



Wigan Borough Local Plan Review: Options and Preferences – Report of Consultation

23 October - 18 December 2023

April 2025

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1. Introduction

- 1.1 Wigan Council is in the process of preparing a new Local Plan for the borough and has consulted at both the Issues and Opportunities stage in late 2022 and on Options and Preferences from 24 October – 18 December 2023.
- 1.2 This report sets out a summary of the representations received as part of the Options and Preferences consultation.
- 1.3 The Options and Preferences document was made available to view and comment on via an interactive consultation portal hosted on the Wigan Council website. Representations could also be submitted by email.
- 1.4 Representations were received from 309 individuals or organisations. This included 254 online responses made via the portal and 55 email submissions.
- 1.5 During the consultation period, the Council hosted 10 consultation workshops at venues across the borough, and an additional 2 workshops aimed at younger people at Wigan Youth Zone and Leigh Youth Hub. This enabled local residents the opportunity to discuss the options and preferences and raise local issues with planning officers.
- 1.6 A summary of the representations received, including the issues raised at the consultation workshops, are set out in a series of tables within this report. These are ordered by theme. Click on the links in the contents page overleaf to navigate to specific sections.
- 1.7 All the representations received have been considered by the Council and have informed the preparation of the initial draft of the Wigan Borough Local Plan.

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Appendix 1 - Summary of Issues Raised [via the portal, email and consultation sessions] to the Wigan Local Plan: Options and Preferences Consultation and the Council's response

1. Introduction and Spatial Portrait

ID	Summary of issues raised	Council Response	Respondent
Introduction			
1.1	There are no solid goals or plans / commitments, with way too much sprawl. The commitment to 1 million trees in the borough has been completely wiped out and deleted online by the council.	Places for Everyone Policy JP-G7 'Trees and Woodland' seeks to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, significantly increase tree cover, and protect and enhance woodland.	Private Individual
1.2	<p>There's a huge lack of ambition and initiative and it's just more of the same. The doctrine will continue to further exasperate inequalities. It demonstrates that maintaining the status quo has become the number one deliverable of Wigan Council.</p> <p>The majority of the 8,809 net housing completions from 2011 to 2022 have been low density single-family homes built on the Green Belt, resulting in more car dependency (page 9,</p>	We find it very difficult to equate this comment to the content of the Options and Preferences document, which is intended to be far more ambitious across a wide range of objectives than a Local Plan would traditionally be, but we	Private Individual

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	<p>14% more vehicle miles since 2013). The policies proposed will simply be the same story, more car miles, more unaffordable housing, more urban sprawl.</p> <p>The system needs huge reform, more investment in neighbourhoods, trams, creating work opportunities and the quality of public infrastructure. Existing population centres need cultivating and identifying large areas of land to create urban extensions. Doubling the size of our centres will only require 15% of the farmland with little ecological value and no public access.</p> <p>Everyone should be able to access work, live and play within a reasonable walking distance. The result will be healthy communities, both physically and mentally. This Local Plan does nothing to achieve this.</p>	<p>have further progressed this through the Initial Draft version of the Local Plan, including on sites for jobs growth. What we are clear about though is that the council cannot do everything itself and, indeed, should not, as the improvements sought across social, environmental and economic priorities, will only be achieved through strong partnership working.</p>	
1.3	<p>Support the intention for the Local Plan to be "ambitious for the future of the borough", and that Homes and Jobs are key themes to address and support. Sufficient land must be allocated to meet this ambition and to prevent a situation where long-term economic growth and job creation is restricted by limiting the supply of appropriate development land. The final document should comprise a set of core strategic policies which extend beyond the period of 15 years from adoption.</p>	<p>The plan proposes sites for jobs growth in the Green Belt to address the borough's economic needs and ambitions as identified in the Economic Market and Employment Land Assessment.</p>	<p>Savills on behalf of (obo) Harworth Group Plc.</p>

ID	Summary of issues raised	Council Response	Respondent
1.4	The use of images which help demonstrate the rich cultural heritage of the borough is strongly supported. We have a large archive of photographs, many of which can be made available on request.	Noted	Historic England
1.5	The Spatial Portrait provides a useful context to understand the baseline position of the borough which should inform the scope and content of the emerging Local Plan.	Noted	Gerald Eve LLP obo Trammell Crow Company
Spatial Portrait – General			
1.6	Structuring the Spatial Portrait around the seven key themes is logical, but risks elements that are critically important to the sustainable growth of the borough becoming lost or dismissed if they do not fall directly under one of them. For example, safeguarding sites for primary won aggregate and the subsequent benefits from biodiversity-led restoration and aftercare (and other potential post-restoration land uses) are indirectly linked to several of the themes (jobs, investment, environmental improvement, public access etc.), but are not directly planned or provided for under the Options and Preferences. The Plan should not be overly structured or focused on the Spatial Portrait at the risk of preventing or	The seven themes are broader than traditional Local Plan topic chapters but, even so, we recognise there are strong interrelationships between policies in different chapters. Where that relationship is really strong, we include specific cross references but, otherwise, we make clear that the development plan needs to be read as a whole, and that includes the Places for	Axis Planning

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	delaying specific sectors that would assist in the continued growth of Wigan.	Everyone Plan, neighbourhood plans and the Waste and Minerals plans as well as this Local Plan once it is adopted.	
1.7	You need to stop chopping down trees and instead make the houses around the trees.	Protecting the borough's trees and woodland is a key objective of the Council. Places for Everyone Policy JP-G7 'Trees and Woodland' seeks to deliver the aims and objectives of the GM Tree and Woodland Strategy, significantly increase tree cover, and protect and enhance woodland.	Private Individual
1.8	All stats need backing up with references to their sources.	Noted	Private Individual
1.9	The inclusion of infographics is innovative and improves accessibility to consultation, however it is unclear what the exact purpose is. It is not sufficiently detailed to provide a baseline position.	The infographics are used to provide accessible information to key data that provide a brief spatial portrait and baseline position.	Savills obo Harworth Group Plc.

Spatial Portrait – Homes

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1.10	The town needs more flats. Houses destroy beautiful countryside. There are loads of brownfield sites. Houses built should be at least 3 storeys unless required for old folks or special needs. PROTECT OUR GREEN. Paris is 5 times denser than London but is still desirable to live in. Sprawling suburbs with box gardens are hard to heat, bad on space use, expensive for infrastructure, lead to more car use, and the gardens are pretty much useless for anything. The result is less housing, therefore higher prices & a huge drag on growth & prosperity. BUILD UPWARDS.	Proposed Policy H2 requires development to contribute to the provision of a mix of housing, including flats, at densities in accordance with Places for Everyone Policy JP-H4, which sets out minimum densities reflecting site accessibility and the need to achieve the efficient use of land.	Private Individual
1.11	There should be no building on Green Belt or Greenfield areas, there are many brownfield sites all over Wigan Borough.	The plan is not proposing the release of Green Belt land for housing development. The Council has sought to maximise the contribution of brownfield land. Our Brownfield Land Register identifies land to accommodate over 7,000 homes, but this is not sufficient to meet our housing requirement. It is also necessary to demonstrate that	Cllr Ray Whittingham

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		housing sites are developable, and this is not always the case with brownfield land which can be subject to challenges in terms of suitability, availability and viability.	
Spatial Portrait - Jobs			
1.12	<p>Savills has undertaken an assessment of the industrial and logistics sector market indicators, demand, supply and requirement and has prepared an Industrial and Logistics Needs Assessment Overview. They have identified a 30% growth in logistics jobs over the last 10 years (compared to 15% growth across the economy as a whole).</p> <p>The latest ONS data finds that UK jobs in logistics and manufacturing pay over £4,000 and £3,700 more per annum respectively than the average job. Furthermore, the annual pay for entry-level jobs in logistics is 47% higher than across jobs within the same occupational category.</p> <p>Jobs within the sector are becoming more diverse and provide opportunities within wider sectors and skillsets, such as IT and engineering. It also supports jobs through supply chains. The ONS Multipliers for the Warehousing sector</p>	<p>The evidence in support of logistics and manufacturing development is welcome. The Council has also commissioned the Wigan Economic Appraisal and Employment Land Assessment (EMELA) 2024 to underpin policy development in support of jobs growth across Wigan Borough.</p>	<p>Gerald Eve LLP obo Trammell Crow Company</p>

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	<p>indicates that for every 10 new warehousing jobs, another 7-12 jobs are created across the wider supply chain.</p> <p>Beyond the valuable GVA of Industrial and Logistics, the sector also generates a significant contribution towards indirect GVA which is estimated as being 2.7 times higher. Growth of industrial and logistics supports growth of other sectors, such as manufacturing, retail and office sectors.</p> <p>The Industrial and Logistics sector underpins the foundations of the wider economy and employment opportunities, and this should not be underestimated. It is often tarnished with the misconception that warehouses do not deliver proportionate value in terms of jobs creation and GVA, however the evidence outlined above clearly demonstrates the contrary.</p>		
Spatial Portrait - Town Centres			
1.13	<p>A more proactive approach should be taken to engage owners of premises that have been vacant for a long time so they can be brought back into use or undergo a change of purpose (e.g. residential). Targets should be set for the number of properties brought back into use.</p>	<p>Wherever possible the Council engages with property owners to bring properties back into use. This includes, where external funding is available, introducing grant schemes for the improvement of properties. Such schemes will</p>	<p>Private Individual</p>

ID	Summary of issues raised	Council Response	Respondent
		have a target number of properties to be improved.	
Spatial Portrait – Transport			
1.14	More parking provision is needed around rail stations to encourage residents to use the train rather than the car. This should be free of charge. Atherton rail station would benefit from parking being trebled, given it is a departure point for workers in Manchester and Liverpool.	Noted. The Council is committed to enhancing park-and-ride opportunities at rail stations, where feasible and where this would genuinely reduce car journeys and not compete with existing services 'upstream'.	Private Individual
1.15	1% of rail trips across Wigan Borough! This is because there are no rail networks across the Borough, only two stations in and out of Wigan, so what is the point of headlining this subject?	There are rail stations at Gathurst, Appley Bridge (GM rail station serving Wigan residents), Ince, Hindley, Hag Fold, Atherton, Pemberton, Orrell and Bryn in addition to the two stations in Wigan town centre.	Cllr Ray Whittingham
1.16	2% of people cycle to work once a year! So, why continually waste money constructing cycleways?	High levels of car dependency can only be reduced with improved walking, wheeling	Cllr Ray Whittingham

ID	Summary of issues raised	Council Response	Respondent
		and cycling infrastructure and public transport services.	
1.17	21% of Households do not have a car! They probably would have if there was better road infrastructure.	Wigan Borough has high levels of car ownership relative to many places	Cllr Ray Whittingham
1.18	The increase of vehicle miles in Wigan Borough of 14% since 2013 would probably be more if we had more road infrastructure, one major road built in recent years, what a joke.	We do not believe that would be a good thing	Cllr Ray Whittingham
1.19	The council should collect information on the number of cars / vehicles per household, rather than just the percentage with a car. Many households have two or more cars, which has huge implications when it comes to infrastructure planning.	Noted	Private Individual
Spatial Portrait – Places			
1.20	Standish's Conservation Area is a shambles. The Council allow gaudy illuminated signage, shop front signage and a restaurant on the High Street looks as though it has been knocked together using old pallets. You need to get a grip.	Proposed policy PL4 'Development within our Conservation Areas' will provide a policy framework to effectively manage and protect the character of our Conservation Areas.	Cllr Ray Whittingham

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1.21	56% of Wigan Borough is within Green Belt! There is very little Green Belt left in Standish for wildlife to roam in a natural habitat. Shame on Wigan Council.	The plan is not proposing the release of any Green Belt land in Standish. Since the designation of Green Belt in 1984, no Green Belt land has been released in Standish.	Cllr Ray Whittingham
1.22	Over 500 listed buildings and structures. What about the two Chapels in Lower Ince Cemetery being left to deteriorate, houses that could be renovated on Lower Dickinson Street and Frog Lane. Shame on Wigan Council.	Since early 2023 the Council has been working closely with the Wigan Building Preservation Trust under the name 'Friends of Waterhouse Chapels' to explore the future of the Grade II Listed Ince Chapel buildings. So far, the group has managed to secure £10,000 grant from the Architectural Heritage Fund to undertake work to explore potential re-uses for the chapels. As they are in a working cemetery and lack functional necessities such as toilets, water/sewage and electricity they are	Cllr Ray Whittingham

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		<p>problematic buildings to bring back into use without considerable financial outlay. It is for that reason we are working with the local community to find a sustainable outcome for the chapels.</p> <p>1 to 7 Upper Dicconson Street are listed buildings, where work is ongoing to progress a planning and listed building application for conversion to flats.</p> <p>The only listing in Frog Lane is the Railway Bridge (HE:1384466) which is operational.</p>	
1.23	<p>Please use ‘Scheduled Monuments’ not ‘Scheduled Ancient Monuments’ as not all designated monuments are ancient. For example, the Astley Green Colliery: engine house and headgear (NHLE entry 1017061) were completed in 1912.</p>	<p>Noted. Content in proposed policy PL2 ‘Our Historic Environment’ has been amended accordingly.</p>	<p>Historic England</p>

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1.24	<p>Large swathes of land have historically been ‘washed over’ with Green Belt, rather than ensuring that Green Belt is designated across appropriate areas of land that perform highly in terms of serving the five Green Belt purposes.</p> <p>It is proposed that the Green Belt is reviewed and rebalanced as appropriate to ensure the needs of the borough are met, but also to set ambitious targets for growth to achieve the visions and objectives of the Local Plan.</p> <p>The Places for Everyone Plan directly affirms that to address the identified deficit in employment land “the only realistic option for doing so is to remove some land from the Green Belt”. However, the extent of Green Belt release is not sufficient to meet realistic minimum land requirements. To be forward-thinking and ambitious it will be necessary to look beyond the minimum short-term requirements and take equally ambitious action in terms of releasing land in appropriate and strategic locations.</p>	The plan proposes for sites for jobs growth within the Green Belt to address identified economic needs and ambitions set out in the Wigan Economic Market and Employment Land Assessment.	Gerald Eve LLP obo Trammell Crow Company
Spatial Portrait – Environment			
1.25	<p>More attention needs to be spent on monitoring and preserving streams, brooks and rivers, not just focusing on canals. Preservation of a more diverse range of species is being neglected.</p>	The water environment is covered by proposed policy EN3 Blue Infrastructure Network.	Private Individual

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1.26	Your photo montage on page 13 includes a photo of Himalayan balsam, a highly invasive plant detrimental to our canal and woodland greenspaces. It is promoting biodiversity loss.	Noted	Private Individual
1.27	The declaration of a climate emergency is welcome but there should also be a declaration of a biodiversity crisis and emergency.	The council has declared a biodiversity emergency as part of the GMCA. Proposed policies EN1 Our Natural Environment, EN2 Development and Green Infrastructure and EN4 Nature Recovery show our intention with regards to biodiversity.	Lancashire Wildlife Trust
1.28	Could reference the Declaration of a National Nature Reserve in Wigan.	The Flashes of Wigan and Leigh NNR is specifically mentioned and supported in Proposed policy EN1 Our Natural Environment.	Lancashire Wildlife Trust
1.29	Air quality on the A580 at Lane Head is out of control at peak times. How can a proposed filter lane at Lane Head onto Newton Road possibly help? How can you reassure the residents that their health will not be impacted detrimentally	Proposals are in place to ease air quality issues at Lane Head. Proposed Policy EN7 Protecting Amenity and the Environment states how we will deal with air quality on the	Private Individual

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	when the filter lane moves standing traffic 2-3 metres closer to their properties?	development process supported by the Air Quality SPD.	
1.30	Air Quality has improved since 2011 - Stop lying!! Standish is gridlocked between 07:00-10:30, 11:30-13:30 and 14:30-19:30 five days a week and weekend for at least four hours a day. Rectory Lane has idling traffic throughout the day and more so at school drop- off and pick-up times as does the main junction is at capacity. I'm sure many other areas in the borough are just the same. So, with increasing traffic, there is little chance that air quality has increased.	Monitoring shows that air quality has improved. Proposed local plan policy will continue to ensure that air quality impacts of new development are assessed and mitigated.	Cllr Ray Whittingham
1.31	Two thirds of Wigan Borough is open land and greenspace. The greenspaces are very poorly maintained, and we all know open land is destined for house building.	Greenspace will be protected in line with our policies in the environment chapter. Housing allocations are considered as part of the local plan process.	Cllr Ray Whittingham
1.32	10% of land is designated for wildlife protection. Not around Standish, at least one is killed on the roads each week due to the greedy council building on open land which belongs to wildlife.	10% of land in the borough is designated for wildlife protection, the amount varies from area to area, local plan policies will continue to prioritise protecting our designated wildlife sites.	Cllr Ray Whittingham

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1.33	<p>The following evidence is available:</p> <p>Natural Capital Accounts: £74m provided annually from current ecosystem services and an asset value of £2bn over the next 60 years [link], as referenced in NPPF 2023 paras 174 and 175 and the National Environmental Improvement Plan.</p> <p>Water Quality: Several waterbodies are monitored under the Water Framework Directive Regulations. Details on the current status and future target objectives can be found on the catchment data explorer tool.</p>	Noted	Environment Agency

2. Vision and Strategic Objectives

ID	Summary of issues raised	Council Response	Respondent
Our Initial Vision to 2040 for Wigan Borough			
2.1	<p>For Wigan to be at the forefront of delivering net-zero and addressing climate change, it needs to lead with tangible solutions, including actively encouraging the delivery of commercial scale renewable energy solutions (solar, wind etc.), as well as promoting emerging technologies (Carbon Capture, energy storage solutions, supporting and driving the hydrogen economy etc.). Including 'soft' words that appear to support change is one thing, but actively promoting policies that properly help deliver infrastructure for the greater good takes brave and strong leadership. Reducing uncertainty and avoiding potentially years of planning appeals is vital to deliver the investment needed.</p> <p>Clear, unquestionable policies are needed that prevent weak decision makers from refusing projects simply because there is some objection. The Plan misses the opportunity to place a marker in the sand and come up with strong, clear policies on major energy related infrastructure, so that Wigan can really show itself to be at the leading edge of supporting and encouraging the industries and infrastructure that will make the difference and address climate change and energy security issues that we face.</p>	<p>The Places for Everyone Plan and the Greater Manchester 5 Year Environment Plan show the commitment of the council as part of GM to reaching our net zero target. Proposed policy in the local plan will support delivery of renewable energy in appropriate locations across the borough including emerging technologies such as mine water heating.</p>	Axis Planning

ID	Summary of issues raised	Council Response	Respondent
2.2	A vision of 2040 should start with what the world will look like in 20 years time rather than what has been the issues that needed addressing 10 years ago.	The vision in the Options and Preferences was stated as work in progress.. The vision and strategic objectives are strongly linked to our seven themes, as well as embracing our commitments through Progress with Unity.	Private Individual
2.3	Need to add that Wigan is at the forefront of action on the biodiversity crisis as well as climate change and that it will have a flourishing natural environment that is resilient, sustainable and well connected to enable the free movement of wildlife through and across the borough.	Noted	Lancashire Wildlife Trust
2.4	The vision for Jobs is supported	Support welcomed	Bob May obo Caddick Developments
2.5	An ambitious and collaborative approach is supported. The subsequent set of bullet points around the key themes of the plan all of which appear constructive and in accordance with the broader vision statement. The site at M6 J26 is uniquely placed compared with other potential strategic employment allocations to:	Support welcomed. Proposed Policy J3 refers to Land at M6 Junction 26.	Savills obo Harworth Group Plc.

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	<ul style="list-style-type: none"> • Provide enhanced advantages in terms of meeting the need to deliver skilled roles and apprentices given its proximity to St John Rigby College; • Support existing employment generating uses at the Heinz Factory and surrounding employment land uses to the north; • Strong direct connectivity to the M6 for the benefit of the proposal; • Redirect heavy goods vehicle traffic off the adjacent residential streets by providing a direct connection from the employment uses to the north. 		
2.6	The inclusion of a vision that seeks to be ambitious as well as address spatial matters and strategic levels of growth is supported.	Support welcomed	Pinnacle Planning obo Story Homes Limited
2.7	The vision and objectives are conducive to policies which could both exacerbate and alleviate existing capacity issues on the SRN. A key theme underpinning the Plan is the need to provide more housing supply, which in turn will necessitate infrastructure provision. Transport infrastructure will have a direct impact on the SRN, while increased trip generation from development sites is likely to lead to further demand.	Noted. Proposed policy T1 Safeguarding Future Transport Priorities outlines where improvements to the network are proposed. Proposed policy T2 Transport Assessments, Travel Plans and Transport Statements outlines how the	National Highways

ID	Summary of issues raised	Council Response	Respondent
		impacts of future development will be assessed.	
Strategic Objective - General			
2.8	It would be clearer if the objectives were better blended with the vision, as they are highly interrelated.	The vision in the Options and Preferences was stated as work in progress.. The vision and strategic objectives are strongly linked to our seven themes, as well as embracing our commitments through Progress with Unity.	Savills obo Harworth Group Plc.
2.9	The draft Objectives are supported.	Support welcomed	St James's Street Property Management Ltd obo Old Hall Street Properties Limited
Strategic Objective - Homes			
2.10	There has been huge urban sprawl with low-density, detached single-family homes, the minimum density per acre needs to be clearly stated within the local plan. It is	New housing development will be required to accord with Places for Everyone Policy JP-	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	pointless to declare a climate emergency if the council is still facilitating car-centric urban design policies.	H4, which sets out minimum densities reflecting site accessibility and the need to achieve the efficient use of land.	
2.11	Access to health care is also an important consideration. People struggle for NHS dentist and doctor appointments. Who will you work with to ensure these considerations are taken into account?	Proposed policy PE4 'Development and social infrastructure' will require developers of new homes to contribute financially towards addressing capacity issues arising from new development across a range of social infrastructure, including health.	Private Individual
2.12	The inclusion of a housing specific element of the vision is supported. However, it should be explicit that Wigan Council will deliver sufficient homes to meet the housing needs in full. The reference to the type of homes to be delivered is welcomed but it is important that the vision specifically addresses quantitative housing needs as well.	The borough's housing requirement is explicitly set out in Proposed policy H1 'Housing delivery' alongside the sources that will achieve this.	Pinnacle Planning obo Story Homes Limited
2.13	The housing objective relates primarily to the quality of housing to be delivered rather than addressing the key point	The borough's housing requirement is explicitly set out in Proposed policy H1	Pinnacle Planning obo Story

ID	Summary of issues raised	Council Response	Respondent
	around increasing delivery to meet established housing needs over the plan period to 2040.	'Housing delivery' alongside the sources that will achieve this.	Homes Limited
Strategic Objective - Jobs			
2.14	Agree with the jobs objective and note that our town centres are places where many local businesses struggle to survive. These small businesses provide employment and learning opportunities to many residents and should not be ignored. The value that shops, cafes and other businesses add to our communities is significant alongside their role as small scale employers.	Our proposed town centre policies (TC2-TC11) all support and recognise the role of cafes, bars, restaurants and local businesses within our communities, and commit to working closely with businesses, residents, the VCFSE sector and other key stakeholders in the regeneration and improvement of our town centres.	Leigh Neighbours Project
2.15	The Jobs vision is supported. To achieve it, the Council must be ambitious in identifying and allocating a supply of land that will enable genuine growth and flexibility based on robust evidence of future employment land requirements. Robust analyse of up-to-date market-facing data is needed. Wigan's employment needs and therefore its employment	The Wigan Economic Market and Employment Land Assessment (EMELA) 2024 underpins policy development in support of jobs growth across Wigan Borough.	Gerald Eve LLP obo Trammell Crow Company

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	<p>land requirement, must not be limited to demographic trends based on historic data, but must be up to date from the functional economic market area (FEMA).</p> <p>There is a substantial opportunity for Wigan to benefit from its connections to strategic motorway networks as well as its proximity to its neighbouring authorities and the Liverpool City Region. The PfE's FEMA does not take account of demand from the west and along the M6 corridor. Savills has identified an alternative area comprising St Helens, Wigan and Warrington given the clear cross-boundary implications.</p> <p>Parkside, its Strategic Rail Freight Interchange and the Freeport status will also broaden the overall property market area relevant to the borough.</p> <p>It will be essential to pay particular attention to growth in manufacturing, industrial and logistics and their supply chains, with their excellent employment opportunities. A suitable supply of land and floorspace will be needed.</p> <p>In terms of analysing the implications of demand and supply, availability in Wigan has been below the 8% equilibrium rate since 2012 and is currently 2.5%. The wider FEMA has since 2014 and is currently 3.6%.</p> <p>It is essential that the demand and supply profile in Wigan is rebalanced to ensure prospective developers, occupiers and</p>		

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	<p>investors are attracted to the borough and that sufficient space is available on the market to satisfy the demand.</p> <p>Growth of the industrial and logistics sectors is anticipated to continue. Wigan must take advantage of this.</p>		
2.16	<p>The consultation document recognises manufacturing and logistics as two key “foundation sectors”. Ambitious objectives to support continued growth of these sectors will in turn benefit the identified “frontier sectors”, such as advanced manufacturing, green technology and their associated supply chains. Modern strategic employment sites are capable of supporting a range of downstream sectors that in turn provide opportunities for education, training and life-long career opportunities for local people. To achieve this, a full understanding of the future requirements for both foundation and frontier sectors is needed, and it is essential that strategic sites benefitting from prime connections to the strategic road network should be allocated to support the delivery of modern employment developments.</p>	<p>The Wigan Economic Market and Employment Land Assessment (EMELA) 2024 to underpins policy development in support of jobs growth across Wigan Borough, including providing a better understanding of foundational and frontier sectors across the borough’s economy.</p>	<p>Gerald Eve LLP obo Trammell Crow Company</p>
Strategic Objective - Town and Local Centres			
2.17	<p>Most shopping has moved to retail parks. Parking facilities ought to be the same to encourage people to travel into Wigan. There is an environmental issue here but free parking</p>	<p>Free parking at retail parks is paid for by the businesses on the retail park through their service charges. Surface level</p>	<p>Private Individual</p>

ID	Summary of issues raised	Council Response	Respondent
	has made it easy to visit retail parks and food outlets. Why is it more attractive for retailers - is it space, rents, access?	parking outside their front doors is a benefit. Parking in town centres is provided by a council who bear the costs and therefore subsidise the parking or by a parking company on a profit-making basis.	
Strategic Objective - Transport			
2.18	Options for sustainable travel where appropriate and possibly should be part of the transport strategic objective.	Policies on walking, wheeling and cycling, bus and rail that were suggested in the Options and Preferences consultation are not being proposed to take forward due to concluding that, where development plan policy is needed, the Places for Everyone Plan has sufficient content and that, otherwise, the now adopted Wigan Borough Transport Strategy (December 2024) has the content needed to progress	Axis Planning

ID	Summary of issues raised	Council Response	Respondent
		matters with our transport partners.	
Strategic Objective – Places			
2.19	Please assure local farmers in the Lowton area that their fields will not be compulsory purchased for housing.	The site at Pocket Nook is already allocated for housing-led development in the adopted Places for Everyone Plan.	Private Individual
2.20	What is the Council doing in relation to this aspect? Buildings are falling down or being demolished. I don't see evidence of renovation and maintenance. Buildings in Wigan centre could have been repurposed, areas above retail used for offices and accommodation. Conservation Areas and heritage listing do not secure our wonderful centre buildings. I honestly don't see how we claim to be proud.	The council adopted an Historic Environment Strategy in 2022 and is being proactive in Wigan, Leigh and Ashton-in-Makerfield town centres and in other locations such as Haigh Hall. This is furthered through a wide range of policies in the Local Plan, notably in the Place chapter and on our Town Centres.	Private Individual
2.21	The Council's vision heavily relies on employment opportunities being available within reasonable commuting distance. The opportunities in the industrial and logistics sectors in addition to the resilience of these sectors in a	The Council recognises the need for employment land to support jobs growth across the borough, both through the	Gerald Eve LLP obo Trammell

ID	Summary of issues raised	Council Response	Respondent
	challenging economy should be captured to achieve the aspirations of this vision.	existing supply of sites in designated employment areas and through the identification of a limited number of new employment sites in accessible locations, in proposed policies J3-J6.	Crow Company
Strategic Objective - Environment			
2.22	Responding positively to climate change should be more than just localised building type / form and improving greenspace, it should do more to encourage and support green technologies and power (renewable, hydrogen, energy storage solutions etc.). National solutions need to be delivered locally and hiding behind a belief that other areas will deliver the difficult infrastructure we require is not sustainable or credible.	Noted. Proposed policy EN9 Low carbon heat and energy sets out our approach and support for renewable energy in the borough in line with policies in the Places for Everyone Plan.	Axis Planning
2.23	It should also include reversing species population declines and driving forward the recovery of species and natural habitats.	Policies to support this are proposed within our Environment chapter.	Lancashire Wildlife Trust
2.24	Green up the tatty spaces. Plant green urban spaces wherever you can.	Proposed policy EN2 Development and Green Infrastructure promotes the	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		creation of more high quality urban green infrastructure.	
2.25	There is no direct mention of the importance of the historic environment. This is an omission, and it is important it is embedded in the plan including its vision and objectives in line with NPPF Paragraph 190. Our preference is for it to be integrated within the environmental bullet point so that it has an equal footing alongside the natural environment. The two are often difficult to distinguish such as historic landscapes and even the use of bricks which make use of natural occurring materials. Suggest: Environment: A place at the forefront of action on climate change, with clean air and a flourishing built, natural and historic environment.	Proposed policy EN1 Our Natural Environment makes clear the relationship between the boroughs industrial and mining legacy and the natural environment.	Historic England
2.26	Attracting and facilitating responsible developers and occupiers into the borough will ensure that the Environment Vision is realised. A wide range of measures could be captured. Modern industrial logistics developments are adapting to become as environmentally neutral as possible and assist in combating the impacts of climate change compared to historic existing stock.	These measures are covered by policies within the Environment Chapter.	Gerald Eve LLP obo Trammell Crow Company
2.27	This objective should be strengthened to align with NPPF (Para 8) to seek a net gain for the environment. This also	Policies in the Environment Chapter will encourage wider environmental net gains.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	supports the approach to environmental net gain referred to on page 54.		
2.28	Climate change should be an overall priority and implemented throughout. The Planning and Compulsory Purchase Act 2004 and NPPF Chapter 14 set requirements to integrate policies on preventing and preparing for climate change within Local Plans. Councils such as Salford have applied this approach. The RTPi/TCPA Climate Change guide has policy wording (example 2). See the RTPi and TCPA's 'The Climate Crisis' for further guidance.	Climate change is an overall priority and our approach is consistent with the wider aims for responding to climate change within the Places for Everyone plan.	Environment Agency
Strategic Objective - People			
2.29	Supporting the growth of the industrial and logistics sectors clearly contributes to the Council's vision for Place. To bring this vision to fruition the Council must act and invest in ways that inspire young people and establish an environment that provides sought after opportunities. The industrial and logistics sector makes a significant contribution to high-skilled job opportunities, which provide prospects and inspiration for young people. Providing opportunities for a range of skillsets will be attractive for young people who are more likely to remain in the area, or those who leave for higher education are more likely to return if there are good opportunities to live, work and socialise in the same area.	Adopted Places for Everyone Policy JP-J1 seeks to deliver a thriving, inclusive and productive economy across the plan area by, amongst other things, supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements and providing the	Gerald Eve LLP obo Trammell Crow Company

ID	Summary of issues raised	Council Response	Respondent
		high-quality, sustainable living environments that will help to attract and retain skilled workers.	

3. Homes

ID	Summary of issues raised	Council Response	Respondent
Providing an appropriate mix of housing			
3.1	The Council's Housing Needs Assessment did not adequately cover the needs of Standish.	Our updated 2024 Wigan Local Housing Needs Assessment provides specific data on needs in the Shevington and Standish sub-area.	Workshop - Standish
3.2	Support the principle of planning for a mix of types of new homes that meet needs in terms of size, type, tenure, affordability and specific needs.	Support welcome. Proposed policy H2 requires the provision of a mix of housing.	Various workshops; Private Individuals; Origin obo A & A Broster Partnership, Brian Smith, Mr Taylor and Messrs Winstanley; Pegasus Group obo Barratt Homes; Grimster

ID	Summary of issues raised	Council Response	Respondent
			Planning obo Lovell Partnerships Ltd; Savills obo Harworth Group Plc; Leigh Neighbours; Turley obo Lilford Estates; Turley obo Tarleton Estates; St James's Street Property Managemen t obo Old Hall Street Properties; Mosaic obo Morris Homes and

ID	Summary of issues raised	Council Response	Respondent
			Persimmon Homes; Pegasus Group obo Morris Homes; WSP obo Seddon Homes; Pinnacle obo Story Homes; Peel L&P
3.3	Support the approach that the Council will undertake further work on exactly what housing is needed and where, since any judgements made by the Council when allocating land for development will need to be justified and based on proportionate evidence.	Support welcome. Evidence on housing needs is set out in the 2024 Wigan Local Housing Needs Assessment.	Pegasus Group obo Barratt Homes; Savills obo Harworth Group PLC; Pegasus Group obo Miller Homes
3.4	Any housing mix requirement should have regard to the needs that will be met from other forms of supply that are expected in the locality.	Proposed Policy H2 requires development to contribute to the delivery of a mix of	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
		housing to help address identified needs but does not require all housing sites to deliver all forms of housing.	
3.5	A policy on appropriate mix should not be overly prescriptive to allow flexibility to respond to viability issues, evidenced changes in need / demand, changes in legislation or to respond to local built form with appropriate dwelling design / types.	Proposed Policy H2 requires development to contribute towards the provision of a mix of housing to help address identified housing needs and is not overly prescriptive. Affordable housing provision is subject to viability.	Northstone, Countryside Partnerships, Turley obo Lilford Estates; Turley obo Tarleton Estates; Mosaic obo Morris Homes and Persimmon Homes; WSP obo Seddon Homes; Grimster Planning obo Lovell

ID	Summary of issues raised	Council Response	Respondent
			Partnerships Ltd
3.6	It is unclear how an appropriate mix will be identified. The mix should be evidence led and clearly justified. It should reflect local need and demand in the locality based on evidence such as a Strategic Housing Market Assessment and Housing Waiting List / Register data.	Evidence on housing needs is set out in the 2024 Wigan Local Housing Needs Assessment (HNA). The implementation of proposed Policy H2 will be informed by the HMA.	Countryside Partnerships; Grimster Planning obo Lovell Partnerships Ltd.
3.7	Any policy in the Local Plan relating to affordable housing should allow for flexibility where viability may be an issue.	Proposed Policy H2 states that affordable housing provision is subject to viability.	Turley obo Lilford Estates; Turley obo Tarleton Estates; WSP obo Seddon Homes
3.8	The 'market' is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time, as demand can change over time linked to macro-economic factors and local supply. Private housebuilders can support the Council in delivering a mix of housing sizes, types and tenures, alongside accessible and adaptable properties. They can meet a range of housing needs where required by	Proposed Policy H2 requires development to contribute to the provision of a mix of housing to help address identified housing needs, as set out in the 2024 Wigan Local Housing Needs	Mosaic obo Morris Homes and Persimmon Homes

ID	Summary of issues raised	Council Response	Respondent
	specific and evidence-based policy and can complement housing provision offered by the Council and its partners.	Assessment. This accords with paragraph 63 of the NPPF, which states that the size, type and tenure of housing needed for different groups should be assessed and reflected in planning policies.	
3.9	There is no given definition of ‘specific needs’, which will require clarification as part of investigative work to inform local housing market requirements.	Proposed Policy H2 requires development to contribute to the provision of a mix of housing to help address identified housing needs, as set out in the 2024 Wigan Local Housing Needs Assessment.	Mosaic obo Morris Homes and Persimmon Homes
3.10	The document does not detail a strategy for delivery or put forward improved aims beyond those already established by the existing Core Strategy.	The Places for Everyone Plan provides the strategic policy framework for the Local Plan, which sets out policies to deliver sustainable housing growth in accordance with the Places for Everyone Plan at borough level.	Mosaic obo Morris Homes and Persimmon Homes

ID	Summary of issues raised	Council Response	Respondent
	Affordable & starter housing		
3.11	A policy seeking more council houses will not work because of the "right to buy", which allows residents to buy their house at a cheaper price, which is a waste of public money.	Planning policy is unable to influence 'right to buy' but reforms to it are now being introduced by the Government, in part to support the delivery of new council homes.	Private Individual
3.12	Stop allowing developers to build huge amounts of houses without any provision of affordable housing.	Proposed Policy H2 requires the provision of at least 25% affordable housing on developments of 10 homes or more, subject to viability in line with national planning policy.	Private Individual
3.13	Council and social housing needs to be monitored. Council Tax should not be used to provide housing to people who cause anti-social behaviour and criminality on estates, which makes life a misery for the many decent people who live there. For those with addictions, accommodation should be dependent on regularly attending rehabilitation. Any housing freed up should be allocated to people on housing waiting lists. This would improve the estates and the quality of life of residents.	These are housing management issues and are not Local Plan issues. Houses are allocated in accordance with the Council's Allocations Policy for housing.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
3.14	When council houses become empty, they need to be re-let quicker.	This is a housing management issue and is not a matter for the Local Plan. Houses are allocated in accordance with the Council's Housing Allocation Policy.	Workshop - Atherton
3.15	There should be a minimum provision of affordable housing on all sites.	Proposed Policy H2 requires the provision of at least 25% affordable housing provision on developments of 10 homes or more, subject to viability in line with national planning policy.	Workshop – Golborne
3.16	Affordable housing should not be segregated within new developments as this divides communities.	Proposed Policy H2 is not prescriptive in terms of the location of affordable housing, which provides flexibility.	Workshop – Golborne; Private Individual
3.17	More housebuilding is needed to address affordability issues.	The current housing target for the borough is an average of 972 homes a year. This figure has been exceeded every year since 2018/19.	Workshops – Leigh, Atherton

ID	Summary of issues raised	Council Response	Respondent
3.18	Subsidies are needed to assist young people to get on the housing ladder.	The Local Plan requires the provision of affordable housing on developments of 10 homes or more, which can include home ownership products such as First Homes.	Workshop - Leigh
3.19	There is a need for more flats.	Proposed policy H2 requires the provision of a mix of housing types, which includes flats, and higher densities are required in certain location in line with Places for Everyone policy JP-H4.	Workshops – Leigh, Hindley, Leigh Youth Hub
3.20	There is a need for more starter homes and smaller homes for young people.	Proposed policy H2 requires the provision of a mix of housing to help address identified needs including a mix of housing sizes, which includes smaller homes and affordable housing including First Homes, which are a specific form of discounted market sale housing for first-time buyers.	Workshops – Tyldesley, Hindley, Ashton, Golborne, Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
3.21	Concern around the realistic delivery of affordable homes to meet Wigan's needs, due to the land supply having viability issues.	Affordable housing delivery has exceeded targets in recent years through S106 agreements with housing developers and directly by the council and registered providers.	Pegasus Group obo Barratt Homes; Pegasus Group obo Miller Homes; Pinnacle obo Story Homes
3.22	There is no correlation between releasing land in the Green Belt and more affordable housing delivery. The Local Plan should try to remedy the situation with more affordable housing contributions, including social rental tenure, written into policy.	The plan is not proposing the release of Green Belt land for housing development. Proposed Policy H2 requires the delivery of affordable housing on larger sites and prioritises affordable housing in the form of social rent.	CPRE
3.23	It is appropriate for the Council to plan for the affordable needs of its community, and to ensure it does this in line with NPPF requirements. This should ensure that any affordable housing requirements are clearly set out, are evidenced as viable through an assessment, and that flexibility is provided within the policy where viability may be an issue. The Council	Proposed policy H2 sets out the council's policy approach to affordable housing delivery. The Local Plan will be subject to viability assessment prior to	Home Builders Federation

