate change is factored in). Development here needs to be appropriate and designed to cope with potential flood events in the future. On the whole, development will involve modernisation on brownfield land, therefore the effect on surface water run-off should be minimal. The application of policy principles 'Natural Resources' should help to mitigate any negative impacts. | | | | Any new development or refurbishment should promote permeable surfaces / SUDs. Development may actually present opportunities to improve surface water management. | Negligible impacts |
| 5. Landscapes | Development is focused in areas that are almost entirely urban in nature. There will be minimal impact on landscape character and countryside. Focusing on central Leigh may help to relieve pressure on greenfield sites around the east of the borough, which amounts to a minor positive impact in the longer term. | | | | None identified. | Impacts identified |

Appendix C Spatial Policy Principles Appraisal Tables

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| 6. Built environment | <p>There is potential for vacant / derelict buildings to be brought back in to use sensitively. Adverse impacts on character could be avoided through application of policies on 'design' and the 'historic environment'. Some housing development may occur in the central areas, including conservation areas. Improves streets and spaces. 'Town cramming' could be an issue in the area but these effects are likely to be minimal.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Design public spaces so that they are well adapted for climate change. For example areas for cooling. Ensure strong application of policies for design and the historic environment to ensure that character is not adversely affected and development is facilitated.</p> | <p>Impacts identified</p> |
| 7. Community Safety | <p>Making the town centre more vibrant and varied and promoting improved walking and cycling links should create more attractive places and promote civic pride. There should also be positive impacts from increased natural surveillance.</p> | <p>Negligible impacts</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Care needs to be taken to ensure that development does not promote fear of crime. For example, walking routes that are secluded etc..</p> | <p>Impacts identified</p> |
| 8. Neighbourhood quality | <p>Opportunities to improve environmental quality in and around the town centre through development values. Cumulatively, impacts could be significant in the longer term.</p> | <p>Negligible impacts</p> | <p>Negligible impacts</p> | <p>Impacts identified</p> | <p>Ensure that development pays attention to operational issues such as cleansing regimes and waste management.</p> | <p>Impacts identified</p> |
| 9. Waste | <p>Town centres produce a lot of waste. Further development could add to this, but this is not an issue unique to town centres. Having said this, there may be problems with waste storage / management in dense urban areas. On the other hand it could make it easier to coordinate waste collection and explore opportunities for schemes such as energy from waste.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Explore opportunities to manage waste locally. For example, symbiosis, energy from waste.</p> | <p>Impacts identified</p> |
| 10. Health | <p>Promotes vibrant areas and enhanced accessibility, including to existing health facilities via active modes of transport. This could have a positive effect on wellbeing and health in the medium to longer term. However, focusing on retail uses / employment in the central area could act as a barrier to the establishment of health care facilities in locations that are desirable for service provision.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Consider health and other community facilities as viable uses of floorspace in town centre locations.</p> | <p>Impacts identified</p> |
| 11. Recreation | <p>Supports Leigh sports village as a key centre for sport and recreation. Also promotes enhanced walking and cycling links, particularly to key recreational features such as Pennington Flash, LSV and Lilford Park. Also promotes a more varied and attractive town centre for leisure and recreation. As the area has a low level of leisure and culture provision compared to other areas, it is starting from a 'low base' with opportunities for substantial improvements.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

Appendix C Spatial Policy Principles Appraisal Tables

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| 12. Housing | <p>Housing development in town centres is generally 'sustainable' as it offers good access to services, employment and recreation. Development round the central area can help contribute to our housing targets. However there is no explicit mention of housing as a policy driver for the area so impacts have been determined as minor.</p> | | | | <p>Make the emphasis on the delivery of housing in sustainable central locations more explicit in policy principles.</p> | <p>?</p> |
| 13. Education and learning | <p>Supports Leigh Sports Village as an important centre for recreation and learning. Also aims to improve accessibility within the Leigh central area which would help people to access jobs and education / training.</p> | | | | <p>None identified.</p> | |
| 14. Community development | <p>Will help to maintain and enhance Leigh's identity and role as a key centre. More vibrant civic squares and better accessibility could promote community pride and involvement in a wider range of activities.</p> | | | | <p>None identified.</p> | |
| 15. Energy | <p>Development in general will contribute to increased carbon emissions (this is considered as part of the overall spatial approach and for each core policy principle). However, town centres are well serviced by infrastructure and may be suitable for the development of district heat and power schemes in the longer term. The reuse of existing buildings is also encouraged, which reduces the energy used during construction.</p> | | | | <p>None identified.</p> | |
| 16. Accessibility | <p>Should help to improve connectivity via walking and cycling. Also potential to facilitate the Leigh Guided Bus Way and other infrastructure improvements that could help tackle congestion in the area.</p> | | | | <p>Car use is a 'convenient' option in this part of the borough at the moment. Development could simply add to the problems unless infrastructure improvements and a coherent transport strategy are implemented.</p> | |
| 17. Sustainable Economy | <p>Currently the town centre has low representation from knowledge-based sectors. Investment in and around the town centre could help to make it a more attractive location for such businesses.</p> | | | | <p>None identified.</p> | |

