



Select Committee 3

Adoption of roads and open spaces

Chair – Councillor Winkworth

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Executive summary

The Select Committee started this investigation with hopes of identifying key recommendations that would result in significant improvements for our residents regarding the use and condition of land in the borough and the adoption of land and highways. We have investigated this area in some detail and received excellent information from experts within the organisation.

Whilst we have identified potential areas for improvement, in many cases we were left frustrated by legal and resource constraints. We have raised these in the body of the report and have tried to identify a set of recommendations **that will improve the position from our residents' perspective whilst staying within the constraints we have encountered.**

Summary of recommendations:

1. The council clearly states and confirms the level of priority afforded to our land and property assets with clear identification within the corporate and departmental plans.
2. Elected Members are informed about the potential to use Section 215 of the Town and Country Planning Act (1990) to require proper maintenance of land when we know who the owner is and when the amenity of an area is adversely affected by the condition of the land.
3. The council's terrier system is digitised with a longer term view of creating an on-line facility for simple queries to enable residents, elected members and officers throughout the council to access information regarding council owned land.
4. The terrier is publicised as the single point of contact for land ownership enquiries. With any queries regarding non-council owned land referred to the Land Registry.
5. Any proceeds from the disposal of surplus non-operational land are considered for recycling into ongoing management and maintenance of our existing portfolio or for the purchasing or maintenance of land beneficial to the council or community in exceptional cases. This process must be managed within the wider context of the capital programme.

6. The notion of community leasing/licensing of our land be investigated further and considered as a viable alternative to disposal of non-operational land
7. As part of the review of land we investigate the scope of the issues identified here with an aspiration for a 'one council' approach to management and maintenance. So that all Council owned roads and highways for example (with identified maintenance budgets) are brought under the responsibility of Highway Services for inclusion in their programme of works cycle. Legal and Property Services should be responsible for identifying the appropriate holding department for land we retain.
8. That we continue to use the powers available to us to ensure agreements reach full adoption as quickly as possible and investigate the potential to change the process so that there is greater incentive for larger developers to complete work to adoption standard.

Introduction

The terms of reference for our review were framed around the following objectives:

1. To examine the issue of land ownership in the borough. To understand what information is available regarding council owned and privately owned land.
2. To understand the legal position relating to land ownership. To understand the processes available if land owners fail to keep their open land and streets in a satisfactory condition such as enforcement powers. And also to examine any potential sources of funding to bring problem areas up to a satisfactory condition.
3. To understand the process for agreeing future adoption of land and streets at the planning stage and how we ensure land that is to be adopted meets adoption quality criteria. Specifically looking at the responsibilities of developers.
4. To clarify the expected and actual time taken to adopt land and streets and identify delays in this process.

Background and Methodology

In researching the adoption of highways and open land, land ownership in the borough and options for enforcement we have been supported by colleagues in Engineering Services and Planning and Regeneration and Legal and Property Services. The Select Committee are especially thankful to Joe Brown, Brendan Whitworth, Gary Harold and Dave Winstanley for their help with this investigation.

Crucial to the development of recommendations in these areas is the understanding of the council's strategy regarding land ownership. An obvious solution for many of the issues identified through this work regarding non-maintenance and usefulness of privately owned land is for the council to acquire this land; either through compulsory purchase orders, maintenance in default of no recognised owner or through sale at current market prices. For a cash-rich organisation this would be an understandable position to pursue. But this does not reflect the position at Wigan. Due to the limited resources available to us and the priorities set around vulnerable children and adults, the available budget for maintenance of the land we own is stretched. This means that our current strategy is for disposal of our land ownership when it is deemed not to have any current or future purpose for the provision of the organisation's services. This strategy is aimed at reducing the maintenance burden. Purchasing additional land, despite its attractiveness in dealing with a number of associated problems with poorly maintained or used land, runs contrary to this overarching strategy.

We used a number of different approaches to guide us through the review including interviews and discussions with key expert witnesses, desk top research and discussions with other local authorities.