ID	Summary of issues raised	Council Response	Respondent
	should also ensure that they have included an appropriate provision for both affordable home ownership and First Homes.	the final full formal consultation.	
3.24	If a robust housing supply is not identified, affordable housing delivery will fail to be delivered to meet the identified need over the Plan period. The Strategic Housing Market Assessment Update (April 2021) states Wigan needs 174 affordable dwellings per annum which equates to 2,784 homes over the PfE plan period. Viability issues on previously developed land will limit the realistic delivery of affordable housing to meet Wigan's needs.	Affordable housing in the borough is delivered through a mix of S106 agreements and grant funding. The Council has exceeded targets in recent years, with this trend anticipated to continue. The identified housing supply includes a flexibility allowance to allow for any non-delivery on sites.	Lichfields obo Barratt Homes and Taylor Wimpey
3.25	In undertaking further work to determine exactly what types of housing are needed and where, we suggest the Council consider the need for affordable housing for NHS staff and those employed by other health and care providers in the local authority area. When staff cannot afford to rent or purchase suitable accommodation within reasonable proximity to their workplace, this has an impact on the ability of the NHS to recruit and retain staff.	The Council is in ongoing engagement with the NHS. The 2024 Local Housing Need Assessment considered affordability for key workers including nurses.	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
3.26	Recommend that the Council engage with local NHS Partners, ensure that the local need for affordable housing for NHS staff is factored into housing needs assessments and any other relevant evidence base studies, and consider site selection and site allocation policies in relation to any identified need for affordable housing for NHS staff, particularly where sites are near large healthcare employers.	The Council is in ongoing engagement with the NHS. The 2024 Local Housing Need Assessment considered affordability for key workers including nurses.	NHS Property Services
3.27	The emerging Local Plan must make clear a housing strategy that will create a step change from the existing strategy that has failed to deliver sufficient numbers of affordable housing. We consider that the brownfield preference will mean that an insufficient number of new market and affordable dwellings will be delivered in the plan period.	Affordable housing is delivered through a mix of S106 agreements and grant funding. The Council has exceeded affordable housing targets in recent years, with this trend anticipated to continue. New homes are proposed on both brownfield and greenfield sites.	Pinnacle obo Story Homes
3.28	There is justification for increasing the supply of housing through this plan above the minimum housing requirement, in order to meet the critical need for affordable housing. We have concerns over the deliverability of affordable housing given that the requirement is over 30% of the annual housing target and no viability testing appears to have been carried out. There is currently no certainty that the level of affordable	Affordable housing in the borough is delivered through a mix of S106 agreements and grant funding. The Council has exceeded affordable housing targets in recent years, with	Emery Planning obo Wain Homes

ID	Summary of issues raised	Council Response	Respondent
	housing needs identified in the borough can be met through the proposed supply.	this trend anticipated to continue.	
3.29	The Council needs to assess the supply of affordable housing that would be delivered through the proposed supply / allocations and should consider additional allocations where this would boost the supply of affordable housing.	Affordable housing in the borough is delivered through a mix of S106 agreements and grant funding. The Council has exceeded affordable housing targets in recent years, with this trend anticipated to continue.	Peel L&P; Emery Planning obo Wain Homes
3.30	Affordable housing will be increasingly important as possible relocation of businesses/Government Departments from the South to the Greater Manchester regions will impact on the availability of residential property which is affordable to the local population.	Proposed policy H2 requires the provision of affordable housing on larger sites.	Private Individual
3.31	There is a disproportionate allocation of 'housing' stock/hotel accommodation to 'incoming' persons/families (possibly imposed through Central Government/Home Office instruction).	The allocation of properties to families / individuals is not a local plan matter. Houses are allocated in accordance with the Council's Housing Allocation Policy.	Private Individual
3.32	There is a need for more affordable housing.	Proposed policy H2 requires the provision of affordable	Various workshops;

ID	Summary of issues raised	Council Response	Respondent
		housing on larger sites and affordable housing is also delivered through grant funding. Affordable housing delivery has exceeded targets in recent years.	Private Individuals
3.33	There is need for more social rented / council housing.	Proposed policy H2 requires the provision of affordable housing on larger sites and prioritises homes for social rent.	Various workshops; Private Individual
3.34	The definition and terminology around 'affordable' housing is considered misleading. 'Affordable' housing may not be affordable to local people.	The Local Plan uses the definition of affordable housing as set out in national planning policy, as required.	Workshop – Atherton; Private Individual
	Family housing		
3.35	There is a need for multi-generational homes	Proposed Policy H2 supports a mix of housing to help address needs.	Workshops – Hindley
3.36	There is a need for larger family homes	Proposed Policy H2 supports a mix of housing to help address needs.	Workshops – Hindley, Pemberton

ID	Summary of issues raised	Council Response	Respondent
3.37	If older people downsize it will free up larger homes for families	Proposed policy H2 aims to improve the range of housing options for older people, which should allow some older people to downsize.	Workshops – Tyldesley
3.38	We note that the consultation document refers to sites such as Eckersley Mills and The Galleries site. Whilst redevelopment of those sites will deliver a range of benefits, any residential component will be limited to apartments rather than family homes.	Proposed policy H2 supports a mix of housing to help address needs and the majority of homes on sites outside of the town centres are likely to be houses, including family homes.	Stantec obo Harworth Group Plc
3.39	There is need to plan for higher value homes, which can help to deliver a healthy housing market, support the provision of affordable homes, and drive economic growth and productivity. As an important part of the overall mix, these should be provided in locations that can attract and retain higher earning individuals and families, and where it is viable to deliver a significant amount of affordable housing. The lack of recognition of this type of housing is a key omission which, if not addressed, could constrain the housing market.	Proposed policy H2 supports a mix of housing to help address needs.	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
3.40	More family housing is needed to meet aspirations. With people spending a greater amount of time in their homes since the Covid 19 Pandemic, the demand for larger dwellings to accommodate home working and properties with gardens and accessible open space has increased.	Proposed policy H2 supports a mix of housing to help address needs.	WSP obo Seddon Homes
	Housing provision for older people		
3.41	Older person accommodation needs to be supported by greenspaces and new health care provision in Atherton town centre.	Proposed policy H2 supports housing provision for older people and includes criteria highlighting the importance of local services, amenities and outdoor spaces.	Workshop - Atherton
3.42	Land at Formby Avenue, Atherton should be used for bungalows.	Land at Formby Avenue is identified as a site with potential for housing in the Wigan Strategic Housing Land Availability Assessment.	Workshop - Atherton
3.43	More flats are needed for older people	Proposed policy H2 requires the provision of a mix of housing to help address identified needs, which includes flats and aims to	Workshop - Leigh

ID	Summary of issues raised	Council Response	Respondent
		improve the range of housing options for older people.	
3.44	There is a need for smaller homes to allow older people to downsize, preferably near to public transport routes and local amenities.	Proposed policy H2 aims to improve the range of housing options for older people, which should allow some older people to downsize to more suitable properties.	Workshops – Tyldesley, Leigh, Leigh Youth Hub; Private Individual
3.45	All new developments should consider an element of specialist accommodation, flats and / or bungalows to ensure that there are viable options for downsizing.	Criterion 5 of proposed policy H2 requires developers to show how their sites meet the needs of older people and to provide wheelchair accessible homes on larger schemes. This could include the provision of level-access bungalows.	Workshops – Leigh, Golborne
3.46	There is a need for more bungalows	Criterion 5 of proposed policy H2 requires developers to show how their sites meet the needs of older people and to provide wheelchair accessible homes on larger schemes. This	Workshops – Tyldesley, Leigh, Atherton, Standish, Golborne,

ID	Summary of issues raised	Council Response	Respondent
		could include the provision of level-access bungalows.	Leigh Youth Hub
3.47	There is a need for more housing provision for older people, such as sheltered accommodation, care homes, specialist provision & supported living.	Proposed policy H2 is supportive of the development of older person housing and aims to improve the range of housing options for older people in the borough. Wigan Council has developed a number of schemes for older people in recent years.	McCarthy Stone; Workshops – Tyldesley, Wigan, Pemberton, Atherton, Ashton, Standish, Golborne, Leigh Youth Hub
3.48	Support the plan providing ‘more housing for older people to be able to remain within their localities, maintain important community connections, and get the support they need as they grow older’. However, it is unclear from the consultation how this is going to be achieved.	Proposed policy H2 sets out criteria that support the development of older person housing and which aims to improve the range of housing options for older people in the borough.	McCarthy Stone

ID	Summary of issues raised	Council Response	Respondent
3.49	Emphasise that an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking.	The 2024 Local Housing Needs Assessment considers the housing needs of older people.	McCarthy Stone
3.50	The health and lifestyles of older people will differ greatly as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support. Therefore, a range of provision needs to be planned for. Housing for older people has its own requirements and cannot be successfully considered against criteria for general family housing.	Criterion 8 of proposed policy H2 sets out specific criteria that relate to the provision of housing for older people, and people with disabilities.	McCarthy Stone
3.51	There will be a significant increase in older people over the plan period and the provision of suitable housing care to meet their needs should be a priority of the Local Plan.	The increase in older people over the plan period is recognised and Proposed Policy H2 aims to improve the range of housing options for older people.	McCarthy Stone
3.52	The provision of older person housing has a range of significant economic, social and environmental benefits and it can help to reduce the demands on health and social services.	The Local Plan aims to improve the range of housing options for older people.	McCarthy Stone

ID	Summary of issues raised	Council Response	Respondent
3.53	<p>McCarthy Stone has traditionally developed retirement housing schemes for the middle market where it has proved more viable to do so but its new “Evolve” housing concept is better able to develop in lower value areas, thereby addressing a housing need for older people who have until now, not had this beneficial housing option available to them. The first of these schemes is now underway at Failsworth, Oldham.</p>	<p>There is a need for older person housing for people at all income levels.</p>	<p>McCarthy Stone</p>
3.54	<p>The best approach towards meeting the diverse housing needs of older people is for the plan to allocate specific sites to meet the needs of older people that are in the most sustainable locations close to key services as well as continuing to include a standalone policy actively supporting the delivery of specialist older people’s housing in the main and rural service centres and other locations with good access to services and facilities for older people.</p>	<p>Proposed policy H2 supports a mix of housing types and actively supports the delivery of homes suitable for older people. Criterion 8 supports such housing in locations with good access to services and amenities.</p>	<p>McCarthy Stone</p>
3.55	<p>Developers should not be required to demonstrate need given the benefits that such developments bring and if a quantum is specified this should be regarded as a target and not a ceiling. Given also that such developments “help reduce costs to the social care and health systems” (PPG refers), requirements to assess impact on healthcare services and/or make contributions should be avoided.</p>	<p>Proposed policy H2 is supportive of housing to meet the needs of older people. The development of residential care homes is supported to address demonstrable needs but no quantum is specified.</p>	<p>McCarthy Stone</p>

ID	Summary of issues raised	Council Response	Respondent
3.56	No one planning approach will be appropriate for all areas, but an example policy was provided to the Council as context.	Noted.	McCarthy Stone
3.57	The role for viability assessment is primarily at the plan making stage. The evidence underpinning the Council's planning obligations and building requirements should therefore be robust. The viability of specialist housing for older people is more finely balanced than 'general needs' housing and we are of the view that these housing typologies should be robustly assessed in any forthcoming Local Plan Viability Assessment. This would accord with the typology approach detailed in PPG. If this is not done, the delivery of much needed specialised housing for older people may be significantly delayed with protracted discussion about other policy areas such as affordable housing policy requirements which are wholly inappropriate when considering such housing need.	The Plan will be subject to viability assessment before the final formal stage of consultation.	McCarthy Stone
	Other forms of housing: accessible and adaptable homes		
3.58	More homes are needed that are designed to be suitable for people with disabilities.	Policy JP-H3 in the Places for Everyone Plan requires all new homes to be accessible and adaptable. Proposed policy H2 requires a proportion of new	Workshop - Hindley

ID	Summary of issues raised	Council Response	Respondent
		homes on larger sites to be wheelchair accessible.	
3.59	Generally supportive of providing homes that are suitable to meet the needs of older people and disabled people. However, if adopting the higher optional standards for accessible, adaptable and wheelchair homes, the Council should only do so by applying the criteria set out in PPG. This identifies the type of evidence required to introduce a policy requiring the M4 standards, including the likely future need; the size, location, type and quality of dwellings needed; the accessibility and adaptability of the existing stock; how the needs vary across different housing tenures; and the overall viability.	Policy JP-H3 in the Places for Everyone Plan requires all new homes to be accessible and adaptable. Proposed Policy H2 requires a proportion of new homes on larger sites to be wheelchair accessible and is supported by evidence in the 2024 Wigan Local Housing Needs Assessment.	Home Builders Federation; WSP obo Seddon Homes
3.60	As set out in their response to raising accessibility standards for new homes, the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations. M4(3) would continue to apply as now where there is a local planning policy in place and where a need has been identified and evidenced.	Proposed policy H2 requires a proportion of new homes on larger sites to be wheelchair accessible and is supported by evidence in the 2024 Wigan Local Housing Needs Assessment.	Home Builders Federation

ID	Summary of issues raised	Council Response	Respondent
3.61	If a policy is to be included that requires homes to be delivered to certain accessibility standards consideration should be given to the guidance in PPG that sets out the evidence that is required to demonstrate the need for M4(2) and M4(3) standards. A higher requirement than the prevailing Building Regulations requirement should only be included if evidence demonstrates there is a need.	Policy JP-H3 in the Places for Everyone Plan requires all new homes to be accessible and adaptable. Proposed Policy H2 requires a proportion of new homes on larger sites to be wheelchair accessible and is supported by evidence in the 2024 Wigan Local Housing Needs Assessment.	Turley obo Lilford Estates; Turley obo Tarleton Estates
	Other forms of housing: lifetime homes		
3.62	Support for accessible "forever homes" which would allow people to buy homes that meet their needs as first-time buyers, through to end of life. However, acknowledge that not suitable for everybody as circumstances change and people do need to move.	Proposed policy H2 requires the provision of a mix of housing types to address needs.	Workshop – Atherton; Private Individual
	Other forms of housing: private rented homes		
3.63	Strongly oppose more rental properties.	The private sector rented properties provide essential housing for those who cannot or do not want to buy, or who are unable to access forms of affordable housing.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
3.64	Would like better control over private landlords. Some properties in Swinley and Leigh are very poorly managed by landlords who are not equipped to manage the behaviour of residents and let properties fall into disrepair.	This is not a matter for the Local Plan. Our Strategic and Private Sector housing team work with private landlords to improve the quality of private sector housing and will respond to complaints and intervene where needed, as far as their powers allow. They are considering supplementary tools and interventions that can be applied to the local private rented sector, such as selective and additional licensing schemes.	Workshop – Leigh; Private Individual
3.65	Too many terraced houses are being bought by investors to rent out, preventing first time buyers access to owner occupation.	The Local Plan is unable to control who buys properties.	Workshop - Leigh
3.66	Issue with transient population renting housing in Platt Bridge for 6 months and then leaving.	The Local Plan is unable to influence private sector rental tenancies.	Workshop – Platt Bridge
3.67	A tenant assurance scheme may be needed as well as a good landlord scheme in Platt Bridge	This is not a matter for the Local Plan. Our Strategic and Private Sector housing team	Workshop – Platt Bridge

ID	Summary of issues raised	Council Response	Respondent
		work with private landlords to improve the quality of private sector housing and will respond to complaints and intervene where needed, as far as their powers allow. They are considering supplementary tools and interventions that can be applied to the local private rented sector.	
3.68	There is too much private rented housing in Tyldesley.	The Local Plan is unable to control this matter.	Workshop – Tyldesley
3.69	Concern about how the existing housing stock is managed and maintained and the protections afforded to tenants. The high proportion of private let properties in the area causes real harm to many local residents. The ‘churn’ created by the private let market, and the high turnover rates of tenants, disrupts communities and their sustainability. Strongly encourage the Council to use legislation available to manage the private let sector and take a firm line with unfit landlords. Recognise the efforts the Council is making through the work of the Ethical Letting Agency and would encourage the council to redouble its efforts to recruit landlords onto the scheme. Encourage the Council to hold landlords	This is not a matter for the Local Plan. Our Strategic and Private Sector housing team work with private landlords to improve the quality of private sector housing and will respond to complaints and intervene where needed, as far as their powers allow. They are considering supplementary tools and interventions that can be applied to the local	Leigh Neighbours

ID	Summary of issues raised	Council Response	Respondent
	responsible for unreasonable and anti-social behaviour by their tenants.	private rented sector, such as selective and additional licensing schemes.	
	Other forms of housing: student housing		
3.70	Do not need student housing as there is no university.	No student housing is proposed as part of the Local Plan.	Workshop - Leigh
	Plots for self-build		
3.71	A policy which encourages self and custom-build development and sets out where it will be supported in principle would be appropriate.	Proposed policy H2 is supportive of this form of housing.	Home Builders Federation
3.72	Allocating sites specifically for self and custom-build home builders could be appropriate. However, this would need to be done through discussion and negotiation with landowners	The Local Plan is not proposing to allocate specific sites for self and custom-build housing.	Home Builders Federation
3.73	Do not consider that requiring a proportion of large housing sites to be available for self-builders is appropriate.	Proposed policy H2 does not require this.	Homes Builders Federation
	Homes in town centres		
3.74	Town centres such as Wigan are unproven housing markets. It would therefore be prudent for the Local Plan to progress	Planning permission has been granted for significant	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
	with more conservative estimations on delivery in unproven locations so that if delivery falls short this does not undermine the delivery of the housing requirement.	numbers of residential units at the former Galleries and Eckersley Mills in Wigan Town Centre, showing confidence in Wigan Town Centre as a housing market. The regeneration of both locations is actively taking place and it is anticipated that housing delivery will be completed over the lifetime of the plan.	
Housing land			
	Need for housing		
3.75	Why are so many houses needed? There is no need for more housing. Wigan is becoming an overspill for people working in Manchester or other local cities.	People are often in unsuitable homes, young adults are unable to move out of family homes, people are living longer, the population is growing and additional people are needed to support economic growth in the borough, and the cost of housing to buy and to rent	Private Individual; Workshops – Leigh, Standish, Wigan

ID	Summary of issues raised	Council Response	Respondent
		continues to increase above rates of pay.	
	Unmet housing need		
3.76	We are unable to take any unmet housing need. Therefore, Wigan will need to meet its own housing requirement or seek assistance from other Local Authorities.	Noted. The council intends to meet its own housing need within the borough.	Chorley Council; St Helens Council
	Housing requirement		
3.77	Housing need should be based on best available data, which is the Census 2021. Using the discredited ONS 2014 based data that the PfE housing requirements are based on is excessive. With a corrected housing requirement and more focus on brownfield land it is hoped that the greenfield site at Ashton-in-Makerfield and other greenfield incursions can be deleted.	The housing requirement for Wigan Borough is set out in the adopted Places for Everyone Plan, which was examined and found to be sound.	CPRE
3.78	Concern that the Housing Delivery Test is impossible to pass with an inflated housing target. Failure will render the plan's housing policies out of date, leading to further green fields being allocated, much of it needed for other land uses such as food security.	This is a national planning matter.	CPRE

ID	Summary of issues raised	Council Response	Respondent
3.79	The housing target should be sufficiently ambitious to align with the borough's economic aspirations. The emerging PfE housing requirement for Wigan is higher than the LHN figure but below the Core Strategy requirement.	The housing requirement for Wigan Borough is set out in the adopted Places for Everyone Plan, which was examined and found to be sound.	Stantec obo Harworth Group Plc
3.80	Not aware of any evidence that justifies a stepped approach to housing delivery in Wigan. If the Council wishes to truly support recovery from Covid-19 and achieve its economic ambitions, the Local Plan should make provision for additional sites to come forward early in the plan period.	The stepped housing requirement is set out in the adopted Places for Everyone Plan, which was examined and found to be sound. The Local Plan will make provision for housing over the whole plan period.	Stantec obo Harworth Group Plc
3.81	Given the PfE housing requirement is expressed as a minimum, the Local Plan should explore the question of whether a higher more aspirational number should be planned for. Recent completion levels demonstrate the level of growth in the borough and appetite for additional delivery.	The Local Plan is a Part 2 Plan and will provide for an average of 972 homes per annum in accordance with the preceding Places for Everyone Plan, which is a plan for sustainable growth.	Mosaic obo Morris Homes and Persimmon Homes
	Plan period and housing requirement		

ID	Summary of issues raised	Council Response	Respondent
3.82	The average minimum housing requirement of 972 per annum set in the PfE Plan should be taken through to the end of the Local Plan period, even though the PfE Plan only runs to 2039.	The Local Plan is a Part 2 Plan and will provide for an average of 972 homes per annum in accordance with the preceding Places for Everyone Plan.	Pegasus Group obo Barratt Homes and Miller Homes; Pinnacle obo Story Homes; Peel L&P
3.83	The NPPF requires strategic policies to <i>'look ahead over a minimum 15-year period from adoption'</i> . The Wigan Local Plan will therefore need to be extended beyond 2040 to achieve this.	The Local Plan is a Part 2 Plan which will include policies to deliver the level of housing set out in the preceding Places for Everyone Plan, which has a plan period to 2039. This is in accordance with paragraph 234c of the National Planning Policy Framework.	Stantec obo Harworth Group Plc; Home Builders Federation; Emery Planning obo Wain Homes; Lichfields obo Legh Estate; Pinnacle obo Story Homes; Peel L&P

ID	Summary of issues raised	Council Response	Respondent
3.84	The Local Plan is required to plan for the provision of at least 16,527 homes up to 2038 as set by the PfE Plan, plus the additional housing need for any years of the Local Plan that extend beyond the PfE plan period.	The Local Plan is a Part 2 Plan which will include policies to deliver an average of 972 homes per annum as set out in the preceding Places for Everyone Plan, which has a plan period to 2039. This is in accordance with paragraph 234c of the National Planning Policy Framework.	Turley obo Lilford Estates and Tarleton Estates
3.85	Consider that the plan period will need to be extended to 2043, on the basis that it is unlikely that the plan will be adopted before 2027 and a full 15-year plan period needs to be provided from adoption. Local Plans can be subject to considerable delays and the Council needs to be realistic about how long an examination may take, considering the almost inevitable need for main modifications and further public consultation, and apply a cautious approach.	The Local Plan is a Part 2 Plan which will include policies to deliver an average of 972 homes per annum as set out in the preceding Places for Everyone Plan, which has a plan period to 2039. This is in accordance with paragraph 234c of the National Planning Policy Framework.	Emery Planning obo Wain Homes
	Approach to allocations		
3.86	Support approach as this can provide more houses on land that is not useful.	Support welcomed.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
3.87	Support the allocation of sites for residential development as it is central to a plan-led system and ensuring brownfield sites come forward as a priority.	Support welcomed.	St James's Street Property Management obo Old Hall Street Properties
3.88	Consideration should be given to an appropriate level of flexibility in the housing land supply to ensure that the plan is robust and resilient to change.	The total housing supply identified in proposed Policy H1 includes a flexibility allowance to allow for any non-delivery on sites or delivery at a lower rate than expected.	Origin obo A & A Broster Partnership, Brian Smith, and Mr. Taylor and Messrs Winstanley; Home Builders Federation; Mosaic obo Morris Homes and Persimmon Homes

ID	Summary of issues raised	Council Response	Respondent
3.89	Concern expressed about over-reliance on the existing supply of large complex sites as evidence shows that masterplanning and infrastructure delivery is often subject to delay. There are signs that not all this supply is deliverable in the timeframe of the Local Plan.	The total housing supply identified in proposed Policy H1 includes a range of sites and a flexibility allowance to allow for any non-delivery on sites or delivery at a lower rate than expected. It is not currently anticipated that all of the homes at South Hindley will be delivered within the plan period.	Origin obo A & A Broster Partnership, Brian Smith, and Mr. Taylor and Messrs. Winstanley
3.90	The housing land supply should include a short and long-term supply of sites including both strategic and non-strategic allocations. Delivery is optimised where a wide mix of sites is provided in terms of both size and location. This provides choice for consumers, allows places to grow sustainably, creates opportunities for the construction sector, responds to changing circumstances, treats the housing requirement as a minimum, and provides choice and competition in the market for land.	The total housing supply identified in proposed policy H1 includes a range of small and large sites throughout the borough, together with a flexibility allowance to allow for any non-delivery on sites or delivery at a lower rate than expected.	Origin obo of A & A Broster Partnership, Brian Smith, and Mr Taylor and Messrs Winstanley; Home Builders Federation; WSP obo

ID	Summary of issues raised	Council Response	Respondent
			Seddon Homes
3.91	The stepped delivery of 1,025dpa from 2030 may present certain challenges for the district particularly if the three strategic housing allocations in the PfE Plan do not deliver as expected.	The total housing supply identified in proposed policy H1 includes a flexibility allowance to allow for any non-delivery on sites or delivery at a lower rate than expected.	Pegasus Group obo Barratt Homes
3.92	It could be premature for the Council to identify the six large brownfield sites as potential residential allocations before they have concluded their work on exactly what type of housing is needed and where and how this brownfield land could be made viable. There is scant detail currently on how the council intends to bring these allocations forward.	The 6 proposed housing allocations in the Local Plan are being actively promoted for development by landowners / developers with work underway to bring them forward.	Pegasus Group obo Barratt Homes and Miller Homes
3.93	Reliance on PfE allocations to provide a housing land supply buffer is not an effective measure to ensure there is enough land to meet housing need.	The Places for Everyone housing allocations form part of the borough's land supply. The total housing supply identified in proposed policy H1 includes a flexibility allowance to allow for any non-	Pegasus Group obo Barratt Homes and Miller Homes; Lichfields obo Barratt Homes and

ID	Summary of issues raised	Council Response	Respondent
		delivery on sites or delivery at a lower rate than expected.	Taylor Wimpey
3.94	Due consideration should be given to the viability of the proposed allocations, particularly given known viability issues in Wigan.	Consideration is being given to the viability of proposed allocations and the Local Plan will be subject to viability assessment.	Emery Planning obo Wain Homes; Pegasus Group obo Barratt Homes and Miller Homes
3.95	A policy for each of the large sites is an appropriate approach and reflects the individual delivery challenges that each site faces. The individual policies should reflect the unique challenges of each site but should not stymie the deliverability of each site.	Noted.	Countryside Partnerships
3.96	Based on our initial high-level analysis, the overall number of homes identified for the six large sites is clearly not achievable. Moving forward, it will be incumbent upon the Council to prove that the number of homes identified for each site – and other sources of supply – is deliverable.	The 6 housing allocations in the Local Plan are being actively promoted for development by landowners / developers with work underway to bring them forward.	Stantec obo Harworth Group Plc

ID	Summary of issues raised	Council Response	Respondent
3.97	The plan should allow for windfall provision of housing on sites that are not allocated for housing development where this would be complementary to other proposed uses that are acceptable and supported.	Proposed policy H1 includes a windfall allowance on small sites of less than 5 units and will allow for windfall provision on larger sites when in accordance with the development plan.	Savills obo Harworth Group Plc
3.98	Additional policies will be required to ensure that the Council is able to meet its housing requirement obligations, as the number of units that can be achieved through the proposed allocations is sufficient to provide for only one third of the demand.	Proposed policy H1 identifies a total housing supply that meets the plan target as set out in the Places for Everyone Plan.	Savills obo Harworth Group Plc
3.99	At least 10% of the housing requirement should be on sites no larger than 1 hectare or else demonstrate strong reasons for not achieving this target.	The housing land supply includes significant levels of supply on smaller sites.	Home Builders Federation
3.100	It is important that the plan is underpinned by robust and proportionate evidence for the historic environment. A screening exercise should be undertaken to identify heritage assets that may be impacted by new development on proposed allocations. We suggest you prepare HIAs for [all] sites, although some can be brief. Where there is potential for impact on significance to a heritage asset either directly or indirectly such as impact on setting a more detailed HIA	Assessments are being undertaken as appropriate.	Historic England

ID	Summary of issues raised	Council Response	Respondent
	should be prepared. From the list of housing sites identified we consider this is likely to be Westwood Park.		
3.101	The Local Plan should confirm Wigan's approach to distribution within the east-west core and continue to promote Astley as a sustainable settlement and a preferred location for future development given its location within a strong housing market area where demand is enabling high delivery rates.	The Local Plan supports the Wigan-Bolton Growth Corridor (Northfold) but does not take forward the Core Strategy concept of the east-west core.	Lichfields obo Barratt Homes
3.102	The consultation document states that a number of large sites (that are likely to be allocated within the Local Plan) account for circa. 5,100 new homes of a total requirement for around circa. 15,000 homes to 2040. As it stands, land to accommodate circa. 10,000 units will need to be robustly identified.	Proposed policy H1 identifies a sufficient housing supply to meet the plan target as set out in the Places for Everyone Plan.	Lichfields obo Barratt Homes and Taylor Wimpey
3.103	We have significant doubts of the developability of some sites included within the SHLAA, viability concerns around the delivery of homes on brownfield land and reliance on large strategic allocations. It is unlikely that Wigan can deliver a robust supply over the Plan period.	Proposed policy H1 identifies a sufficient housing supply to meet the plan target as set out in the Places for Everyone Plan.	Lichfields obo Barratt Homes and Taylor Wimpey
3.104	Other than the six 'large sites' the consultation document doesn't refer to other sources of supply contained in the SHLAA (September 2022) to deliver the remainder of the total requirement of circa. 15,000 dwellings to 2040.	Proposed policy H1 identifies a sufficient housing supply to meet the plan target as set out	Lichfields obo Barratt Homes, Taylor

ID	Summary of issues raised	Council Response	Respondent
		in the Places for Everyone Plan.	Wimpey and Legh Estate
3.105	The document does not provide any background or justification for why the 6 allocations are included, yet why other strategic sites currently identified as safeguarded and included in the SHLAA have been overlooked, such as the safeguarded residual land in Standish. This is insufficient for a Local Plan that aims to be ambitious in delivering a wide range of homes that meet the needs of all.	A Housing Topic Paper will be produced and Topic Papers for each of the housing allocations providing further information on these matters. Proposed policy H9 sets out the approach to the remaining safeguarded land in Standish.	Mosaic obo Morris Homes and Persimmon Homes
3.105	Welcome the recognition that large sites will require supporting infrastructure and support the approach of allocating the sites. The NHS and its partners should work with the Council on these large sites in the formulation of appropriate mitigation measures for the impact on healthcare infrastructure to be included in the allocations. For example, strategic schemes will need to consider whether a new healthcare facility is required, or an existing centre could be reconfigured or expanded to accommodate the additional services required. This could be undertaken as part of the masterplan process that is proposed as a requirement for the strategic sites.	The Council will continue to work with the NHS on these matters.	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
3.106	South Hindley, South of Atherton, East of Atherton, Landgate and North Leigh Park have been allocated for development for years but none have been fully built out and many are still to deliver major infrastructure improvements ahead of building a significant proportion of the allocated quantum. Westwood Park also has a history of unimplemented permissions. Query whether it is viable to deliver these sites when there have clearly been issues with delivery in the past. The Council needs to publish evidence to demonstrate their deliverability.	The 6 proposed housing allocations in the Local Plan are being actively promoted for development by landowners / developers with work underway to bring them forward for development.	WSP obo Seddon Homes
3.107	Positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important. Also, consider whether development outside a sports site could prejudice its use.	Proposed policy PE3 aims to protect sport and recreation provision in the borough.	Sport England
3.108	Any sites identified in the Plan should be consistent with our Playing Fields Policy and any present, past or future contribution of the site for sport be considered and identified in any site assessment.	Noted.	Sport England
3.109	A policy for each large site is supported. These should set out how the development will deliver infrastructure to mitigate its own impacts and all site allocations should be fully serviced in terms of local infrastructure and community facilities to be sustainable and not put additional pressure on	Noted.	St Helens Council

ID	Summary of issues raised	Council Response	Respondent
	services and facilities in nearby settlements within St Helens Borough.		
3.110	Careful consideration is needed on the impacts of any site allocation (and other development sites that may come forward) in the vicinity of M6 Junctions 22 and 23 in terms of their operation, as well as the local road network, and any potential mitigation measures required. The operation of Junction 23 and the need for mitigation to support any further growth was fully considered through the Examination of the St Helens Borough Local Plan. The Wigan Local Plan needs to give similar consideration, particularly if any sites come forward in the vicinity of the Junction which may have impacts on it. In this context, the 'Pocket Nook' allocation needs consideration to understand whether it will likely have any degree of impact, and if so, how this should be mitigated.	The Local Plan is not proposing housing allocations in close proximity to M6 Junction 22 or 23. Pocket Nook is an allocated site in the Places for Everyone Plan and its impacts were considered as part of that plan process.	St Helens Council
3.111	There is precedence in Wigan for allocated sites being slow to deliver units and sites not coming forward as quickly as expected and as such, pragmatic timescales need to be applied to site lead in times with a contingency for significant slippages too.	Noted.	Lichfields obo Legh Estate
3.112	Reliance on PfE allocations and other large-scale sites which have been allocated for years is not an effective measure to ensure there is enough land to meet housing need.	The total housing supply identified in proposed policy H1 includes a flexibility allowance to allow for any non-	Lichfields obo Legh Estate

ID	Summary of issues raised	Council Response	Respondent
		delivery on sites or delivery at a lower rate than expected.	
3.113	Strongly support the intention to have a policy for each of the large sites. Indeed, we would support a site-specific policy for all sites that are specifically allocated for new development. Clarity in site-specific policy helps to remove uncertainty, which in turn helps to contribute to a level playing field during the land acquisition process. Adding clarity, certainty and consistency through site-specific requirements helps to create a policy which is more likely to be successfully implemented.	Noted.	United Utilities
3.114	The geographical distribution of growth being proposed and the economic and environmental impact of such closely related, large-scale allocations on the surrounding areas must be considered. A more balanced approach to distribution of development through housing allocations should therefore be investigated and further sites allocated for development in areas which are shown to have a higher need for affordable and other housing.	The housing supply identified in proposed policy H1 is distributed throughout the borough's towns on large and small sites, which is considered an appropriate way to distribute growth.	Emery Planning obo Wain Homes
3.116	The evidence provided as part of the consultation indicates that the emerging Local Plan will have limited flexibility in terms of housing supply. There are uncertainties which may affect the deliverability of dwellings included within the trajectory, and the current flexibility will not be able to	The total housing supply identified in proposed policy H1 includes a flexibility allowance to allow for any non-	Emery Planning obo Wain Homes

ID	Summary of issues raised	Council Response	Respondent
	mitigate the expected shortfalls in housing delivery across the plan period.	delivery on sites or delivery at a lower rate than expected.	
3.117	The proposed housing and land allocations will be considered once the full portfolio of allocations is proposed.	Noted	West Lancashire Council
3.118	Some of the proposed allocations have site specific environmental constraints and opportunities that could present technically challenging circumstances to overcome. Site-specific policies should be made to ensure future development in these areas are aware of the environmental constraint and opportunities as early as possible.	All our allocations include site specific policies applicable to the site constraints.	Environment Agency
3.119	A Level 2 Strategic Flood Risk Assessment will be needed to cover site allocations within areas at risk of flooding unless they are adequately addressed in the GMCA Level 2 SFRA. Where they are not, the Sequential Test must be adequately carried out for each site, and site-specific policies should make it expressly clear that residential, other more vulnerable and less vulnerable developments will not be permitted in areas of the site which are within the functional flood plain (Flood Zone 3b, as defined and illustrated in this document's evidence base, the Greater Manchester's Strategic Flood Risk Assessments) and that it will be demonstrated all attempts to	We consider that our site allocations have been addressed through the GM Level 2 SFRA but have also sought to gather further flood risk evidence to ensure our approach is sound. This will be set out in a Flood Risk Topic Paper.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	steer development away from areas at high risks of flooding have been made.		
3.120	Site-specific policies need to ensure that the 8-metre undeveloped buffer zone to main rivers is protected or, where there is existing development within the 8-metre buffer zone, a betterment can be demonstrated.	Proposed policy EN3 Blue Infrastructure Network includes a proposal for 10 metres minimum buffer zones.	Environment Agency
	Alternative / additional sites		
3.121	Green Belt sites are likely to be required to meet housing needs over the plan period.	It is not anticipated that Green Belt sites will be required to meet housing needs over the plan period because proposed policy H1 identifies a total housing supply that exceeds the plan target.	Northstone; Origin obo A & A Broster Partnership, Brian Smith, and Mr Taylor and Messrs Winstanley; Pegasus Group obo Bellway Homes; Lichfields obo Barratt Homes, Taylor

ID	Summary of issues raised	Council Response	Respondent
			Wimpey and Legh Estate; Stantec obo Harworth Group Plc; Emery Planning obo Wain Homes; Pegasus Group obo Miller Homes and R E & S Baldwin Ltd; WSP obo Seddon Homes; Pinnacle obo Story Homes
3.122	To ensure a stable delivery of housing to meet need / requirements and deliver sufficient levels of affordable and other forms of housing over the extended plan period, alternative sites should be allocated / identified for delivery, to allow contingency should any of the Council's identified sites fail to come forward as anticipated.	The total housing supply identified in proposed policy H1 includes a flexibility allowance to allow for any non-delivery on sites or delivery at a lower rate than expected.	Northstone; Origin obo A & A Broster Partnership, Brian Smith, and Mr

ID	Summary of issues raised	Council Response	Respondent
			Taylor and Messrs Winstanley; Pegasus Group obo Barratt Homes, Bellway Homes and Miller Homes; Lichfields obo Barratt Homes, Taylor Wimpey and Legh Estate; Stantec obo Harworth Group Plc; Emery Planning obo Wain Homes; St James's Street

ID	Summary of issues raised	Council Response	Respondent
			Property Management obo Old Hall Street Properties; Mosaic obo Morris Homes and Persimmon Homes; WSP obo Seddon Homes; Grimster Planning obo Lovell Partnerships Ltd; Pinnacle obo Story Homes; Peel L&P
3.123	The Local Plan will need to be supported by a Green Belt Review and an updated Green Belt Assessment.	It is not anticipated that Green Belt land will need to be released for housing-led development. The Local Plan	Pegasus Group obo Barratt Homes and

ID	Summary of issues raised	Council Response	Respondent
		will be supported by Green Belt assessment as appropriate.	Miller Homes; WSP obo Seddon Homes
3.124	Identifying smaller sites adjacent to sustainable settlements will be required to ensure enough developable land is available to meet the Borough's housing needs.	Proposed policy H1 identifies a sufficient housing supply to meet the plan target as set out in the Places for Everyone Plan, without the need to identify smaller sites adjacent to settlements.	Lichfields obo Barratt Homes and Taylor Wimpey
3.125	Safeguarded land that is in the SHLAA should be allocated for development in the Local Plan. This includes land in Standish, which is suitable for more aspirational housing.	Proposed policy H9 sets out the approach to the remaining safeguarded land in Standish. The safeguarded land that is not allocated for development in the Local Plan is either built out, under construction or unsuitable for housing development.	Mosaic obo Morris Homes and Persimmon Homes; WSP obo Seddon Homes; Grimster Planning obo Lovell Partnerships Ltd

ID	Summary of issues raised	Council Response	Respondent
3.126	Brownfield land that is in the SHLAA should be allocated for development in the Local Plan.	Sites within the Wigan Strategic Housing Land Availability Assessment form part of the borough's housing land supply as set out in Proposed policy H1.	St James's Street Property Management obo Old Hall Street Properties
	Safeguarded Land		
3.127	Can safeguarded land go back to being Green Belt?	The case for putting land into the Green Belt has to be at least as strong as it needs to be for taking land out of the Green Belt and would need to be underpinned by a material change in circumstances and a demonstration that the land is not needed to meet housing needs.	Workshop – Standish
3.128	The safeguarded land in Standish with capacity for 600 additional homes should be ringfenced for housing for older people.	Proposed policy H9 sets out the approach to the remaining safeguarded land in Standish. It cannot reasonably be	Workshop – Standish

ID	Summary of issues raised	Council Response	Respondent
		ringfenced for housing for older people.	
3.129	Safeguarded land must be provided in the Local Plan to ensure it is consistent with national policy. The only way of ensuring that the Green Belt boundaries can endure beyond the plan period is to designate safeguarded land.	The Wigan Local Plan is a part 2 plan providing for development in accordance with the preceding Places for Everyone Plan, which defined a new Green Belt boundary for the borough. Identifying areas of safeguarded land would need another Green Belt review which isn't needed at this time in this Local Plan.	Emery Planning obo Wain Homes
	Green Belt / greenfield & brownfield land		
3.130	Agree with preference for developing brownfield sites but would caution that many can support a wealth of biodiversity interest and that this interest should be protected and enhanced. Brownfield sites can act as key ecological corridors and stepping-stones contributing to a coherent and resilient ecological network. Appropriate assessment needs to be made before development is considered.	Statutory biodiversity net gain requirements now apply. In addition, proposed policy EN2 requires opportunities for green infrastructure to be identified.	Lancashire Wildlife Trust
3.131	Support commitment to bringing forward brownfield sites. There are different challenges involved in the	The council is working proactively with landowners	Northstone

ID	Summary of issues raised	Council Response	Respondent
	development of brownfield land. It is vital that the policies within the Local Plan reflect this and are devised to encourage and support developers in the delivery of these sites.	and developers to help deliver brownfield sites and viability is always a material consideration when considering policy requirements.	
3.132	Can the Council cover the cost of brownfield site clearance through grants?	Brownfield land funding is sometimes available to help cover the cost of brownfield site development.	Workshop - Pemberton
3.133	The old college building on Railway Road should be redeveloped for housing.	The college building and surrounding land is an identified housing site in the Strategic Housing Land Availability Assessment.	Youth Hub - Leigh
3.134	More brownfield land should be used for development / allocated.	The Council has sought to maximise the contribution of brownfield land for development. The Wigan Brownfield Land Register identifies land to accommodate over 7,000 homes.	CPRE; Leigh Neighbours; Private Individual; Leigh Youth Hub; St James's Street Property