Appendix C Spatial Policy Principles Appraisal Tables

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| 18. Economy and employment | The policies support and aim to enhance Leigh's role as a centre of economic activity. Development opportunities would provide a number of job opportunities for local residents, potentially benefiting people from areas of multiple deprivation. Could also help to retain spending on goods and services locally by enhancing the offer to local residents. | | | | | None identified. | | | | | | |
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| | | | | | | | | | | | | |
| | | Impacts identified | Impacts identified | Impacts identified | Impacts identified | | Impacts identified | Impacts identified | | | | |

SP II – Ashton

| SA Objective | Nature of impacts | Impacts over time | | | Mitigation / enhancement? | Residual Impact | |
|-----------------------------|--|--------------------|--------------------|---------------------|---------------------------|---------------------|---------------------|
| | | short | med | Overall / long term | | | |
| 1. Biodiversity | The major areas of development are north east of Ashton town centre, extending from from Stubshaw Cross to Landgate. There is an associated link road. Although this would affect some areas of farmland and semi-natural open space, there is no impact on designated sites and the overall impact on biodiversity is likely to be minor. Mitigation measures could be employed to tackle site specific issues. Development elsewhere (such as in the town centre, Byrchall and Cansfield sites) is unlikely to have a significant effect on biodiversity. Enhancement of green infrastructure could have a positive impact in the longer term. | | ? | ? | Impacts identified. | ? | Impacts identified. |
| 2. Air quality | Public transport to and from Ashton is generally good, although congestion along major routes can be problematic. There are air quality issues along principal road routes, with a significant affect for some residents. Development of the strategic sites should contribute towards delivering a bypass for Ashton and Bryn from the A58 towards Junction 25. If this was delivered, Ashton Town Centre could benefit from reduced congestion and perhaps improved air quality (<i>although there may be increases in traffic elsewhere</i>). Walking and cycling could be encouraged too, particularly linking to the Greenway network, but major centres are probably too far to discourage car trips in favour of these modes. There is a danger that new roads may simply add to capacity and worsen the problems in the longer term. | Impacts identified | Impacts identified | Impacts identified. | Impacts identified. | Impacts identified. | Impacts identified. |
| 3. Soil and minerals | Development of strategic sites and associated infrastructure will lead to the permanent loss of agricultural land around landgate and Stubshaw Cross. Although this is not the 'best and most versatile' land it still amount to a minor negative impact. | | Impacts identified | Impacts identified. | Impacts identified. | Impacts identified. | Impacts identified. |
| 4. Water | Key development sites are unlikely to be affected by flooding. However, increased development may have a cumulative impact in terms of surface water drainage and waste water systems. Policy principles for natural resources require the use of SUD and efficiency measures, so these issues should be mitigated locally. | | Impacts identified | Impacts identified. | Impacts identified. | Impacts identified. | Impacts identified. |