Findings

This section of the report details the key findings from our investigations. It is divided into two main parts covering:

1. Land ownership in Wigan
2. Adoption of land and highways

For each of these areas we have outlined our key findings, key challenges and recommendations.

1. Land ownership

‘To examine the issue of land ownership in the borough. To understand what information is available regarding council owned and privately owned land. To identify the action we can take to enforce suitable maintenance of private land.’

Land ownership throughout the UK is a complex issue, and the situation in Wigan is no different. The Land Registration Act (1925) initiated a move to register all land ownership within the UK. In simple terms it operated on the premise that all land sold, transferred or leased since 1925 would be registered so that over time a complete picture of land ownership would develop. The details of all registered land are held at the Land Registry and can be accessed on payment of an appropriate search fee.

Eighty one years later we haven't achieved this total knowledge of land ownership across the country or within Wigan specifically. This means that there are areas of land within the borough for which there is no record available to us regarding ownership. This can lead to problems if members of the public directly, or through their elected members, contact the council about areas of land causing concern through lack of maintenance.

Private land with registered owner

If there is a registered owner **there are enforcement powers** that we can use to serve notice on land owners under section 215 (Town & County Planning Act 1990) where the land is in such a condition as to adversely affect the amenity of the area. **This notice requires the owner to carry out the necessary work to solve the problem.** There are of course options for the land owner to appeal on the basis that the amenity of the area is not adversely affected. If the land owner subsequently does not carry out the work needed to remedy the state of the land as outlined in the notice within the time given, then a criminal offence has been committed and the land owner is liable for conviction in the Magistrates Court. In addition we can carry out the work in default and reclaim costs from the land owner. There are also compulsory purchase powers that could help, although this can be a drawn out and expensive process.

Private land with no registered owner

We have very limited influence in situations where we don't know who owns the land. From a Legal perspective we must be very cautious when making decisions about entering and maintaining land when we cannot identify the owner. Such actions may constitute trespass and leave the council open to legal action should an owner come forward. But as well as the legal position we must be cautious of the cost implications of such a strategy. **If we are able to identify funds to carry out remedial work on pieces of private land that we cannot identify an owner for, there is a reasonable expectation that we will continue to maintain that land at the desired level.** This would result in increased land maintenance costs putting increased pressure on a very limited budget and would also contradict the existing policy of reducing our level of land ownership.

Recommendation:

1. The council clearly states and confirms the level of priority afforded to our land and property assets with clear identification within the corporate and departmental plans.
2. Elected Members are informed about the potential to use Section 215 to require proper maintenance of land when we know who the owner is and when the condition of the land adversely affects the amenity of an area.

Council owned land

The picture regarding council owned land is much clearer. We have detailed records about the land we own. We are currently going through a voluntary land registration process meaning that we are registering the land we own with the Land Registry despite it not being sold, leased or transferred. The Terrier provides comprehensive information about all of the council's land interests but due to the rather complex web of land management that has developed, the process of identifying responsibility can be difficult for members and the public. We know that elected members often have difficulty identifying who they should be speaking to about maintenance or use of land and we can reasonably infer that our residents suffer similar frustrations.

Recommendation:

3. The council's terrier system is digitised with a longer term view of creating an on-line facility for simple queries to enable residents, elected members and officers throughout the council to access information regarding council owned land.
4. The terrier is publicised as the single point of contact for land ownership / management enquiries. With any queries regarding non-council owned land referred to the Land Registry.

All of the land that we own is assigned to one of our departments to manage and maintain. Council land managed by departments is both operational and non-operational. An example of operational land would be a school managed by CYPs. An example of non-operational land would be a piece of non-amenity open space such as a grass verge managed by Wigan and Leigh Housing on behalf of the council. Legal and Property Services are in the process of reviewing both our operational land & buildings and non-operational land portfolios. A project is in place to work through the non-operational portfolio and identify whether we should keep or dispose of the land. Due to the pressure on the non operational land maintenance budgets, and the strategy outlined in the background section of this report, the principle of this review is to optimise the council's land holdings through an effective disposal or transfer process if we are unable to identify or pursue another use for it. If we are unable to dispose of the land it will no longer be managed by individual departments but will come into Legal and Property Services as retained non-operational land for future management and maintenance together with a budget for maintaining this land. The level of this budget needs to align with the level of priority afforded to this class of land to ensure that it is beneficial to the community.