ID	Summary of issues raised	Council Response	Respondent
			Management obo Old Hall Street Properties
3.135	Green Belt should not be used for housing development. It should be preserved for our own and future generations.	The plan is not proposing the release of Green Belt land for housing-led development.	Leigh Neighbours; Private Individual
3.136	Developers should not be allowed to build on greenspaces in the borough. They provide opportunities for leisure, recreation and exercise in areas that do not exist in our local communities.	Proposed policy PE3 aims to protect open space, sport and recreation provision in the borough.	Leigh Neighbours; Private Individual
	Infrastructure		
3.137	The Pocket Nook development should not go ahead. The road infrastructure (or public transport) cannot support this development.	Pocket Nook is allocated for development in the Places for Everyone Plan. The Locality Assessment prepared for that plan demonstrated that the proposed site is acceptable in transport terms.	Private Individual
3.138	The identification that certain infrastructure is often required early on in the delivery of a site is supported, and the Council must respond to this by ensuring that there are policies in	Noted	Northstone

ID	Summary of issues raised	Council Response	Respondent
	place to support developers being able to deliver this through policies, funding, and appropriate conditions on planning permissions.		
3.139	There needs to be a commitment from housebuilders to improve on the borough's infrastructure.	Proposed policy PE4 proposes a levy on new homes to support the delivery of education, health, community facility and open space, sport and recreation infrastructure.	Private Individual
3.140	Large sites need to be sustainable, walkable communities with good public transport connections. Minimum density targets should be in place and kept by the developers. To support the infrastructure for mixed-use communities, the Council should land bank development sites and sell smaller plots to developers to capture the increase in the land value.	Places for Everyone Policy JP-C8 refers to the transport requirements of new development. Policy JP-H4 in that plan covers the density of new housing. The council owns a very small proportion of the available land for development.	Private Individual
3.141	The Council needs to ensure that S106 monies to support infrastructure are retained.	The council does require significant amounts of s106 funding, as our Infrastructure Funding Statement sets out. However, we cannot require	Workshop - Ashton

ID	Summary of issues raised	Council Response	Respondent
		s106 funding if it would be unviable to do so.	
3.142	Too many homes proposed and being built in the Atherton area, and in neighbouring areas including Leigh, Hindley Green, Westhoughton and Hulton Park. Need to consider impacts on transport, school places and health infrastructure capacity.	The impacts of development on transport, school places and health infrastructure capacity is considered, through plan-making and at the planning application stage, in line with national planning policy.	Workshop - Atherton
3.143	There is no capacity for further housebuilding in Golborne and Lowton – Too many homes have been built in recent years and there is insufficient road capacity and infrastructure.	The impacts of development on road capacity and infrastructure is considered, through plan-making and at the planning application stage, in line with national planning policy.	Workshop – Golborne
3.144	Concern raised about drainage capacity in Golborne and Lowton, which is already stretched by recent housebuilding.	The council liaises with United Utilities on drainage matters.	Workshop – Golborne
3.145	Concern raised about building more houses in Hindley without addressing congestion, particularly the A577 which is over capacity.	The east-west link road is proposed to alleviate the A577 – see proposed policy T1.	Workshop – Hindley
3.146	There needs to be more investment in infrastructure in Leigh, such as doctors' surgeries, dentists and schools. Further	Proposed policy PE4 will secure developer contributions	Workshop – Leigh;

ID	Summary of issues raised	Council Response	Respondent
	development will make this worse, as the town cannot sustain this level of housing growth.	towards social infrastructure, including health, education, community facilities and open space, sport and recreation according to need in the locality, from all new residential developments	Private Individual
3.147	There is insufficient infrastructure in Standish to support new development	Proposed policy PE4 will secure developer contributions towards social infrastructure, including health, education, community facilities and open space, sport and recreation according to need in the locality, from all new residential developments.	Workshop – Standish; Private Individual
3.148	Given health infrastructure's strategic importance to supporting housing growth and sustainable development, it should be considered at the forefront of priorities for infrastructure delivery. New development should make a proportionate contribution to funding the healthcare needs arising from new development. In areas of significant housing growth, appropriate funding must be consistently leveraged through developer contributions for health and care services	Proposed policy PE4 will secure developer contributions towards social infrastructure, including health, according to need in the locality, from all new residential developments.	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
	to mitigate the direct impact of growing demand from new housing. Additionally, the cumulative impact of smaller housing growth and the need for mitigation must also be considered.		
3.149	Require that the demand for new sports facilities generated as a result of the developments is met by financial contributions. Existing provision within the borough, or area of the borough, may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. To address the impact of housing growth, the New Local Plan, informed by robust and up-to-date sport facility strategies, should set out in policies (or site allocations) the required sport facility infrastructure required to meet future demand. For individual sites, the Sports Facilities and Built Facilities Calculators will provide an indication of what that contribution should be. Both are available through Active Places Power.	Proposed policy PE4 will secure developer contributions towards social infrastructure, including open space, sport and recreation according to need in the locality, from all new residential developments.	Sport England
SHLAA			
	Need for detailed analysis of SHLAA housing supply		
3.150	The sources of housing supply in the SHLAA have not been interrogated or endorsed as part of the PfE Plan examination process. Adoption of the PfE does not endorse this supply position.	The sources of housing supply in the SHLAA are being interrogated as part of the Local Plan process, as far as	Pegasus Group obo Barratt Homes &

ID	Summary of issues raised	Council Response	Respondent
		developers and landowners will allow.	Miller Homes; Lichfields obo Barratt Homes, Taylor Wimpey and Legh Estate
3.151	The consultation document does not contain much detail in relation to how the Council intends to meet its housing targets. We will undertake a detailed review of the Council's claimed sources of supply at subsequent stages of the Local Plan's preparation.	Noted. The Local Plan will be supported by an updated SHLAA.	Stantec obo Harworth Group Plc
3.152	We have significant doubts around the developability, and viability of some sites included within the SHLAA, which will need to be tested through the adoption of the Wigan Local Plan.	The Local Plan will be supported by an updated SHLAA and the housing land supply considered as part of the Local Plan process.	Lichfields obo Barratt Homes and Taylor Wimpey; Pinnacle obo Story Homes
3.153	There is no evidence that the SHLAA 2023 has considered constraints in regard to site suitability, and if this is the case it isn't clearly presented. It also falls short of the level of	Constraints have been considered as part of the SHLAA process. The Local Plan will be supported by an	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
	information required to demonstrate that there are no legal or ownership impediments to the development of sites.	updated SHLAA which will provide further information on site suitability and availability.	
3.154	The assessment of Council owned land demonstrates the Council's willingness to include sites that have been available for long periods of time; those which are constrained and have no identified strategy for being overcome; and capacity assumptions that appear inflated and are not justified. In light of the shortcomings in the information provided in the SHLAA 2023, judgements cannot be made regarding whether the land is suitable, available or viably deliverable for housing in the emerging plan period.	The Council's takes a pro-active approach to bringing forward council owned land for development. The Local Plan will be supported by an updated SHLAA which will provide further information on site suitability and availability.	Pinnacle obo Story Homes
	SHLAA timeframe and housing delivery over the plan period		
3.155	A flat trajectory of windfall homes is assumed from 2028 whereas this is likely to tail off during the latter end of the plan period as this element of the supply gets exhausted.	Homes have consistently been delivered on small sites in the borough over the past 10 years and there is no reason to expect that this will not continue. The trajectory is based upon annual completions over a five-year period using an approach applied consistently by all Greater Manchester districts in	Pegasus Group obo Barratt Homes & Miller Homes

ID	Summary of issues raised	Council Response	Respondent
		their SHLAAs to support the PfE Plan.	
3.156	SHLAA sites make up around 85% of the total supply and many of these sites have known viability issues. This should not be overlooked, including their contribution to much needed affordable housing.	The sources of housing supply in the SHLAA are being interrogated as part of the Local Plan process, as far as developers and landowners will allow.	Pegasus Group obo Barratt Homes & Miller Homes
3.157	The 2023 SHLAA only extends to 2038, not the end of the anticipated plan period of 2040.	The 2025 SHLAA is under preparation and will cover the anticipated plan period.	Pegasus Group obo Barratt Homes & Miller Homes; Emery Planning obo Wain Homes
3.158	Whilst some of the SHLAA housing supply may well be delivered post 2038 it is not clear whether this will meet the Local Plan housing requirement or local housing need.	Over the plan period 2022-2039 an average of 972 homes per annum will be required in accordance with the Places for Everyone Plan.	Pegasus Group obo Barratt Homes & Miller Homes

ID	Summary of issues raised	Council Response	Respondent
3.159	The SHLAA identifies capacity of only 1,481 dwellings beyond 2038. If the plan period is extended to 2043 which we think is necessary to be sound, this would only provide for approximately 247 dwellings per annum, significantly below the local housing need and the local plan requirement	The Wigan Local Plan is a Part 2 plan, and the plan period will align with the Places for Everyone Plan.	Emery Planning obo Wain Homes
3.160	The SHLAA supply from 2028 onwards is heavily reliant on sites without permission. This means that for over 10 years of the plan period there would be no certainty that enough homes would come forward. In order to include these unpermitted sites within the supply, the Council should allocate them and demonstrate that they are deliverable during the plan period through viability testing. The Council should not be relying on sites with marginal viability or sites in existing economic uses.	The medium and longer-term supply includes a variety of sites with and without permission. As well as allocations in the PfE Plan, the Council is allocating 6 larger sites which will make a substantial contribution to the medium and longer term housing supply. The Local Plan and the housing supply will be subject to viability assessment.	Emery Planning obo Wain Homes
	Distribution of housing land supply		
3.161	There is an imbalance in relation to the distribution of housing land supply. Several important Town Centres are providing significantly lower number of homes in comparison to others. It is not clear from the evidence available as to why certain settlements are expected to be delivering higher levels of growth than others within the same tier of hierarchy.	Housing land supply is distributed around the borough. The borough's town centres have differing amounts of suitable land that is available for residential	Emery Planning obo Wain Homes

ID	Summary of issues raised	Council Response	Respondent
	A more balanced approach would provide an opportunity for growth in other areas where a need has been identified in the evidence base.	development, which is reflected in the level of growth that is anticipated.	
	Lack of Green Belt assessment		
3.162	The SHLAA excludes an assessment of Green Belt sites that are being promoted for Green Belt release and residential development. This is contrary to guidance provided in PPG and means that there will be no assessment of Green Belt land in the likely event that the Council will need to call upon it in the preparation of the Local Plan.	The Places for Everyone Plan was subject to Green Belt Assessment and included the release of Green Belt land for housing allocations in the borough. The Local Plan is a Part 2 plan and is not proposing the release of Green Belt land for housing-led development as it is considered that there is a sufficient level of housing supply without the need for the release of further Green Belt land. The Local Plan will be supported by an updated SHLAA.	Pegasus Group obo Barratt Homes & Miller Homes
	Site specific comments		

ID	Summary of issues raised	Council Response	Respondent
3.163	Pocket Nook (SHLAA Ref 0449) should be removed from the SHLAA as a major landowner is unwilling to sell his land.	Pocket Nook was assessed and allocated as part of the Places for Everyone Plan process.	Workshop – Golborne
3.164	Strongly object to inclusion of land at Jury Street and Briggs Street, Leigh (SHLAA Ref 0408). This is a significant concern to ABWF and ABF, as it is located close to the ABWF site, and immediately adjacent to the updated Employment Area which could have a prejudicial impact on the existing business, both in terms of ongoing industrial operations and the potential to significantly affect the ability for the business to grow, which is contrary to policies in the NPPF on supporting economic growth.	Terraced housing has been cleared on a number of parcels of land at Jury Street and Briggs Street, which remain residential locations. New residential development is suitable in these locations but will be subject to the requirements of paragraph 200 in the NPPF, which states that “Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.”	Rapleys obo ABWF and Associated British Foods ABF
3.165	Landgate (SHLAA Ref 0005) could start to deliver housing towards the end of the next five-year period, with 400 homes in total, which is higher than the figure of 248 in the SHLAA. Also, own land to the north-east in the Green Belt.	Noted. Proposed policy H7 allocates the remaining land at Landgate for housing development. Residential development on this land will	Pegasus Group obo R E & S Baldwin Ltd

ID	Summary of issues raised	Council Response	Respondent
		be included in the five-year supply if there is clear evidence to demonstrate that it is deliverable.	
3.166	It is not considered that North Leigh and South Hindley (SHLAA Ref 0001 and 0002) can be viably developed at the point envisaged in the SHLAA. Further viability evidence is required.	An updated SHLAA will be produced to inform the plan in 2025.	Emery Planning obo Wain Homes
3.167	The SHLAA site capacities for remaining land south of Atherton (SHLAA Ref 0022A), East of Atherton (Ref 0003) and North Leigh Park (0001) are different from those in the Options and Preferences Paper. A revised trajectory is required.	Site capacities have been worked up in conjunction with site promoters. The Local Plan will be supported by an updated SHLAA, which will reflect the most up-to-date evidence on site capacities.	Emery Planning obo Wain Homes
North Leigh Park			
3.168	1,800 homes over 65 hectares means a density of only 27.7 homes per hectare. This will create a car-centric neighbourhood and not a cohesive community. This shows the lack of ambition for sustainable development within the borough.	The density refers to covers the whole site. However, proposed policy H3 also requires the development of the site to provide a strategic green infrastructure network, including open space,	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		woodland, flood mitigation and wildlife habitat; a new Local Centre; and a new link road. This will include large areas that are undevelopable because they have been tipped previously or have other significant constraints. Therefore, it is not the whole area that is being developed.	
3.169	There should be a requirement to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is a requirement of national legislation and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust
3.170	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.171	It should be recognised that there is a requirement from the developer to deliver the provision of a country park as part of the conditions of this development.	Criterion 5 of proposed policy H3 requires the provision of a green infrastructure network at North Leigh Park but there	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
		is no requirement for a country park.	
3.172	The site has been used for farming (mainly dairy), railway and industry (coal and brick). It has taken 50 years for the land to re-wild and now has much wildlife including deer, rabbits, fox, badger, otter and a great variety of birds including woodpeckers, blue great & coal tits, buzzards, kestrels, sparrow hawk, red wings, fieldfares, owls etc. in the area. This area also connects to other wildlife areas and forms a wildlife corridor. Development must take the existing wildlife into consideration and be very limited.	Criteria 6 of proposed policy H3 refers to the need to provide a green infrastructure network including provision for wildlife habitat and criterion 7 requires development to make provision for biodiversity, including taking appropriate account of priority species and ecological features.	Private Individual
3.173	The area is still used by many walkers and dog walkers. At one time it was part of the British cycle route but the section from Hindley Green is now in a poor state.	Noted. Criterion 5 of proposed policy H3 requires good walking, wheeling and cycling provision within the site and with surrounding areas.	Private Individual
3.174	There is concern regarding lack of supporting infrastructure, such as schools, doctors and shops.	Proposed policy PE4 'Development and social infrastructure' will secure developer contributions towards social infrastructure, including health, education,	Workshop - Leigh

ID	Summary of issues raised	Council Response	Respondent
		community facilities and open space, sport and recreation. Proposed policy TC12 'Local Centres supporting thriving communities' focuses shops and community services on our local centres as community hubs.	
3.175	Countryside Partnerships has land interests at North Leigh Park and remain committed to delivering a new community. Ongoing dialogue is crucial. We are keen to ensure that policy wording is not restrictive and does not prevent this technically challenging site from being deliverable and contributes to ensuring the development of high-quality homes.	Noted	Countryside Partnerships
3.176	Welcome the intention for the Council to work with stakeholders to create a masterplan for the site. However, regard should be had to extant planning permission with established parameters and an overarching masterplan for the site. The requirement should be reworded to only require a masterplan if there is divergence from the approved planning permissions or if they lapse. The Council should engage with the developers and other stakeholders to ensure	Criterion 1 of proposed policy H3 requires the site to be brought forward in a comprehensive way that works as a whole site and with its surroundings in phases, building on the principles established by the outline permission, as amended and	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
	a deliverable and realistic document is produced with appropriate timings for delivery.	remaining applicable, in liaison with key stakeholders.	
3.177	The policy wording should note that this is to be a residential-led development or that it will include the development of around 1,600 homes.	Criterion 2 of proposed policy H3 refers to around 1,400 homes. The supporting text refers to around 1,600 homes with around 200 already delivered.	Countryside Partnerships
3.178	The deliverability of a link road from A579 Atherleigh Way to A578 Leigh Road needs to be confirmed in funding and land ownership terms if it is to be a requirement to deliver this component as part of a planning permission, specifically the availability of grant funding for the road, which provides a wider strategic purpose than serving the development. Confirmation is needed that these highways works can be delivered within Council owned land or the existing adopted highway to ensure that no third-party land is required. We welcome discussions with the Council to understand how and when this infrastructure is to be delivered.	Noted	Countryside Partnerships
3.179	The proposed criteria on bus access, walking, wheeling and cycling is not site specific and could be covered by a general policy. Matters of detail can be addressed through the masterplanning exercise. Alternatively, if the criterion really means to indicate that the link road should be designed to	Criterion 5 of proposed policy H3 is now spatially specific and refers to surrounding	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
	accommodate bus traffic then the wording should simply be changed to say this.	communities and Leigh Town Centre.	
3.180	The criterion on surface water run-off should require that a comprehensive drainage strategy for the site is incorporated within the masterplan. It should not seek to establish specific requirements for specific watercourses. It is inevitable that the surface water drainage system will result in some changes to surface water flows, and it is almost inevitable that some change would arise that would cause conflict with these requirements as currently drafted. It should not be contrary to policy to implement what is a partially constructed but fully approved drainage strategy for the site. This approved strategy sets discharge rates for example Westleigh Brook and the outfall has been installed within this phase to accommodate the approved discharge rates for the whole of the site.	Criterion 8 of proposed policy H3 is consistent with policy in the Local Plan Core Strategy at the time of the outline planning permission, and it is reiterated in proposed Policy EN10 in the Local Plan, which would replace it. It should be noted that if the previously developed land standard was applied, a 30% reduction on existing rates would apply.	Countryside Partnerships
3.181	Provision of a strategic landscaping plan and green infrastructure network should be incorporated into the masterplan exercise and should not be a separate criterion.	Noted	Countryside Partnerships
3.182	The policy should not prevent the remediation and development of the site in a phased approach. The Council has already accepted that parts of the site can come forward (Phase 1A1) to the south and the Bellway development to the north. It is unclear why this criterion now seeks a	The proposed policy does not say that the development cannot be phased.	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
	comprehensive approach when parts of the site can be delivered in isolation.		
3.183	This site has significant viability issues associated with the infrastructure and dealing with the coal mining and landfill legacy. Its delivery is likely to require some acceptance that the full policy requirement of affordable housing cannot be delivered, or at least not without grant or other public subsidy. It is also not apparent that this criterion is site-specific. Our preference is that the wording is clarified to make it site specific and also clearer as to what is anticipated, as well as making specific reference to viability, or it is omitted.	Criterion 2 of proposed policy H3 states that an appropriate mix of housing types, tenures and sizes should be delivered, including affordable housing in accordance with Policy H2, which refers to viability. The requirement relates back to the overall capacity of the site for 1,400 homes.	Countryside Partnerships
3.184	It is unclear what 'high environmental standards' requires in the context of the site and having regard to requirements in more general development management policies. We are not aware of any justification for a higher requirement on this site, and nor has there been viability testing to ensure such a requirement would be deliverable. We therefore consider that this criterion should be omitted.	This criterion has not been included in proposed policy H3.	Countryside Partnerships
3.185	The red line boundary should exclude the area that has already been constructed, which will not contribute to housing delivery in the plan period.	The red line boundary excludes the area that has already been constructed.	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
3.186	Consideration should be given as to whether the proposed link road to the north-east of the site should be a requirement of this development and part of this allocation, or whether it should be a separate allocation. This would acknowledge its wider strategic role, as well as allow for further consideration of how the road will be funded and delivered.	Criterion 3 of proposed policy H3 requires the delivery of a link road from the A578 Leigh Road to the A579 Atherleigh Way.	Countryside Partnerships
3.187	Of the consented phases, the only one being delivered is Phase 1A which comprises 199 private and affordable homes. Our analysis indicates that only 66 have been built to date, which is lower than the quoted figure of 99. The other approved phases are wholly reliant on the delivery of the main spine road infrastructure and major land assembly.	Houses have been delivered on SHLAA site 0001A (Land at Nel Pan Lane) and at SHLAA site 0001B (Land west of Tiverton Avenue).	Stantec obo Harworth Group Plc
3.188	We have previously considered the ground conditions of the main body of the site in detail and determined that a significant amount of brownfield funding will be required to remediate the site and deliver the required infrastructure in order to avoid a piecemeal approach which will inhibit the overall design and delivery.	Criterion 9 of proposed policy H3 requires remediation and/or mitigation of landfill, landfill gas, colliery spoil, mineshafts, coal seams and the geological fault within the site as part of its development.	Stantec obo Harworth Group Plc
3.189	The initial delivery of any further consented phases is at least 2-3 years off because a new masterplan and fresh	Delivery is not anticipated in the early years of the plan period.	Stantec obo Harworth Group Plc

ID	Summary of issues raised	Council Response	Respondent
	applications will inevitably be required, as well as fresh applications for grant funding.		
3.190	Based upon Harworth's technical work, we strongly suspect that the overall level of homes identified for the North Leigh Park site cannot be delivered due to the level of remediation required and the likely impact of BNG. The Local Plan needs to be updated to identify a more realistic number of homes for the site.	The total capacity of the site referred to for proposed policy H3 is now around 1,600 homes, instead of the 1,800 homes that were previously envisaged.	Stantec obo Harworth Group Plc
3.191	North Leigh Park contains or is adjacent to sports facilities. Any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF, paragraph 99, and Sport England's Playing Field Policy, unless the specific facility is identified as surplus within a robust borough wide sport facility strategy. We advise that the allocations are clear that the sports facilities are protected or replaced. Any sites that are outside of the site but that may be impacted by them are subject to the requirements of NPPF paragraph 187.	Sports provision was considered as part of the outline permission for development of this site. This permission is conditioned to require details of any replacement playing fields and associated facilities (of at least equivalent quantity and quality) to be submitted and approved by the Council after consultation with Sport England.	Sport England
3.192	The site has been allocated for residential development since 2013 and overall delivery has been very slow. Evidence will need to be prepared to show why this site will now come	The Council is working with the site promoters to bring this site forward. The total capacity	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
	forward to demonstrate that it is developable. There is insufficient evidence to justify why the estimated capacity of new homes varies so considerably between the Core Strategy, PfE, SHLAA and this document.	of this site is now around 1,600 homes rather than the 1,800 homes originally envisaged, which takes account of identified constraints.	
3.193	A large sewer passes through this site. Our latest modelling data identifies a significant level of flood risk. We therefore recommend that this site is covered by the policy that relates to on-site flood risk that we have provided. The flood risk we have identified should be reflected in your Strategic Flood Risk Assessment (SFRA).	This site is covered by an implemented outline planning permission. However, if a fresh planning permission is needed, proposed policy EN10 on development and flood risk would apply.	United Utilities
3.194	There are significant delivery issues on this site. It is not clear whether the remediation and mitigation works on the remainder of the site have been carried out or when the remaining phases are expected to be delivered. Given the scale of the allocation and outstanding contamination, coal mining and geological issues, we have significant doubts as to whether the site will ever come forward. It should be removed from the supply altogether.	The Council is working with the site promoters to bring this site forward. The total capacity of this site is now around 1,600 homes rather than the 1,800 homes originally envisaged, which takes account of identified constraints, which are now proposed to be left in situ.	Emery Planning obo Wain Homes

ID	Summary of issues raised	Council Response	Respondent
South of Hindley			
3.195	The Environment Agency is currently looking to develop a capital flood risk project to reduce flooding within the Borsdane Brook Catchment and are working closely with the Council to scope this further. This is to increase the protection to properties in the Hindley and Platt Bridge area. Borsdane Brook flows to the West of this development site and Dog Pool Brook to the North and parts of the development site in this area are within flood zone 2 and 3.	Criterion 8 of proposed policy H4 requires protection of and enhancement of the environs of Borsdane Brook and Dog Pool Brook to reduce flood risk in the wider Borsdane Brook catchment, if possible, supporting an integrated approach to water management.	Environment Agency
3.196	Hindley has also been identified within the Greater Manchester Integrated Water Management Plan as an area where there is real potential to integrate investment programmes.	As noted above, integrated water management is referred to in criterion 8 of Policy H4.	Environment Agency
3.197	The NPPF also promotes the reduction of flood risk where possible through new development (Para 167c) and it would also align with the preferred approach for flood risk (Page 52). Therefore, we would welcome further opportunity to engage with the Council /development partner to understand how this might be achieved and a stronger reference to this within the preferred option for South Hindley (currently	As noted above, criterion 8 of proposed policy H4 refers.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	integrated water management and/or flood risk is not referenced).		
3.198	There are flooding incidents in the vicinity of the site. We recommend that this site is covered by the policy that relates to sewer flooding incidents in the vicinity of a site that we have provided. The flood risk we have identified should be reflected in your SFRA.	Development of the site will be subject to proposed policy EN10 on development and flood risk, which refers to sewers.	United Utilities
3.199	South Hindley contains or is adjacent to sports facilities. Any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF, paragraph 99, and Sport England's Playing Field Policy, unless the specific facility is identified as surplus within a robust borough wide sport facility strategy. We advise that the allocations are clear that the sports facilities are protected or replaced. Any sites that are outside of the site but that may be impacted by them are subject to the requirements of NPPF paragraph 187.	Criterion 6 of proposed policy H4 requires the enhancement of Leyland Park and the provision / enhancement of sports, open space and recreational provision within the site.	Sport England
3.200	There must be a commitment from the developer to protect and enhance the existing wildlife sites contained within the site.	Criterion 9 of proposed policy H4 requires development to make provision for biodiversity taking appropriate account of Sites of Biological Importance, the Low Hall Local Nature	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
		Reserve, watercourses and wildlife corridors.	
3.201	There should be a requirement to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is a requirement of legislation and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust
3.202	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps, then fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.203	A policy to deliver South Hindley is supported. The policy needs to provide flexibility over the plan period to adapt to the need and demand for housing, alternative uses, employment floorspace and a local centre, and suitable phasing and contributing to infrastructure. Policy will need to reflect the strategic nature of the link road and its delivery. These issues need to be positively addressed to ensure the site is viable and can be delivered.	Noted	Peel L&P
3.204	Significant delivery challenges. The site is very dependent on land assembly due to the numerous landowners and spine road infrastructure required to overcome the highways issues in the local area. It is highly questionable whether any delivery will be achieved within the next few years. The only	The Council is working in partnership to deliver this site. The planning application is being refreshed including a suite of updated technical	Stantec obo Harworth Group Plc

ID	Summary of issues raised	Council Response	Respondent
	conceivable way that could happen is if a first phase could be delivered, but it is clear that the Council is seeking a comprehensive approach, which will not be a short process given the constraints we have alluded to.	information. Community consultation has taken place and a masterplan is being finalised. Refreshed submissions for the planning application are expected in 2025.	
3.205	The significant delays and lack of updates despite the site being allocated and subject to a pending application submitted in 2018 raises serious concerns about the inclusion of the entirety of the 2,000 proposed dwellings in the supply over the plan period. We consider that the site should not be taken forward as an allocation unless sufficient and justified evidence is provided to support its viability and deliverability.	The Council is working in partnership to deliver this site. The original application is being refreshed including a suite of updated technical information. Community consultation has taken place and a masterplan is being finalised. Refreshed submissions for the planning application are expected in 2025.	Emery Planning obo Wain Homes
3.206	While the planning application is still pending, there are clearly significant matters to be addressed given the length of time since the application was submitted in June 2018. The difference in claimed supply between the PfE supply 2022 and this document has not been justified. Clear evidence will	The Council is working in partnership to deliver this site. The original planning application is being refreshed including a suite of updated	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
	be required to demonstrate the site can be developed for 2,000 dwellings given its planning history.	technical information. Community consultation has taken place and a masterplan is being finalised. Refreshed submissions for the planning application are expected in 2025.	
3.207	The site has been used for farming (mainly dairy), railway and industry (coal and brick). It has taken 50 years for the land to re-wild and now has much wildlife including deer, rabbits, fox, badger, otter and a great variety of birds including woodpeckers, blue great & coal tits, buzzards, kestrels, sparrow hawk, red wings, fieldfares, owls etc. in the area. This area also connects to other wildlife areas and forms a wildlife corridor. Development must take the existing wildlife into consideration and be very limited.	Criterion 9 of proposed policy H4 requires development to make provision for biodiversity taking appropriate account of Sites of Biological Importance, the Low Hall Local Nature Reserve, watercourses and wildlife corridors.	Private Individual
3.208	The area is still used by many walkers and dog walkers. At one time it was part of the British cycle route but the section from Hindley Green is now in a poor state.	Criterion 5 of proposed policy H4 requires good walking, wheeling and cycling provision within the site.	Private Individual
3.209	Will the link road be built before building work begins? If not, you are creating a large cul-de-sac with traffic wanting to join	Criterion 4 of proposed policy H4 requires development of this site to deliver a link road	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	either Leigh Rd or Liverpool Rd depending on where the work would start.	from the A58 Liverpool Road to the A578 Leigh Road.	
3.210	Would like to see more in-depth detail on any remediation work done to ensure any asbestos which is likely to be in the ground is dealt with properly and safely.	The planning application is being refreshed to include a suite of updated technical information for the site.	Private Individual
3.211	There is currently no bus service to Hindley railway station from Hindley Green, it's too far to walk. Will this be provided?	The Council has raised this issue with TfGM as part of the Bus Network Review process and will continue to raise it if that is unsuccessful in the first instance.	Private Individual
3.212	More detail needed on services to be provided like doctors, chemists, other shops etc.	Criterion 3 of proposed policy H4 requires the delivery of a new local centre, comprising a balanced range of commercial uses and community facilities.	Private Individual
3.213	Is there a need for 2,000 homes at South Hindley?	The Council is required to deliver an average of 972 homes per year over the plan period and this site will make an important contribution to this.	Workshop – Hindley

ID	Summary of issues raised	Council Response	Respondent
3.214	Concerns raised that the proposed road and other supporting infrastructure will be insufficient to cope with a development of this scale.	Proposed policy PE3 will secure developer contributions towards social infrastructure, including health, education, community facilities and open space, sport and recreation according to need in the locality, from all new residential developments.	Workshop - Hindley
3.215	Delivery of the link road across South Hindley was considered a positive, with some considering it to be instrumental in delivering the east-west road infrastructure.	Noted	Workshop – Hindley
3.216	Leyland Park is a valuable asset, so support requirement to retain and improve this.	Criterion 6 of proposed policy H4 requires the enhancement of Leyland Park as part of the development.	Workshop - Hindley
Remaining Land South of Atherton			
3.217	Strongly support the inclusion of a policy that allocates the remaining land south of Atherton for housing development.	Support welcomed	Turley obo Tarleton Estates

ID	Summary of issues raised	Council Response	Respondent
3.218	The site is not the Green Belt and is largely free from any technical, environmental or landscape constraints which could otherwise prevent it coming forward for development in an acceptable manner.	Noted	Turley obo Tarleton Estates
3.219	Development on the site would form a sustainable extension to Atherton, within the East-West corridor of the Borough. This is an area of the Borough where deprivation is its highest and has been a priority for regeneration in the Core Strategy.	Noted	Turley obo Tarleton Estates
3.220	The site is available immediately for development, subject to planning permission being secured and can be delivered in a phased manner. Tarleton Estates is currently in the process of preparing a planning application for the site.	Noted	Turley obo Tarleton Estates
3.221	The capacity should be higher, at least 320 homes, and potentially higher. Access options to the site can accommodate a development in excess of 300 dwellings.	Criterion 1 of proposed policy H5 requires the delivery of around 320 homes.	Turley obo Tarleton Estates
3.222	Object to the requirement for a road connection from Leigh Road to Tyldesley Road. The outline consent for land to the west of Miller's Lane made provision of a central residential distributor road off which access to individual residential areas could be provided. It is accepted that there is an ultimate aspiration for the provision of a road connection to Tyldesley Road. However, Tarleton Estates considers this is best achieved via the provision of a separate 'link road'	Criteria 2 in proposed policy H5 highlights the requirement to complete the road connection from Leigh Road to Tyldesley Road. Your objection is noted however this is the most appropriate route to provide connections from the site to	Turley obo Tarleton Estates

ID	Summary of issues raised	Council Response	Respondent
	<p>connection running to the south of the area benefiting from outline permission and continuing into the subject site where it would also run south of future residential proposals rather than via the use of an east-west residential distributor road. In the circumstances, the link road would exist independently of the residential developments and not be served off it.</p> <p>Incorporating a road which has a dual purpose as a residential distributor road and providing an east-west connection would open up unrestricted access to Millers Lane, and in turn Hamilton Street and Woodhouse Street for vehicles accessing and exiting the residential area. This could create potential issues due to the narrow width of Millers Lane.</p>	<p>the surrounding area. This route also serves the wider ambitions of the council by removing through traffic from Atherton town centre and along the A577.</p> <p>While the provision of this road will open up traffic to Millers Lane, Hamilton Street and Woodhouse Street it is considered this would not be an attractive route for residents as the direction of travel will prioritise east-west connections. The new junction on Tyldesley Road will be designed to accommodate the development flows and will therefore benefit from less of a delay than using Millers Lane.</p>	
3.223	<p>A small parcel of the site could be served from Millers Lane, possibly 30 to 50 dwellings. Given that a separate emergency access can be provided onto Millers Lane, the full extent of development proposed (320) in addition to the existing</p>	<p>Criteria 2 and 3 of proposed policy H5 outline the requirements for providing access to this parcel of land.</p>	<p>Turley obo Tarleton Estates</p>

ID	Summary of issues raised	Council Response	Respondent
	<p>dwelling could potentially be served from a single point of access off Bracken Road.</p> <p>Assessment has shown that the A577 Tyldesley Road site access junction would operate well within its practical capacity with minimal queuing and delay, when serving the full scale of the 320 dwellings. There are alternative options for accessing development on the parcel of land to the south of Lodge Lane.</p>	<p>Criteria 2 outlines the requirement to provide the remaining link between Leigh Road and Tyldesley Road.</p> <p>Criteria 3 outlines the requirement to ensure substantive development is accessed from this new through road.</p> <p>Notwithstanding the policy designation, detailed matters of access will form part of the development planning process.</p>	
3.224	<p>The whole of the area to the west of Millers Lane (reflecting the extent of the outline planning permission) should be included in the allocation boundary to provide a clear policy basis for consideration of any future applications on the land in the (unlikely) need to revisit any aspect of the outline permission.</p>	<p>The other land within the current safeguarded land designation has planning permission (apart from some small areas that are undevelopable) and it is not considered necessary to include it within the allocation boundary. The area of land subject to proposed policy H5</p>	Turley obo Tarleton Estates

ID	Summary of issues raised	Council Response	Respondent
		does not have planning permission.	
3.225	There should be a requirement to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is now a requirement of legislation and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust
3.226	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps, then fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.227	We will conduct more detailed analysis in relation to this site at subsequent stages, but the timescales for delivery of the balance which doesn't yet have planning permission seems achievable.	Noted	Stantec obo Harworth Group Plc
3.228	The Council must evidence the claimed capacity of this site and demonstrate how the site can be considered developable.	The capacity of this site has been worked up in conjunction with the site promoters and will be reflected in the updated SHLAA.	Pinnacle obo Story Homes
3.229	Houses are not selling due to being overpriced for the local population.	House prices are influenced by supply and demand, which is influenced by a range of	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		factors, which may be out of our control. Development of this allocation will be subject to the requirements of proposed policy H2, which requires at least 25% of the homes delivered to be affordable, subject to viability.	
3.230	This site is a major flood risk area.	The main area of flood risk lies to the south of Lodge Lane. This is reflected in criterion 1 of proposed policy H5, which states that development of around 320 homes will principally take place to the north of Lodge Lane. Development of this site will be subject to the requirements of proposed policy EN10 on development and flood risk.	Private Individual
3.231	This allocation is not new and is already in existing plans.	This land is the remaining area of land safeguarded for development purposes that has never had planning	Workshop – Atherton

ID	Summary of issues raised	Council Response	Respondent
		permission for housing. It is considered appropriate to allocate it to ensure that it forms part of a sustainable urban extension with the land to the west.	
3.232	This land is unsafe for housing due to contamination.	The development of this site will be subject to the requirements of proposed policy EN7, as appropriate.	Workshop – Atherton
Remaining Land at Landgate, Ashton-in-Makerfield			
3.233	Significant water infrastructure passes through this site including the Rivington Aqueduct and a 21-inch trunk main. These are major constraints to development and should be discussed in more detail with United Utilities. These constraints should be reflected in site-specific policy.	Noted	United Utilities
3.234	Remaining land at Landgate contains or is adjacent to sports facilities. Any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF, paragraph 99, and Sport England's Playing Field Policy, unless the specific facility is identified as surplus within a robust borough wide sport facility strategy. Sport England, advise that the allocations are clear that the	Criterion 5 of proposed policy H7 requires the retention, or re-configuration, and enhancement of the playing pitches in the south of the site, including the provision of changing facilities.	Sport England

ID	Summary of issues raised	Council Response	Respondent
	sports facilities are protected or replaced. Any sites that are outside of the site but that may be impacted by them are subject to the requirements of NPPF paragraph 187.		
3.235	There should be a requirement for the developer to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is a requirement of legislation, and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust
3.236	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps, then fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.237	As landowner, very supportive of the preference to prepare a specific policy for the remaining land. Confirm that the site is available and suitable and can accommodate around 400 new dwellings. In the process of instructing and updating technical reports for a residential-led planning application.	Proposed policy H7 requires the delivery of around 400 homes.	Pegasus Group obo R E & S Baldwin Ltd
3.238	R E & S Baldwin Ltd are also the landowners of the employment premises located adjacent to Landgate School (SED Services Ltd). As landowners, they have full control over this element of the site and are currently progressing a live planning application to re-locate the business elsewhere in the Borough, which could free up this land for further residential development.	Noted	Pegasus Group obo R E & S Baldwin Ltd

ID	Summary of issues raised	Council Response	Respondent
3.239	The landowner is very familiar with the requirement for a new road to be built through the site/bypass, as the principle and alignment of the road was secured through the previous outline consent. The future hybrid planning application will also progress this matter and the supporting Transport Assessment will provide further details as to how and when this will be delivered. The landowner will work closely with Wigan Highways to ensure appropriate delivery of the road at the necessary trigger points.	Noted and welcomed	Pegasus Group obo R E & S Baldwin Ltd
3.240	At the detailed planning application stage, connectivity points can be explored and secured and development proposals can be designed to ensure the fishing ponds are safeguarded and their settings enhanced.	Noted and welcomed	Pegasus Group obo R E & S Baldwin Ltd
3.241	Will conduct more detailed analysis in relation to the Landgate site at subsequent stages, but in advance of such material emerging we consider that the current capacity estimates for the site seem sensible.	Noted	Stantec obo Harworth Group Plc
3.442	The Council must evidence the claimed capacity of this site and demonstrate how the site can be considered developable.	The site promoters consider a capacity of around 400 homes to be achievable on this site. This will be reflected in the updated SHLAA.	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
3.243	Bryn Rec should be protected or safeguarded as it will be an important community facility with the addition of 400 new homes.	Criterion 5 of proposed policy H7 seeks to ensure the retention or re-configuration, and enhancement to the playing pitches in the south of the site.	Workshop - Ashton
3.244	There will be more support for new houses if developers contribute to the upkeep/upgrading of existing facilities and infrastructure, such as at Bryn Rec. New, modified and improved sports facilities such as changing rooms and showers would be useful.	Criterion 5 of proposed policy H7 requires the retention, or re-configuration, and enhancement of the playing pitches in the south of the site, including the provision of changing facilities.	Workshop - Ashton
3.245	Disagree with the removal of more greenfield areas. The area should be developed as such to maintain its greenfield status and additional woodland planted, there is ample amounts of disused industrial sites across the borough which could be developed into new homes.	The Council has sought to maximise the contribution of brownfield land. The Wigan Brownfield Land Register identifies land to accommodate over 7,000 homes, but this is not sufficient to meet our housing requirement.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
East of Atherton			
3.246	Strong support for inclusion of the allocation for housing on the northern part of the site and employment development on the southern part of the site.	Support welcomed	Turley obo Lilford Estates
3.247	The site has a capacity of around 600 homes, not 500 as stated, as the northern part of the site could deliver a higher density.	Proposed policy H6 refers to 600 homes.	Turley obo Lilford Estates
3.248	The development of the site should not be required to solely fund improvements to pedestrian routes to Atherton Rail Station - proportionate contributions should also be sought from other developments in Atherton. Requirement should also allow flexibility to take into account any viability issues.	Criterion 4 of proposed policy H6 requires development to provide financial contributions as applicable.	Turley obo Lilford Estates
3.249	Do not object to the provision of green infrastructure corridors between the housing and the employment and along Hindsford Brook. However, object to the proposed requirement for the housing development to provide for, and ensure the future management of, the green infrastructure corridor between the housing and employment areas. Both the residential and employment developments should contribute proportionately to this, as both benefit.	Criterion 7 of proposed policy H6 requires the provision of a green infrastructure corridor but does not set out requirements in terms of management. However, residents are likely to get far more value from such provision than businesses, and residential development is likely to have far greater value	Turley obo Lilford Estates