Appendix C Spatial Policy Principles Appraisal Tables

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|--|---|---------------------------|---------------------------|---------------------------|-------------------------|---------------------------|
| <p>5. Landscapes</p> | <p>The only development with the potential for a notable impact on landscape character and areas of 'countryside' are those at Landgate and Stubshaw Cross. It is thought that the surrounding areas have the capacity to accommodate the level of development proposed without undue impact. There may be some local amenity concerns.</p> | <p>Negligible Impacts</p> | <p>Negligible Impacts</p> | <p>Negligible Impacts</p> | <p>None identified.</p> | <p>Negligible Impacts</p> |
| <p>6. Built environment</p> | <p>The principles aim to create a more vibrant town centre in Ashton which could have a positive impact on maintenance and people's experience of the built environment. The significant development opportunities (i.e. Landgate, Stubshaw Cross) are not likely to have any undue adverse impact on features of historic importance. The Ashton / Bryn bypass scheme could alleviate congestion in the town centre, which has been identified as having a negative impact on the character and historic setting of the town. The Byrchall has a long history, having been formed in 1588. This would be lost with development at the site, but there are plans to replace the school anyway. Policies will help to tackle underused buildings and land, which is a problem in the town.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>7. Community Safety</p> | <p>Improving the viability and vibrancy of the town centre could have a positive impact on community pride / safety. Improved educational, recreational and community facilities could also help to improve aspirations and reduce anti-social behaviour and crime in the longer-term (For example by improving access to homes, jobs and 'diversionary' activities).</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>8. Neighbourhood quality</p> | <p>Opportunities to improve the environmental quality of some areas through development values. Cumulatively, impacts could be significant in the longer term.</p> | <p>Negligible Impacts</p> | <p>Negligible impacts</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>9. Waste</p> | <p>Development will have an impact on waste generation. No specific spatial issues.</p> | <p>Negligible Impacts</p> | <p>Negligible impacts</p> | <p>Negligible Impacts</p> | <p>None identified.</p> | <p>Negligible Impacts</p> |
| <p>10. Health</p> | <p>Directly supports aspects of the sustainability objective by promoting enhanced public service provision in the town centre, this could include the improvement of health facilities. Indirectly promotes healthier lifestyles through better access to retail, jobs and leisure facilities (e.g. Building Schools for the Future), although the impacts are minor.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

Appendix C Spatial Policy Principles Appraisal Tables

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|--|--|---------------------------|---------------------------|---------------------------|-------------------------|---------------------------|
| <p>11. Recreation</p> | <p>Promotes improved walking and cycling links in the area, for example through enhancements to Green Infrastructure. Development at strategic sites also offers the opportunity to improve the quality of and access to open space in these areas. The principles also promote enhancement of important facilities such as three sisters recreation area and Ashton Leisure Centre.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>12. Housing</p> | <p>Ashton and Bryn have fairly robust housing markets, which is supported by the policy principles. Although Ashton is a 'sustainable' location in terms of having fairly good accessibility via public transport, there is a lack of services and a limited retail offer, which makes it likely for many residents to travel via car outside the Township. The policy principles aim to make the area more 'viable' in this respect, which would be positive for new and existing home owners in the longer term.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>13. Education and learning</p> | <p>Facilitates the development of a new secondary school in the area to replace Cansfield and Byrchall. The new school may not be as accessible to some students who live further away, but it should still be fairly easy to get to via bus. The school would also offer better learning environments and leisure facilities, with enhanced use for community activities too. There could be some resistance and disruption in the short term.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>14. Community development</p> | <p>Establishing a better retail offer in Ashton town centre and improving points of contact for public services will help to enhance communities. There is potential for inequalities to widen (through development at Landgate for example) if local residents from deprived areas do not share the benefits of development.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>15. Energy</p> | <p>Development will have an impact on energy demand and use. There are capacity issues across Ashton that could affect development opportunities - infrastructure improvements may be necessary, but this could have high capital costs. In the longer term, district energy networks could help to reduce carbon emissions, but opportunities need to be identified through further studies.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |
| <p>16. Accessibility</p> | <p>Development of strategic sites should provide a bypass for Ashton and Bryn that could reduce congestion problems, particularly through Ashton. The policy principles also seek to enhance rail and bus services in the area and increase connectivity for walking and cycling. By securing enhanced food shopping provision and local services, there should be less travel outside the Township for these goods and services.</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>Impacts identified</p> | <p>None identified.</p> | <p>Impacts identified</p> |

Appendix C Spatial Policy Principles Appraisal Tables

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|--|--|---------|---------|---------|--|---------|
| <p>17. Sustainable Economy</p> | <p>Potential to attract knowledge based industries at the Byrchall site. Development offers opportunity to create employment for people in fairly deprived areas (e.g. Landgate), but these need to be targeted.</p> | <p></p> | <p></p> | <p></p> | <p>None identified.</p> | <p></p> |
| <p>18. Economy and employment</p> | <p>Offers a range of employment opportunities in the area. For example, warehousing / distribution at Stubshaw Cross, and knowledge-based industries at former Byrchall Site. Some parts of Ashton / Bryn are in the 20% most deprived in the country and could benefit from these opportunities. Improved accessibility will be key to securing successful economic development in the area. Supports the local economy in and around Ashton.</p> | <p></p> | <p></p> | <p></p> | <p>Ensure that employment opportunities benefit local residents (<i>particularly at Byrchall site, which would be higher quality jobs and in an area attractive to commuters</i>).</p> | <p></p> |