The Select Committee support this review of our non-operational land to ensure that the land we own is ultimately managed under the 'one council' principles. **But would like to stress the importance of fair consultation** in determining whether we should retain or dispose of individual areas of land. Critical to this is the understanding of the priority of land and property assets. The Select Committee would like to see any proceeds from the sale of the surplus non-operational land considered for management and maintenance of the remaining portfolio or, in appropriate circumstances, support the purchase or maintenance of land opportunities more beneficial to our communities or the attractiveness of the borough. We would also like to see exploration of 'community leasing' of our land where appropriate, so that communities can manage and maintain land for the benefit of the entire community and seek grants to improve the land that would otherwise be unattainable to the council.

Recommendation:

5. Any proceeds from the disposal of surplus non-operational land are considered for recycling into ongoing management and maintenance of our existing portfolio or for the purchasing or maintenance of land beneficial to the council or community in exceptional cases. This process must be managed within the wider context of the capital programme.
6. The notion of community leasing/licensing of our land be investigated further and considered as a viable alternative to disposal of non-operational land

It came to light during this review that there are some anomalies to the relatively straightforward picture of operational and non-operational land outlined above. Examples of these apparent anomalies include roads within the Haigh Estate that the council owns but, as they are not adopted highways, are consequently managed by Wigan Leisure and Culture Trust and maintained from the Corporate Property Maintenance Fund. We have received accounts of highway improvement works that have stopped half way along a stretch of road because the remainder of the road is managed by the Trust. Due to priorities and limited resources the Trust are unable to maintain these stretches of roadway which has both a damaging impact on the Council's reputation as service provider and, potentially, a financial cost to the council due to personal injury claims and so on. As a highway authority we receive funds for maintenance of adopted highways only and so these funds cannot be used for un-adopted stretches. The Trust has applied to the council for funding from the capital programme to repair these roads, but there have been higher priority schemes for the council and funds have not been forthcoming.

The Select Committee have an aspiration that all council owned roads, highways, land and other assets are managed under the principles of 'one council' to streamline the processes and simplify management responsibility for members of the public. But we recognise that this issue needs to be accurately scoped and the cost of changes identified and debated with appropriate levels of funding from potential sources identified for maintenance. Due to the timescale of this review we have not been able to do this.

Recommendation:

7. As part of the review of land we investigate the scope of the issues identified here with an aspiration for a 'one council' approach to management and maintenance. So that all Council owned roads and highways for example (with identified maintenance budgets) are brought under the responsibility of Highway Services for inclusion in their programme of works cycle. Legal and Property Services should be responsible for identifying the appropriate holding department for land we retain.

2. Adoption of open space and highways

‘To understand the process for agreeing future adoption of land and streets at the planning stage and how we ensure land that is to be adopted meets adoption quality criteria. Specifically looking at the responsibilities of developers. To clarify the expected and actual time taken to adopt land and streets and identify delays in this process’.

This section of investigation can be divided into the provision and adoption of open space and adoption of public highways.

Adoption of open space

The Supplementary Planning Document (October 2005) dealing with the ‘provision of open space in new housing developments, adoptions and financial contributions from developers’ outlines this process. The Select Committee are satisfied that it works well.

The fundamental principles of the approach are to ensure that:

- There is appropriate provision for open space in new developments; and
- The quality of development is enhanced and that the loss of, or adverse impact on any amenity open space is offset.

Where a development consists of between **1 and 99 dwellings**, developers must make a financial contribution to the capital and commuted maintenance costs of **off-site provision** of amenity open space and play space. The more dwellings to be built within this 1-99 range, the larger the sum and subsequent amount of off-site provision.

Where a development **exceeds 99 dwellings**, developers must provide a total amount of open public space equivalent to at least 25 square metres per dwelling and a financial contribution in lieu of play equipment provision and to cover commuted maintenance costs.