ID	Summary of issues raised	Council Response	Respondent
		in this location than employment development.	
3.250	Support the position that access to the residential component of the development will be taken off Bolton Road. The policy should record that a limited amount of development may be taken off Shakerley Lane, reflecting the residential proposals to the east of Hindsford Brook. It should record that future employment development will be taken off Tyldesley Road and Tyldesley Old Road.	The recent application for 31 houses off Shakerley Lane was refused due to unsatisfactory highway access. The area of land to the east of Hindsford Brook will need to be considered as part of the masterplan process.	Turley obo Lilford Estates
3.251	This site is identified for 'around 500 homes, possibly more', which is higher than the 500 identified in the Core Strategy. We await more detail on the site's capacity, taking account of BNG requirements, but ahead of that information emerging we suspect that the capacity identified for the site is ambitious.	Proposed policy H6 refers to 600 homes., which is considered realistic taking account of site constraints and is supported by the site promoter.	Stantec obo Harworth Group Plc
3.252	The Council must evidence the claimed capacity of this site and demonstrate how the site can be considered developable..	Proposed policy H6 refers to 600 homes., which is considered realistic taking account of site constraints and is supported by the site promoter.	Pinnacle obo Story Homes

ID	Summary of issues raised	Council Response	Respondent
3.253	There should be a requirement to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is a requirement of legislation, and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust
3.254	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps, then fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.255	Critical that the impact of the Hulton Park development is taken into account given the proximity of the two sites. This has permission for over 1,000 homes, and this could double in the next 18 months.	A planning application would have to take committed developments into account. However, this site is a relatively accessible location with a frequent bus service on the A58 and being close to Atherton rail station.	Private Individuals
3.256	This development should be put on hold for at least 10 years. Why are we permitting more when we cannot even sell the houses at South of Atherton (820 homes), and not forgetting the approved 500 homes at West of Gibfield under Places for Everyone? What will the impact of these 1,300 houses be? We need to see the impact of the 840 houses in the South of Atherton before additional planning permission is granted.	The Places for Everyone Plan requires the Council to deliver an average of 972 homes each year and this site will make an important contribution to this.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
3.257	This is our last green area and our residents will have nowhere left to walk and relax.	Criterion 5 of proposed policy H6 seeks to ensure good walking, wheeling and cycling provision within the site and criteria 7 requires the provision of a green infrastructure corridor between the employment and residential development.	Private Individual
3.258	What about the climate emergency as 20% of carbon is created by building?	New development will be subject to the requirements of Places for Everyone Plan Policy JP-S2 on carbon and energy which aims to deliver a carbon neutral Greater Manchester no later than 2038.	Private Individual
3.259	Newbrook Road is already a traffic jam at peak times. What about the air pollution from increased traffic congestion?	The impact of the proposals will be assessed as part of any future development of the site. Including on traffic and air quality.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
3.260	Who are we building these houses for? It's not for the residents of the borough? Check the ONS population growth data.	People are often in unsuitable homes, young adults are unable to move out of family homes, people are living longer, the population is growing and additional people are needed to support economic growth in the borough, and the cost of housing to buy and to rent continues to increase above rates of pay.	Private Individual
3.261	Affordable houses in new developments are NOT affordable for local people. Check the local average wage and the price of these new builds.	Proposed policy H2 aims to secure affordable housing on market led developments, with priority given to providing homes for social rent.	Private Individual
3.262	Why is this site considered a suitable area for housing?	This land was identified as being suitable for future housing development in the Unitary Development Plan in 2006.	Workshop - Atherton

ID	Summary of issues raised	Council Response	Respondent
3.263	This allocation is not new and is already in existing plans.	This site is not currently allocated. It was identified as a broad location for new development in the Local Plan Core Strategy (2013) and a proposed allocations in the Initial Draft Allocations Plan in 2015, but that plan was not progressed due to work on the PfE Plan.	Workshop – Atherton
3.264	Flooding issues on site would need to be resolved as part of its development.	Development of this allocation will be subject to proposed policy EN10 on development and flood risk. Flood risk will also be considered as part of the masterplanning process, which is a requirement of proposed Policy H6.	Workshop – Atherton
3.265	Concerns that the scheme could be delivered with just one access point onto Bolton Road. A minimum of 2 access points considered necessary, including from Hindsford / Tyldesley to the south with a link through to the proposed new road as part of the South of Atherton scheme.	A development of this scale would typically require vehicular access and an emergency vehicular access. This level of detail will be picked up through the	Workshop – Atherton

ID	Summary of issues raised	Council Response	Respondent
		development planning process.	
3.266	Concerns raised about the suitability of a vehicular access on to Bolton Road due to the bend / lack of visibility splay.	Any new vehicular access onto the adopted highway must have adequate visibility to meet the requirements for Manual for Streets.	Workshop – Atherton; Private Individual
3.267	Need to consider the impact of this and nearby developments on infrastructure, particularly schools, GPs, dentists, play areas and public transport.	Proposed policy PE3 will secure developer contributions towards social infrastructure, including health, education, community facilities and open space, sport and recreation from all new residential developments.	Workshop – Atherton; Private Individual
Westwood Park, Wigan			
3.268	There are two listed buildings on site: Westwood Hall and attached cottage (Grade II) and Westwood Gardens (Grade II). An assessment (often referred to as a Heritage Impact Assessment) needs to be undertaken of the contribution which this site makes to those elements which contribute towards the significance of the Listed Buildings in its vicinity and what impact the loss of this undeveloped site and its	Criterion 9 in proposed policy H8 requires development of this site to take appropriate account of heritage assets and their settings. Westwood Hall was destroyed by fire in 2022.	Historic England

ID	Summary of issues raised	Council Response	Respondent
	<p>subsequent development might have upon their significance. If development would harm elements which contribute to the significance of these buildings, then the Plan needs to set out the measures by which that harm might be removed or reduced. If, at the end of the process, it is concluded that the development would still be likely to harm elements which contribute to the significance of any of these Listed Buildings, then this site should not be allocated unless there are clear public benefits that outweigh the harm / weighed against the harm depending on the level of harm (as is required by NPPF, Paragraph 195 or 196)</p>		
3.269	<p>Westwood Park contains or is adjacent to sports facilities (BMX track). Any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF, paragraph 99, and Sport England's Playing Field Policy, unless the specific facility is identified as surplus within a robust borough wide sport facility strategy. Sport England, advise that the allocations are clear that the sports facilities are protected or replaced. Any sites that are outside of the site but that may be impacted by them are subject to the requirements of NPPF paragraph 187.</p>	<p>BMX riders use some of the paths at Westwood for bike riding, but there is no formal provision of a BMX track in this location.</p>	Sport England
3.270	<p>This site is close to Ince Wastewater Pumping Station with significant wastewater infrastructure located on site. It could result in emissions including odour and noise. Prior to</p>	<p>Criterion 9 of proposed policy H8 requires development of this site to ensure that account</p>	United Utilities

ID	Summary of issues raised	Council Response	Respondent
	allocating this site, the site promoter should be asked to prepare relevant impact assessments so that the area of land that would be developable can be confirmed including any necessary mitigation measures. This reflects the agent of change principle. The outcome of any impact assessments should be reflected in site-specific policy. Policy should also be clear that any impact assessments may need to be updated at the time of an application for planning permission.	is taken of the proximity of Ince Wastewater Pumping Station and potential impacts in terms of noise and odour.	
3.271	This site is adjacent to the canal would only have a short canalside boundary, just to the west of A49 road bridge. Our records indicate that the canal might be in a non-principal cutting here. It would be important that the development of this site maximises the potential of developing adjacent to the waterway corridor. We would welcome specific canal related requirements related to this allocated site.	Criterion 3 of proposed policy H8 requires development to take advantage of the setting adjacent to the canal. However, the boundary of the site has been amended to exclude land to the north of the canal that is detached from the remainder of the site.	Canal and River Trust
3.272	There should be a requirement to provide at least a 10% biodiversity net gain, which becomes mandatory early in 2024, and is in line with the Places for Everyone Plan.	A 10% biodiversity net gain is a requirement of legislation, and Policy JP-G8 of the Places for Everyone Plan.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
3.273	The mitigation hierarchy of avoid, mitigate and if unable to undertake the first two steps, then fully compensate for any remaining harm to biodiversity should be applied.	Policy JP-G8 of the Places for Everyone Plan expects new developments to follow the mitigation hierarchy.	Lancashire Wildlife Trust
3.274	The Council appointed Cushman & Wakefield to review and bring the site forward to the market almost 3 years ago. Few, if any, details regarding the site's expected delivery timescales have emerged in the intervening period, and outline permission for a mixed-use development comprising 429 residential units (A/12/77633), approved on 24 September 2015, has long since expired. The site will need remediation and it will be sensitive to BNG as it has become re-wilded. We strongly suspect that the number of homes currently proposed will not be deliverable.	Further evidence will be provided to support the development of this site, taking account of BNG requirements. The site is considered developable over the plan period.	Stantec obo Harworth Group Plc
3.275	The Council must evidence the claimed capacity of this site and demonstrate how the site can be considered developable given the expired planning permission and the lack of a willing developer.	Further evidence will be provided to support the development of this site. The site is considered developable over the plan period.	Pinnacle obo Story Homes
3.276	Support, but only on the grounds that the area would not be used to create more industrial units. The addition of areas to boost employment would need to be from businesses that serve the local community.	3.5 ha of employment space is proposed to the east of the site to serve the needs of modern	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		businesses, which would provide work for local people.	
3.277	These need to be homes to buy, not rentals or HMOs. People need homes that are their own and not be stuck in the vicious circle of renting.	Proposed policy H2 'Housing mix' seeks the provision of a mix of housing types, sizes and tenures across the borough to help address identified housing needs, reflecting evidence from the latest local housing needs assessment.	Private Individual
Houses in Multiple Occupation (HMOs)			
3.278	If HMOs are the best solution, they should be purpose built with enough areas for bins, parking and green space.	HMOs are part of the offer for housing and the national position is that the conversion of homes to HMOs for 6 residents or fewer does not need a specific planning permission. We have removed permitted development rights in Swinley and Central Leigh through a legal process. Where we have control, criterion 4 of proposed Policy H10 requires new or extended	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		HMOs to provide satisfactory levels of amenity for future occupiers in terms of outlook, internal space, outdoor amenity space, cycle storage and waste and recycling storage.	
3.279	Some considered that if HMOs are located appropriately and have no impact on residential amenity, or traffic, they can be acceptable, if there is a need for them.	Noted	Workshop – Golborne
3.280	Some felt that HMOs offer benefits and provide valuable accommodation for those in need.	Noted	Workshop - Leigh
3.281	Some HMOs are positive, with medical professionals living in them commuting to hospitals in places like Salford.	Noted	Workshop – Tyldesley
3.282	Agree that we need safeguards or restrictions on HMOs to ensure a good quality of life for the residents and neighbours.	Proposed policy H10 provides a range of safeguards and restrictions.	Leigh Neighbours; Private Individuals
3.283	Problems with HMOs are often due to poor management, not the tenure itself.	Proposed policy H10 requires planning applications for HMOs to be supported by a management plan to ensure that acceptable levels of	Leigh Neighbours; Workshop - Leigh

ID	Summary of issues raised	Council Response	Respondent
		amenity for occupants are maintained and to ensure that the amenity of neighbouring occupiers is safeguarded.	
3.284	Consideration should be given to a formal registration requirement for HMOs, including existing HMOs, to enable regular monitoring and inspection to ensure compliance with standards relating to safety provision, maintenance and neighbour amenity. Landlords need to be held accountable.	Under legislation all HMOs for 5 or more people are subject to licensing to ensure compliance with standards. Any planning application for a HMO will also need to be supported by a management plan. Beyond that the council is seeking to work with landlords to encourage them to improve standards. Anything else would be beyond the council's powers.	Private Individuals
3.285	The council should consider the density of HMOs in any given area. If they proliferate then the wrong environment can be created for the rest of the local population. Our experience, particularly in some locations on Railway Road is that HMOs do need to be carefully managed.	Criterion 1 of proposed policy H10 aims to restrict the number of HMOs in localities where there is a high concentration of them. An article 4 direction is in place covering Central Leigh.	Leigh Neighbours

ID	Summary of issues raised	Council Response	Respondent
3.286	One of the bullets in the plan refers to available car-parking. There should also be a reference to public transport and active travel options, such as secure bike storage	Criterion 4 of proposed policy H10 refers to cycle storage, which should be provided in accordance with standards in proposed policy T3.	Leigh Neighbours
3.287	Strongly oppose HMOs. They are not beneficial to low-income people as they are subject to rent increases which only benefit the landlords.	HMOs are one of the most affordable options for single people or couples.	Private Individual
3.288	Constantly permitting the building of HMOs in the borough makes it less appealing, so it is no surprise the population increased by only 3.9% between 2011 and 2021.	Most HMOs don't need planning permission from the council.	Private Individual
3.289	An article 4 direction should cover the whole borough. Having multiple new HMOs near to one another, without needing planning permission, has a strong knock-on impact on communities.	The Council keeps the provision of HMOs under review on a borough-wide basis. Extensions or new A4Ds may be needed in the future but there has to be a strong case.	Workshop – Wigan; Private Individual
3.290	The Local Plan should avoid a saturation of HMOs in each area.	Where planning permission is required, criterion 1 of proposed policy H10 aims to restrict the number of HMOs in	Workshop - Golborne

ID	Summary of issues raised	Council Response	Respondent
		localities where there is a high concentration of them.	
3.291	HMOs are not the best way to accommodate people. There are a range of issues with them including a lack of responsibility for upkeep and maintenance, litter, noise, parking problems and safeguarding concerns.	Proposed policy H10 provides a range of safeguards to ensure that the amenity of neighbouring occupiers is safeguarded and acceptable levels of amenity are maintained for occupants.	Workshop – Leigh; Private Individuals
3.292	There should be a ban on all HMOs. They devalue neighbouring properties	Most HMOs don't need planning permission from the council. When planning permission is needed, a HMO can only be refused if they do not accord with relevant planning policies.	Workshop - Leigh
	Area specific		
3.293	Concern that pubs in Ashton could be turned into HMOs	Any HMOs proposed for 5 or more people will be subject to licensing and if they are for more than 6 people, they will be subject to the requirements of proposed policy H10.	Workshop - Ashton

ID	Summary of issues raised	Council Response	Respondent
3.294	HMOs can cause an issue with parking due to the number of vehicles associated with each property.	When planning permission is needed, the appropriate level of parking provision will be considered in line with the existing use of the property and standards proposed policy T3.	Workshop – Atherton
3.295	Not aware of many HMOs in Hindley or any issues with them.	Noted	Workshop - Hindley
3.296	There are issues with small HMOs that don't require planning permission in Atherton and in Wigan.	The Council keeps the provision of HMOs under review on a borough-wide basis but our HMO evidence base is largely limited to HMOs occupied by 5 or more people, as these require an HMO licence.	Workshop – Wigan; Private Individual
3.297	There are issues with HMOs in Leigh, including around Henrietta Street	An article 4 direction to remove permitted development rights for changes of use from individual dwellinghouses to small HMOs	Private Individual; Workshop - Leigh

ID	Summary of issues raised	Council Response	Respondent
		is in place in Central Leigh, including Henrietta Street.	
3.298	An audit of the number of HMOs needs to be undertaken in the borough, including in Leigh. All/any planning submissions for HMOs should be refused until the number of current HMOs can be assessed.	All HMOs for 5 or more people are subject to mandatory licensing and the Council maintains a register of these HMOs. When planning permission is needed, applications can only be refused if they do not accord with relevant planning policies.	Private Individuals
3.299	HMOs are having a detrimental effect on Leigh town centre.	An article 4 direction to remove permitted development rights for changes of use from individual dwellinghouses to small HMOs is in place in Central Leigh.	Workshop - Leigh
3.300	Not aware of issues with HMOs in Platt Bridge.	Noted	Workshop – Platt Bridge
3.301	There are very few HMOs in Standish.	Noted	Workshop – Standish

ID	Summary of issues raised	Council Response	Respondent
3.302	There are issues with HMOs in Swinley and elsewhere in central Wigan	An article 4 direction to remove permitted development rights for changes of use from individual dwellinghouses to small HMOs is in place in Swinley.	Workshop – Wigan; Private Individual
3.303	HMOs at Poplar Street and Lever Street in Tyldesley are not well maintained.	This is not a matter for the Local Plan. Our Strategic and Private Sector housing team work with private landlords to improve the quality of private sector housing and will respond to complaints and intervene where needed, as far as their powers allow. They are considering supplementary tools and interventions that can be applied to the local private rented sector.	Workshop – Tyldesley
Accommodation for travelling showpeople			
3.304	Is there a need to provide additional sites / facilities for the travelling community [travelling showpeople]? Does the	The 2024 Housing Needs Assessment concludes that there is a sufficient supply of plots for travelling showpeople	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	Council receive a financial contribution from the designated sites?	to meet needs to 2041, with no additional provision required.	
Accommodation for gypsies and travellers			
3.305	Most people in Leigh do not want any areas set aside for gypsies / travellers.	Gypsy and Traveller accommodation is proposed where there is an identified need as set out in the 2024 Greater Manchester Gypsy and Traveller Accommodation Assessment.	Private Individual
3.306	Is there a need to provide additional sites / facilities for the travelling community [gypsies and travellers]? Does the Council receive a financial contribution from the designated sites?	Gypsy and Traveller accommodation is proposed to address an identified need as set out in the 2024 Greater Manchester Gypsy and Traveller Accommodation Assessment. Traveller accommodation is subject to council tax.	Private Individual
Other housing comments			
	Sustainability / quality of homes		

ID	Summary of issues raised	Council Response	Respondent
3.307	Modern terraced homes should be built with parking provision.	New housing development should be built in accordance with proposed policies T3 and T4 on parking provision.	Workshop – Atherton
3.308	Need to be more innovative with layouts, with traffic free areas, similar to those in Holland, or possibly create houses without parking to force active travel.	New housing development will be required to accord with proposed policy PL1 on high quality design and proposed policies T3 and T4 on parking provision.	Workshop – Atherton
3.309	Properties should be built with innovative energy sources, such as one heating source for the whole estate.	Places for Everyone Plan Policy JP-S2 seeks to deliver carbon neutrality through a range of measures and Policy JP-S3 sets out measures to support decentralised heat and energy networks.	Workshop – Atherton
3.310	Homes built within new developments are built too close together with insufficient landscaping.	New housing development will be required to accord with proposed policy PL1 on high quality design.	Workshop - Leigh

ID	Summary of issues raised	Council Response	Respondent
3.311	New homes should be energy efficient and eco-friendly and include features such as heat pumps, solar panels, car chargers and good insulation.	Places for Everyone Plan Policy JP-S2 seeks to deliver carbon neutrality through a range of measures. Proposed policy T3 sets out standards for spaces for electric vehicle charging.	Workshops – Leigh, Atherton; Private Individual
3.312	Need to be stricter on the interfaces between existing development and new development.	New housing development will be required to accord with proposed policy PL1 on high quality design.	Workshop - Wigan
3.313	We need innovative, sustainable solutions if we are to build more houses. Concerns that we are building poor quality housing	Places for Everyone Plan Policy JP-S2 is applicable to new housing developments and seeks to deliver carbon neutrality through a range of measures.	Workshop – Wigan; Private Individual
3.314	Can homes be built to Passivhaus?	Places for Everyone Plan Policy JP-S2 seeks to deliver carbon neutrality through a variety of measures and does not rule out homes built to passive house standards.	Workshops – Wigan, Leigh
	Green Spaces, trees and wildlife in residential developments		

ID	Summary of issues raised	Council Response	Respondent
3.315	Would like to see better enforcement by the Council of policy on green spaces and street trees on developments	New housing development will be required to accord with proposed policy PL1, which highlights nature and green infrastructure as key characteristics of all new development, and with proposed policies PE3 and PE5 which set out open space requirements for new development.	Private Individual
3.316	New development should incorporate trees and native hedging	New housing development will be required to accord with proposed policy PL1 which highlights nature and green infrastructure as key characteristics of new development.	Private Individual
	Housing Densities		
3.317	New build housing should be built at a higher density, which will reduce the need for Green Belt sites. Minimum density targets must be in place and developers should adhere to them.	New housing development will be required to accord with Places for Everyone Policy JP-	Workshops – Tyldesley, Leigh;

ID	Summary of issues raised	Council Response	Respondent
		H4, which sets out minimum densities.	Private Individuals
	Re-use of existing buildings		
3.318	Existing buildings should be repurposed.	Conversions and changes of use of existing buildings form an important part of our housing supply.	Private Individual
3.319	Can empty residential properties be subject to compulsory purchase orders?	The Housing Standards Team works with owners of empty homes to bring them back into use via incentives, support and enforcement tools.	Workshop – Atherton; Private Individual
	Housing Regeneration		
3.320	Support for the re-use of buildings in the town centre for mixed uses including housing.	Support welcomed	Workshop - Ashton
3.321	Need a scheme like the coalfield regeneration fund to improve and extend life of terraced houses.	Noted	Workshop – Tyldesley
3.322	There are problems retrofitting terrace housing to make them energy efficient.	Greater Manchester is set to receive a grant allocation from central government to deliver the Warm Homes Local Grant, which will cover a range of	Workshop – Tyldesley

ID	Summary of issues raised	Council Response	Respondent
		energy performance upgrades for the worst performing homes.	
	Developer profits		
3.323	Policy should be set out (and enforced) that housebuilders cannot just use a site to make profits by building as many homes as possible. Homes should be made that are needed by people, not just for profits.	Proposed policy H2 requires development to contribute to the provision of a mix of housing to help address identified housing needs.	Workshop – Leigh; Private Individuals
	Innovative approaches to housing delivery		
3.324	Need more innovative approaches to housing delivery involving charities and businesses, including living over shops and other businesses	The Town Centre policies are supportive of the re-use of upper floors for housing in the Borough's larger town centres.	Workshop - Leigh
	Resident Parking		
3.325	A resident parking permit scheme should be imposed on streets off Market Street, Atherton	Proposed policy TC5 sets out key priorities for the regeneration and improvement of Atherton Town Centre, which will be secured by working in partnership with groups,	Workshop - Atherton

ID	Summary of issues raised	Council Response	Respondent
		including town centre residents.	
	Standish Neighbourhood Forum and Neighbourhood Plan		
3.326	The neighbourhood plan should be the starting point for any discussion. Any deviation should come back to the community for consideration.	The Standish Neighbourhood Plan will remain part of the development plan on adoption of the Wigan Borough Local Plan.	Workshop – Standish
3.327	Developers are not listening to the local community – developers do not utilise the neighbourhood forum.	The Neighbourhood Forum is consulted as part the planning application process and comments taken into account in the decision-making process.	Workshop - Standish
	Other		
3.328	We need to bring back decision making to a local level, how can government in London have an understanding of what is right for the people in a town 200 miles away!	Noted	Private Individual
3.329	No mention of Westleigh Waterfront which was extremely poorly consulted upon. Hopefully it's been dropped as a bad idea. If it was to go ahead it'd probably get better support if	Housing development at Westleigh Waterfront has planning permission and	Leigh Community Orchard

ID	Summary of issues raised	Council Response	Respondent
	locals had been listened to in order to help it reach its potential.	forms part of the borough's housing land supply.	
3.330	Recommend that future policy requires applicants to provide drainage strategies for foul and surface water. For larger sites, we recommend that policy requires applicants to prepare an infrastructure phasing and delivery strategy. For strategic sites, we recommend that early consideration is given to the infrastructure strategy as part of the preparation of the local plan and to ensure a coordinated approach to the delivery of new development and infrastructure. Proposed policy content was included.	The need for drainage strategies is included in proposed policy EN10 on development and flood risk.	United Utilities

4. Jobs

ID	Summary of issues raised	Council Response	Respondent
Jobs			
4.1	High-tech jobs needed to encourage young families. Ashton is well-positioned, with good houses, a nice environment and good transport connections.	Agreed. This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies.	Ashton workshop
4.2	Need to attract bigger companies.	Agreed. Our sites for jobs growth set out in proposed policies J3-J6 will help achieve this.	Ashton workshop
4.3	Warehousing is the wrong type of job – high land-take and low number of jobs.	Logistics now forms an essential part of our national and local economy. Many of the direct jobs arising from logistics and, importantly, those in the supply and servicing chain, are high quality and a good fit with the technical skills held by many of our residents.	Ashton workshop
4.4	Higher skilled jobs needed in the borough so don't have to travel elsewhere e.g. Manchester for work.	Agreed. This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies.	Atherton workshop, Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
4.5	Call centres would create roles for younger people.	Call centre jobs, along with a wide of other skilled jobs, across our foundational and frontier sectors, will be encouraged across the range of employment sites in our borough, included those proposed through policies J3-J6.	Atherton workshop
4.6	A lot of people now work from home so don't need as many employment areas.	Most jobs offering working from home are office-based in town and city centres rather than our employment areas.	Atherton workshop
4.7	There is scope in the future for new jobs in digital and media and in green energy and biosciences which are potentially well paid jobs. What are Wigan Council doing to attract such industries to Wigan Borough? Such opportunities tend to go in a South Manchester direction whilst Wigan is left with low paid distribution, retail and social care jobs.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies, including proposed policies J7 on the green economy and J9 on Digital and Telecommunications Infrastructure.	Private Individual
4.8	It is a contradiction to promote 'green' sustainability but base all investment and industry miles away from where the workers live i.e. in Wigan. Need to encourage business to locate to large towns like Leigh negating the need for	Wigan town has approximately one-third of the borough's total population. Significant numbers of workers commute	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	people to commute increasing pollution and carbon emissions.	out of the borough for work daily. We are looking to reduce this by promoting jobs growth across the borough, including through allocating new sites (proposed policies J3-J6) and by requiring these new sites to facilitate sustainable transport, including bus services to these locations.	
4.9	Encourage high-end jobs to the borough (AI, advanced manufacturing etc.) to retain skills and reduce out-commuting which is a major contributor to traffic issues on the A580 / Lane Head and in the Golborne / Lowton area.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies.	Golborne workshop
4.10	Opposition to logistics sheds such as those approved at M6 Junction 25, as they employ few people due to robotics.	Logistics now form an essential part of our national and local economy. Many of the direct jobs arising from logistics and, importantly, those in the supply and servicing chain, are high quality and a good fit with the technical skills held by many of our residents.	Golborne workshop

ID	Summary of issues raised	Council Response	Respondent
4.11	Mostly manual jobs locally - need to travel into Manchester for higher paid office jobs as Hindley station allows.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies.	Hindley workshop
4.12	<p>Leigh is more of a commuter town. Housing is contributing to this – big houses, big mortgage – better jobs needed so people leave the town and commute to cities/other areas with more opportunity and better wages.</p> <p>Great transport links also add to this – gives people a better way/opportunity to commute into the bigger towns/cities in surrounding areas.</p>	<p>Commuting, particular where high quality public transport is available, is an important part of the offer the borough, within the city region context, and with other city regions and commuter towns nearby.</p> <p>However, significant numbers of workers commute out of the borough for work daily. We are looking to reduce this by promoting jobs growth across the borough, including through allocating new sites (proposed policies J3-J6) and by requiring these new sites to facilitate sustainable transport, including bus services to these locations.</p>	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
4.13	<p>Empty derelict buildings – is there an opportunity for the council to purchase and have living accommodation above. Leigh Means Business looking at options for funding to be used to provide some level of grant funding.</p>	<p>In accordance with our proposed policy TC3, residential use at upper floor level in the town centre is supported, subject to ensuring acceptable amenity.</p> <p>However, there are no proposals for the Council to acquire vacant buildings for conversion to residential use as there isn't the funding available.</p> <p>However, through the Levelling Up Fund, property owners have been able to apply for grant funding to improve their shopfronts and this is intended to incentivise investment.</p> <p>In addition, the government is introducing a new power for local authorities to require landlords to rent our persistently vacant commercial premises to tenants through</p>	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
		the High Street Rental Auction scheme.	
4.14	Attracting more types of high-quality employment – bigger companies, digital, tech and engineering, would give people a reason to stay in Leigh.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies, including through allocating new sites (proposed policies J3-J6) and our town centres policy including for Leigh (proposed policy TC3)	Leigh workshop
4.15	Current over focus on logistics sites – council not being proactive enough to find alternative higher value sectors that would support economic growth – not ambitious enough.	Logistics now form an essential part of our national and local economy. Many of the direct jobs arising from logistics and, importantly, those in the supply and servicing chain, are high quality and a good fit with the technical skills held by many of our residents.	Leigh workshop
4.16	More manufacturing jobs are needed.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies, including through allocating sites for jobs growth	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
		(proposed policies J3-J6) and safeguarding existing employment areas (proposed policy J2).	
4.17	Need to market Leigh better so that it is seen as aspirational and its hidden assets are promoted.	The Council promotes events and activities in Leigh through social and printed media and is working with partners (notably the Leigh Town Board) to explore opportunities to better market of the town and balance the negativity sometimes prevalent with more positive stories.	Leigh workshop
4.18	Concerns about small and medium businesses only come into Leigh for a year as the first year of renting office is okay, but the renting price is double for the second year.	<p>The need for a choice of quality business accommodation in Leigh is recognised and reflected in Town Centre and Employment policies.</p> <p>Rental asking prices for private sector accommodation is not within the direct control of the local authority.</p>	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
4.19	More tech jobs are needed.	This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies, including through allocating new sites for jobs growth (proposed policies J3-J6) and our town centres policies, including for Leigh (proposed policy TC3).	Leigh Youth Hub
4.20	Businesses at Martland Park employ mostly part time or agency workers. Secure full-time jobs need to be created.	There remain development opportunities within Martland Park to attract a range of jobs of differing types and skill levels. While the Council is committed to attracting higher paid and higher skilled jobs into the borough, it also supports flexible working, including full and part time jobs.	Pemberton workshop
4.21	Need to reuse existing buildings rather than build new industrial buildings	Analysis within our employment areas shows that there is a high occupancy rate within existing employment premises. However, as demonstrated in	Pemberton workshop

ID	Summary of issues raised	Council Response	Respondent
		our EMELA, if we are to grow our economy and slow the outflow of workers to other areas, more is needed to improve our employment offer, to develop and attract new businesses in the borough.	
4.22	Former ambulance station and Boxing club are vacant - could provide 6 lots for employment.	This site is privately owned and was granted planning permission (A/20/89828/CU) in 2021 for change of use of premises for professional offices, light industrial operations (Class E) and storage and/or distribution (Class B8).	Platt Bridge workshop
4.23	Residents commute outside of Standish for work, which results in traffic issue in Standish. There needs to be more employment areas to support local people to stay local.	As identified by our EMELA, Wigan Borough experiences significant numbers of workers commuting out of the borough for work daily. We are looking to reduce this by promoting jobs growth, including through allocating new sites (proposed policies J3-J6), with the aim of	Standish workshop

ID	Summary of issues raised	Council Response	Respondent
		reducing the daily outflow of workers from the borough, and by requiring these new sites to facilitate sustainable transport, including bus services to these locations.	
4.24	There is a lack of accommodation for small businesses, both offices and small industrial units.	<p>There are several Employment Areas in the eastern part of the Borough, including at Chaddock Lane, which offer opportunities for small and medium businesses.</p> <p>We are also proposing a site for jobs growth at Bridgewater West, Astley (see proposed policy J5), which we expect to attract a range of high skilled jobs.</p>	Tyldesley workshop
4.25	More higher skilled jobs are needed e.g. in engineering, law, etc.	Agreed. This is a large part of what the Local Plan is seeking to achieve across the suite of proposed policies.	Wigan Youth Zone

ID	Summary of issues raised	Council Response	Respondent
4.26	<p>NPPF paragraphs 81 to 83 state that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Plans should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations.</p> <p>Places for Everyone (PfE) para. 2.6 states that Wigan is one of four GM districts that would see small decreases in total employment in the period 2020-39 and is one of five northern areas that perform significantly worse overall than the southern areas and has seen relatively low levels of growth overall compared to other parts of the city region and that this is forecast to continue.</p> <p>The PfE Spatial Strategy identifies the Wigan-Bolton Growth Corridor as being important in supporting long-term economic prosperity. The M6 logistics hub provides a major cluster of warehousing and distribution activity with easy access to the Port of Liverpool via the M58</p> <p>The Wigan local plan should reflect this.</p>	<p>We do not want to see “small decreases in total employment in the period 2020-39” and be “one of five northern areas that perform significantly worse overall than the southern areas”. This Local Plan is seeking to do something about this, as supported by our Economic Market and Employment Land Assessment (EMELA) 2024, across the suite of proposed policies, including through allocating sites for jobs growth (proposed policies J3-J6) and our town centres policies, (proposed policies TC2-TC11).</p>	<p>Origin Planning Services obo the A & A Broster Partnership</p>

ID	Summary of issues raised	Council Response	Respondent
4.27	<p>Agree that providing quality jobs in the borough is a high priority for the Local Plan, in addition to encouraging a broader range of job types, including more higher paid jobs. However, strongly object to a specific focus on redeveloping older industrial areas for business use as the best way of prioritising to help reduce carbon emissions. Rather, focus should be to prioritise the location of new logistics development close to the existing employment areas.</p> <p>The site at Wigan Road and Drummers Lane, Bryn, Ashton-in-Makerfield is available, suitable and achievable and therefore deliverable as a site for future logistics and/ or housing development.</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6</p> <p>The site at Drummers Lane is not considered suitable as it would cause significant Green Belt harm by closing the gap between Wigan and Ashton.</p>	Origin Planning Services obo the A & A Broster Partnership
4.28	<p>Quieter, cleaner electric vehicles (through the provision of electric and hydrogen), will open up the possibility to locate logistics facilities in more remote locations closer to residential areas. There will also be requirements, due to surpluses, for older industrial areas to be redeveloped for alternative uses, such as residential use in future. A lot of older industrial areas were located to serve the raw sources of materials rather than their suitability of proximity to the strategic motorway network.</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6.</p> <p>Proposed policy J2 identifies 77 employment areas across the borough that are the focus for employment and support economic growth, where current occupancy rates are very high.</p>	Origin Planning Services obo the A & A Broster Partnership

ID	Summary of issues raised	Council Response	Respondent
		Proposed policy J7 – supports the renewal and refurbishment of existing employment premises to meet carbon emissions and energy performance requirements.	
4.29	<p>In terms of the Borough’s existing supply of employment land, (page 22), the consultation document states that “Not all of this land supply is certain due to ground conditions and development costs affecting viability. This is particularly the case where considerable investment in new infrastructure is needed, which is an ongoing issue for development values in some locations”.</p> <p>This is a clear admission and predication that the current supply identified is not sufficient to meet the needs of the Borough up to 2040 up to the required level of certainty. Over reliance upon these existing employment allocations itself has major uncertainties in delivery and could clearly fail to be effective in stimulating and growing the local economy at a time of stagnant national economic growth and amidst a cost of living crisis – and related ‘ongoing issues for development values’.</p>	As supported by our Economic Market and Employment Land Assessment (EMELA) 2024, four sites for jobs growth are now proposed through proposed policies J3-J6.	Origin Planning Services obo the A & A Broster Partnership

ID	Summary of issues raised	Council Response	Respondent
	Object to this intended over-reliance and, if pursued, it will result in a failure for the Plan to be positively prepared, justified, effective and consistent with national policy.		
4.30	Wigan has a great many brownfield sites that should be used for the delivery of needed homes and jobs, prior to the loss of green fields, which is clearly unsustainable. A proper approach to Levelling-Up and regeneration is needed.	The issue of brownfield land being available to deliver the homes and jobs needed is not just a quantitative issue, although we do seek to optimize the use of brownfield land where and when we can, it is also a qualitative issue. In terms of land for jobs, they often don't have the attributes to meet modern day businesses requirements and overall, there is insufficient land, in the right places to meet the borough economic growth aspirations, as set out in our EMELA 2024.	CPRE
4.31	The amount of growth referred to in page 22 is too optimistic given the economic uncertainty set out above. This is particularly so given that the Prime Minister cancelled HS2.	We do not accept that Wigan Borough should not be ambitious for its residents, where there are significant inequalities and high levels of	CPRE

ID	Summary of issues raised	Council Response	Respondent
	<p>The amount of employment land identified is too high given ongoing economic uncertainty.</p> <p>CPRE is sceptical about commitments for New Investment Zones and needed additional strategic rail during the lifetime of the local plan. Any eligible funding and tax relief ought to concentrate on Wigan's blighted previously used land and not focus on green fields in Green Belt.</p>	<p>out-commuting by car. The Wigan Economic Appraisal and Employment Land Assessment (EMELA) 2024 underpins our policy development in support of jobs growth.</p>	
4.32	<p>CPRE hopes the Council will listen to consultees and will ensure a broader range of job types, including those from the rural economy, and that it will focus jobs on land previously used as older industrial areas for business use to prioritise helping reduce carbon emissions, including by optimising alternative energy sources and retrofitting existing buildings with low carbon and/or energy efficient measures.</p>	<p>We have set out a suite of policies both through the Places for Everyone Plan and through this Plan, particularly in the Jobs chapter which addresses the issues raised.</p>	CPRE
4.33	<p>Support the Council's aims to ensure that it has planned for enough land in the right locations to meet its needs and objectives. However, sufficient land not allocated.</p> <p>The Council has a duty to explore the need for additional employment land to meet the identified demand, during and beyond the plan period. The sites allocated through Places for Everyone and the sites within existing employment areas, together with the mixed use</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6.</p>	Savills obo Harworth Group Plc.

ID	Summary of issues raised	Council Response	Respondent
	development sites are not sufficient and are not in the right location to meet the strategic need for major investment in the industrial and logistics sectors.		
4.34	<p>Need to consider new strategic allocations.</p> <p>Findings from research undertaken by Savills Economics concludes that:</p> <ul style="list-style-type: none"> • there is a greater need for employment land in Wigan than is planned for; • the only way that this need can be met is either through Green Belt release or on safeguarded land currently envisioned for housing delivery. <p>Our research demonstrates that unless additional land is allocated above and beyond that currently planned for, there will be a significant shortage in supply across both the Core and Wider Property Market Areas as the Plan progresses to its end period.</p>	Four sites for jobs growth are now proposed through proposed policies J3-J6.	Savills obo Harworth Group Plc.
4.35	There are no proposals for allocations or areas of growth beyond the use of safeguarded land for delivery of homes or the allocations arising from PfE. Further allocations are hinted at within the concluding paragraphs of the consultation document which states that "the Initial Draft Local Plan will include proposed site allocations and detailed planning policies, which will be based on the proposed	Four sites for jobs growth are now proposed through proposed policies J3-J6.	Savills obo Harworth Group Plc.