All proposals for housing developments are required to either contribute to provision of open space and play provision on site or make financial contributions in lieu of off-site provision.

The council then enter into a section 106 agreement with the developer for future maintenance of the open space and play provision. This is after formal agreement on the quality of provision and a 12 month maintenance period for the developer. The money from this section 106 process can take time to materialise depending on the size of the agreement and how quickly it is built. Two thirds of the total financial contribution made by the developer is available for use within the Township affected by the development. The other third is used for on going maintenance (based on a 13 year period). The money made available for Townships could be significant if allowed to accumulate over time and can be used (on advice of Planning & Regeneration) to benefit that community directly or to match fund other streams.

Some smaller developers look to keep control of the open space they develop and set up management companies (funded by residents). The councils experiences show that these cases often result in resident issues with the state of the open space and difficulties getting the developer back on site to deal with these issues. In these cases we can use Section 215 powers as outlined earlier to ensure proper maintenance of the land should its condition adversely affect the amenity of the area.

Adoption of public highways

The process is fundamentally similar to the one for adopting open space. For new housing developments we enter into a section 38 agreement leading to

the council adopting the highway. Typically this process can take 4 years from entering the agreement to construction of the site and a 12 month maintenance period for the developer before we adopt. We have adopted 10km of highway every year for the past 3 years.

One of the principle concerns of the Select Committee was delays to the adoption of highways caused by changes in the adoption criteria (the standard that needs to be met before the council will formally adopt). The adoption process has been simplified recently and they no longer cover sewers in detail. United Utilities are responsible for this. In the past we have experienced significant delays in signing agreements and subsequently adopting highways due to delays with United Utilities carrying out the necessary work to sewers and pumping stations to enable the process to continue. We now enter agreements with developers to adopt the highways without waiting for an agreement between the developer and United Utilities. Within our signed agreement is a clause to invalidate the agreement should United Utilities and the developer not ensure sewers and pumping stations are fit for purpose and meet the expected quality standards. This has helped to speed up adoptions and we expect to see reductions in the length of time taken to enter agreements with developers.

From a resident's perspective, the critical point of this process is having an agreement in place between the council and the developer. This safeguards residents from any potential problems or costs. As part of the agreement a bond figure is identified that will cover the cost of the work needed to get the highway to adoption standard. **If a developer does not carry out the agreed work or goes out of business for example we can claim the value of the bond and use it to carry out the necessary work.** The value of the bond decreases as developers carry out work and it is inspected by the council so that the value stays at the level of costs for the work still outstanding.

The bonds are an effective incentive for smaller developers who enter agreements to finish off the work to adoption standard as the value would be

significant to their business. Developers such as these will often pay insurance premiums to cover the bond values and there is an obvious incentive to get rid of these payments before moving on to other sites. **For the larger developers the financial incentive is less effective.** This concerns the Select Committee. The current state of the market puts these developers in a strong position and they will be actively seeking and developing many sites. The cost and effort to complete small pieces of work to get to adoption standard is not a priority for them. This results in a large number of sites that to the un-trained eye would appear to be finished. The bond would have been reduced to a relatively small value as there is only a fraction of the work left to do. The developer will then move on to other sites and it proves difficult to get them back to complete the work. This results in the significant number of agreements (99) that we have in place, some for considerable lengths of time (see Appendix 1), that have never reached adoption standard. Although we have reduced the number on this list from 167 agreements in 2002 there is still a significant number.

We can carry out the required work and claim the value of the remaining bond but this would require us to tender the work and pull resources together to deliver and manage the project. It is also a frustration that we cannot be too proactive in our use of these powers as it may have the effect of reducing the number of developers that want to enter into formal agreements for maintenance with the council. Our focus is on outcomes for our residents and they are covered once an agreement is in place. There is a risk that if we are too aggressive in pursuing completion, developers (as some of the smaller ones do currently) will decide to keep the roads private and set up management companies at a cost to the residents for future maintenance. The Select Committee want to see all developments resulting in adoption to safeguard our residents from financial risk and improve the response times for dealing with faults. An increase in the proportion of developments that retain private roads would contradict this. We have powers under section 215 as outlined earlier if the condition of the land adversely affects the amenity of the area to ensure proper maintenance is carried out.

Recommendation:

8. That we continue to use the powers available to us to ensure agreements reach full adoption as quickly as possible and investigate the potential to change the process so that there is greater incentive for larger developers to complete work to adoption standard.

Summary of recommendations

The Select Committee, through their investigations have developed the following recommendations:

1. The council clearly states and confirms the level of priority afforded to our land and property assets with clear identification within the corporate and departmental plans.
2. Elected Members are informed about the potential to use Section 215 of the Town and Country Planning Act (1990) to require proper maintenance of land when we know who the owner is and when the amenity of an area is adversely affected by the condition of the land.
3. The council's terrier system is digitised with a longer term view of creating an on-line facility for simple queries to enable residents, elected members and officers throughout the council to access information regarding council owned land.
4. The terrier is publicised as the single point of contact for land ownership enquiries. With any queries regarding non-council owned land referred to the Land Registry.
5. Any proceeds from the disposal of surplus non-operational land are considered for recycling into ongoing management and maintenance of our existing portfolio or for the purchasing or maintenance of land beneficial to the council or community in exceptional cases. This process must be managed within the wider context of the capital programme.
6. The notion of community leasing/licensing of our land be investigated further and considered as a viable alternative to disposal of non-operational land
7. As part of the review of land we investigate the scope of the issues identified here with an aspiration for a 'one council' approach to management and maintenance. So that all Council owned roads and highways for example (with identified maintenance budgets) are brought under the responsibility of Highway Services for inclusion in their programme of works cycle. Legal and Property Services should be

responsible for identifying the appropriate holding department for land we retain.

8. That we continue to use the powers available to us to ensure agreements reach full adoption as quickly as possible and investigate the potential to change the process so that there is greater incentive for larger developers to complete work to adoption standard.

Appendix 1

Section 38 no final certificate as at November 2006.

DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT
FAIRCLOUGH HOMES,	HAND LANE(6 mths 1/6/06 maint),	LEIGH,	3,	10/09/1991
FAIRCLOUGH HOMES	HAND LANE (6 mths 1/6/06 maint)	LEIGH	4	29/05/1992
GEORGE WIMPEY Nth.West (McLEAN)		WHITLEY CRESCENT	1	10/12/1992
GEORGE WIMPEY Mchr	WHITLEY CRESCENT,Ph 2	WIGAN	2	24/02/1993
BARRATT LTD	MELLINGS FARM,Ph 1	WIGAN	1	17/05/1993
COUNTY PALATINE H.A.LTD.	LILFORD STREET	LEIGH	2	03/06/1993
COUNTY PALATINE H.A.LTD.	LILFORD STREET	LEIGH	3	03/06/1993
COUNTY PALATINE H.A.LTD.	LILFORD STREET	LEIGH	1	03/06/1993

COUNTY PALATINE H.A.LTD.	LILFORD ST/NEILD GARDENS	LEIGH	4	18/06/1993
BARRATT LTD	MELLINGS FARM, Ph 2	WIGAN	2	28/09/1993
AUGHTON HOMES	ROSEDALE AVENUE	GOLBORNE		19/01/1994
FAIRCLOUGH HOMES	SPA ROAD	ATHERTON		03/05/1994
MORRIS HOMES	AUGHTON STREET	HINDLEY		15/06/1994

DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT
GEORGE WIMPEY Mchr	ALMOND BROOK ROAD	STANDISH	1	16/06/1994
GEORGE WIMPEY Mchr	ALMOND BROOK ROAD	STANDISH	5	24/10/1994
FAIRCLOUGH HOMES	HAND LANE (6mths 1/6/06 maint)	LEIGH	5	21/11/1994
DAVID McLEAN HOMES LTD	ASTLEY STREET	TYLDESLEY	1	15/11/1995
DAVID McLEAN HOMES LTD	ASTLEY STREET	TYLDESLEY	2	01/03/1996
GEORGE WIMPEY NORTH WEST (WALFORD ROAD	ASHTON		15/03/1996
PERSIMMON (BEAZER HOMES)	ATHERTON ROAD	HINDLEY	1	22/03/1996
MCINERNEY HOMES (Was Charlton)	NICOL MERE DRIVE	ASHTON		23/07/1996
PERSIMMON (BEAZER HOMES)	ATHERTON ROAD	HINDLEY	2	28/11/1996