ID	Summary of issues raised	Council Response	Respondent
	policy content in this Options and Preferences, influenced by what you tell us, and further informed by a robust evidence base that we are continuing to refresh and update".		
4.36	<p>We support the Council's aims to ensure that it has planned for enough land in the right locations to meet its needs and objectives. However, the Council have not allocated sufficient land. As such, Wigan will not be able to meet its objectives.</p> <p>Accordingly, the Council has a duty to explore the need for additional employment land to meet the identified demand, during and beyond the plan period. In short, the sites allocated through Places for Everyone and the sites at their existing employment areas, together with the mixed-use development sites are not sufficient and are not in the right location to meet the strategic need for major investment in the industrial and logistics sectors.</p> <p>Land north-east of Junction 26 of the M6 at Latham Lane with approximately 32.75 hectares could be delivered as employment, storage and distribution land, and 9.17 hectares as residential land</p>	Four sites for jobs growth are now proposed through proposed policies J3-J6, including Land at M6 Junction 26.	Savills obo Harworth Group Plc.
4.37	Recognising that the delivery of homes and economic growth go hand in hand, there must be enough jobs to	Noted	Grimster Planning obo

ID	Summary of issues raised	Council Response	Respondent
	<p>support the population and skilled workers, and enough homes for those people to live in within Wigan.</p> <p>The Places for Everyone Plan has identified the Wigan-Bolton Growth Corridor as a major opportunity to deliver regionally significant areas of economic and residential growth.</p>		<p>Lovell Partnerships Ltd.</p>
4.38	<p>Outside of this Growth Corridor, it is essential that Wigan continues to support the economic competitiveness of its existing businesses/investors and continues to provide opportunities for its skilled workforce across all industries/sectors. This will require a balanced strategy towards the distribution of targeted economic growth and investment across the Borough, supported by a balanced distribution/ supply of new house types and tenures. The Council's AMR 2021-22 states that only 24.65 hectares of employment land was taken up between April 2011- March 2022, at a rate of just 2.24ha per year. This is well below the annual target of 13.33ha; furthermore, some existing employment land was lost to alternative uses, including housing. As such, the provision of an appropriate supply of employment land in the right places will be crucial to the economic growth and success of the Borough.</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6, including Land at M6 Junction 26.</p>	<p>Grimster Planning obo Lovell Partnerships Ltd.</p>

ID	Summary of issues raised	Council Response	Respondent
4.39	<p>Peel supports the ambition and key priorities set out, with some targeted amendments and additions, including the need to:</p> <ul style="list-style-type: none"> • Provide employment floorspace of the right types and in the right locations to support growth, innovation and productivity within Wigan’s ‘Foundational’ and ‘Frontier’ sectors, including space in the A580 East Lancashire Road corridor, presently over-looked but which is ideally located to deliver sustainable growth in Wigan from across a wider catchment at the western edge of Greater Manchester and accessible to the wider North West region. • Support the improvement of existing tourist assets and destinations and provide opportunities and space to grow the visitor economy. This can be supported through increased and diversified tourism accommodation to increase overnight stays and capitalise on the significant growth in domestic tourism. 	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6, including Land at M6 Junction 26.</p>	Peel L&P
4.40	<p>A core objective of the planning system is “...is to build a strong, responsive and competitive economy...” and must be a key focus of the Local Plan given the persistent and high level of deprivation in the Borough. It is critical that the Local Plan provides sufficient land of the right types is available in</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6, including at Bridgewater West, Astley on the A580 corridor in the east of the borough.</p>	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	<p>the right places and at the right time to support growth, innovation and improved productivity.</p> <p>There is little employment land supply in the eastern part of the Borough, which has the best links with other areas of Greater Manchester.</p> <p>The PfE Plan allocations will not cater for the full needs of the economy nor enable Wigan to capitalise on wider growth opportunities which will add resilience and enhance productivity.</p> <p>CBRE has undertaken an Economic Occupier Study to advise on the nature of the growth potential within the local economy. It has identified that the A580 corridor is an important driver of economic activity which is at risk of being over-looked. There is already significant economic activity within the A580 East Lancs Road corridor, and that it is experiencing substantial growth. This is shown most clearly in the scale of new creative businesses established within the A580 East Lancs Road corridor in recent years, including from within the residential areas.</p>		
4.41	<p>Peel supports the priority to undertake a thorough review of employment needs and growth potential, and to ensure that there is enough land, in the right locations to support growth across both the Foundational and Frontier sectors.</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6,</p>	<p>Peel L&P</p>

ID	Summary of issues raised	Council Response	Respondent
	<p>The existing supply is not presently capable of accommodating all key sources of growth particularly within the Frontier sectors, or of supporting the transition to a higher productivity and more resilient economy.</p> <p>Bridgewater West has the essential components to create a premium destination that is unique within Greater Manchester. It adopts a ‘whole place’ concept – creating an integrated employment-led campus that combines workspaces, retail, tourism and new homes within an ecologically rich environment.</p>	<p>including at Bridgewater West, Astley in proposed Policy J5.</p>	
4.42	<p>The 57 Employment Areas have not been individually assessed, however Sport England highlights that any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF, paragraph 99, and Sport England’s Playing Pitch Policy and/or strategic aims, unless the specific facility is identified as surplus within a robust borough wide sport facility strategy.</p>	<p>These are existing employment areas, and it is a development of policy in the existing development plan. Following a further review, this policy approach has now been extended to 77 Employment Areas identified. A boroughwide Open Space Report & Playing Pitch and Outdoor Sport Strategy assessment has also been undertaken which does not identify any sports facility within the Employment Areas.</p>	Sport England

ID	Summary of issues raised	Council Response	Respondent
4.43	<p>The Places for Everyone Plan, recognises the Wigan area as part of a M6 logistics hub (extending into Warrington, St Helens, and West Lancashire), providing a major cluster of warehousing and distribution activity. The adopted St Helens Borough Local Plan clearly recognises this area for delivering logistics developments by allocating a number of sites in the M6 corridor:</p> <p>The Wigan Local Plan should highlight the importance of delivering infrastructure improvements in terms of the area's wider accessibility, to support planned growth, including on the strategic road network. The Parkside employment area is a transformational opportunity, and will bring significant benefits to the local economy, attracting inward investment to the area. As the site is located on the boundary of Wigan Borough, it is expected that the Wigan Local Plan will support the delivery of the Parkside site and the SRFI so as to maximise the benefits of the site and its enhanced position through the Freeport status.</p>	<p>Two sites for jobs growth are proposed in the Local plan in addition to the site at M6 Junction 25 allocated through the PfE Plan. These are at M6 Junction 26 (proposed policy J3) and West of Winwick Lane (proposed policy J6), which is adjacent to the Parkside site. That proposed policy seeks to complement the development proposals at Parkside and bring forward infrastructure and services in a coordinated way.</p>	St Helens Borough Council
4.44	<p>The Government's 'Future of Freight: a long-term plan' states that the demand for freight and logistics is a derived demand from the needs of trade – whether international, national or local – to move goods through supply chains from raw materials to refined products and onto the end</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6, including at M6 Junction 26 (proposed policy J3) and West of Winwick Lane (proposed</p>	Gerald LLP obo Trammell Crow Company

ID	Summary of issues raised	Council Response	Respondent
	<p>consumer. The freight and logistics sector is one of the largest economic sectors globally.</p> <p>It is important for Wigan to derive its employment land demand, supply and requirements by taking account of its strategic location and accesses to the M6, M62 and M58 motorways.</p> <p>The need for employment land apportioned to Wigan is likely to be in the region of 203-2018ha or 7m-8msqft over a 16 year period. The need for large industrial units (over 100,000sqft) is estimated to be approximately 5m sq. ft or between 130-139 ha - significantly more than previously estimated.</p> <p>The existing supply is the lowest across Greater Manchester; this suppresses demand and gives a distorted impression of the market. To be market-facing, provide flexibility and ambition for growth, additional land for strategic employment development needs to be identified.</p>	<p>policy J6) in the M6 corridor, in addition to the site at M6 Junction 25 allocated through the PfE Plan.</p>	
4.45	<p>It is essential that additional land is released from the Green Belt in Wigan, beyond that which has been identified within PfE, to achieve ambitious growth and flexibility and to meet the jobs, places and people visions and objectives set out within the Options and Preferences Document.</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6, including Land West of Winwick Lane adjacent to the proposed Parkside site.</p>	<p>Gerald LLP obo Trammell Crow Company</p>

ID	Summary of issues raised	Council Response	Respondent
	<p>Savills have identified that the greatest demand in Wigan is for units over 100,000sqft, which are more likely to come forward as part of a large-scale strategic development rather than ad-hoc development of existing sites.</p> <p>Other brownfield sites tend to be located within urban areas, which are generally not suitable for large-scale strategic employment development that supports the industrial and logistics sector. NPPF (para. 83).</p> <p>No other land within Wigan provides an opportunity or choice for the provision of strategic employment allocations suitable for large scale “big box” development to contribute towards the borough’s ambitions. As such, it is essential for the borough’s Green Belt boundary to be assessed and reviewed to meet the Council’s vision and objectives.</p> <p>In order for existing Green Belt land to be considered for allocation, it should:</p> <ul style="list-style-type: none"> • Not perform strongly against the five purposes of being included within the Green Belt • Be close to strategic locations, such as motorway junctions • Not conflict with surrounding uses • Take into account neighbouring authorities and the changing surrounding context. 		

ID	Summary of issues raised	Council Response	Respondent
	<p>Allocations close to rail freight interchanges, ports and aviation freight terminals as well as the strategic road network, would future-proof the borough's position in terms of its strategic cross-modal employment offering.</p>		
4.46	<p>Savills Industrial & Logistics Needs Assessment Overview can be summarised as likely actions to meet the Council's vision and objectives:</p> <ul style="list-style-type: none"> • Wigan is strategically positioned with access to the M6, M62 and M58 motorways • The FEMA identified within PfE is accepted, however Savills has identified a further PMA which is directly relevant to Wigan • The industrial and logistics sector is anticipated to continue to grow given the shift in online retail habits. <p>Clear market indicators of a demand for industrial and logistics floorspace include limited supply (below the national availability equilibrium rate of 8%), rental growth and demand outpacing supply.</p> <p>The likely demand for logistics units over 100,000sqft is estimated to be approximately 5m sqft (significantly higher than previous estimates).</p>	<p>Four sites for jobs growth are now proposed through proposed policies J3-J6.</p>	<p>Gerald LLP obo Trammell Crow Company</p>

ID	Summary of issues raised	Council Response	Respondent
	<p>The identified Green Belt release within the PfE is insufficient to satisfy the market-facing demand.</p> <p>When considering an existing supply of 2msqft, this leaves a requirement for an additional 3msqft of employment floorspace to be identified and allocated.</p> <p>If Wigan does not maximise its strategic opportunities, it risks developers (and therefore occupiers, and labour) locating outside of the borough.</p>		
4.47	<p>With regards to the employment site options, <u>we have not assessed these in detail and request that you share with us the GIS shp files so that we can provide you with further comment.</u> We have initially looked at the sites and note that there are a number of sites where there is a risk of sewer flooding predicted by our modelling data and where there are sewer flooding incidents in the wider vicinity / on site. As such, we would recommend that you refer to our policies relating to sewer flood risk which are within the appendix to this letter. This flood risk will need to be reflected in your SFRA.</p>	Noted	United Utilities
4.48	<p>Officers will consider proposed employment land allocations in Wigan Borough once the full portfolio of allocations is proposed.</p>	Noted	West Lancashire Borough Council

ID	Summary of issues raised	Council Response	Respondent
Focus on the four economic priorities			
4.49	Minerals and waste, and associated sectors should be included as part of the traditional growth sectors within Wigan. Support of existing industrial sectors is critical to growth and consequently other improvements that society seeks. Fully restored landfill sites offer the opportunities for sustainable 'frontier' sectors including renewables and solar. Helping to reduce and remove the uncertainties around securing planning permission increases the likelihood of further investment.	Minerals and waste will be subject to a separate plan review process to replace the existing Greater Manchester Waste and Minerals Local Plans adopted in 2012. Proposed policy EN9 Low carbon heat and energy sets out our approach to support renewable energy across the borough in appropriate locations.	Axis Planning
4.50	Support the 'jobs' vision to 2040, however, the four main priorities could fail to ensure that all land is utilised to maximise the opportunity for economic development and new jobs.	Four sites for jobs growth are now proposed through proposed policies J3-J6.	Aylward Planning
4.51	Sites which are not deliverable should not then allocated for such purposes. Other opportunities for economic development or other gainful use could be promoted, such as the visually prominent vacant site at Warrington Road (Hawkley) into active use. There is no credible argument to impose a restrictive allocation on a very small but visually	This site is in a prominent position on Warrington and is part of a proposed Employment Area (proposed policy J2, ref. J2.72) which sets out a flexible approach for employment uses.	Aylward Planning

ID	Summary of issues raised	Council Response	Respondent
	prominent site that has little prospect of being delivered for traditional employment uses.		
4.52	There is already adequate amounts of land allocated for business and industry, and developers should be forced to invest in existing sites rather than building new.	The Wigan Economic Market and Employment Land Assessment (EMELA) 2024 concludes that to address the Council's growth ambitions, additional high quality, accessible and readily available employment land is needed.	Private Individual
4.53	Support the four identified main priorities.	Support welcomed	Bob May obo Caddick Developments
4.54	Support the Council's approach, despite the lack of certainty on the delivery of supply, by focusing on four main priorities, including the first priority.	Support welcomed	Origin Planning Services obo the A & A Broster Partnership
4.55	Support the third and fourth priorities, however, to deliver the priorities in full, and over the full length of the development plan period alternative options are needed.	Four sites for jobs growth are now proposed through proposed policies J3-J6.	Origin Planning Services obo

ID	Summary of issues raised	Council Response	Respondent
			the A & A Broster Partnership
4.56	The Council has neither allocated sufficient land nor land in the right location to satisfy the third priority. Without allocating further land for employment the wider objectives of the Plan cannot be met.	Four sites for jobs growth are now proposed through proposed policies J3-J6.	Savills obo Harworth Group Plc.
4.57	Overall, support the ambition to secure economic growth in Wigan, to safeguard the competitiveness of the Borough moving forward.	Support welcomed	Grimster Planning obo Lovell Partnerships Ltd.
4.58	Peel supports the identified priorities to support growth in its existing 'foundational sectors', but also to target growth in new 'frontier sectors'. New frontier sectors have the potential for rapid growth, to provide businesses which are relatively high in productivity and job density, and which bring new types of business to Wigan to help diversify the local economy. This is important to ensure that the borough is resilient as the economy continues to transition away from its previous industrial and manufacturing focus.	Support welcomed	Peel L&P
4.59	The four economic priorities are supported, and the importance of supporting and growing the manufacturing	Support welcomed	Gerald LLP obo

ID	Summary of issues raised	Council Response	Respondent
	and logistics “foundation sectors” is particularly emphasised. In supporting foundation sectors, this will both directly and indirectly support the “frontier sectors” by boosting supply chain opportunities as well as attracting other business and investors to the borough as noted above.		Trammell Crow Company
4.60	<p>It is essential that appropriate land within the Green Belt is released and allocated for development. This approach will not only achieve positive growth and economic ambition for the borough, but it will protect the wider Green Belt from speculative development proposals in unsustainable locations if an otherwise inadequate supply of land is allocated.</p> <p>Land at Winwick Lane is in a preferable location to support a strategic industrial /employment allocation, that would generate significant market interest.</p> <p>The site characteristics considered alongside the changing surrounding context as a result of committed at the Parkside East strategic employment and rail freight allocation, supports the notion for the site being removed from the Green Belt. There are no apparent constraints that would prevent development. The site is available, suitable and commercially viable for development.</p>	Four sites for jobs growth are now proposed through proposed policies J3-J6, including Land West of Winwick Lane adjacent to the proposed Parkside site.	Gerald LLP obo Trammell Crow Company

ID	Summary of issues raised	Council Response	Respondent
Existing employment areas			
4.61	<p>The protection and enhancement of existing economic and employment functions are broadly supported, however it is recognised that existing employment areas are more likely to accommodate piecemeal redevelopment of a smaller and locally significant scale, and it is unlikely that existing sites will be redeveloped in such a way that would significantly increase the overall capacity that can be accommodated.</p> <p>Existing employment sites do not present any opportunities for accommodating further large-scale strategic employment development to support the industrial and logistics sector.</p> <p>The emphasis on Existing Employment Site's being the "main focus" for foundation businesses should be readjusted to include both existing employment sites and additional new allocations due to the opportunities that new site allocations can bring to the foundation sector.</p>	<p>Support welcomed</p> <p>Four sites for jobs growth are now proposed through proposed policies J3-J6.</p>	Gerald LLP obo Trammell Crow Company
4.62	<p>Concern that former employment allocations are being rolled into the new Plan despite a lack of any clear evidence that those sites would be deliverable within the Plan period. Some parcels of employment land have been lost to competing uses in recent years (as set out in the AMR) and</p>	<p>The Council has published an Employment Market and Employment Land Assessment (EMELA) in 2024 that has shown that there is a high occupancy</p>	Aylward Planning

ID	Summary of issues raised	Council Response	Respondent
	<p>note a key comment from paragraph 4.4 of the 2023 AMR which states 'good quality sites are quickly developed when they become available in the borough'.</p>	<p>rate across our employment areas and that they should be retained in principle. Proposed policy J2 seeks to protect them for business use but also sets out the circumstances when alternative development might be acceptable. In addition, four sites for jobs growth are now proposed through proposed policies J3-J6.</p>	
4.63	<p>To support existing businesses to grow and modernise, the policy for designated Employment Areas should protect existing industrial operations from additional residential development nearby. There should be a robust policy which ensures that the industrial operations (including distributions by HGVs) on a 24 hour basis, are not prejudiced by noise-sensitive uses in close proximity.</p>	<p>Support welcomed – proposed policy J2 refers.</p> <p>In the circumstances described, the 'agent of change' principle would apply. NPPF para 200 suggests that “...Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.”</p>	<p>Rapleys obo ABWF and Associated British Foods (ABF)</p>

ID	Summary of issues raised	Council Response	Respondent
4.64	The boundaries of the employment areas at Richard Street, Rose Bridge, Chapel Lane, Kirkless Industrial Estate, Springfield and Miry Lane, Wallgate, Westwood Park Drive and Wigan Pier Business Park need to be adjusted to remove land/waterways in the ownership of Canal and River Trust.	Some minor changes to the boundary of Richard Street, Kirkless Industrial Estate, Springfield and Miry Lane, Westwood Park Drive and Wigan Pier Business Park have been made to reflect the ownership of Canal and River Trust where this land does not perform a relevant role within the proposed Employment Areas, and also by removing towpaths and other canal infrastructure, where relevant. However, we have not removed the canal from the Employment Area when that designation crosses from one side of the canal to the other.	Canal and River Trust
	Ashton		
4.65	Support the continued identification of the South Lancashire Industrial Estate. The need for and benefits flowing from new industrial development in this location was examined in detail in a recent Glenbrook appeal	Support welcomed	Bob May obo Caddick Developments

ID	Summary of issues raised	Council Response	Respondent
	(Appeal Ref: APP/V4250/W/22/3307710, Land southeast of South Lancashire Industrial Estate), published on 5th May 2023. The Inspector's decision letter (Paragraphs 82-88) gives a succinct case for such development.		
	Atherton		
4.66	Still waiting for top of Linstock Way employment area to be developed (stage 3)	Linstock Way sits within the proposed Gibfield Employment Area (proposed ref J2.15). Most of the land in this location appears to be occupied, however any new development or change of use will be considered in accordance with proposed policy J2 – Employment Areas.	Atherton workshop
4.67	Existing industrial businesses on Crab Tree Lane should be encouraged to move on to the industrial estates. These areas could then be redeveloped.	The northern end of Crab Tree Lane forms part of Atherton town centre, see proposed policy TC5. Commercial uses and small businesses are often found within or at the edge of town centres with services and uses	Atherton workshop

ID	Summary of issues raised	Council Response	Respondent
		on offer complementary to other town centre uses.	
4.68	Both Bag Lane and Wigan Road in Atherton should be identified as employment areas. Both are high density areas for businesses.	The area bounded by both Bag Lane and Wigan Road forms part of the Gibfield Employment Area (as set out in proposed Policy J2 Employment areas).	Private Individual
	Leigh		
4.69	Support the Council's preferred approach. As ABWF is continually reviewing options for investment to improve and grow their operation to increase productivity, efficiency and sustainability, it is vital that the Local Plan provides an appropriate planning policy framework in order for the business to invest.	Support welcomed	Rapleys obo AB World Foods (ABWF) and Associated British Foods (ABF)
4.70	The proposed boundary change to the Kiribati Way and Kirkhall Lane Employment Area is supported in principle. However, due to site constraints, including existing residential development to the east and south and Westleigh Brook to the west, there is limited potential for growth within the updated Employment Area boundary. Therefore, an extension of the boundary to the north is	We note your concerns about the constraints for your site however the land to the north also has constraints that would need addressing, including flood risk concerns (the land is partly in Flood Risk Zones 2 and	Rapleys obo AB World Foods (ABWF) and Associated British Foods (ABF)

ID	Summary of issues raised	Council Response	Respondent
	requested comprising 4.89ha in ABWF's ownership. Given the site is otherwise constrained and that there is no other site for ABWF to relocate / consolidate within the UK, it is of vital importance that the Local Plan safeguards sufficient land to meet the existing business's needs for growth, which in turn contributes to the borough's economy.	3) and there is an existing cricket pitch. We are happy to discuss these matters further with you.	
4.71	Improved public transport access to existing employment sites in Leigh is needed	We share that objective, as do Transport for Greater Manchester and we will continue to work with TfGM to realise improvements. Now that bus services are back in public control the opportunities re greater but it will ultimately come down the amount of public subsidy available.	Leigh workshop
	Standish		
4.72	Standish Engineering (Mayflower Works) should also be designated as an existing employment area.	The area has been identified as Mayflower Industrial Estate, Standish Employment Area (as set out in proposed policy J2 Employment Areas).	Standish workshop
	Tyldesley		

ID	Summary of issues raised	Council Response	Respondent
4.73	Support inclusion of Chaddock Lane which is important for jobs locally	Support welcomed	Tyldesley workshop
	Wigan		
4.74	<p>The boundary for Warrington Road (Hawkley) should be reviewed omitting the area to the north of the plot currently occupied by Total Fitness and west of the plot occupied by SAICA Packaging, as it is plainly undeliverable for employment development within the emerging Plan period.</p> <p>This very small parcel cannot realistically come forward due to site constraints, particularly owing to the need for third party agreements for HGV access (with consequential effects on the performance of other employment land and potentially residential amenity). It is not suitable as an employment allocation as it is not deliverable.</p>	The Council consider that this site forms an important to the supply of employment land across the borough, with this site situated in a prominent position at a gateway location.	Aylward Planning
Loss of employment accommodation			
4.75	The policy approach does not appear to consider whether the site is genuinely deliverable for traditional employment purposes. If deliverability is not clear, the next step should be to establish whether the alternative use (say another form of economic development) would be otherwise appropriate and positively contribute to other objectives.	Proposed policy J2 sets out a clear approach for safeguarding land for employment purposes within the proposed Employment Areas but also sets out the circumstances when	Aylward Planning

ID	Summary of issues raised	Council Response	Respondent
		alternative development might be acceptable.	
4.76	The commuted sum component of this policy approach should be a last resort, and only used when the Council is of the view that there is a prospect that the land could support traditional employment uses but the applicant chooses an alternative. Furthermore, if the alternative use (e.g. another economic development use) would be appropriate and support wider objectives then there should not be a requirement to mitigate a harm in any event.	Agree, this is broadly similar to our approach that is set out in proposed policy J2.	Aylward Planning
4.77	The prospect of seeking a financial contribution will have ramifications for the viability of both the alternative development and the wider employment market. It is envisaged that the anticipated contributions would unlock employment sites that are otherwise unviable, but this could itself destabilise the market potential of other existing and new employment development. This would need to be considered extremely carefully and would appear to run the risk of being a very blunt tool that is poorly considered.	We recognise that there may be a loss of employment land and/or premises but this would be as a last resort when the options set out in proposed policy J2 have been considered. In such cases, we will expect the developer of the proposed 'higher value' development to contribute to the proposed 'facilitating economic development fund', as set out under proposed policy J2. This will be subject to viability.	Aylward Planning

ID	Summary of issues raised	Council Response	Respondent
Affordable business accommodation			
4.78	Affordable business accommodation should be provided in appropriate locations. As such it should not be a requirement for all employment proposals to provide an element of it on-site, where it would not be an appropriate and/or desired location for start-up businesses or not-for profit social enterprises (e.g. on a large-scale strategic storage and distribution site on a key motorway junction). Such premises are more likely to be suitable in designated centres, or smaller business parks. Any future policy should reflect the geographic demand for such uses.	The Initial Draft Local Plan does not include a policy on affordable business accommodation in the way that has been suggested previously. There is scope within the 77 proposed Employment Areas (proposed policy J2) and the boroughs town centres (proposed policies TC2-11) to accommodate business/ enterprise start-ups.	Gerald LLP obo Trammell Crow Company
4.79	This policy is required or a means of capping rent at affordable prices to allow new business to thrive.	The Initial Draft Local Plan does not include a policy on affordable business accommodation in the way that has been suggested previously, as it would be unworkable in practice in the local context.	Private Individual
4.80	Having office space with hybrid / agile working is now more of an option post Covid. This provides options for bigger companies and will allow younger people to do start-ups.	Noted	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
4.81	Small to medium enterprises and start up options would be a real positive and encourage younger people and job opportunities.	Noted	Leigh workshop
4.82	Spinners Mill is an excellent example of promoting start-up businesses. We need the second mill opening which can help with infrastructure and access, and then a similar approach to Spinner's Mill for Leigh town centre in its approach to commercial rent.	Noted	Leigh workshop
4.83	Incubation spaces in the town centre are needed with low level of rent to get businesses established.	Proposed Town Centre policies TC2-TC11 support this approach.	Leigh workshop
Office uses			
4.84	Agree that the Local Plan should seek to enhance town centres through enhanced office provision. However, this should not be at the expense of appropriate provision in other defined locations. Some new businesses have a locational preference for a base outside of town centres, for example within the A580 corridor, because of its close physical proximity and high quality links to centres elsewhere within the western parts of Greater Manchester. These businesses will not choose to take-up floorspace in a town centre and might seek to relocate outside the borough to better meet their needs.	Four sites for jobs growth are now proposed through proposed policies J3-J6, including at Bridgewater West, Astley on the A580 corridor in the east of the borough to include a modern campus-style business park setting of around 50,000 sqm of high quality business floorspace, including Class E(g) (i) office.	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
4.85	Lack of parking provision is a key factor that discourages businesses from having offices in town centres. Atherton has a number of long-term vacant office spaces - and a lack of local parking provision has been given as a reason for tenancies agreements not being signed.	Noted	Private Individual
4.86	There will be a need for office space for business whose workers cannot easily work from home. Town centre office space could be attractive but will need to be affordable and fit for purpose to meet a range of needs.	Noted	Private Individual
4.87	Lack of office spaces has been flagged in/around Leigh – this is a real potential to encourage investment.	A clause on new office floorspace has been included within proposed policy TC3.	Leigh workshop
The green economy			
4.88	Support the preference to encourage businesses in the green sector and to support existing businesses to operate more sustainably. Encouraging investment in green skills and jobs will help to future-proof employment for a changing world, where there will be increasing opportunities in green energy and the environmental sector.	Support welcomed, proposed policy J7 refers.	Natural England
4.89	As an emerging sector it is not well defined, nationally or sub-regionally, making it difficult to predict what services, technologies and other ways of working will be required in	Four sites for jobs growth are now proposed through proposed policies J3-J6, with the intention that these sites	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	<p>future to adapt to the challenges and opportunities presented by climate change.</p> <p>The Advanced Manufacturing Plan published by Government in November 2023 suggests that in terms of manufacturing it could encompass sub-sectors including zero emission vehicles, connected and automated mobility, aerospace, life sciences, green industries and cross-cutting manufacture support. Other areas of growth could include sub-sectors in the PST sector such as R&D, technical and engineering activities, and also in the creative industry. Wigan is already well-positioned in some of these sectors and has potential in others.</p> <p>The Local Plan should take a proactive approach to identify new sources of employment land that enable it to capitalise on growth and opportunities in the green economy over the next few years.</p>	<p>support the green economy, as well as being energy efficient.</p>	
4.90	<p>This should be a bigger and bolder policy. It should actively support the establishment and growth of green and renewable infrastructure, including supporting opportunities for new solar, wind, low carbon energy, energy storage, carbon capture, hydrogen or any other low-carbon solutions.</p>	<p>Our proposed policy J7 - the Green Economy seeks to promote these approaches.</p>	<p>Axis Planning</p>

ID	Summary of issues raised	Council Response	Respondent
4.91	Agree but suggest the green economy should also include promoting eco-tourism and farm diversification away from intensive agriculture to a more sustainable and wildlife friendly landscape, including the move towards wetter farming and foodstuffs that are grown in a more sustainable way.	Our proposed policy J8 - the Visitor Economy looks to promote tourism in our natural and historic environments. Proposed policy EN5 - Chat Moss supports farm diversification and wetter farming in the Chat Moss area.	Lancashire Wildlife Trust
4.92	Recommend the installation of solar PV on rooftops to avoid the need of using our green fields for solar. For more information https://www.cpre.org.uk/what-we-care-about/climate-change-and-energy/renewable-energy/our-rooftop-solar-campaign/	Proposed policy J7 recognises solar PV as an important opportunity for the green economy.	CPRE
4.93	Support for job growth in green sectors.	Support welcomed	Atherton workshop
4.94	Agree, existing premises should be refurbished instead of building new, incorporating initiatives such as geothermal energy, solar panels, rainwater collecting for flushing of toilets etc.. across all industrial buildings.	This will be pursued where feasible. Proposed policy J7 refers.	Private Individual
4.95	Need to promote green jobs – looking after and maintain nature sites/open space etc.	Proposed policy J7 refers.	Golborne workshop

ID	Summary of issues raised	Council Response	Respondent
4.96	Welcome the commitment to the green economy and especially the intention to renew and refurbish existing business premises.	Support welcomed	Leigh Neighbours Project
The visitor economy			
4.97	Support, pleased to see that the historic environment is recognised as being critical to this sector. There are also many other areas where heritage assets have an important role, such as providing a sense of place for office accommodation. The latest report of Heritage Counts, published by Historic England in November 2023, shows that the heritage sector (direct, indirect and induced GVA) makes a 7% contribution to the GVA of North West England and 8% of jobs (CEBR).	Proposed policy J8 recognises the contribution of the historic environment to the visitor economy.	Historic England
4.98	Support the thrust of these priorities, including the focus on protecting and enhancing special features of the borough that attract visitors, including the canal network.	Support welcomed, proposed policy J8 refers.	Canal and River Trust
4.99	Support the regeneration of our green spaces such as Haigh Hall, Pennington Flash and the canals. If these are developed into visitor hubs such as the courtyard at Haigh, then this would give the economy a massive boost and also make the town feel like a great place to live and work.	Support welcomed, proposed policy J8 refers.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
4.100	Pennington Flash and Haydock Park are huge magnets for tourism which Golborne needs to take advantage of, as current visitors are more inclined to go to Newton le Willows.	The regeneration of Golborne town centre to make it more attractive to visitor is covered in proposed policy TC6, including the new rail station which will be a point access for visitors to the racecourse	Golborne workshop
4.101	The Fir Tree Flash National Nature Reserve is a prime opportunity for development as a community resource. Better access and a multipurpose building / hub (for which there is plenty room) would assist. As Pennington Flash only has the cafe, hides, and an underutilised golf course, Fir Tree Flash could complement this by focusing on facilitating outdoor activities to promote families in active living, climbing walls, competitive cycling, etc.	Fir Tree Flash forms part of the Flashes of Wigan and Leigh NNR which is recognised in proposed policies EN1 - Our Natural Environment and J8 – The Visitor Economy.	Leigh Community Orchard
4.102	Supports town centres developing into social hubs where people will be happy to travel too to spend a day out. Examples like the Gravity Max at Liverpool One, Warrington Market and food hall, Bolton Market. Additionally, cinemas and better nightlife with the regeneration of King Street would be welcomed.	Proposed policy J8 recognises the role of town centres across the borough as part of the visitor economy and policies TC2-11 cover our ten town centres.	Private Individual
4.103	Haydock Park is an important driver of the local economy but also brings problems such as antisocial behaviour, noise	Proposed policy TC4 sets out to further the ongoing regeneration and improvement	Ashton workshop

ID	Summary of issues raised	Council Response	Respondent
	and mess. It doesn't feel like Haydock Park themselves support the local area.	of Ashton-in-Makerfield town centre. There is also now a local board for the town centre. Between the board and the council there should be opportunities to seek better relationship between the town and the racecourse, which is in St Helens Borough even though it is immediately adjacent to the town.	
4.104	Three Sisters also creates noise issues and the café (Hamlet) is not open enough and needs improvement.	<p>The Race Circuit operates in compliance with a noise management plan which is monitored by the Council.</p> <p>The Nest Café forms part of The Hamlet CIC and can be found within the Three Sisters Nature Reserve. The café is open Monday to Friday 9.30am to 2.30pm.</p>	Ashton workshop

ID	Summary of issues raised	Council Response	Respondent
4.105	The arts and cultural activities offer the potential to revitalise areas across the borough. Unlike neighbouring Bolton, the borough is without a film office. Our cultural assets would benefit hugely from the exposure of being used as a film or television location. Businesses across the borough might also be enticed to become locations, or to provide services for the creative industries, helping to increase their revenue, create new jobs and encourage further investment in local communities.	Arts and cultural activities feature in proposed policy J8, specifically clause 4. Wigan Council's Communications Team field enquiries from TV and film and the borough has been a popular location.	Private Individual
4.106	A more positive promotion of the borough's heritage and historical contribution is needed. This is integral to the development and modernisation of its environs and infrastructure without the loss of its significant character features, including the current Town Centre redevelopment being completed and improvements to the transport networks particularly road and rail.	The council adopted an ambitious Historic Environment Strategy in 2022 and proposed policy PL2 is a direct response to that within the Local Plan. Proposed policy J8 identifies the historic environment as being important to our visitor economy.	Private Individual
4.107	The former football pitches north of Liverpool Road could potentially host a visitor attraction centre.	Noted	Platt Bridge workshop
4.108	Several sites were identified for a Premier Inn / Hotel. This is aspirational but why shouldn't Platt Bridge benefit from the	Proposed policy TC9 recognises Platt Bridge as a key town centre in the centre of the borough with a specific focus	Platt Bridge workshop

ID	Summary of issues raised	Council Response	Respondent
	visitor economy, it is in the heart of the borough's Greenheart.	on capturing potential opportunities for the town centre to benefit from its central location amongst the sites that make up the Flashes of Wigan and Leigh National Nature Reserve, in provision for day visitors and overnight stays.	
4.109	Pleased to see tourist and cultural assets in rural areas mentioned such as Pennington Flash and the Mosslands.	The proposed policy J8 - The Visitor Economy identifies specific locations across the borough, including those from the natural environment.	CPRE
4.110	Peatland should not, under any circumstances, be allocated for development based on the standing advice of Natural England. The opportunity to restore peat to store more carbon is huge and if the ambitious net zero target by 2038 is to be achieved, peat ought not to be developed.	None of our proposed allocations include peatland.	CPRE
4.111	Strongly support the preference to grow the visitor economy, the contribution of which to the health and growth potential of the wider economy is often overlooked. Accommodation and Food Service is one of the Borough's key Foundational sectors and has potential for further	Support welcomed	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	significant growth by capitalising on the enhancement of existing and new visitor destinations.		
4.112	Support the priority to promote and improve the Lancashire Mining Museum, which is the custodian of the last surviving headgear in the Lancashire coalfield, which are Grade II Listed and designated as a scheduled monument. Growing the tourism offer and profile of the museum is critical to securing significant investment and funding to generate revenue and enable the general upkeep of the Museum and its various historic and cultural assets, including the winding tower that is not currently functional. Peel has been working with the Museum to help support its current and future operations. Further phases of growth and promotion are critical to the future viability of the Museum and its heritage.	Support welcomed	Peel L&P
4.113	Support the priority to enhance and expand the Borough's tourist accommodation. Research by Marketing Manchester identified that the average spend of a day visitor is c.£46 per person; this spend increases by over 80% to c.£84 per day when a visitor stays overnight, excluding the cost of accommodation. Growing the number of overnight stays is therefore a fast route to boosting tourist spending within the Borough, particularly within the Accommodation and	Support welcomed	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	<p>Food Service sector, with knock on implications for economic growth and jobs.</p> <p>New and improved tourism facilities and accommodation can help Wigan to capture this tourism growth and the associated jobs and other benefits.</p>		
4.114	<p>Bridgewater West is uniquely placed to deliver a substantial boost to the tourist economy. The Bridgewater Canal is itself an important heritage and tourism asset and provides connections and access to a wide number of currently disparate leisure and recreational destinations including:</p> <ul style="list-style-type: none"> • The Lancashire Mining Museum, and beyond to Pennington Flash and other destinations at Leigh; • Chat Moss to the south, which has a growing number of outdoor activities and pursuits compatible with its ongoing environmental restoration; and • RHS Garden Bridgewater, and beyond to other destinations on the Canal in Salford and Trafford. 	The Bridgewater Canal is specifically identified in proposed policy J8 - The Visitor Economy.	Peel L&P
Digital infrastructure			
4.115	<p>Broadly support as the allocation of new strategic development sites will assist with this roll-out as there may be opportunities for some modern development to provide this infrastructure in specific circumstances. Any future policy requiring development proposals to be capable of</p>	Support welcomed	Gerald LLP obo Trammell Crow Company

ID	Summary of issues raised	Council Response	Respondent
	accommodating digital infrastructure should ensure that the subject development proposal would remain viable.		
4.116	Support the desire to increase high-capacity digital infrastructure but need to prioritise improvements to existing digital black spots first – such as Howe Bridge (Atherton South and Lilford) and Tyldesley Road (Tyldesley and Mosley Common).	Proposed policy J9 seeks to address this, including promoting the provision of 5G networks and full fibre broadband boroughwide.	Private Individual
4.117	Agree, good infrastructure is critical to support the digital age, but equally it's impact on how an area looks must be considered. The service would need to be buried but also accessible.	Proposed policy J9 seeks to address this.	Private Individual
4.118	5G masts should not be located near schools.	There is no evidence to suggest that 5G can impact on health.	Golborne workshop
4.119	High speed internet in the market would encourage sales online for smaller / medium sized businesses, also across the wider town centre, if encouraging businesses and tech, all need high speed internet.	Proposed policy J9 seeks to address this, including promoting the provision of 5G networks and full fibre broadband boroughwide.	Leigh workshop
4.120	How can we develop digital businesses locally? How can we maximise local businesses in the digital age?	The Wigan Digital Strategy wants to improve connectivity across the borough over the next five years as part of a digital transformation, by	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
		making sure that people can access a wide range of digital learning, skills and educational resources and businesses can connect with each other and develop opportunities to grow their markets.	
4.121	The covid pandemic laid bare the inadequacy of digital infrastructure in the UK. We recognise that this is an issue for national, not local, government, but we would strongly encourage the council to explore ways that high speed broadband could be made available to local communities at no cost or low cost. Our community is not in the most deprived Ward in the borough but there is still a degree of digital poverty which affects job opportunities as well as the life chances of children and young adults locally.	Places for Everyone Plan policy C2 and proposed policy J9 refer, and the council's Digital Strategy is seeking to move things forward.	Leigh Neighbours Project
Other comments			
4.122	Create more apprenticeships in the area.	The creation and supporting of people into apprenticeships has been a high priority of the council for many years, so much so that. Wigan Borough is regarded as one of the best	Atherton workshop

ID	Summary of issues raised	Council Response	Respondent
		areas in the country to be an apprentice.	
4.123	Enterprise centres needed to upskill people in the area.	Improving the skills and career opportunities for people in Wigan Borough is a key focus for the council and its partners.	Atherton workshop
4.124	Community trusts are needed to train people to insulate homes and save money.	Noted	Atherton workshop
4.125	More street cleaners are needed.	Council budgets have been reduced significantly over the last 15 years such that most services have been subject to cuts, but the council does seek to prioritise street cleaning as far as it is able.	Ashton workshop
4.126	The only 'industries' that thrive in Wigan Borough appear to be drug dealing - along with the huge number of do-gooding charities supposedly 'supporting' the addicts but yet, none of them seem to quit - and low-level criminality.	There is a lot to be positive about in the borough. Specifically on drug dealing, council and police budgets have been reduced significantly over the last 15 years such that most services have been subject to cuts, but the police	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		do seek to tackle drug dealing and the council does seek to prioritise drug addiction, and there are successes.	
4.127	There appear to be a growing number of 'special' educational establishments to educate those excluded from mainstream education. Yet, there is nothing at the other end of the scale for those eager and bright children who are sadly held back by being insufficiently stretched in the 'one size fits almost all' educational offering in Wigan Borough.	<p>We are proud of our schools, with 94% judged to be good or outstanding compared to 90% nationally.</p> <p>Our Economic Strategy commits to raising aspiration in our young people, as well as adults. And will do this by working together as a partnership, with the VCFSE sector, business community and our residents to create good learning and employment opportunities designed to raise aspirations. Wigan Borough Local Plan will support these objectives, including through proposed policy J1 – supporting economic growth.</p>	Private Individual

ID	Summary of issues raised	Council Response	Respondent
4.128	Graduate jobs are available in Manchester. Nothing in Leigh that is aspirational. We need proper sixth form in Leigh as a centre of excellence.	<p>Wigan and Leigh College and St Mary's, Astley both offer sixth form opportunities in the Leigh area.</p> <p>Boroughwide, through our Economic Strategy we want to broaden our economic offer by creating a diverse and resilient local economy, including by supporting our residents in accessing a variety of skills and training opportunities. This approach is supported by proposed policy J1 – supporting economic growth.</p>	Leigh workshop
4.129	More skilled/technical training should be provided.	The Council is working with education providers and key employers to improve progression routes, manage work placements and career opportunities – as well as working with employers to deliver the skills and capacity they need.	Leigh workshop

ID	Summary of issues raised	Council Response	Respondent
4.130	Need asset based community development conversations for people to come together. More regular meetings like this can help people feel more involved particularly younger generation. Can the council facilitate this?	Deep community engagement is one of the core commitments of Progress with Unity. Our relationship with community partners, including through the VCFSE sector has developed and deepened over the past ten years and highlights the council's commitment to listen and work together in equal partnership.	Leigh workshop
4.131	Speculate to accumulate – have to sometimes take a risk or make an investment/spend up front in order to see the benefits further down the road.	We are promoting new jobs growth allocations through the Local Plan to encourage new jobs and support growth in the economy across the borough.	Leigh workshop

5. Towns & Local Centres

ID	Summary of issues raised	Council Response	Respondent
Towns & Local Centres			
5.1	The plan refers to supporting businesses and owners to improve shop frontages, active uses on upper floors including housing. This would be welcome by shop owners but addressing abandoned buildings is a higher priority.	It is recognised as important that vacant buildings are improved and are brought back into use, wherever possible the Council will work with owners to secure improvements.	Private Individual
5.2	Abandoned derelict buildings should be acquired by CPO and then improved and used for social housing.	The use of CPO is usually as a last resort and legislation is restrictive when applied to individual buildings. The preferred way is working with owners, the policies support this approach.	Private Individual
5.3	Development for recreation and leisure with associated health benefits has not been fully realised and would support a canal focused policy that supports the integration of the canals into neighbourhoods and areas such as town centres.	Wherever possible the improvement of canalside locations is supported through the draft policies, this includes not only through the town centre policies but also through proposed policy PL5 The	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
		Borough's canals in the Places chapter.	
5.4	Town centres need to be repurposed to include good social housing, social and leisure space and events.	The policies allow for the improvement of existing residential areas in town centres and for new housing to be provided in suitable locations. Town centre uses including leisure uses are supported within the town centre boundaries.	Private Individuals
5.5	Would like to see policy that designs schemes to encourage active and safe travel routes including those to local services, employment and existing walking and cycling routes.	Policies within the adopted PfE plan refer including Policies JP-C5: Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements of New Development. Otherwise, active and safe travel (walking, wheeling and cycling) is encouraged across all our town and local centres through proposed policies TC2-12.	NHS

ID	Summary of issues raised	Council Response	Respondent
5.6	Would like to see policy that provides access to healthy foods, including access to shops and food growing opportunities.	Proposed policies TC12 Local Centres, the TC13 Gaps in provision of Local Centres and TC14 Retail development out of designated centres are designed to support the convenience retail offer in local areas. Proposed policy PE1 Planning for Healthier Living specifically includes access to healthy food as one of the ten topics to be considered in planning for healthier living.	NHS
5.7	Would like to see schemes designed in a way that encourages social interaction, including neighbourhood squares and green spaces.	Proposed policy PE1 supports new development to be planned with open space and the natural environment. Proposed policy TC12 identifies the role of local centres as community hubs with community uses at criterion 2 and seating/planting areas at criterion 3.	NHS

ID	Summary of issues raised	Council Response	Respondent
5.8	Support for the provision of older persons housing near to town and neighbourhood centres which can support local services and economic provision. Sustainable sites should be allocated for this provision, and developers should not be required to demonstrate need.	Proposed policy H2 Housing Mix specifies the need to provide for a range of housing options for older people and those with disabilities. The policy is supportive of older persons' housing that is close to amenities and services that can be provided by town and local centres.	The Planning Bureau for McCarthy Stone
5.9	Support the focus of new development in town centres so that green fields can be saved for climate resistance; agriculture and nature.	Support welcomed	CPRE
5.10	Supportive of the role that town and local centres have to play in the economic success of any borough.	Support welcomed	Grimster Planning obo Lovells
5.11	Agree with the proposed hierarchy of town and local centres.	Support welcomed. Platt Bridge has been added to the list of town centres.	Mosaic Town Planning obo Morris and Persimmon Homes, St James Street Property Management

ID	Summary of issues raised	Council Response	Respondent
			t Ltd obo Old Hall Street Properties
5.12	Support the priority for town and local centres and proposals to improve access to services, safer environment, transport connectivity along with leisure and entertainment opportunities.	Support welcomed	St James Street Property Management Ltd obo Old Hall Street Properties Limited
5.13	The 9 town centres have not been individually assessed. Any allocation that does not clearly indicate the protection or replacement of an affected sports facility would be contrary to the NPPF unless the specific facility is identified as surplus within a robust borough wide sport facility strategy. Advise that the allocations are clear that the sports facilities are protected or replaced	Noted	Sport England
5.14	In undertaking town centre regeneration, there are often opportunities to remove surface water from the public combined sewer and /or slow the flow of surface water through retrofitted SuDS. We request that any regeneration proposals for these town centres, including any public realm improvements, are governed by policy which specifically	Proposed policy EN10 Development and flood risk refers.	United Utilities

ID	Summary of issues raised	Council Response	Respondent
	requires the regeneration proposals to identify and implement improvements to surface water management. This could be achieved through a variety of features including permeable surfacing, bioretention tree pits and landscaping, rain gardens, soakaways and filter drainage, retrofitted swales, and blue/green roofs. Also recommend that you refer to the Susdrain website and that the resilience of any planting to drought is considered.		
5.15	Any proposed improvements in the provision of town centre uses in the Wigan area which would reinforce either comparison or convenience goods expenditure leakage from West Lancashire would need to be carefully considered. There is notable leakage to surrounding areas currently, including to Wigan.	West Lancashire is an area surrounded by larger towns and cities and leakage to those larger centres is entirely to be expected. The Local Plan is only seeking to regenerate our town centres to ensure that they maximise their role within their catchments, with no intention of extending their catchments. Proposed policies TC2-TC11 refer.	West Lancashire Borough Council
Regenerating Wigan town centre			
5.16	Support the regeneration of Wigan town centre.	Support welcomed, proposed policy TC2 refers.	Private Individuals;

ID	Summary of issues raised	Council Response	Respondent
			Wigan Youth Zone
5.17	The town centre as whole package needs developing, including general cosmetic improvement, pest control, street cleaning, parking cost improvement to make it attractive for business to view the area as right for them and inviting for clients.	Wigan town centre has been awarded the Purple Flag which covers a lot of these issues. Where relevant to the Local Plan, such as general cosmetic improvement, this would be addressed through regeneration and development as set out in proposed policy TC2.	Private Individual
5.18	More shops are needed including sport and phone shops.	Noted	Wigan Youth Zone
5.19	Wigan town centre needs a modern futuristic shopping centre.	Criterion 1 of proposed policy TC2 supports the completion of the Galleries redevelopment, which will provide new facilities for the town including a food court, cinema and associated leisure and complementary uses.	Wigan Youth Zone

ID	Summary of issues raised	Council Response	Respondent
5.20	Parking in the town centre is a concern.	Parking is covered in several criteria in proposed policy TC2.	Wigan workshop
5.21	Courtyard and food outlets model is working well at the 'feast at the mill'.	Noted	Wigan workshop
5.22	Seating and toilets and accessibility issues need to be addressed.	As part of the regeneration of the town centre, either through masterplans or individual proposals, consideration and assessment of accessibility and the provision of services will take place.	Wigan workshop
5.23	People with money tend to travel out of the borough for leisure purposes.	The provision of new leisure facilities in the Galleries redevelopment including a new cinema and a food court will help attract residents back into the town centre.	Wigan workshop
5.24	Agree that Wigan is the main Town Centre in the borough but think other town centres have been deprioritised and lucky to receive any funding.	The Council has, and is prioritising funding for other centres, including Leigh, Ashton and Golborne, and has supported the community in Tyldesley to access and spend	Private Individuals

ID	Summary of issues raised	Council Response	Respondent
		funding for their town centre. The suite of proposed policies for our ten town centres – policies TC2-TC11 - are ambitious for all those town centres, but it cannot all be achieved at once and it is not all down to the council. Strong partnerships are needed.	
5.25	With an ageing population, the town centre needs to cater better for older people. It needs a supermarket and a place for older people to meet for weekly tea dances, music, quizzes, talks / presentations or just to drop-in and chat days.	The Council supports a variety of community initiatives across the borough that support older people, including Sunshine House close to the town centre. The Galleries site will include a new market hall in the heart of the town centre.	Private Individual; Wigan workshop
5.26	Teenagers have been neglected. They need cafes that open for specific age groups at certain times each day (they have one in Penrith), with music, talks, health advice and lessons on life skills such as cooking etc.	Wigan Youth Zone has a variety of activities and spaces and is open to 8 to 19 year olds.	Private Individual
5.27	The core of Wigan town centre is being reduced with less space for bars and restaurants and more for housing and	There is less demand for traditional retail space. The	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	offices. How will a variety of retail uses be encouraged if this is the case.	Galleries redevelopment will reduce retail space and introduce new leisure attractions such as the cinema and food court. Both will bring in bars and restaurants.	
5.28	Support the re-imaging of Dicconson Street. More eating places should be encouraged and more pedestrianisation.	Support welcomed	Private Individual
5.29	Support the identification of conservation led regeneration projects in Wigan Town Centre such as King Street (also a High Street Heritage Action Zone) and the next stage of Wigan Pier identified.	Support welcomed	Historic England
5.30	The boundary of Wigan Town Centre should be amended to include Mesnes Park and Pagefield Mill. This would create a welcoming focal point for residents travelling south to the Town Centre Core via Park Road and Kenyon Road.	The boundary of the town centre has been amended to include those locations.	St James Street Property Management Ltd obo Old Hall Street Properties Limited
5.31	Residents would benefit from clarification of the impact on the borough of the recent cancellation of HS2 Phase 2B, particularly relating to Wigan town centre, as it removes the	The Council is still committed to the upgrade and improvement of both Wigan Wallgate and	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	town's involvement as a major regional transport hub which potentially could have 'drawn' in major commercial / residential investment to the area.	Wigan North Western to create a regional transport hub centre. Proposed policy TC2 refers.	
	Housing		
5.32	People do not want 400 residential apartments in the town centre. Fear that these will become a ghetto.	Residential development such as that proposed in the Galleries will depend on an assessment of the viability and demand for accommodation. There are already existing residential areas in and adjacent to the town centre. Provision of additional accommodation is seen as a sustainable means to provide high density housing that supports other town centre activities and reduces the demand on greenfield sites for housing.	Wigan workshop
5.33	Elderly people scared to move into the more affordable housing options in the town centres i.e. Douglas House, Woodcock House.	The Council has not experienced letting issues for Douglas House and Woodcock House or the two sheltered	Wigan workshop

ID	Summary of issues raised	Council Response	Respondent
		<p>accommodation schemes nearby.</p> <p>The safety of its residents is a priority for the Council and all issues when reported to the Council's Housing Services are dealt with promptly with any appropriate safety measures and necessary interventions put in place.</p>	
5.34	No more retail space needed; focus should be on housing / residential.	Noted. Proposed policy TC2 refers to housing in the town centre including supporting existing residential areas at criteria 12 and 16, and potential new areas at criteria 1, 6, 7, 13 and 20.	Wigan workshop
	The Galleries		
5.35	The Galleries redevelopment has replaced an existing arcade. Wigan's history is being destroyed. Need to protect older buildings and heritage.	The Galleries was opened in the 1980s, since then the demand for retail, leisure and associated space has changed with retail space demand shrinking and	Workshops: Pemberton, Wigan; Cllr Ray

ID	Summary of issues raised	Council Response	Respondent
		town centre leisure increasing. The proposals for redevelopment are designed to meet these needs.	Whittingham
5.36	Concerns that there is no funding for the Galleries.	The Galleries is supported by a Development Appraisal that is regularly updated to ensure that costs are managed sustainably, and it is progressing well to date.	Wigan workshop
5.37	Concern that Council Tax is being used to demolish The Galleries	The Galleries is funded from a variety of sources including government grant and Council capital. It is supported by a Development Appraisal that is regularly updated to ensure that costs are managed sustainably, and it is progressing well to date.	Wigan workshop; Private Individual
5.38	Not sure there is a need for a hotel as part of the Galleries development.	The hotel has been secured through a pre-let deal whereby interest from an operator is secured prior to the completion of the development. The hotel	Wigan workshop

ID	Summary of issues raised	Council Response	Respondent
		chain will have established there is demand before signing the deal.	
5.39	Competing retail space is not helpful between Grand Arcade and Galleries.	The Galleries redevelopment will have considerably less retail space than it did. The Grand Arcade will be the principal retail destination.	Wigan workshop
5.40	Safety is an issue in the town centre. More interventions are needed such as CCTV and lighting.	As proposals to improve the town centre are brought forward, reviews with partner organisations on safety issues will cover these aspects.	Wigan workshop, Wigan Youth Zone
	Market		
5.41	A more traditional market in the town centre would be welcome.	The Galleries site will include a new market hall in the heart of the town centre.	Wigan workshop
5.42	Market traders are being poorly treated by the Council.	The market has a manager who supports all traders. Every effort is being made to promote the market and minimize disruption during the	Wigan workshop

ID	Summary of issues raised	Council Response	Respondent
		redevelopment of the Galleries and market.	
5.43	Affordable rents should be provided for market stall holders.	The market has a variety of stalls at reasonable rates. Any potential market stall holder can contact the market manager for help and advice. The Council also has a team of Business Growth advisors who can support new and existing businesses.	Wigan workshop
	Business		
5.44	We should focus more on local businesses.	The Council is proactive in supporting local business through its procurement policies which looks at local suppliers and through its Business Growth team who can advise on start-up and expansion and help source financial support.	Wigan workshop
5.45	A Business Improvement District (BID) would be good.	Noted	Wigan workshop

ID	Summary of issues raised	Council Response	Respondent
Regenerating Leigh town centre			
	Support		
5.46	Leigh Town Centre is in desperate need of investment and the investment proposed is welcome.	Support welcomed	Private Individual; Leigh Neighbourhood Project
	Spinning Gate Shopping Centre		
5.47	The Spinning Gate Shopping Centre needs modernising.	Proposed policy TC3 refers, specifically criterion 4.	Leigh Youth Zone
	The Loom		
5.48	Some felt that The Loom development (and Aldi) has detrimentally impacted the vitality and viability of the town centre offer, whereas some felt that the free parking attracted more people to the town centre, as people can easily park and walk.	Noted	Leigh Workshop
5.49	Some felt that The Loom has improved businesses at the top of Bradshawgate, with some new businesses opening up and others interested.	Noted	Leigh Workshop
	Railway Road		

ID	Summary of issues raised	Council Response	Respondent
5.50	Pedestrianisation of Railway Road is supported of cafes and restaurants into the public realm with associated public art and street trees.	Support noted. Proposed policy TC3 criterion 6 refers to Railway Road.	Leigh Neighbourhood Project; Leigh Workshop
5.51	Historic England note that Railway Road is where Historic England has funded a Conservation Area Regeneration Plan.	Comment noted	Historic England
	Connections		
5.52	Improved connectivity with Leigh Sports Village and Parsonage Retail Park was supported, with support for a new bridge over the canal connecting The Loom to Bridgewater.	Support welcomed.	Leigh Workshop
	Car parking		
5.53	Car parking should be free.	To manage and maintain car parks a charge is necessary. When charging does not occur car parks that are nearest to a town centre are taken up by workers in shops and not shoppers and visitors. An appropriate charge helps to manage car parks and ensure those car parks that are nearest	Leigh Neighbourhood Project; Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
		to shops and most in demand have a turnover of spaces.	
5.54	Existing car parking is poorly lit and not well policed	The Council does not own all of the car parking in Leigh and only maintains those in its ownership. If there is a safety concern please report it specifically to the parking service who will investigate.	Leigh Workshop
5.55	Parking for people with mobility issues should be a main priority. Previous provision in safe and convenient locations has been taken away in recent years.	Proposed policy sets out the requirements for future car parking including disability spaces and access at criteria 1 to 7.	Leigh Workshop
5.56	Opposition to restricted parking on Windermere Street.	Comments noted	Leigh Workshop
	Street scene		
5.57	Some felt that pedestrianisation makes it more difficult for elderly and disabled residents to access the town centre due to impact on bus routes and car drop-off opportunities.	When considering pedestrianisation of streets, access to bus stops and drop-off points is a priority.	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
5.58	Strong support for improving the street scene with street trees and greenery.	Support welcomed	Leigh Workshop
	Housing		
5.59	The Council has let HMOs proliferate in Leigh Town Centre, the tenants of which have contaminated the Town Centre.	The national position is that conversion of a home to an HMO for up to 6 people does not need a specific planning permission, so it out of the council's hands. However, once it became an issue locally, the council did put an Article 4 direction in place for HMOs in Central Leigh, which means that all HMOs regardless of their size now need planning permission. A Supplementary Planning Document on HMOs was also adopted in March 2022 to provide planning policy support ahead of this Local Plan. Therefore, the council has not let HMOs proliferate.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
5.60	Support for residential uses above shops in the town centre	Support welcomed	Leigh Workshop
	Town centre boundary		
5.61	Extending the town centre boundary to include St Thomas's church and the outdoor area and potentially providing play space/activity area for young people.	The town centre boundary mainly reflects the retail, commercial and public service uses that are traditionally located in a town centre, it may also include residential areas that are in or adjacent town centres. Inclusion of the Church and outdoor play areas that do not relate to the existing or potential town centre uses and area does not usually occur.	Leigh Workshop
5.62	The town centre boundary could extend southwards across the canal as lots going on around Pennington with development around the canal supported.	The canal forms a boundary and a barrier to the south of the town centre, with the uses to the south not generally being town centre uses. Proposed policy TC3 does though identify an area off Ellesmere Street for redevelopment that enhances	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
		and positively engages with the canal – see criterion 8.	
5.63	Some questioned the inclusion of Railway Road within both the Town Centre Core and the Town Centre boundary, whilst others supported this.	Noted	Leigh Workshop
5.64	Some considered the town centre core to be too big due to high vacancy rates (31%) which demonstrates limited demand for retail space given the shift to online retailing.	The town centre core consists of not only retail uses but other main town centre uses including leisure, entertainment, restaurants, bars, offices and arts and cultural venues. The regeneration of Leigh town centre will be focusing on these types of uses to take up empty property through a variety of mechanisms such as building grants and public realm improvements.	Leigh Workshop
5.65	Some felt the town centre core area boundary should end at around Silk Street.	The boundary is currently at Silk Street / Bond Street. If it did not extend to Bond Street it would	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
		miss important uses such as the post office.	
5.66	The map with an outline of the proposed Leigh Town Centre border is the same as the one that already exists and the canal is not incorporated into the Town Centre, this proves that the Council is not intending to invest in the Town Centre.	<p>The proposed town centre boundary is not the same as the one that already exists – it is much larger and the contents of proposed policy TC3 suggest that the council is ambitious for Leigh town centre.</p> <p>The canal forms a boundary and a barrier to the south of the town centre, with the uses to the south not generally being town centre uses.</p>	Private Individual
	Funding		
5.67	Concerns about LUF funding being rejected and how the priorities and improvements in the plan will be funded.	The LUF has now been approved along with other grant funding.	Leigh Workshop
5.68	All the awarded levelling up funding and additional funding (£11.4 million and £2 million) should be spent in Leigh not Wigan.	The Levelling Up funding of £11.4 million, £600,000 of UK shared Prosperity Funding and	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		£20 million of Long Term Towns Fund is specific to Leigh.	
	Antisocial behaviour		
5.69	Lots of drunks and druggies, particularly on Railway Road and Bradshawgate creating an unsafe and intimidating environment.	The regeneration funding will provide monies to improve safety and security in the town centre.	Leigh Youth Zone; Private Individual
5.70	Addressing antisocial behaviour and people hanging around in the town centre needs to be the top priority as the town will not get investment if this is not addressed first. The town centre should be re-imagined with safety a priority.	The Leigh Town Board has Safety and Security as a top priority for the town centre, with projects on these activities to be funded by the Long Term Towns Fund, once final details of that fund are known.	Leigh Neighbourhood Project; Leigh Workshop
5.71	The reopening of the police station and the court building was identified as a priority so that law and order can be brought back to the town centre.	The police currently have offices in the town centre on Brunswick Street. The operation of police services is with Greater Manchester Police and the courts with the Crown Prosecution service.	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
	Cafes and bars		
5.72	The canal needs to be made more of including a marina, if possible, with restaurants and bars.	There is no land for a marina in the town centre and one has not long been established to the west to the town. Criteria 4 and 8 in proposed policy TC3 refer to the canal.	Private Individual
5.73	There is a lack of independent bars and restaurants. The pedestrianized area of the town would be a suitable location for bars and restaurants, at present the few bars/pubs are on a busy road.	Proposed policy TC3 includes restoring a thriving Bradshawgate including bars and restaurants at criterion 1.	Private Individual; Leigh Workshop
5.74	Events such as the celebration for Leigh Leopards winning the rugby cup, the woman's football or the Leigh lights switch on encouraged people to visit and use the Town Centre.	Noted and welcomed.	Private Individual
5.75	Importance of both a daytime economy and an evening economy, with a diverse offer in the daytime, and a safe entertainment/night-time offer in the evening was stressed.	Proposed policy TC3 includes restoring a thriving Bradshawgate that works for the daytime and night time economies at criterion 1.	Leigh Workshop
	Transport		

ID	Summary of issues raised	Council Response	Respondent
5.76	Public Transport needs to be given higher priority if we are to encourage more places for entertainment	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan Borough, as far as funding allows.	Leigh Workshop
5.77	A shuttle bus would be welcome between outlying areas and Leigh town centre.	A further bus network review will focus on Leigh local services and should take place within the next couple of years.	Private Individual
5.79	Support active travel in and out of the town centre.	Support welcomed. Proposed policy TC3 refers, notably criterion 13.	Leigh Neighbourhood Project
	Other		
5.79	There are too many fast-food outlets which bring litter and waste associated problems.	Proposed Policy PE2 seeks to restrict further hotfood takeaways, subject to tight criteria.	Leigh Neighbourhood Project
5.80	Public toilets are needed.	Noted	Leigh Neighbourhood Project

ID	Summary of issues raised	Council Response	Respondent
5.81	The library should be a focus for regeneration.	Proposed policy TC3 refers, specifically criterion 6.	Leigh Neighbourhood Project
5.82	Idea of a loyalty card for shopping local.	This is an idea for the Leigh Town Board.	Leigh Workshop
5.83	Lots of chain stores in the town centre – need to do more to promote independent retailers.	Proposed policy TC3 includes restoring a thriving Bradshawgate that has an emphasis on independent shops, cafes, restaurants and bars towards the eastern end of the street, as far as practicable, at criterion 1.	Leigh Workshop
5.84	The town centre is a bit scruffy.	Proposed policy TC3 is ambitious for Leigh town centre but as with our other town centres, it will be secured by working closely in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations. The Leigh Town Board is an	Leigh Youth Zone

ID	Summary of issues raised	Council Response	Respondent
		excellent opportunity to further this locally.	
5.85	Not enough diversity in the shopping offer – too many vape shops	Noted.	Leigh Youth Zone
5.86	A swimming pool would be good in the town centre	There is currently a public swimming pool at Leigh Leisure Centre that serves the town, as well as one at Howe Bridge to the north. It is unlikely that an additional swimming pool can be funded in the town centre.	Leigh Youth Zone
5.87	Absentee retail landlords with vacant premises in the town centre are a major barrier to a successful town centre The Council should address this.	Wherever possible the Council engages with property owners to bring properties back into use. This includes where support funding is available introducing grant schemes for the improvement of properties.	Leigh Workshop
5.88	Welcome the regeneration proposals for Leigh but there should be action to prevent the neglect of Listed and other historic buildings, including the Technical College, which make it difficult to attract investment.	There are a number of references to the historic environment in proposed policy TC3 and action is otherwise	Leigh workshop, Private Individual

ID	Summary of issues raised	Council Response	Respondent
		underway through the LUF and Towns Fund work.	
5.89	Employment spaces in the town centre would be an ideal way of encouraging development.	The town centre boundary includes parts of two proposed employment area designations.	Leigh workshop
5.90	Most young people used the town centre occasionally but also went to Manchester City Centre to shop and socialise with friends.	Noted	Leigh Youth Zone
5.91	Leigh is five years behind other Town Centres due to the ban on outside drinking and new licensed premises (eased due to Covid)	Noted – there was a similar ban in Wigan town centre.	Private Individual; Leigh Workshop
Regenerating Ashton town centre			
	Town centre boundary		
5.92	The wider 'red' town centre boundary is more useful as it covers a wider section of the town	Comment noted.	Ashton Workshop
5.93	Bryn Street should be within the town centre core (blue boundary).	The Core Area within each town centre is the core area for main town centre uses. Bryn Street is mainly a residential street. Sustaining and enhancing residential properties and their	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
		environment is considered the priority in this location under criterion 7 of proposed policy TC4.	
	Traffic		
5.94	There are HGV restrictions at Golborne and Lowton – why not Ashton town centre and its surroundings.	The HGV restriction at Lane Head is in place because there is an alternative route in place via the A580 and M6. There is no alternative route available to Junctions 23 and 24 that provide a preferable alternative at present, Proposed Policy TC4 does address the issue of seeking to divert traffic away from the town centre through alternative routes and traffic management, at criterion 2.	Ashton Workshop
	Parking		
5.95	Losing car parking spaces in the Market square will 'close Ashton'.	Proposed policy TC3 criterion 13 allows for the more coordinated use of parking in the town centre.	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
5.96	Parking is a major issue on the Market Square with people who use it as a 'park-and-ride' facility to other districts, e.g., Manchester/Liverpool.	Proposed policy TC3 criterion 13 refers to achieving a more coordinated and efficient use of car parking across the town centre.	Ashton Workshop
5.97	People also use the Market Square to park and then walk to the Gerard Centre because of the free parking. Should introduce a 4 hour limit on free parking to stop all-day parking.	As above	Ashton Workshop
5.98	Extra width for parking of wider model cars is needed but this would lose a third of spaces 4.8x2.4 (historical). Difficult to manage.	Proposed policy T4 Design and layout of parking sets out the requirements for car parking including disability spaces and access.	Ashton Workshop
5.99	No enforcement, people park outside shops on main street – a result of budget cuts for the council/police.	The Proposed policy TC3 Ashton town centre at criterion 13 allows for the more coordinated use of parking in the town centre. Any changes will need the appropriate traffic orders and means of enforcement whether civil or through the police.	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
	Other		
5.100	Potential for Ashton Town Centre, to bring in more visitors. The racecourse benefits the town centre, but it used to be must busier on weekends, this changed when licensing hours changed. Lots of big pubs closed and smaller bars have taken their place. Different trends, specialist pubs and smaller restaurants are doing well but usually frequented by locals. Feast at the Mills kind of bars / music / food venues are booming. Market square could be used for this	Proposed policy TC4 seeks to be suitably ambitious for the regeneration of the town centre, including strengthening the food and drink offer for residents and visitors.	Ashton workshop
5.101	Ashton has a good night-time economy for local people but needs higher quality 'classier' venues.	Proposed policy TC4 seeks to be suitably ambitious for the regeneration of the town centre.	Ashton workshop
5.102	There should be a connection between Stubshaw Cross onto Lockett Road.	Options to provide connections within this location are being explored as part of wider development within this area of the borough.	Ashton Workshop
5.103	Many eyesore buildings on the main streets. Pressure needs to be put on owners of empty shops/buildings to improve them and incentives given such as grants.	Proposed policy TC4 seeks to be suitably ambitious for the regeneration of the town centre, including criterion 1 on Gerard Street.	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
5.104	The regeneration of Ashton-in-Makerfield town centre is supported with a focus on improving the environment and broadening the offer of the town centre.	Support welcomed	Bob May obo Caddick Developments; Private Individual
5.105	There are lots of opportunities for heritage led regeneration across the other towns e.g. Gerard Street in Ashton-in-Makerfield which lies within the conservation area, improvements within Market Place Conservation Area in Atherton etc.	Proposed policy TC4 seeks to be suitably ambitious for the heritage-led regeneration of the town centre, including criterion 1 on Gerard Street.	Historic England
5.106	The policy for the area where the Millingford Brook is included should ensure the 8 metre undeveloped buffer zone is protected and, opportunities for betterment of this area should be encouraged.	Noted. The location is highly restricted at present.	Environment Agency
Regenerating Atherton town centre			
	Pedestrianisation of Market Street		
5.107	Those in favour of pedestrianisation stated that it would create an improved and safer environment for shopping and leisure and would attract an improved town centre offer.	Noted.	Atherton Workshop
5.108	Those against pedestrianisation raised concerns over where the buses would be rerouted, and that older and disabled	Noted. Access by bus would be no different westbound to how	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
	people would have to walk further from the bus into the town centre.	it is now eastbound on Mealhouse Lane.	
5.109	The town centre needs to be opened up for all traffic through the week and closed off at the weekends, helping businesses through the week and the bars, bistros and restaurants on the weekends.	Noted	Cllr James Watson
5.110	Some mentioned that there is a lot of support locally to fully reopen Market Street to traffic, including from shop owners, with measures to slow the traffic down such as shared surfaces (for pedestrians and traffic) raised as a potential solution.	Proposed policy TC5 criterion 1 identifies the potential benefits that could be achieved by exploring the potential to create a safer and more people-friendly environment.	Atherton Workshop
	Shop frontages and upper floors		
5.111	Shopfronts need improving.	Proposed policy TC5 criterion 2 refers.	Atherton Workshop
5.112	Lots of the retail units are closed and shuttered up during the day (takeaways etc.). As a minimum, the shutters could be decorated nicely so that they look better during the day.	Proposed policy TC5 criterion 2 refers.	Atherton Workshop
	Evening economy		
5.113	Growth of the evening economy considered a positive - high end bars are better than seeing charity shops.	Noted	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
	The market		
5.114	Support for reintroducing a market on Market Street, but concern from some that it would not work. A monthly market and / or occasional special markets is considered a good idea and more likely to succeed.	Noted	Atherton Workshop
	Busway services		
5.115	Improving access to busway services supported, but some questioned what maximising its potential actually means	Proposed policy TC5 criterion 5 includes the examples of faster services to Manchester and the provision of park and ride facilities, if needed.	Atherton Workshop
	Street trees		
5.116	Support	Support welcomed	Atherton Workshop
	Public conveniences		
5.117	Support for restoring or replacing the public toilets at Flapper Fold Lane, with suitable disabled access. There are very few accessible toilets in the retail premises in Atherton, therefore there should be a priority for the public toilets to include a disabled toilet. The old gas works on Water Street / Gloucester Street is ideally suited.	Support welcomed	Atherton Workshop; Private Individual

ID	Summary of issues raised	Council Response	Respondent
	Wet weather shelter		
5.118	Support for investigating the feasibility of pavement canopies on Market Street. Canopies on the side of Market Street that gets the sun could be good for bars and improve the local economy.	Support welcomed, proposed policy TC5 criterion 1 refers.	Atherton Workshop
	Town centre boundary		
5.119	Some felt that Tesco should not be included within the Town Centre boundary as it has a detrimental impact on the vitality of Market Street.	It has been in the town centre boundary for a long time, and is proposed to remain as it is centrally located and an asset for the centre even though smaller shops may have closed.	Atherton Workshop
5.120	Both sides of Stanley Street should be included within Town Centre boundary.	The south side of Stanley Street is mainly residential whilst the north side forms a boundary to the town centre with many of the commercial units backing on to this side of the Street.	Atherton Workshop
5.121	Some felt that the town centre core could be extended westwards to include the Letters Inn, and adjacent retail units on Wigan Road.	The town centre boundary has been amended to include The Letters Inn and adjacent retail units.	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
5.122	Some felt that the town centre core could be condensed to just Market Street so that food retailers and traditional shops such as butchers and greengrocers were clustered together.	The town centre core reflects main town centre uses that are defined in the Glossary to the NPPF, so it goes beyond retail to include leisure and food and drink uses that the core area reflects.	Atherton Workshop
	Car parking		
5.123	There is a lack of parking. The gas works on Water Street could be redeveloped as a park and ride. The car park at the back of Yates Yard could be used for short stays.	The site at Water Street is in private ownership and any redevelopment of the present use will be down to the owner. The rationalisation of car parking in the town centre is identified in criterion 7 of proposed policy TC5.	Atherton Workshop
5.124	A lot of the car parking spaces are taken up long stay, probably by people using the V2 bus service.	A recent parking survey has suggested that this is not the case. The rationalisation of car parking in the town centre is identified at criterion 7 of proposed policy TC5.	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
	Other		
5.125	Poor retail offer, with too many nail bars and takeaways. Tyldesley is more vibrant during the day. There are now no banks or greengrocers in the town centre.	Proposed policy TC5 is ambitious for Atherton town centre but as with our other town centres, it will only be secured by working closely in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations.	Atherton Workshop
5.126	Conservation area next to the church needs improvement. Long-running scaffolding on one property Could compulsorily purchase in this specific area as some properties have been in bad condition for a long time.	Proposed policy TC5 criteria 2 and 3 in particular refer. Compulsory Purchase is only used in special circumstances, the council will always work to encourage owners to improve and bring back into use vacant buildings wherever possible.	Atherton Workshop
Regenerating Golborne town centre			
	High Street and Heath Street		

ID	Summary of issues raised	Council Response	Respondent
5.127	Support for strengthening the shopping role of both High Street and Heath Street. The current offer is poor with too many hot food takeaways, and the pedestrian environment is significantly affected by traffic, including HGVs, particularly on Heath Street which is narrow.	Support welcomed	Golborne workshop
5.128	Suggestion to make town centre more like Newton le Willows (cafes/restaurants, proximity to train station).	Proposed policy TC6 seeks to be suitably ambitious for the regeneration and improvement of the town centre, including shops, cafes and bars in High Street and Heath Street.	Golborne workshop
5.129	Shopfronts need improving.	Noted. A scheme similar to the ones currently in Leigh and Ashton town centre could be introduced if future funding can be sourced.	Golborne workshop
5.130	Resilience is needed. Need to focus on the evening economy (entertainment/live music) and independent bars and shops.	Proposed policy TC6 seeks to be suitably ambitious for the regeneration and improvement of the town centre, including shops, cafes and bars in High Street and Heath Street.	Golborne workshop
	New railway station		

ID	Summary of issues raised	Council Response	Respondent
5.131	Support for the proposal to provide a new railway station at Golborne	Support welcomed	Golborne workshop
5.132	Important the rail station development provides sufficient car parking for visitors of Golborne town centre, not just for rail users. Some support for a two-tier multi-story car park	Noted. There is limited space for car parking. Decking for the station car park has been investigated but there was insufficient funding to deliver it.	Golborne workshop; Private Individual
5.133	There should be a linked shuttle / circular bus to match the timetable of the trains.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan Borough, as far as funding allows.	Golborne workshop
	Railway Road / Queen Street		
5.134	Support for reinventing the Railway Road / Queen Street area as part of the redevelopment of the rail station to ensure it benefits from the regeneration of the town centre.	Support welcomed	Golborne workshop
5.135	The fencing on Railway Road is currently shabby, the road is uneven, and the car park is poorly lit which creates an unattractive environment.	Proposed policy TC6 criterion 3 seeks to improve the quality of the environment at Railway Road / Queen Street.	

ID	Summary of issues raised	Council Response	Respondent
	Health Street		
5.136	HGV traffic is a major issue in the town centre, particularly along the narrow Heath Street, from commercial vehicles accessing the pallet factory on Bank Street. This creates an unsafe pedestrian environment. Despite yellow lines, traffic on Heath Street is exacerbated by on-street parking. People also tend to park illegally on double yellow lines when visiting hot food takeaways. More enforcement is required. HGVs and delivery vehicles also often block the road to traffic.	Proposed policy TC6 criterion 7 seeks to address traffic levels on Heath Street and resolve conflicts at the junction with High Street. The junction is proposed to be improved as part of the Golborne railway station development. Improved crossing facilities are also proposed on High Street adjacent to this junction.	Golborne workshop
5.137	Some felt that Heath Street and Charles Street should be made one way (clockwise) to reduce congestion and pedestrian-vehicle conflict. This would also increase safety at the Heath Street / High Street junction (at Peter Kane Square) which is too narrow for safe HGV movements. The one-way system would allow space for on-street parking which many felt was needed in this part of the town centre to serve the takeaways and other local services.	As above. There are no proposals at present to make Heath Street or Charles Street one-way but it could be returned to.	Golborne workshop
	Library		
5.138	Support for improving the library which was widely seen as a valuable community asset. Some felt that a replacement	Proposed policy TC6 criterion 5 seeks to improving the library,	Golborne workshop

ID	Summary of issues raised	Council Response	Respondent
	library as part of the station redevelopment would be a benefit.	either at the existing premises or through relocation as part of the railway station works.	
	Homes		
5.139	Some support for more town centre living – elderly accommodation, bungalows, affordable housing, terraced housing, social housing – which was considered necessary to improve the local economy.	Support welcomed	Golborne workshop
	Other		
5.140	Business rates should be more affordable to encourage occupancy rates.	The council does not have control over business rates. The rates are determined nationally.	Golborne workshop
5.141	The High Street near the takeaways should have double yellow lines as parked cars impede buses.	The parking along the High Street is restricted to unloading at certain times. Any parking outside of these times should be reported to the Council's parking enforcement.	Golborne workshop
5.142	Support for improved active travel connections into the town centre, including reducing the impact of the West Coast mainline as a barrier for pedestrians and cyclists.	Support welcomed	Golborne workshop

ID	Summary of issues raised	Council Response	Respondent
5.143	Need for more police presence in Golborne town centre as ASB is an increasing issue. Call for the police to reopen the station on High Street.	Policing and the police station are the responsibility of the Greater Manchester Police Authority.	Golborne workshop
Regenerating Hindley town centre			
	Market Street		
5.144	Concern about the lack of diversity in the retail offer - too many nail bars, barbers, charity shops and take aways and that this should be considered when permission for usage is sought.	Proposed policy TC7 seeks to be suitably ambitious for the regeneration and improvement of the town centre, including strengthening the shopping role of Market Street. New takeaways would be subject to proposed policy PE2.	Hindley workshop
5.145	Westhoughton was identified as having a much better town centre, due to a better mix of shops, less traffic and being semi-pedestrianised, resulting in a much safer environment – It also has more of a focus on the evening economy with restaurants and bars rather than takeaways	Proposed policy TC7 seeks to be suitably ambitious for the regeneration and improvement of the town centre, including a better mix of shops and cafes, restaurants and bars.	Hindley workshop
	Morris Street		

ID	Summary of issues raised	Council Response	Respondent
5.146	Some scepticism about the likelihood of reviving a regular market on the site at Morris Street	Noted	Hindley workshop
5.147	Concerns that even an artisan market wouldn't work as this would take away from two successful small business in the town centre already (Thrive and Pie Studio) plus other businesses too.	Noted, but more reasons to visit Hindley town centre would bring more people in, for wider benefit.	Hindley workshop
	Parking and access		
5.148	Parking is an issue especially for those with mobility issues who can't easily walk into the town centre.	There is limited car parking in the town centre, with the largest car park belonging to Tesco, with opportunities for linked trips subject to time restrictions.	Hindley workshop
5.149	Disabled access to many shops in the town centre is poor.	The Council encourages improvements to access to existing shops for the disabled however this cannot be enforced when the property is in private ownership.	Hindley workshop
	Homes		
5.150	Housing within the Town Centre should include a mix of types i.e. renting and bought, affordable and starter homes.	Proposed policy H2 refers to the mix of housing needed, which	Hindley workshop

ID	Summary of issues raised	Council Response	Respondent
	There are possibly some HMOs in a couple of the old pub buildings but unsure of exact ownership/usage type.	includes homes to buy, to rent and affordable homes, which include starter homes.	
5.151	Some of the shops in the Town Centre do have living accommodation in flats above. This was seen as a positive and something that would work well but better if there was parking or significantly improved public transport and connections to the train station, guided busway and into Wigan.	<p>Proposed policy TC7 criterion 4 seeks to improve walking, wheeling and cycling connectivity between the town centre and its surrounding residential areas, and to Hindley rail station.</p> <p>Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan Borough, as far as funding allows.</p>	Hindley workshop
	Town centre boundary		
5.152	The Town Centre core area could be stretched southwards along Market Street to Wigan Road and include the library.	The Core Area within each town centre is the core area for main town centre uses. Proposed policy TC7 seeks to strengthening the shopping	Hindley workshop

ID	Summary of issues raised	Council Response	Respondent
		role of Market Street, complemented by a range of cafes, restaurants, bars etc, with a strong focus on the area between the junctions with Cross Street and Ladies Lane. The library is a valuable asset for the town centre but is not within the core area.	
5.153	Some felt that Tesco car park should be included within the core. Others felt that Tesco shouldn't be in the core and impacted detrimentally on the success of the shops on Market Street.	A supermarket is undoubtedly challenging competition but is it not better for that to be in the town centre, bringing people into the town centre with the opportunity for linked trips to other business in the centre, than for it to be on the edge of the town away from the town centre?	Hindley workshop
Improving Pemberton town centre			
	Traffic		
5.154	The crossing outside Boots gets blocked by traffic, especially buses, making it difficult to cross.	Proposed policy TC8 criterion 2 seeks to securing benefits for	Pemberton workshop

ID	Summary of issues raised	Council Response	Respondent
		the environment and street scene, walking, cycling and wheeling and bus services in Pemberton town centre through traffic reduction measures on the A577, as the M58 Link Road is delivered to divert general traffic to the south.	
5.155	M58 link road could take some of the traffic away from Ormskirk Road. If traffic can be reduced/calmed it might make the town centre more attractive and there could be an opportunity for street trees etc. Environmental improvements should attract new/more businesses.	Support welcomed. Proposed policy TC8, criterion 2 refers.	Pemberton workshop
5.156	Ormskirk Road going into Wigan has been narrowed, to create a cycle lane. This causes severe traffic tailbacks, especially when buses have stopped.	Proposed policy TC8 criterion 2 seeks to securing benefits for the environment and street scene, walking, cycling and wheeling and bus services through traffic reduction measures on the A577, as the M58 Link Road is delivered to divert general traffic to the south.	Pemberton workshop