GEORGE WIMPEY Nth.West (McLEAN) 24/02/1997		ATHERTON ROAD (Hampton Place)	HINDLEY	4
WESTBURY (MAUNDERS)	LUNE ROAD	INCE		18/03/1997
BARRATT LTD	MELLINGS FARM,Ph 6	WIGAN	6	20/03/1997
ELITE HOMES	GUEST STREET	LEIGH	1	20/03/1997
RED ROSE HOMES LTD	LADY LANE	WIGAN	1	23/04/1997
BARRATT LTD	MELLINGS FARM,Ph 5	WIGAN	5	02/06/1997
TAYLOR WOODROW (Wilson	FOUNDRY LANE Ph 1	WIGAN	1	11/09/1997
COUNTY PALATINE H.A.LTD.	WATER STREET	ATHERTON		07/11/1997
LANGTREE DEVELOPMENTS LTD	KIRKLESS STREET	WIGAN		30/01/1998
GEORGE WIMPEY Nth.West	CHURCH LANE	GOLBORNE		23/04/1998
DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT
GEORGE WIMPEY Mchr	BRAITHWAITE ROAD	GOLBORNE	4	27/07/1998
GEORGE WIMPEY Mchr	BRAITHWAITE ROAD	GOLBORNE	1	27/07/1998
GEORGE WIMPEY Nth.West (McLEAN) 07/08/1998		BRAITHWAITE ROAD	GOLBORNE	3
ELITE HOMES	GUEST STREET	LEIGH	2	28/08/1998

GEORGE WIMPEY Nth.West (McLEAN) 10/05/1999		BRAITHWAITE ROAD	GOLBORNE	5
TAYLOR WOODROW (Wilson	FOUNDRY LANE Ph 2	WIGAN	2	12/05/1999
MORRIS HOMES [Phase 1]	HOLMES HOUSE AVENUE	WIGAN	1	22/06/1999
BARRATT LTD	MELLINGS FARM, Ph 7	WIGAN	7	14/10/1999
BARRATT LTD	MELLINGS FARM, Ph 8	WIGAN	8	14/10/1999
GEORGE WIMPEY Mchr	BROUGHTON AVENUE	GOLBORNE	1	15/10/1999
REDROW North West (HARWOOD)	CLOSE LANE	HINDLEY		16/11/1999
BARRATT LTD	MELLINGS FARM, Ph 9	WIGAN	9	20/01/2000
GEORGE WIMPEY Nth.West (McLEAN) 24/01/2000		HOLLY ROAD		ASPULL
BARRATT LTD	MELLINGS FARM, Ph 10	WIGAN	10	17/04/2000
ELITE HOMES	GUEST STREET	LEIGH	3	16/06/2000
MORRIS HOMES, {Phase 2 }	HOLMES HOUSE AVENUE	WIGAN	2	02/04/2001
TAYLOR WOODROW (Wilson	CLOSE LANE	HINDLEY		15/05/2001
PERSIMMON (BEAZER HOMES)	ATHERTON ROAD	HINDLEY	3	12/06/2001
DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT

GEORGE WIMPEY Manchester	BROUGHTON AVENUE	GOLBORNE	2	15/06/2001
PERSIMMON (BEAZER HOMES)	LEIGH ROAD	ATHERTON		10/07/2001
GEORGE WIMPEY Nth.West	GLOSSOP WAY	HINDLEY		13/08/2001
GEORGE WIMPEY/TAYLOR	MOOR ROAD (Sec 278)	ORRELL		21/12/2001
BARRATT LTD	ST JOHNS ROAD	TYLDESLEY		21/12/2001
PERSIMMON (BEAZER HOMES)	LEYLAND AVENUE	HINDLEY		22/03/2002
PERSIMMON	CROSSDALE ROAD	HINDLEY		06/06/2002
MORRIS HOMES,(Phase 3)	HOLMES HOUSE AVENUE	WIGAN	3	19/06/2002
HARLOR HOMES	EAST LANCASHIRE ROAD	GOLBORNE		27/08/2002
MORRIS HOMES	LIVERPOOL ROAD	HINDLEY	1	07/01/2003
BARRATT LTD	MELLINGS FARM, Ph 11	WIGAN	11	24/01/2003
MORRIS HOMES	LIVERPOOL ROAD	HINDLEY	3	25/02/2003
ELLWOOD HOMES	LEIGH ROAD	LEIGH		01/04/2003
JOHNSTON HOMES LTD	ASTLEY STREET	TYLDESLEY		03/04/2003
JOHNSTON HOMES LTD	BOLTON HOUSE ROAD	ABRAM		28/04/2003
ELITE HOMES	LEIGH ROAD	ATHERTON		10/09/2003
GEORGE WIMPEY/TAYLOR	MOOR ROAD	ORRELL	1	10/10/2003

CHELFORD HOMES LTD	LIVERPOOL ROAD	HINDLEY	2	11/12/2003
DORBCREST	WIGAN ROAD	ASPULL		04/02/2004
WAINHOMES LTD	WARRINGTON ROAD	GOLBORNE	1	14/04/2004
BLACK COUNTRY PROPERTIES	GIBFIELD S278 WIGAN RD	ATHERTON		03/06/2004
DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT
BLACK COUNTRY PROPERTIES	GIBFIELD S278 NORTH RD	ATHERTON		21/07/2004
ELLWOOD HOMES	PRESTON ROAD	STANDISH		06/08/2004
GEORGE WIMPEY Nth.West	WEBSTER STREET	INCE		23/08/2004
MORRIS HOMES LTD	CHORLEY RD(SECTION 278)	STANDISH		28/09/2004
GEORGE WIMPEY Manchester	MOOR ROAD	ORRELL	4	22/10/2004
TAYLOR WOODROW	MOOR ROAD	ORRELL	5	22/10/2004
TAYLOR WOODROW	MOOR ROAD	ORRELL	3	22/10/2004
BARRATT LTD	WELL STREET	TYLDESLEY		12/01/2005
MORRIS HOMES	CHORLEY ROAD (Bleachworks)	STANDISH		09/02/2005
WAINHOMES LTD	WARRINGTON ROAD	GOLBORNE	2	11/02/2005
BARRATT LTD	KIRKHAM ROAD	LEIGH		07/03/2005
ELITE HOMES	CHAPEL STREET	LEIGH		09/06/2005

WAINHOMES (NORTH WEST) LTD	ALMOND BROOK	WIGAN		04/07/2005
REDROW [LANCASHIRE] LTD	HOLDEN ROAD	LEIGH		20/07/2005
DORBCREST	GIANTS HALL ROAD	STANDISH		03/10/2005
FAIRCLOUGH HOMES	REEDSMERE CLOSE	WIGAN		12/10/2005
WAINHOMES LTD	SILSDEN AVENUE	LOWTON		24/10/2005
LANGTREE DEVELOPMENTS LTD	BELLE GREEN LANE	INCE		22/11/2005
WESTBURY	NORTH ROAD	ATHERTON		21/12/2005
ROWLAND HOMES LTD	LEIGH ROAD	HINDLEY		21/02/2006
WYMAN HOMES	NEWTON ROAD (Village Club)	LOWTON		15/03/2006
DEVELOPER	DEVELOPMENT	AREA	PHASE	AGREEMENT
ELITE HOMES	BAG LANE	ATHERTON		31/05/2006
VESTA HOMES	PEACE STREET	ATHERTON		14/07/2006
GEORGE WIMPEY Nth.West	WEBSTER STREET	INCE	2	20/09/2006
FAIRCLOUGH HOMES LTD(now	LEIGH ROAD	LEIGH		27/10/2006
BELLWAY HOMES LTD	BUTT STREET	LEIGH		06/11/2006