ID	Summary of issues raised	Council Response	Respondent
5.157	Suggested a filter lane at the traffic lights for traffic turning right out of Norley Hall Ave onto Ormskirk Road. Also, could benefit from a filter lane from Enfield Street right onto Ormskirk Road.	Noted	Pemberton workshop
	Other		
5.158	There used to be Christmas lights in Pemberton, which made the area look attractive over the Christmas period. Now there is only a single tree.	Noted	Pemberton workshop
5.159	Concern that retail parks have destroyed the town centres and that there is severe traffic congestion at Saddle junction due to the Robin Park Retail Park.	Noted. Our suite of proposed policies for our ten town centres – policies TC2-TC11 – are ambitious for all those town centres, but it cannot all be achieved at once and it is not all down to the council. Strong partnerships are needed.	Pemberton workshop
5.160	Whilst a market might be a good idea, there is limited room to hold one in Pemberton, other than on one of the car parks.	Noted	Pemberton workshop
Improving Standish town centre			
	Traffic		

ID	Summary of issues raised	Council Response	Respondent
5.161	The key issue is the traffic in Standish.	Noted. The town is adjacent to a motorway junction which feeds traffic into the town centre. Good alternatives to driving are needed. Sustainable alternatives to driving are being promoted through the policy at criterion 5 of policy TC10.	Private Individuals; Cllr Raymond Whittingham
5.162	Further housing should be prohibited in Standish and other areas to stop traffic coming through Standish.	Rates of traffic have increased generally; it is not all down to new housing. Sustainable alternatives to driving are being promoted through the policy at criterion 5 of policy TC10.	Private Individual; Standish workshop
5.163	A 20mph speed limit should be imposed in the centre to reduce pollution and improve safety.	20 mph speed limits have been introduced on the majority of residential streets across the borough already.	Private Individual
5.164	A49 is a narrow road. The cycle way has narrowed the road, which causes more traffic.	Narrowing the road does not cause more traffic. Traffic is reduced by providing good alternatives to driving and good	Standish workshop

ID	Summary of issues raised	Council Response	Respondent
		reasons not to have to travel as far.	
5.165	Bradley Lane bridge desperately needs lights, but alongside clear road management back towards Platt Lane to prevent roadblocks.	Traffic lights have since been introduced at Bradley Lane bridge.	Private Individual
	Standish crossroads		
5.166	A more diverse offer of businesses and facilities are needed. There are too many takeaways and barbers.	Proposed policy TC10 seeks the further improvement of Standish centre including maintaining its shopping role. The Standish Neighbourhood Plan restricts takeaways in the centre as does proposed policy PE2 in Local Plan.	Private Individual
5.167	Improvements to shop frontages, pavements and parking are needed in the centre.	Proposed policy TC10 highlights the need to improve the street scene at criterion 2. Criterion 4 recognises the need to better manage car parking.	Private Individual
5.168	There is a need to guide the use of materials and colours to commercial buildings to improve the overall aesthetic of the centre.	Proposed policy PL1 requires buildings to follow design principles for quality design. Additionally, the majority of	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		Standish centre is designated Conservation Area and proposed policy PL2 requires proposals to have regard to the historic environment including for Standish.	
5.169	Support the further improvement of Standish town centre. A key priority includes boosting the day and night economy.	Support welcomed	Grimster Planning obo Lovells; Mosaic Town Planning obo Morris and Persimmon Homes
	Cross Street		
5.170	People do not drive within the speed limit (20 mph). Could traffic calming be put in on Cross Street?	Cross Street is a short section of single carriageway road with on-street parking on one side. The design of the road should reduce speeding.	Standish workshop
	Connectivity		

ID	Summary of issues raised	Council Response	Respondent
5.171	Connectivity to surrounding residential areas is a key priority.	Proposed policy TC10 criterion 3 refers.	Grimster Planning obo Lovells; Mosaic Town Planning obo Morris and Persimmon Homes
5.172	There could be a real opportunity with active travel in Standish, with better bus usage and electric bike options for travel to wigan town.	Proposed policy TC10 criterion 3 refers.	Private Individual
5.173	The roads in Standish are not great for pedestrians or cyclists on the whole forcing more car use.	More car use makes walking, wheeling and cycling less attractive so it is self-fulfilling. The Line and other walking, wheeling and cycling improvement have already been delivered. An off-road route to Wigan is being delivered. Further good alternatives to driving are needed.	Private Individuals

ID	Summary of issues raised	Council Response	Respondent
5.174	Pedestrian friendly approach makes it difficult for elderly to travel to the town centre	Noted. Wheeling is a way that elderly people can travel if they aren't able to walk far. It includes mobility scooters	Standish workshop
	Car parking		
5.175	The vacant land near Aldi on Preston Road should be allocated as parking with electric charging points and minimal charges.	The Council has further explored options to improve car parking in Standish. The Preston Road site is privately owned and therefore not within the Council's remit to improve.	Private Individual
5.176	More car parks are needed to help businesses in the town centre and the town centre thrive. But where can a car park be provided? One that has been proposed is a site at Preston Road, negotiations are underway with the landowner.	The Council has further explored options to improve car parking in Standish. The Preston Road site is privately owned and therefore not within the Council's remit to improve.	Standish workshop
	Homes		
5.177	Increasing the number of people living in the town centre through conversion of existing buildings is a key priority.	Noted	Grimster Planning obo Lovells; Mosaic Town Planning obo

ID	Summary of issues raised	Council Response	Respondent
			Morris and Persimmon Homes
	Town centre boundary		
5.178	It should reflect the boundary in the Neighbourhood Plan	The proposed boundary reflects the approach taken for all the centres in the Local Plan. Additionally, the Neighbourhood Plan centre boundary is wholly within the proposed boundary which additionally includes the church, some car parking and centrally located residential streets and developments.	Standish workshop
5.179	It should be expanded to the memorial.	The proposed centre boundary does include the memorial.	Standish workshop
	Other		
5.180	More trees should be planted wherever there is space to help the environment and improve our spaces.	The Proposed policy TC10 at criterion 2 reference needing to improve the street scene, which could include street trees.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
5.181	The s106 contributions from the housebuilders should be considered for allocation to community projects and improvements. It is being wasted on projects such as the short cycle lane on Preston Road near Pepper Lane which has decreased the width of the bus stop making this part of the road less safe.	Good alternatives to driving are needed.	Private Individual
5.182	The Council should look at funding grants for insulation for older houses in the area that is open to all, and not just linked to benefit status. This will allow improvements to heat retention and drastically reduce bills and CO2 output in the area.	The Greater Manchester Combined Authority is seeking to bring forward projects to better insulate older houses.	Private Individual
5.183	Improved infrastructure is needed in Standish.	Noted	Standish workshop
5.184	The top of Langtree Lane should be improved.	Noted	Standish workshop
5.185	Concerns about Standish being referred to as a 'town centre'. The core of the shops and retail is in the traffic lights in Standish which gives it more of a village feel.	Noted	Standish workshop
5.186	The derelict site opposite bargain booze should be for a mixed used scheme of hospitality and retail, not housing.	The site has planning permission for retail uses.	Standish workshop
5.187	The previously proposed by-pass will never happen due to the need of more houses and business premises to fund it.	Noted	Cllr Raymond

ID	Summary of issues raised	Council Response	Respondent
	The originally proposed by-pass has nowhere to go due to the large factories built at Martland Mill, blocking any chance of a dual carriageway by-pass for Standish.		Whittingham
5.188	The future improvements in Standish town centre should be informed by collaboration with residents and businesses to meet local aspirations and needs.	Proposed policy TC10 stats that the further improvement of the centre will be secured by working in genuine partnership with businesses, residents, visitors, the Voluntary, Community, Faith and Social Enterprise sector and our strategic partner organisations. It cannot and should not be done by the council alone.	Grimster Planning obo Lovells
5.189	Improvements to Standish town centre should cater for future needs as opposed to reflecting the past. This should include the growth of smaller independent traders and making sure suitable size units are available in appropriate locations.	The Proposed policy reflects the need to diversify the range of shops and businesses including the growth of independent traders at criterion 1.	Grimster Planning obo Lovells
5.190	Concern over the lack of detail in the proposals for Standish town centre and suggest that the list of proposed improvements is only aspirational. More detail suggested	Proposed policy TC10 refers.	Mosaic Town Planning obo Morris and

ID	Summary of issues raised	Council Response	Respondent
	and that reference to s106 is made for improvements envisaged.		Persimmon Homes
Regenerating Tyldesley town centre			
	Elliot Street		
5.191	Need to ease traffic on Elliott Street, and pedestrianise it if possible.	Pedestrianisation of Elliott Street is perhaps unlikely due to the absence of alternatives for westbound traffic, but further measures to slow traffic down could be introduced – proposed policy TC11 criterion 1 refers.	Tyldesley workshop
5.192	Restrictions are needed on the number of Hot Food Takeaways in the town centre. This could be included in the Tyldesley town centre policy and there could be zones for the takeaways.	The number of takeaways is limited through our Hot food Takeaway Supplementary Planning Document and proposed policy PE2.	Tyldesley workshop
	Parking		
5.193	Town centre car parks are used by busway passengers. There needs to be better management, such as using automatic number plate recognition cameras and residents parking – relates to the town centre housing areas highlighted in the presentation.	An extension to the Tyldesley busway park and ride is under construction. The proposed policy for Tyldesley TC11 supports the better	Tyldesley workshop

ID	Summary of issues raised	Council Response	Respondent
		management and provision of parking across the town centre at criterion 6.	
	Town centre boundary		
5.194	The old Lidl, now a gym should be in the town centre core boundary.	The former Aldi, now Pure Gym, is within the town centre boundary.	Tyldesley workshop
5.195	The town centre boundary could better reflect the High Street Heritage Action Zone boundary.	The majority of the Tyldesley Conservation Area is within the town centre boundary, the exceptions are the residential areas south and west of the church which are not in central locations. All of the priority buildings identified in the HAZ are with the core area of the town centre.	Tyldesley workshop
	Other		
5.196	Need to chase owners of unused properties and potentially secure them by CPO.	The use of CPO is usually as a last resort and legislation is restrictive when applied to individual buildings. The preferred way is discussion and	Tyldesley workshop

ID	Summary of issues raised	Council Response	Respondent
		working with owners, the policies support this approach.	
5.197	There has been a High Street Heritage Action Zone in Tyldesley, where the Conservation Area is on the Heritage at Risk Register. This supports the regeneration of the town centre.	This is identified in the reasoning and explanation for proposed policy TC11, which itself is about furthering the regeneration and improvement that has been achieved locally.	Historic England
Local centres supporting thriving communities			
	Suggested additional centres		
5.198	Possible additional centres on Railway Road Leigh (if removed from town centre) and in Bedford.	The shops along Railway Road remain as part of Leigh town centre. Shops on Warrington Road Leigh are proposed as a local centre under proposed policies TC1 and TC12.	Leigh Workshop
5.199	The shops on Derby Street should be included as a Local Centre.	Derby Street has been added to the list of local centres.	Leigh Workshop
5.200	Other potential local centres identified included shops opposite St Mary's Church on Newton Road.	There appear to be only 3 shops, which is below the threshold of 4 units that we have used.	Golborne Workshop

ID	Summary of issues raised	Council Response	Respondent
		Furthermore, they are not grouped together.	
	Bryn		
5.201	HGV restrictions needed in Bryn.	Options to reduce the impact of HGV traffic on local roads are being explored as part of wider infrastructure delivery projects which are outlined within the Wigan Borough Transport Strategy.	Ashton workshop
5.202	Car parking in Bryn can be a challenge – a large part is private.	Noted	Ashton Workshop
5.203	People don't want a nightlife in Bryn – Ashton is sufficient.	Bryn is identified in the Local Plan as a local centre under proposed policies TC1 and TC12, which would be a continuation of its existing status in the Unitary Development Plan 2006. Evening activities would normally be limited to restaurants, hot food takeaways and public houses or bars,	Ashton workshop

ID	Summary of issues raised	Council Response	Respondent
		subject to policies and licensing where needed.	
5.204	Bryn has the right shops for day-to-day sundries – bread, paper, milk etc., also a chippy.	Noted	Ashton workshop
5.205	Lack of community space in Bryn, currently use the Boys Brigade Hall but it's in need of refurbishment.	Proposed policy TC12, criterion 2 identifies that community facilities are important in local centres and that proposals for new facilities will be supported.	Ashton workshop
5.206	Need to develop shops in Bryn as more housing comes forward.	The improvement of local centres including the provision of more shops is encouraged by the proposed policy TC12 at criteria 3-5.	Ashton workshop
	Atherton area		
5.207	Any money available to regenerate properties should be spent on areas outside of the town centre, such as Hag Fold.	Different funding pots would normally be sought for town centres compared to housing.	Atherton Workshop
5.208	The local centres are all very run down and need modernising, with a more contemporary look. Lighting with LED's would brighten them up. There are too many fast-food shops.	Improvements to all centres are encouraged through proposed policy TC12.	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
		The number of takeaways is limited through the Hot food Takeaway SPD and proposed policy PE2	
	Golborne and Lowton area		
5.209	Church Lane, Oaklands Road and Slag Lane/Crow Wood Road are all considered valuable assets for the local community.	Support welcomed	Golborne Workshop
5.210	There is a lack of parking at Slag Lane/Crow Wood Road.	The centre at Slag Lane is privately owned and the provision of car parking is part of what was originally planned for the centre.	Golborne Workshop
5.211	New local centres should have been delivered as part of new large housing developments, as the 3 local centres in Golborne and Lowton are some distance from many new homes which results in people driving.	New local centres are proposed for some site proposals in the Local Plan, as well as a site in the PfE Plan – proposed policy TC13 refers.	Golborne Workshop
	Orrell Post		
5.212	The local centre at Orrell Post is doing well but there is no parking. The car park at The Stag is Pay and Display.	The car park at the Stag is private.	Pemberton workshop

ID	Summary of issues raised	Council Response	Respondent
5.213	Support for the concept of creating thriving local centres, with shops and services meeting day-to-day needs close to where people live.	Support welcomed	Leigh Youth Zone
	Platt Bridge		
5.214	Lots of challenges about the boundary, including that it should be a town centre, rather than a local centre. Indications it should include businesses, restaurants, bowling green, Platt Bridge FC, Platt Bridge community school, St. Nat's Church, funeral directors, older person's home, Holy Family School and the community green (which needs improving as a community space). Whether the cenotaph is in the centre boundary was also raised as an option.	Platt Bridge is now proposed as town centre and the boundary has been expanded accordingly, although not necessarily to the full extent that was suggested – see proposed policy TC9.	Platt Bridge workshop
5.215	Community space to rent for meetings and events is vital. Current spaces are either too busy, too expensive, or too small.	Proposed policy TC12, criterion 2 identifies that community facilities are important in local centres and that proposals for new facilities will be supported.	Platt Bridge workshop
	Tyldesley area		
5.216	Sale Lane local centre needs improving. There is no community centre at Stour Road. There are no free cash	All of the proposed local centres have been assessed for improvements and the potential for community	Tyldesley workshop

ID	Summary of issues raised	Council Response	Respondent
	machines, no petrol stations. There is no chemist, the nearest is at Mosley Common.	services to be co-located in the centre. The council cannot, however, determine the provision of commercial facilities within any particular centre if those services do not want to locate there.	
5.217	Shakerley is in Tyldesley, not Atherton.	Apologies. The centre is now identified under Tyldesley	Atherton Workshop
	Worsley Mesnes		
5.218	Shops struggle with crime in Worsley Mesnes.	Noted	Wigan Youth Zone Workshop
	General		
5.219	More local Post Offices are needed.	This is a matter for the Post Office	Wigan workshop
5.220	Local businesses need cheap rents.	Rents are determined by landlords, not the council unless the council is the landlord.	Wigan workshop
5.221	Parking should be free in local centres, although there were concerns this will influence more people to drive rather than take sustainable travel methods.	Where there is parking in local centres this is usually free. The aim of the draft Local Plan is to	Wigan workshop

ID	Summary of issues raised	Council Response	Respondent
		encourage more walking, wheeling and cycling through improvements to access and cycle parking.	

6. Transport

ID	Summary of issues raised	Council Response	Respondent
Active Travel – walking, wheeling and cycling			
6.1	Support preference to ensure active travel is the first and natural choice for shorter distance journeys.	Support welcomed. However, we have concluded that walking, wheeling and cycling is fully covered in planning policy terms in the Places for Everyone Connectivity chapter, adopted March 2024. The council is, however, in the early stages of preparing a new walking, wheeling and cycling strategy for the borough.	Pegasus Group obo Barratt Homes; Peel L&P; St Helens Borough Council
6.2	Support this approach but it will require the introduction of appropriate infrastructure across the borough to facilitate, both on new developments as they come forward, and as additional / amends to existing infrastructure.	As above	Northstone
6.3	Broadly supportive as it supports the promotion of good health and wellbeing by creating safer and more attractive routes for walking and cycling.	As above	CPRE
6.4	Support the active travel aims, in particular by supporting new development that is connected to the dedicated active travel route network. Ensuring access to a network of active	Support welcomed, proposed policy T2 refers in part, otherwise as above	Mosaic obo Persimmon

ID	Summary of issues raised	Council Response	Respondent
	travel and public transport options is essential to discourage people from unnecessary car use.		and Morris Homes
6.5	Welcome direct reference to, and inclusion of a supportive policy on, Active Travel, especially where it could promote Active Design, which facilitates enabling people to become more active in their everyday lives, enhancing walking routes in and around towns and villages to attract people to do more walking and cycling. Any ability for development to protect and enhance the cycle, footpath and bridleway network would also be welcomed.	Support welcomed. However, we have concluded that walking, wheeling and cycling is fully covered in planning policy terms in the Places for Everyone Connectivity chapter, adopted March 2024. The council is, however, in the early stages of preparing a new walking, wheeling and cycling strategy for the borough	Sport England
6.6	Support the preference for active and public transport.	As above	Natural England
	Walking		
6.7	Poor lighting on walkways into Wigan town centre. People don't feel safe on these walkways in.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Wigan Workshop

ID	Summary of issues raised	Council Response	Respondent
6.8	Safer roundabouts for pedestrians needed, e.g. City Road.	As above	Wigan Youth Zone
6.9	More pedestrian crossings are needed in Beech Hill, near Tesco – it is dangerous.	As above, although there is already a programme of providing and improving pedestrian crossings	Wigan Youth Zone
6.10	Many of the paths that lead up to the canals are muddy, which means riding on unsafe routes (busy roads) until a suitable access is reached, e.g. the path alongside Atherleigh Way from the asphalted path to the sports village (from Pennington Flash). The other issue is a safe and well used access to the canal but becomes virtually impassable during winter due to waterlogging and mud.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Private Individual
6.11	Walking has its own hazards, poor pavements, weather, traffic and traffic pollution. In respect of the latter: at major junctions and at the roadside during peak periods the Nitrogen Dioxide (NO ₂) levels are often in excess of twice the legal limit.	As above	Lowton and Golborne Traffic Advisory Committee
	Cycling		
6.12	There should be improved cycle connections across the Ashton area – Viridor Woods is underused – they are not signposted or easily found and should also connect to canal.	As above	Ashton workshop

ID	Summary of issues raised	Council Response	Respondent
6.13	Need to promote cycling and active travel to improve the congestion issues.	As above	Atherton Workshop
6.14	The National Cycle Route needs to be improved near Lovers Lane.	Noted	Atherton Workshop
6.15	A crossing on Woodhouse Lane was recently denied, and other crossing improvements have been delayed. I would love active travel to be the true preference! The cycle network is very fractured.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Private Individual
6.16	Off road cycle infrastructure needed between Golborne and Lowton – no safe routes currently and need to promote walking/cycling to new station.	Noted	Golborne Workshop
6.17	Some felt that cycle lanes are a waste of time and money especially for the older generation.	Noted	Leigh Workshop
6.18	Cycling routes and designated areas to cycle. No encouragement for local people to cycle – for example the road to Golborne is terrible for cycling.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Platt Bridge Workshop
6.19	A49 is a narrow road. The cycle way has narrowed the road, which causes more traffic issues. Narrowing the road in favour of pedestrians and cyclists impacts the traffic that has	Noted. Good alternatives to driving are needed to	Standish Workshop

ID	Summary of issues raised	Council Response	Respondent
	to slow down, causing more emissions, such as the traffic lights installed on Walkden Avenue.	encourage more people to leave their cars at home.	
6.20	Although Lowton is close to Pennington Flash, cycling to it is still via a busy main road with no cycle lane.	Noted	Lowton East Neighbourhood Development Forum
6.21	We believe that there is a generation of cyclists waiting to pedal hard from our community but that the infrastructure does not support them. It shouldn't take bravery to cycle on roads in your community, yet to venture on a bike onto Holden Road, St. Helen's Road and Leigh Road is to take your life into your hands.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Leigh Neighbours
6.22	Recently adopted its Local Cycling & Walking Infrastructure Plan that contains a proposed cycling network extending to the borough boundary with Wigan.	As above. The council will liaise with St Helens Council on cross boundary linkages	St Helens Borough Council
	Canals		
6.23	Support emphasis on modal shift. However, more could be made of walking and cycling, with the only apparent mention under Travel Plans. Note the 'Health' section includes active travel and making walking and cycling more	As above	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
	favourable and sets out a number of aims which all seem positive.		
6.24	The plan should seek to maximise access and the use of waterways as non-trafficked leisure and recreation routes. However, these need to be fit for purpose to accommodate increased usage, and where this is as a result of new development, infrastructure improvements should be provided including towpath resurfacing and access improvements. Providing signage and wayfinding to these routes would also be crucial to maximise their use.	As above	Canal and River Trust
6.25	Towpaths in the borough are generally in a good state of repair. However, the section east of Top Lock to the borough boundary would benefit from resurfacing to optimise its role as an off-road sustainable transport route.	Noted	Canal and River Trust
6.26	Towpath access points could also be usefully upgraded to enable their use by all users. An access audit on the towpath to look at safety, lighting, signage etc. as well as a review of the towpath condition would be useful to inform and maximise its use by everyone. Welcome the canal towpaths and accesses being upgraded and made suitable for all users to share. Provision should be made within the Local Plan for financial contributions for such improvements to the canal towpaths.	Noted	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
6.27	The enhancement of the Bridgewater Canal can support this objective. The co-location of mutually supportive development uses – such as providing new homes next to workspaces – can also reduce the need for journeys by car and enable people to live more sustainably.	Noted	Peel L&P
6.28	Encouraging 'active travel' along the canal towpaths can be problematic. Sadly, the majority of cyclists cycle extremely fast and do NOT use bells or shout warnings to pedestrians on the towpaths. Could an agreed Code of Conduct with the Canal and River Trust be developed?	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Lowton West Residents (LWR)
	Other		
6.29	Some raised concerns that the concept of '15 minute cities' will result in drivers being penalised for driving in certain areas.	There are no plans to penalise drivers for driving in certain areas.	Leigh Workshop
6.30	If the Council are looking to reduce travel by car, they should look to ensure that they have an appropriate balance between housing, employment and services, and support housing in sustainable locations, which can support active and sustainable travel.	Noted. Good alternatives to driving are needed to encourage more people to leave their cars at home	Home Builders Federation
6.31	We want to see roads that are shared spaces, where children can play safely and where excess speed and pavement parking are not a worry to walkers and cyclists.	Noted. The Transport Strategy outlines the transport priorities for the Council and how walking, wheeling and cycling	Leigh Neighbours

ID	Summary of issues raised	Council Response	Respondent
		will be supported and infrastructure improved.	
6.32	Beneficial to adopt similar approach to the identification and delivery of appropriate mitigation measures. It is also important to have general policy support for the delivery of this type of infrastructure. This is a cross boundary issue that needs joint work to deliver a connected and cohesive network.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues, and the council will liaise with St Helens Council on cross boundary linkages.	St Helens Borough Council
6.33	How can 'active travel' routes be further encouraged between Leigh town centre and out of town areas such as the Parsonage Retail Park? I am a fit and active person but - for example – I struggled walking into Leigh to catch my bus with just one bag of shopping yesterday on a dry day, so 'active travel' is not necessarily practical. People visit Parsonage to shop. Perhaps a small circular shuttle bus every hour would be an excellent addition. Leigh - Sports Village - Parsonage Retail Park etc.?	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan.	Lowton West Residents (LWR)
6.34	Transport proposals, including walking and cycling, should link with policies on GI and ecological networks to support access to nature.	Proposed policy EN2 refers.	Natural England

ID	Summary of issues raised	Council Response	Respondent
Bus			
6.35	Support reference to cross boundary bus services. Will be pleased to discuss cross boundary public transport issues, including enabling customers to use public transport across the boundary to remove barriers in accessing work and leisure. This is linked to bus franchising and simple ticketing to enable customers to use different bus providers.	Support welcomed	Chorley Council
6.36	The options and preferences of the cross-boundary services are welcomed and supported.	Support welcomed	St Helens Borough Council
6.37	We support the council's preference on buses.	Support welcomed	Pegasus Group obo Barratt Homes
6.38	One of the main aims is to optimise services, including their scope and frequency, to best serve residents and destinations. Our clients agree with these aims and will continue to contribute towards the improvement of existing services or implementation of new routes as part of future developments in the Borough.	Support welcomed	Mosaic obo Persimmon and Morris Homes

ID	Summary of issues raised	Council Response	Respondent
6.39	Support, but there is a long way to go before bus travel becomes competitive with car travel in pricing and convenience.	Support welcomed. Good alternatives to driving are needed to encourage more people to leave their cars at home, and lots of measures are now being taken to make bus travel more attractive, now that there is public control over bus services in Greater Manchester.	Private Individual
	Bus franchising		
6.40	Bus franchising provides a good opportunity to improve bus connections to Hindley railway station.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Hindley Workshop
6.41	Recognition that the Bee Network had just been introduced and there may be some teething issues, but bus services are currently unreliable, often delayed (sometimes up to 40-50 minutes) and then two buses coming at once. This needs to be addressed quickly.	As above	Workshops – Atherton, Hindley, Tyldesley, Wigan, Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
6.42	Bus services need to interchange with each other and with rail, such as at Atherton station.	As above.	Tyldesley Workshop
	Guided Busway		
6.43	The Guided Busway should be extended to Golborne.	There are no proposals to extend the Guided Busway to Golborne. It would be a massive funding challenge and there isn't an identified route. A new railway station is proposed for Golborne and there should be good bus service connections with rail services at the station.	Golborne Workshop
6.44	The extension of the Leigh Guided Busway (or tram system) westwards into Hindley is as an opportunity that should be fully explored.	There are no proposals to extend the Guided Busway to Hindley. It would be a massive funding challenge and there doesn't appear to be room at Westleigh Lane	Hindley Workshop
6.45	Some consider the Leigh Guided Busway to be excellent, but there aren't enough buses.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
		Wigan as far as funding allows, including for busway services.	
6.46	Busway services are full at peak times before they get to Tyldesley and Astley. There is a need for more frequent services, with a mix of services, some starting in Tyldesley, and some running non-stop / express on the A580. There is a similar issue on the return journey in the peak. Difficulty getting on the bus in Manchester but then most people alight before the busway itself.	As above	Tyldesley Workshop
6.47	Better park and ride facilities are needed for the busway.	Improved park and ride facilities are being provided at Tyldesley.	Tyldesley Workshop
6.48	Poor pedestrian access to the busway via Cooling Lane etc., including better maintenance of steps and more slopes for older people and wheeled access.	The council is now in the early stages of preparing a new walking, wheeling and cycling strategy for the borough, which will seek to cover these issues.	Tyldesley Workshop
6.49	Connecting services with the busway are needed from Astley and Mosley Common.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows,	Tyldesley Workshop

ID	Summary of issues raised	Council Response	Respondent
		including services connecting with the busway services	
6.50	The Guided Busway is a good option for travellers outside of peak travel times but at peak times - to and from the Busway - commuters get caught up in the large queues and long delays on the road network after Ellenbrook.	As above, including busway services.	Lowton West Residents
6.51	The delivery of the Guided Busway and associated Park & Ride facilities within Wigan and Salford has facilitated a significant modal shift and has helped to mitigate the effect of traffic growth. Further such facilities will offer additional benefits.	Support welcomed	Peel L&P
	Ashton		
6.52	There is no bus service between Ashton and Newton-le-Willows station, and car parking is not great. A transport link would be amazing for links into Manchester.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows, including cross boundary services. If such improvements are unable to be achieved now, we intend to pursue them once	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
		services are franchised in St Helens too.	
6.53	Number 10 bus is good but doesn't go to Newton. Can get integrated ticket to Manchester which is good value.	As above.	Ashton Workshop
6.54	Need to make bus services cheaper, more reliable, more frequent, and subsidised.	Bus services are capped at £2. Following the franchising of the entire bus network in Greater Manchester residents also have access to a £2 Hopper Fare. As all services in GM are franchised ticketing is now a matter for TfGM.	Ashton Workshop
6.55	A loop service around the estates in Ashton would be great including the Mucklow estate. It used to run.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Ashton Workshop
6.56	Need more regular buses to Wigan. The Wigan-Ashton-Leigh bus (No. 10) takes too long and because of bottlenecks and length of journey often leads to buses being bunched together.	As above	Ashton Workshop

ID	Summary of issues raised	Council Response	Respondent
6.57	Why have the bus stops on Liverpool Road been closed/no longer in use?	Further information required to determine which bus stops are being referred to. Liverpool Road is served by bus service no. 602.	Ashton Workshop
	Atherton		
6.58	No buses go to Cutacre employment area (in Bolton). Local services have been cut.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Atherton Workshop
6.59	An Atherton circular bus route connecting Hag Fold estate and other residential areas to Atherton town centre would be valuable.	As above	Atherton Workshop
6.60	Get rid of the bus lane on Leigh Road and Newbrook Road.	Noted	Atherton Workshop
6.61	Improved bus links connecting Atherton and Hag Fold to Bolton, including Bolton hospitals, would be valuable.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
		of Bus Network Review within Wigan as far as funding allows.	
6.62	Concern that older and disabled people would have to walk further from the bus into the town centre.	Noted. The walking distances would be the same both ways as it is now one-way.	Atherton Workshop
	Golborne and Lowton		
6.63	Bus service 34 has no provision after 6pm.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Golborne Workshop
6.64	Golborne is well served but it depends on the bus operator.	All services in Greater Manchester are now part of the Bee Network. Coordination with cross boundary services is still work in progress as many are still fully commercial services	Golborne Workshop
6.65	Links to Newton-le-Willows and St Helens need to be improved.	As above	Golborne Workshop

ID	Summary of issues raised	Council Response	Respondent
6.66	There are few bus routes, too few buses and they often only run between 07:30 and 18:00. Buses delay and onward connections by public transport are often missed. Bus services have been cancelled without any apparent notice.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Lowton and Golborne Traffic Advisory Committee
	Hindley		
6.67	Bus routes to Hindley train station must be improved as a priority. The station is isolated from the main residential areas.	As above, including for services connecting with Hindley rail station	Hindley Workshop
6.68	No direct bus from Hindley Green to Manchester. Have to go via Leigh to use the guided busway. The alternative of the train involves driving to the railway station and parking.	As above	Private Individual
	Leigh		
6.69	As part of re-franchising, consideration should be given to a bus service that loops between Leigh bus station, Leigh hospital, Wigan bus station and Wigan hospital. Not having to change between services will encourage greater use especially of older/infirm people and reduce pressure on car parking at both destinations.	As above	Leigh Workshop

ID	Summary of issues raised	Council Response	Respondent
6.70	Many children are reliant on the local bus network to get to school and for leisure. Bus services need to be retained and improved.	As above	Leigh Youth Hub
6.71	Many wanted later bus services to Leigh Sports Village.	As above	Leigh Youth Hub
	Pemberton / Orrell		
6.72	At school closing time, buses on Bell Lane are full of schoolchildren (Dean Trust) and delayed. There should be dedicated school buses or extra buses at this time.	As above	Pemberton Workshop
6.73	Need a greater frequency of buses to/from Billinge. Cross boundary services need to be considered.	As above	Pemberton Workshop
	Platt Bridge		
6.74	Bus connecting Platt Bridge to Hindley train station would be good.	As above	Platt Bridge Workshop
6.75	Circular bus through the estate and more bus routes in general.	As above	Platt Bridge Workshop
	Standish and Shevington		
6.76	There is no bus service along Shevington Moor and Appley Bridge to Wroughtington Hospital.	As above	Standish Workshop

ID	Summary of issues raised	Council Response	Respondent
6.77	Use Section 106 money to improve bus services in Standish.	<p>Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.</p> <p>There is s106 funding for public transport improvements in Standish from the developments at Rectory Lane, the Former Standish Golf Course. The council is working with TfGM, to deliver the improvements detailed within the s106 agreements as quickly as possible to mitigate the impact of the additional traffic generated by the developments.</p>	Standish Workshop
6.78	Bus services need to cover more of Standish. There needs to be more of a bus loop service. The new Bee Network does not go into the middle of Standish. It has cut the centre and core of Standish out. There is no bus service in some areas	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits	Standish Workshop

ID	Summary of issues raised	Council Response	Respondent
	especially uphill areas. Needs to be a bus service via Beech Hill.	of Bus Network Review within Wigan as far as funding allows.	
6.79	The new bus services are yet to be implemented by the Council and both Rectory Lane phases 1 and 2 are now complete and occupied. The impact of such delayed implementation will be experienced by new residents to Standish, and risks stunting further growth until provisions of additional bus services are implemented.	The council is working with TfGM, who are responsible for the bus network under bus franchising, to deliver the improvements detailed within the s106 agreements as quickly as possible to mitigate the impact of the additional traffic generated by the developments.	Mosaic obo Persimmon and Morris Homes
	Tyldesley		
6.80	Double decker buses are too big to go through the estates	Noted	Tyldesley Workshop
	Wigan		
6.81	Anti-social behaviour in Wigan bus station needs addressing. This is off-putting for residents to use the bus into and out of Wigan, particularly in the evening.	Noted	Hindley Workshop, Wigan Youth Zone
	Other		

ID	Summary of issues raised	Council Response	Respondent
6.82	More frequent bus services needed.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Wigan Youth Zone
6.83	£1 bus fares is good.	Support welcomed	Wigan Youth Zone
6.84	Cross boundary bus services – a North West bus pass needed so it doesn't cost more.	Noted	Wigan Youth Zone
6.85	The buses serving Aspull are okay, but it depends on the driver	Noted	Wigan Youth Zone
6.86	Buses are okay but need more space – traffic is a problem, buses get delayed.	Noted	Wigan Youth Zone
6.87	Many more rural bus stops are "school bus only" despite being on bus routes. These could be opened up to improve access to transport for all.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan as far as funding allows.	Private Individual
Rail			
	Wigan North Western and Wallgate		

ID	Summary of issues raised	Council Response	Respondent
6.88	Wigan North Western and Wigan Wallgate need to be modernised and improved.	Noted. This is being progressed through work on the Wigan Station Gateway in line with proposed policy TC2, criterion 7.	Wigan Workshop
6.89	The infrastructure near Wallgate is difficult to navigate.	Noted. A Wigan Town Centre Access and Circulation study has been commissioned by the council to investigate options to improve the areas around the station.	Wigan Workshop
	Golborne Rail Station		
6.90	The plans to create a new railway station at Golborne are supported, as is the strengthening of Wigan's role as a national and regional rail hub, specifically the securing of significantly improved services on the Kirkby line, including the potential extension of Merseyrail from Kirkby to Wigan. This service will also improve rail connectivity for St Helens residents via Rainford rail station; along with capturing the opportunity for Bryn station to serve a wider catchment, for services to Liverpool and St Helens, which is welcomed.	Support welcomed	St Helens Borough Council
6.91	The proposed railway station in Golborne is essential and welcomed. However, it will be of little or no benefit to people in Leigh in terms of commuter journey time. Currently,	Noted	Lowton West Residents (LWR)

ID	Summary of issues raised	Council Response	Respondent
	many commuters travel to Newton le Willows station and even if they 'swap' to Golborne it would still require a car journey through Lowton.		
	Metrolink to Leigh		
6.92	Some think the railway line should stay as it is, and not be replaced by Metrolink / tram-train as trains are faster.	Noted. The Council is keen to explore whether there is a case to bring Metrolink to Leigh in the future, which includes utilising the Atherton rail line for tram-train service. This process will explore strengths and weaknesses of the proposal such as the speed of trains and tram-trains.	Atherton Workshop
6.93	To ensure that every town is provided with the best transport links to employment opportunities in Manchester town centre and beyond. Only solution is the Metrolink. Leigh has already been sold short with no rail link and a guided busway.	Noted. TfGM are undertaking a Salford Crescent to Wigan (via Atherton), Leigh and Bolton Strategic Transport Assessment to investigate the feasibility of the options.	Private Individual
6.94	Some felt that Metrolink would be a boost to Leigh, particularly by providing better access to Manchester.	As above	Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
6.95	A Metro extension to Leigh would be absolutely fantastic and I have no doubt that it would significantly reduce vehicular traffic through Lowton - a significant improvement in traffic congestion.	As above	Lowton West Residents (LWR)
6.96	Many felt that Metrolink should be explored as it would bring in much more opportunity for investment.	As above	Leigh Workshop
	Improved services on the Kirkby Line		
6.97	Reference to securing significantly improved services on the Kirkby line, including the potential extension of Merseyrail from Kirkby to Wigan, and opportunities to better serve Skelmersdale is welcomed.	Support welcomed. This will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the Local Plan as it is not considered that it adds any benefit.	West Lancashire Borough Council
6.98	There are no train services to Orrell after 7pm. They need to run longer to encourage usage.	Options to improve services on the Orrell line will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the Local Plan as it is not considered that it adds any benefit.	Pemberton Workshop

ID	Summary of issues raised	Council Response	Respondent
	Improvements at stations		
6.99	The securing of improvements to Appley Bridge station are welcomed. However, the emerging Local Plan should note that Appley Bridge rail station is located within West Lancashire Borough so a need for joint working between West Lancashire, Lancashire County and Wigan Councils should be recognised.	Improvements to Appley Bridge station will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the Local Plan as it is not considered that it adds any benefit.	West Lancashire Borough Council
6.100	A multi-storey car park is needed at Atherton railway station – this is needed before new housing is delivered, to resolve the lack of adequate parking around Atherton train station. Commuters park in nearby streets leading to a lack of resident parking and slowing of traffic on Bolton Road. Perhaps a shuttle service could be implemented from the town centre with a park and ride service up to the train station. A resident only parking scheme would also free up the surrounding streets for those that live around Atherton station.	Parking around Atherton station is a live issue and opportunities to improve the use of rail from the station will be pursued.	Private Individuals; Atherton Workshop
6.101	Atherton rail station lacks toilet facilities which would be a welcome addition for users.	The GMCA are seeking to gain control of stations in Greater Manchester as part of rail	Private Individuals; Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
		devolution, and improve them as transport hubs.	
6.102	Takes longer to get from Bryn to Manchester than to London. Newton much quicker and cheaper to get to Manchester/Liverpool (express line)	Bryn does not have Manchester services, people need to change trains in Wigan. It does however have services to/from Liverpool.	Ashton Workshop
6.103	Vacant land should be used to provide a car park at Hag Fold station.	This would have significant amenity implications for adjacent residents.	Atherton Workshop
6.104	Hindley station is a valuable asset to the area, but would benefit from disabled access including lifts serving both platforms, toilets, refreshment facilities, improved parking and improved access generally. Space at the back of the car park, which has been used as a storage area, could potentially be used for additional spaces.	TfGM's Access for All programme includes plans to improve Hindley rail station with lifts, improved access arrangements and greater quantum and quality of parking provision.	Hindley Workshop
6.105	Access to Hindley station is poor in terms of active travel, public transport and private car.	The extension of the park and ride car park is programmed to take place in 2025/26. Responsibility for public transport lies with TfGM and the council is working closely with	Hindley workshop

ID	Summary of issues raised	Council Response	Respondent
		them to maximise the benefits of Bus Network Review within Wigan as far as funding allows, including bus services to/from Hindley rail station.	
6.106	Orrell station is within a deep cutting and needs to be made more accessible, but not clear how this could be done. A lift could be installed but this might attract anti- social behaviour/vandalism.	The GMCA are seeking to gain control of stations in Greater Manchester as part of rail devolution, and improve them as transport hubs, including making them fully accessible.	Pemberton Workshop
	Electrification of Southport Line		
6.107	Reference to securing the electrification of the Southport line to take full advantage of the electrification of the Bolton-Wigan line is welcomed.	Support welcomed, however, this will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the Local Plan as it is not considered that it adds any benefit.	West Lancashire Borough Council
	Investigating potential for new stations		

ID	Summary of issues raised	Council Response	Respondent
6.108	There are rail capacity problems for any new station in Standish and issues with where it would go, and what car parking would be needed.	Noted	Standish Workshop
6.109	It is unnecessary to have the new rail station in Standish as residents can go to Wigan town centre and get the fast lines there. It wouldn't be appropriate or feasible.	Noted	Standish Workshop
6.110	Support the creation of a new station at Standish.	Noted, but there are significant constraints on achieving a new rail station at Standish, not least in respect of capacity for a stopping service on the West Coast Mainline.	Mosaic obo Persimmon and Morris Homes; Pinnacle Planning obo Story Homes
6.111	General support for potential future rail station at Little Hulton.	Support welcome. This would particularly benefit the Tyldesley area of the borough	Atherton Workshop
6.112	Could a train service between Atherton and Bolton be explored.	Such a service is unlikely due to the configuration of the railways but it is being considered as part of a study by TfGM of the feasibility of bringing Metrolink to Bolton and Leigh.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	Park and ride		
6.113	Bryn station needs a park and ride facility – there is space at the back of the Co-Op. Could it be CPO'd to be used as additional parking for Bryn station? It's only a short walk.	Better park and ride facilities at rail station is an objective in Greater Manchester particular if a station is relatively inaccessible. However, Bryn has a good walk-in catchment and is a main bus route.	Ashton Workshop
	Rail capacity improvements at pinchpoints		
6.114	Securing rail capacity improvements at pinchpoints in Manchester / Salford and Liverpool City Centres and the West Coast Mainline is the most important aspect – these must be improved to encourage people to visit Wigan easily from the immediate area.	Agreed, however, this will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the Local Plan as it is not considered that it adds any benefit.	Private Individual
	Other		
6.115	Train stations are not particularly well located for patients to get to medical or clinical care facilities. There is often the need to drive to the station or take a bus. Trains can be over-	There have been a lot of issues with rail services in recent years but there are ambitions to bring local services into the Bee Network in Greater Manchester	Lowton and Golborne Traffic

ID	Summary of issues raised	Council Response	Respondent
	crowded with no room to sit or they are cancelled with little notice.	by 2028, including all three lines serving Wigan from Manchester, with the objective of securing better services.	Advisory Committee
6.116	Clarification should be made available to residents on the recent HS2 cancellation and its potential impact on the Borough.	The main implication is that the issue that HS2 was designed to address, congestion on the West Coast Mainline, is not now being addressed north of the West Midlands.	Private Individual
Road			
6.117	We can lend support to the Council's preference.	Support welcomed	Pegasus Group obo Barratt Homes
	East-west connectivity		
6.118	East-west infrastructure would likely begin in the west with the M58 Link Road, at M6 J26. A new connection to the SRN is going to alter traffic volumes and would require construction work.	The design of the connection into M6 Junction 26 has been agreed with National Highways and the scheme has planning permission.	National Highways

ID	Summary of issues raised	Council Response	Respondent
6.119	Significant concerns about building any more houses without addressing existing congestion. The road network, particularly the A577, is already over capacity and adding more homes before this is improved would be catastrophic for the town centre and for residents who currently live nearby /commute through Hindley.	Proposed policy T1 sets out our key transport infrastructure priorities, including the east-west link road. Proposed policy T2 sets out the requirements for new developments in transport terms. PfE Plan Connectivity policies also apply.	Hindley Workshop
	Electric vehicle charging infrastructure		
6.120	The Plan notes the importance of EV charging infrastructure, as well as rest facilities for HGV drivers. Both these interventions may require upgrades to the SRN.	Noted	National Highways
6.121	As a residential developer, our client is committed towards providing sustainable modes of travel as part of their development projects, and this extends to catering for electric vehicle charging infrastructure and secure cycle parking for residents. This aligns with the policy statement included within the Places for Everyone Plan to deliver a carbon neutral Greater Manchester no later than 2038.	Support welcomed. Proposed policy T3 includes provisions for EV charging spaces.	Grimster Planning obo Lovell Partnerships
	Managing impact of major sites near the borough boundary		

ID	Summary of issues raised	Council Response	Respondent
6.122	The recognition of the need to manage the impacts of Parkside and Haydock employment sites are supported.	Support welcomed	St Helens Borough Council
6.123	St Helens Local Plan allocates and safeguards two sites for residential development (216 dwellings and 291 dwellings) that borders Wigan at Ashton-in-Makerfield. To alleviate any concerns about the level of traffic that could be generated from these sites, the St Helens Borough Local Plan requires mitigation measures through Policy LPA06: Transport and Travel.	Proposed policy T2 Transport Assessments, Travel Plans and Transport Statements outlines the process required for the assessment and mitigation of new developments.	St Helens Borough Council
6.124	The management of impacts of major sites near the borough's boundary is supported in principle, however it should be assured that the onus of such management is not placed on local residents, nor development proposals within the vicinity of such neighbouring major sites.	Noted. Proposed policy T2 Transport Assessments, Travel Plans and Transport Statements refers.	Gerald Eve LLP obo Trammell Crow Company
6.125	In general, I support the plan however completing the A579 Atherleigh Way to connect to the motorway should be a priority. Once the Atherleigh Way is finished then the existing Winwick Lane should be disconnected. This would partially mitigate the impact of the Parkside development. Also, when letting contracts for waste etc. stipulations should be made on routes to prevent the links of Redgate	Proposed policy T1 sets out our key transport infrastructure priorities, including the Lane Head South Bypass. However, extending Atherleigh Way southwards would immediately go out of the borough, and	Private Individual; Lane Head South Residents Group

ID	Summary of issues raised	Council Response	Respondent
	cutting through Lane Head. They should only be allowed to use the A580.	Greater Manchester, as the land is in Warrington	
	Improvements to M6 junctions		
6.126	Improvements are required at M6 J25 but only others mentioned in plan (23, 24 and 26). Work currently underway with St Helens on junction 23 to see how junction 23 can be improved which is really difficult with six roads coming into the junction.	Discussions are ongoing with National Highways (who manage these junctions) and with neighbouring councils on proposals to improve these junctions.	Ashton Workshop
6.127	Junction 25 has land reserved to enable improvements and the council has flagged it through the latest Roads Investment Strategy (RIS3) of Highways England, which is their 5-year funding programme. There will need to be a lot of work done if it is to be part of RIS4 from 2028 or thereabouts. The major issue is there would be no strategic benefit, just be a local benefit in Ashton so Highways England might conclude that the funding has to be raised locally (£25m plus).	Discussions are ongoing with National Highways (previously Highways England) on proposals at Junction 25.	Ashton Workshop
6.128	Improvements to M6 J23 - J26 would also necessitate construction work on the SRN, possibly requiring road works, and having a considerable impact on drivers.	Noted. The full impact of these proposals will be considered when developing the schemes for these junctions.	National Highways

ID	Summary of issues raised	Council Response	Respondent
6.129	Support recognition of the need to secure improvements to M6 J23 and 24 but SHBC request that this provision be extended to M6 J22, which serves the south of Wigan.	Noted. J22 falls outside Wigan borough and therefore proposals to improve this junction will need to be led by the relevant authority. Wigan is open to working with SHBC on what improvements could be required to this junction as part of the development of Parkside and SRFI.	St Helens Borough Council
6.130	Securing improvements to M6 J26 and associated east-west links are understood to be a long-term priority of Wigan MBC. WLBC would wish to be kept informed of progress because delivery of this scheme would have implications for the strategic highway network in West Lancashire.	The council will keep West Lancashire Borough Council, and Lancashire County Council as highway authority, informed.	West Lancashire Borough Council
6.131	West Lancashire and Wigan Councils will need to co-operate in considering impacts from proposed Local Plan development sites upon the SRN, in particular M6 J26 and J27, as well as the M58.	Noted	West Lancashire Borough Council
6.132	The improvement to motorway junctions 23, 24, 25 and 26 of the M6 is supported where there is clear and robustly evidenced business and economic reasons for this.	Support welcomed, however, this will be pursued through implementation of the Wigan Transport Strategy and is not now being taken forward in the	Gerald Eve LLP obo Trammell

ID	Summary of issues raised	Council Response	Respondent
		Local Plan as it is not considered that it adds any benefit.	Crow Company
6.133	Connections to/from strategic motorway junctions should be enhanced as appropriate for future development in suitable locations without restrictions to ensure that largescale strategic allocations can be accessed by larger vehicles.	Noted	Gerald Eve LLP obo Trammell Crow Company
	Lorry parking		
6.134	Given the reference to M6 logistics hub in Wigan, providing a major cluster of warehousing and distribution activity, investigating the need to provide lorry parking and associated facilities to support logistics is welcomed but SHBC consider that this inclusion should be expanded to secure the provision of improvements that are identified.	It is now understood that the proposals for Parkside East include lorry parking facilities, which is welcomed.	St Helens Borough Council
6.135	The provision of lorry parking and associated facilities is broadly supported.	Support welcomed, however, it is now understood that the proposals for Parkside East include lorry parking facilities, which is welcomed.	Gerald Eve LLP obo Trammell Crow Company
	Area-specific (Ashton)		

ID	Summary of issues raised	Council Response	Respondent
6.136	HGV traffic in Ashton town centre is a major issue. Innovative ways to make HGVs take a different route to get to the motorway. This may need a change of legislation.	Noted. Work is ongoing which considers how traffic can be rerouted away from the town centre.	Ashton Workshop
6.137	Better access is needed between M6 J25 and the South Lancashire Industrial Estate extension land that has permission for employment development.	Noted	Ashton Workshop
	Area-specific (Golborne and Lowton)		
6.138	Warrington Council should immediately impose the 7.5 tonnes weight restriction on Winwick Lane in both directions	Wigan Council continues to liaise with Warrington Council on this matter.	Private Individual; Lane Head South Residents Group
6.139	The need for a bypass from A580 to Winwick Lane was strongly voiced by many and felt it should be identified in the Local Plan.	Proposed policy T1 sets out our key transport infrastructure priorities, including the Lane Head South Bypass.	Golborne workshop; Lane Head South Residents Group; LENDF; LAGTAC

ID	Summary of issues raised	Council Response	Respondent
6.140	Some strong opposition to road infrastructure capacity measures proposed to A580 junctions using Section 106 funding. View that this could be better spent on the bypass.	Noted. The allocation of s106 funding is agreed as part of the planning process for new developments.	Golborne Workshop; Lane Head South Residents Group; LAGTAC
6.141	A further issue with the bypass extension is that there is a need to have cast-iron legal covenants in place to prevent any development, on either side of it.	Noted	Lowton and Golborne Traffic Advisory Committee
6.142	A local traffic only sign or similar should be placed on Newton Road to divert through traffic along the A580.	That would be very difficult to achieve given how much local traffic can go through that junction towards Newton. However, the council has already introduced a southbound weight limit.	Lane Head South Residents Group
6.143	The poor air quality, congestion, and noise at Lane Head, will only be partly addressed by the completion of the Atherleigh bypass. Other schemes need to be put in place to mitigate traffic.	The Winwick Lane / Newton Road junction will be amended in late 2025 or early 2026 to address poor air quality at	Lane Head South Residents Group

ID	Summary of issues raised	Council Response	Respondent
		Winwick Lane close to that junction.	
6.144	The road network serving Leigh through Lowton has not been improved at all, despite large housing developments. For example, the Marina Wharf development - where the Travel Plan was not implemented - significantly increased traffic on Slag Lane. Traffic congestion on a regular basis on the main routes through Lowton to the A580 and M6. It is likely that the provision of additional traffic lanes on or to access the A580 will only encourage more vehicular travel through Lowton. Whilst it is understood that an extension to the Atherleigh Way is a long-term ambition, the stated aim of 'securing improvement to M6 Motorway junctions...' only mentions J23 Haydock, not 23a Winwick.	Noted. The adopted Wigan Borough Transport Strategy outlines the transport priorities for the Council and how the road network will be managed to reduce congestion.	Lowton West Residents (LWR)
	Area-specific (Leigh)		
6.145	Residents face issues with speeding traffic and high levels of pollution every day and the climate crisis affects everyone.	It is mostly our residents that are speeding and causing traffic pollution. Good alternatives to driving are needed and the adopted Wigan Transport Strategy sets out how, collectively, we intend to create those alternatives.	Leigh Neighbours

ID	Summary of issues raised	Council Response	Respondent
	Area-specific (Pemberton)		
6.146	Right turn filter lanes are needed on both Norley Hall Avenue and Enfield Street for traffic entering Ormskirk Road.	Noted	Pemberton Workshop
6.147	Another road to take the HGV traffic direct to Heinz might be desirable but no consensus over a potential route, with opposition and support expressed for crossing Green Belt land.	Noted	Pemberton Workshop
	Area-specific (Standish)		
6.148	Need to take measures to enable the roads to flow better. Congestion causes more air pollution.	Good alternatives to driving are needed and the adopted Wigan Transport Strategy sets out how, collectively, we intend to create those alternatives.	Standish Workshop
6.149	A large number of HGVs are coming through Standish, coming off the M6 to cut through Standish.	Noted	Standish Workshop
	Other		
6.150	Traffic at the Mosley Common / ELR junction is at grid lock.	Junction improvements are being implemented paid for through section 106 payments from the development	Tyldesley Workshop

ID	Summary of issues raised	Council Response	Respondent
6.151	Bad street lighting in Worsley Mesnes – encourages crime.	Noted	Wigan Youth Zone
6.152	Need a speed bump in Durham Street, Whelley (rat run).	Noted	Wigan Youth Zone
6.153	Pothole issues.	This is a funding issue for maintenance. More money is now becoming available from Government	Wigan Youth Zone
6.154	Car drivers should not be bullied off the road through initiatives such as clean air zones etc.	There is not enough road space for everyone to drive their cars when they want to, and it adversely impacts on a lot of other activities and interests. Good alternatives to driving are needed to enable people to drive less.	Golborne Workshop
6.155	Any future development should not negatively impact the functionality and safety of the SRN, and that the transport evidence base ensures this. This is set out in Paragraph 26 of the DfT Circular 01/2022- The Strategic Road Network and the delivery of sustainable development.	Noted. Proposed policy T2 sets out how new developments should be assessed in transport terms, to inform what mitigation is required.	National Highways

ID	Summary of issues raised	Council Response	Respondent
6.156	DfT Circular 01/2022 The Strategic Road Network and the delivery of sustainable development also establishes National Highways' commitment to limiting its environmental impact. This includes the selection and allocation of development sites, to ensure that they are not reliant on the SRN for transport access. National Highways' approach is set out in Paragraph 28.	Noted, as above.	National Highways
6.157	It is important that the Local Plan is based on robust transport evidence which demonstrates that suitable schemes and mitigation have been considered, and will be implemented, that will shift demand into less carbon-intensive forms of travel. This is set out in Paragraph 33.	Noted	National Highways
6.158	Once network needs are understood, infrastructure requirements should be identified throughout the plan period with key milestones for delivery which provide an essential framework for decision making when such site allocations emerge through the planning process.	The adopted Wigan Borough Transport Strategy outlines the transport priorities for the Council and provides further details on the timeline for interventions within the borough.	National Highways
6.159	Growth is becoming increasingly dependent upon bigger and more complex transport solutions. Some sections of the SRN in Wigan generally have insufficient capacity to accommodate high levels of future growth and M6 J24 and J25 do not provide all movements on and off the motorway.	Proposed Policy T2 sets out how new developments should be assessed in transport terms, to	National Highways

ID	Summary of issues raised	Council Response	Respondent
	This reinforces the need for plan-making to play a more prominent role in identifying strategic infrastructure requirements needed to advance decision making.	inform what mitigation is required.	
6.160	The Consultation Document recognises the need to manage the road network, whilst incentivising non-car methods of travel. However, it does not identify the congestion with the eastern parts of the A580.	Noted, proposed policy T2 refers.	Peel L&P
6.161	The recognition of the need to cater for car travel is welcomed.	Noted, proposed policy T2 refers.	St Helens Borough Council
Parking			
	Parking standards		
6.162	Support the revision of parking standards through the Local Plan. However, do not think imposing maximum standards for residential development is appropriate, as this does not alter car ownership or usage levels. As such, minimum standards will ensure off street parking is kept to a minimum, maintaining pedestrian and cyclist safety and the attractiveness of developments.	Proposed policy T3 outlines the proposed parking requirements and standards for the borough. It does not include minimum or maximum standards for car parking but standards that should be provided unless there are policy or practical reasons otherwise.	Northstone

ID	Summary of issues raised	Council Response	Respondent
6.163	Parking standards should not be generalised across the borough, and there should be an element of flexibility to ensure that the standards are reflective of the location of the development and its accessibility.	As above.	Northstone
6.164	Now that the Building Regulations are in place in relation to charging points, the Council does not need to introduce their own alternative requirements which are over and above these which may create confusion and unnecessary duplication of requirements.	Noted however as a local planning issue it was agreed that electric vehicle charging would form part of the parking standard outlined in proposed policy T3. These requirements are broadly in line with the Building Regulations and are not overly onerous on new developments.	HBF
	Car parking provision		
6.165	Parking charges should be a matter for the Local Plan. Without more free parking any rejuvenation of the town centre will simply fail. How do you plan to address this?	To manage and maintain car parks a charge is necessary. When charging does not occur car parks that are nearest to a town centre are taken up by workers in shops and not shoppers and visitors. An appropriate charge helps to manage car parks and ensure	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		those car parks that are nearest to shops and most in demand have a turnover of spaces.	
6.166	More free parking is needed.	To manage and maintain car parks a charge is necessary. When charging does not occur car parks that are nearest to a town centre are taken up by workers in shops and not shoppers and visitors. An appropriate charge helps to manage car parks and ensure those car parks that are nearest to shops and most in demand have a turnover of spaces.	Ashton Workshop
6.167	Free or cheap car parking is great, but it only works if there is an increase in car parking capacity. We need to be increasing the number of people that can travel into the town centre, not just making it cheaper for the small number of people who can currently find a parking space.	Good alternatives to driving are needed to enable people to drive less, such that less space needs to be taken up for car parking and there is less congestion on our roads.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
6.168	We need more designated disabled parking bays and dropped kerbs to ensure that our towns are more accessible.	A number of studies have been / are being undertaken which consider how our towns can be redesigned to make them more accessible for all road users.	Private Individual
6.169	A small premium tax could be introduced on car parking for improvements to public transport to make it a more competitive option. I appreciate the danger of discouraging people and business into an area that needs regenerating, but public transport needs to be a competitive option to car travel and would reduce journey times with less road congestion.	The responsibility for funding public transport interventions within the borough lies with TfGM following the franchising of the bus network.	Private Individual
6.170	Additional parking needed for Gin Pit Tyldesley Miners Welfare Sports Village – land opposite owned by the Forestry Commission.	Noted	Tyldesley Workshop
6.171	On arriving at the clinical facility by private car there is desperate lack of parking facilities. Those that are available have expensive charges for parking.	Noted, however the council does not have control over private car parks or the charging structure for these car parks.	Lowton and Golborne Traffic Advisory Committee
6.172	Retail parks, supermarkets and lack of free town centre parking partially killed off footfall in town centres. Run a shuttle bus from the town centre to the retail park, make all	There are issues of congestion and access for non-motorised users within our town centres.	Lowton East Neighbourhood

ID	Summary of issues raised	Council Response	Respondent
	the car parks in Leigh centre free. Spinners Mill and the sports village/Youth Hub also have few public transport links.	The creation of free parking will only exacerbate existing congestion, and it is felt that providing a more welcoming and less car dominated town centre will increase the rejuvenation of our town centres.	Development Forum
Travel Plans			
6.173	The Council should create a small department to manage Travel Plans from inception to a yearly or 2 yearly surveys. Relying on the census is not sustainable. The Travel Plans, if set up correctly, could provide much more accurate information.	The requirements for Travel Plans are set out in proposed policy T2 and the council's revised Travel Plans Supplementary Planning Document, which outlines the details required in a Travel Plan and how they should be monitored.	Lowton East Neighbourhood Development Forum
6.174	Travel plans should continue to be utilised on large-scale residential schemes, and safe access routes provided internally using footway provision including dropped kerbs to provide access for all.	As above	Grimster Planning obo Lovell Partnerships

ID	Summary of issues raised	Council Response	Respondent
6.175	Travel Plans have proved completely ineffective in the past and were effectively just 'tokenism'. Travel Plans need to be included in the Planning Consent, but then be enforced by the Planning Department, reviewed and audited on a regular basis by a dedicated Council Officer and - when appropriate - necessary action or interventions taken to improve measures.	As above	Lowton West Residents (LWR)
Other Comments			
6.176	Improved connectivity is needed between Aspull and Hindley. Parking, walking and public transport improvements would encourage people to shop in Hindley rather than Leigh, Middlebrook and Westhoughton where people currently shop.	Responsibility for public transport lies with TfGM and the council is working closely with them to maximise the benefits of Bus Network Review within Wigan Borough, as far as funding allows.	Hindley Workshop
6.177	Boat taxis would be good along the Bridgewater Canal.	Noted, however, this would be a very slow form of transport = approximately 4mph.	Leigh Youth Hub
6.178	Consider older people and how they access transport.	The council is very mindful of the aging population in the borough	Platt Bridge Workshop

ID	Summary of issues raised	Council Response	Respondent
6.179	Transport links are essential to enhance work-life balance for all tenants and visitors to Wigan. However, the biggest barrier faced to make bus and rail a valid option is to offer a timetable that suits the needs of commuters. Transport should match activity and have a wide enough footprint to be inclusive to all of the borough.	Buses are now back in public control across Greater Manchester and there are proposals to incorporate local rail services into the Bee Network by 2028, which will begin the process of true integration between those modes.	Private Individual
6.180	What are the implications for the Plan to the removal of HS2.	The land required to deliver the 'Golborne Link' section of HS2 is still safeguarded and as such must be accounted for within the Local Plan.	Wigan Workshop
6.181	Good town and country planning should integrate better public transport. Car dependency should be reduced by the offer of viable alternative options. In this way in the future, we can reduce greenhouse gas emissions.	Agreed. With buses now back in public control across Greater Manchester there is now a genuine opportunity to better integrate land use planning and public transport.	CPRE
6.182	For any journey to and from destinations within the borough there needs to be an integrated transport service	Buses are now back in public control across Greater Manchester and there are proposals to incorporate local	Lowton and Golborne Traffic

ID	Summary of issues raised	Council Response	Respondent
	which puts the traveller in the right place at the right time to achieve their objective.	rail services into the Bee Network by 2028, which will begin the process of true integration between those modes.	Advisory Committee
6.183	Connectivity and sustainable travel should be a key priority. This requires continued investment in new infrastructure, be it public transport (bus and rail), footpaths, and cycleways to both facilitate and encourage sustainable transport.	The adopted Wigan Borough Transport Strategy provides more detail on the transport priorities for the Council and how walking, wheeling, cycling will be supported and infrastructure improved.	Grimster Planning obo Lovell Partnerships
6.184	It will be necessary for the Local Plan to be informed by a robust Infrastructure Delivery Plan to understand how schemes will be funded, could impact on the viability of any development projects. This should also contain the timelines of specific projects in order that this can be factored into housing/job delivery rates/forecasts.	The adopted Wigan Borough Transport Strategy will be used to inform projects for inclusion in the next Greater Manchester Transport Strategy five year delivery plan and our own Local Infrastructure Plan	Grimster Planning obo Lovell Partnerships
6.185	We note the comment about preventing through-traffic and 'rat-running,' particularly the traffic accessing the Heinz complex from Orrell Post and Gathurst Lane, Orrell.	Noted	Savills obo Harworth Group Plc.

ID	Summary of issues raised	Council Response	Respondent
6.186	We urge you to acknowledge the links with Manchester Airport within the new Local Plan, and the benefits these afford. Recent staff travel surveys show that a significant number of Airport staff reside in the Borough of Wigan. However, accessibility of the Airport by public transport from across the Borough is poor resulting in the longer journey time. Therefore, opportunities for improving transport links and connectivity between the Borough and Manchester Airport should also be explored.	Direct rail services to Manchester Airport were removed as part of the December 2022 rail timetable changes. The council is keen to work with Manchester Airport Group and TfGM to reinstate this service.	Manchester Airport Group
6.187	Section 106 Agreements were made for phases 1 and 2 of the Rectory Lane (former Standish Golf Course) developments. These secured financial contributions to facilitate the diversion of a number of bus services through the site to complement the creation of a new link road within the development (Grove Lane to Rectory Lane). In addition, the agreements secured contributions for junction improvements and enhanced walking and cycling facilities.	The council is working with TfGM, who are responsible for the bus network under bus franchising, to deliver the improvements detailed within the s106 agreements as quickly as possible to mitigate the impact of the additional traffic generated by the developments.	Mosaic obo Persimmon and Morris Homes
6.188	Whilst financial contributions can be secured, the implementation of new bus or train services must be enacted by the Council, and statutory undertakers including TfGM.	Noted	Mosaic obo Persimmon and Morris Homes

ID	Summary of issues raised	Council Response	Respondent
6.189	The Transport chapter should include reference to the allocation and spending of Section 106 monies (or other successor infrastructure funding regime) for active travel measures, new or improved bus and rail services and other highways improvements. Wording that refers to the latest annual infrastructure funding statement would ensure timely allocation of funds and demonstrate real commitment from the Council.	Noted.	Mosaic obo Persimmon and Morris Homes
6.190	The preparation and delivery of local planning documents provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for employment, shopping, leisure, education and other activities, and promotes accessibility for all. This can contribute to environmental objectives and also reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion.	Proposed policy T2 sets out how new developments should be assessed in transport terms, to inform what mitigation is required.	National Highways
6.191	DfT Circular '01/2022 The Strategic Road Network and the delivery of sustainable development' is national policy which sets out the requirements for working with National Highways on the SRN. As such, Local Plans should be fully cognisant with the policy, particularly paragraphs 26-38, that	Noted	National Highways

ID	Summary of issues raised	Council Response	Respondent
	detail National Highways' strategy on 'Engagement with plan-making'.		
6.192	A Local Plan should clearly set out policies for the delivery of transport conditions that are necessary to deliver the level of planned growth sustainably. Policies that deliver highway infrastructure should also consider the requirement to protect the SRN and the role that it plays in facilitating economic growth both at a local, regional, and national level.	Noted	National Highways
6.193	Appropriate public transport and active travel policies must be set out to evidence and support highways and wider transport policies.	Noted	National Highways
6.194	Need to promote policy which, indirectly, could lower demand for the SRN, particularly from short trips. Measures to support the environment – by improving air quality – and improve people's health by enabling active travel, have the capacity to do this.	Noted	National Highways
6.195	It is recommended that blue-green infrastructure is integrated along transport corridors.	Proposed policy EN2 refers.	Environment Agency
6.196	Wigan Council should apply the lane rental scheme in the borough which would allow the Council to charge works teams for the time that road works occupy the highway. This	This is being introduced across Greater Manchester.	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
	would promote them to complete any works efficiently to reduce the impact on congestion.		
6.197	No accessible taxis in Wigan for disabled people, particularly during school times	Noted	Hindley Workshop
6.198	Wigan performs poorly in terms of air quality management areas, and it must ensure in the future there are no areas of air pollution limit exceedance.	Only two locations in Wigan Borough exceed the legal requirement and work is underway to address the issue at both locations.	CPRE
6.199	The last publicly available Annual Infrastructure Funding Statement for Section 106 funds (December 2021) refers to investment in the Standish Mineral Line and Southlands Avenue recreation ground. A request for an updated infrastructure funding statement has been made to the Council's policy team but was not made available at the time of writing.	Noted	Mosaic obo Persimmon and Morris Homes
6.200	The Plan should be developed using the 'Transport evidence bases in plan making and decision taking' guidance which has been published by the Department for Levelling Up, Housing & Communities.	Noted	National Highways
6.201	It is in the best interest of National Highways to encourage evidence being prepared for a Local Plan to be considered	Noted	National Highways

ID	Summary of issues raised	Council Response	Respondent
	robust enough to facilitate a smooth transition from plan making to decision taking at the planning application stage.		
6.202	Policies regarding transport infrastructure should be located away from areas of high flood risk, or where road drainage may impact on water resources/quality issues.	Noted	Environment Agency
6.203	Site selection for new infrastructure needs to account for future climate change. Where this is unavoidable for any scheme, at a minimum, mitigation measures should be included.	Noted	Environment Agency

7. Places

ID	Summary of issues raised	Council Response	Respondent
Sustainable communities			
7.1	The historic environment is multi-faceted in its importance to achieving sustainable communities through its role in providing a sense of place and cultural identity. Encourage the Council to refer to Historic England advice online including 'Resources to Support Place-Making and Regeneration', 'Design in the Historic Environment' and 'Heritage and Sustainable Growth. Suggested change: <i>Further development of a historic environment policy, considering areas of local importance for the management of heritage assets within the borough. Reference to national policy and Places for Everyone Plan.</i>	Proposed policies PL2-PL5 provide a detailed policy framework for the historic environment that is consistent with national planning policy and the Places for Everyone Plan.	Historic England
7.2	Accessible should also highlight fair and equal access to local green space to recognise its importance in wellbeing, an important aspect of a sustainable community.	Proposed policy PL1 refers.	Lancashire Wildlife Trust
7.3	Support the ambition to deliver sustainable communities.	Support welcomed, however, it is not now proposed to take forward a policy on sustainable communities as it is covered by policies in the, now adopted, Places for Everyone Plan.	Lovell Partnerships
7.4	Support the Council's preferences.	As above	Miller Homes

ID	Summary of issues raised	Council Response	Respondent
Sustainable design			
7.5	Encourage consideration of biodiversity design standards, such as Building with Nature in addition to those mentioned on health.	Proposed policy PL1 refers.	Lancashire Wildlife Trust
7.6	Support preferred approach, especially that the designs should integrate effectively into their wider natural surroundings. This should also apply to the provision of ecological compensation and habitats delivered as part of any BNG requirements, which should be locally relevant and, in many cases, replace the habitats lost or should look to the provision of habitats suitable for a warmer climate. Provision of habitats simply to make up BNG units to reach a target figure should be discouraged.	Support welcomed, proposed policy PL1 refers.	Lancashire Wildlife Trust
7.7	Agree, but would also encourage reference to Green Infrastructure standards and the use of the Natural England Green Infrastructure Planning and Design Guide.	Noted, proposed policy EN2 refers.	Natural England
7.8	Requiring high quality design is supported, however, there is a possibility that this can be subjective during the determination process and as such consideration needs to be given to how this is assessed.	The approach proposed in proposed policy PL1 for developments to be consistent with local design guides or local design codes where available, and the characteristics set in the National Design Guide is in	Northstone

ID	Summary of issues raised	Council Response	Respondent
		accordance with national planning policy.	
7.9	<p>Flexibility in the appropriate sustainability solution must be given to:</p> <ul style="list-style-type: none"> • Ensure developers can keep up with rapid changes in technology, available products and changes in other regulations e.g., Part L. • Avoid developers having issues when prescriptive sustainable requirements aren't compatible with the supply chain • Ensure solutions are feasible in terms of local labour and skill sets. 	This is covered in the PfE Plan. Viability is a material consideration when determining planning applications, when it is informed by robust viability assessments.	Northstone
7.10	Support	Support welcomed, proposed policy PL1 refers.	CPRE, United Utilities
7.11	Support ambitions to require development to be energy efficient. However, the Local Plan should not set tighter / stricter requirements than in national planning policy, legislation, corresponding policies in the Places for Everyone Plan or Building Regulations. Any energy efficiency requirements should also be robustly viability tested.	Support welcomed, however, it is not now proposed to take forward a policy on energy efficiency as it is covered by policies in the, now adopted, Places for Everyone Plan.	Lilford 2005 Ltd; Tarleton Estates
7.12	Support aspiration to deliver high quality design that is responsive to the character and distinctiveness of local areas, though this needs to be balanced against wider	Support welcomed. Viability is a material consideration when determining planning	Lovell Partner-ships

ID	Summary of issues raised	Council Response	Respondent
	deliverability / viability considerations, including sustainable methods of construction.	applications, when it is informed by robust viability assessments.	
7.13	To ensure there is a considered and efficient approach to design, the Council may wish to appoint a dedicated Design Officer who can work pro-actively with applicants to engage in constructive dialogue early in the planning and design process.	The council's position is that all planners should be able to advise on design requirements against the policy that is in place - proposed policy PL1 refers.	Lovell Partner-ships
7.14	The Bretherton to Warburton and Mawdesley to Warburton National Gas Transmission Pipelines exist within the plan area. As there is increasing pressure for development leading to more sites being brought forward through the planning process on land that is crossed by NGT infrastructure, we advocate the high standards of design and sustainable development promoted through national planning policy and understand that contemporary planning and urban design agenda require a creative approach to new development around underground gas transmission pipelines and other NGT assets.	Noted	Avison Young obo National Gas
7.15	The increasing pressure for development is leading to more development sites being brought forward through the planning process on land that is crossed by National Grid Electricity Transmission (NGET). NGET advocates the high	Noted	Avison Young obo National Grid

ID	Summary of issues raised	Council Response	Respondent
	standards of design and sustainable development forms promoted through national planning policy and understands that contemporary planning and urban design agenda require a creative approach to new development around high voltage overhead lines and other NGET assets.		
7.16	Would welcome policy to deliver the concepts of Active Design in sustainable development to facilitate active lives for residents.	Proposed policies PL1 and PE1 refer, as do policies in the, now adopted, PfE Plan	Sport England
7.17	Would welcome stronger reference to climate resilience, in line with national policy, such as by amending 'are energy efficient and resilient' to 'are energy efficient and climate resilient'.	Climate resilience is covered under the 'resources' criterion in proposed policy PL1 and in the, now adopted, Places for Everyone Plan. Proposed policies EN1 and EN2 in the Environment Chapter also reference climate resilience.	Environment Agency
7.18	Support policies that drive up standards for sustainable construction. Local authorities can set higher energy performance standards than Building Regulations in their Local Plans, under specific conditions - https://www.gov.uk/guidance/climate-change#can-a-local-planning-authority-set-higher-energy-performance-standards-than-the-building-regulations-in-their-local-plan	Support welcomed, however, it is not now proposed to take forward a policy on sustainable construction as it is covered by policies in the, now adopted, Places for Everyone Plan.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
7.19	Encourage rainwater capture and reuse policies, particularly at development scale for development types where this will reduce Greenhouse Gas (GHG) emissions and support water resources.	Rainwater capture and reuse is covered in Policy EN13 as it is one of the methods that can be used to improve water efficiency rates. Specific reference to rainwater harvesting and reuse has been added to the supporting text to Policy EN13.	Environment Agency
Landscape design			
7.20	Support inclusion of climate change adaption and mitigation in this section.	Support welcome, however, it is not now proposed to take forward a policy on landscape design as it is covered fully in our Landscape Design Supplementary Planning Document, which just needs a hook in proposed policy PL1.	Environment Agency
7.21	Tree planting, green walls and roofs should be encouraged, as they provide multi-functional benefits including carbon sequestration, reducing exposure to poor air quality, wellbeing and biodiversity gains, flood resilience, and	Adopted PfE policy JP-S2 'supports increasing the range of nature-based solutions including carbon sequestration, woodland management, tree planting and natural flood	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	shading and cooling of buildings. Green walls need long term maintenance and a sustainable water source.	management techniques. Proposed policy EN2 Development and Green Infrastructure includes reference to the Urban Greening Factor which will encourage the use of green walls and roofs in new development.	
7.22	Generally supportive. Encourage the Council to make use of Historic England web pages on <u>Looking After Parks, Gardens and Landscapes</u> . Suggested change: Further development of a landscape policy, with reference to historic landscape character.	The 'Context' and 'Identity' characteristics identified in proposed policy PL1 covers heritage and the historic environment. The supporting text to PL1 has also been amended to suggest applicants consider technical guidance notes from Historic England in relation to schemes which impact on historic assets and landscapes.	Historic England
7.23	Support.	Support welcome, however, it is not now proposed to take forward a policy on landscape	United Utilities

ID	Summary of issues raised	Council Response	Respondent
		design as it is covered fully in our Landscape Design Supplementary Planning Document, which just needs a hook in proposed policy PL1.	
7.24	Support. Also urge the Council to build the priorities and measures within the forthcoming GM Local Nature Recovery Strategy into design as much as possible, so that development can positively contribute to the nature recovery network.	Support welcomed. Proposed policy EN4 refers.	Lancashire Wildlife Trust
7.25	Landscape design must not be so onerous to result in an unviable development. It must be easy to manage and maintain once a development completes, particularly in residential development where residents from different tenures are required to maintain the landscaping and if too onerous may become unkempt and unattractive.	It is not now proposed to take forward a policy on landscape design as it is covered fully in our Landscape Design Supplementary Planning Document, which just needs a hook in proposed policy PL1.	Northstone
7.26	Any requirements to deliver landscaping to mitigate and adapt to climate change, such as green roofs and carbon storage technology, should be applied flexibly and not impact on viability.	Viability is a material consideration when determining planning applications, when it is informed by robust viability assessments.	Lilford 2005 Ltd; Tarleton Estates

ID	Summary of issues raised	Council Response	Respondent
7.27	Would like to see more community gardens, allotments and orchards, as green spaces are vital to the well-being of residents.	Proposed policy PE3 includes standards for parks and gardens, greenspaces and allotments.	Private Individual
The Borough's canals			
7.28	Support the inclusion of a specific canal related policy.	Support welcomed, proposed policy PL6 refers	Canal and River Trust; Historic England
7.29	Canals and towpaths can simultaneously boost active travel and ecological connectivity. Opportunity for ecological enhancement of these landscapes is high and could be delivered via quick wins such as implementation of 'no mow' policies to increase biodiversity on towpath verges.	Criterion 3 of proposed policy PL6 addresses active travel and criterion 4 addresses ecological connectivity and enhancements.	Natural England
7.30	Suggest reference to the historic environment and the legacy of industrial heritage associated with the Bridgewater Canal and the Leeds and Liverpool Canal.	Criterion 2 of proposed policy PL6 refers.	Historic England
7.31	Support the thrust of the matters raised. The matter of protecting the structural integrity of the canal infrastructure should be included.	Criterion 6 of proposed policy PL6 refers.	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
7.32	<p>Development proposals which are adjacent to, or adjoining, the Leeds & Liverpool Canal will be expected to address the following issues:</p> <ul style="list-style-type: none"> a) Be of an appropriate scale and mass and of a high quality design that enhances the character of the waterway and integrates the canal into the development in a way that generates sustainable waterway neighbourhoods. b) Integrate the waterway, towpath and canal environment into the public realm in terms of design and management. c) Improve access to, along and from the waterway for all users (where appropriate) and enhance / improve the environmental quality and green infrastructure of the waterway corridor providing a net gain in biodiversity. d) Optimise views to and from the waterway and generate natural surveillance of water space through the siting, configuration and orientation of buildings, recognising that appropriate boundary treatment and access issues may differ between the towpath and the offside of the canal. e) Improve the amenity and character of the canal in that area. 	Proposed policy PL6 covers these issues.	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
	<p>f) Conserve and enhance, wherever possible, the distinctive industrial heritage of the canal and its associated assets.</p> <p>g) Seek to maximise opportunities for reducing carbon emissions and building resilience, in particular investigating the potential for using the canal in relation to heating and cooling.</p> <p>h) Development adjacent to waterways will only be permitted if it can be demonstrated that it would not adversely impact on the structural integrity of the waterway or its related infrastructure and assets.</p>		
7.33	Strongly support. However, funding is increasingly limited, so creative solutions will be needed to maintain and enhance the borough's canals. The Bridgewater Canal (owned by Peel) is significantly underutilised by narrowboats and the north towpath requires significant improvement. Such improvements could be funded by the Bridgewater West proposals, as has been done in Salford. This would enable an east-west active travel corridor from Leigh into Salford, Trafford and Manchester.	Noted. Opportunities to enhance the canal towpath along the Bridgewater canal can be explored as part of the proposed Bridgewater West development under proposed policy J5.	Peel L&P
7.34	This could include consideration of canals as an important movement network for species, helping populations expand, seek new territories and giving them the ability to respond to pressures such as from climate change. Quality,	Criterion 4 of proposed policy PL6 requires the protection or enhancement of ecological	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	quantity and continuity of various canalside habitats and water quality could be important considerations here.	connectivity and biodiversity as a result of new development.	
7.35	The biodiversity value of the canals needs to be highlighted. The canals can support important habitats of biodiversity value, as well as providing homes for protected species such as Water Vole. The canal system provides an inbuilt wildlife corridor that needs to be protected and, through appropriate management, enhanced.	As above	Lancashire Wildlife Trust
7.36	Waterways can have a huge positive impact on mental and physical health. Further improvements to paths are required in some areas to ensure access is available to all.	Agreed. Criterion 3 of proposed policy PL6 requires development to provide improved, safe and convenient access to the canal towpath for walking, cycling and wheeling, where it is feasible.	Private Individual
7.37	Lighting along the Bridgewater Canal towpath in Leigh is needed. It is pitch black at night and could be well used if lit for people travelling between home and the town centre.	Lighting should be introduced where it would not adversely impact on protected species to enable such facilities to be used, particularly during the shorter winter days.	Workshop - Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
7.38	Lighting is needed on the canal in New Springs / Whelley, it is unsafe at night.	As above	Workshop - Wigan Youth Zone
Amenity			
7.39	<p>We recommend policies that:</p> <ul style="list-style-type: none"> Encourage the application of energy efficiency measures and latest technology for non-regulated developments. For example, stand-by generators or gas engines for commercial units or district heating for housing developments. Highlight the statutory requirements, under the Environmental Permitting Regulations (EA and Local Authority regulated sites), to apply Best Available Techniques for all industrial activities; and the need for operators to respect permit conditions, including the yearly reporting of emissions. 	<p>The application of energy efficiency measures is covered by Policy JP-S2 in the, now adopted, Places for Everyone Plan.</p> <p>Reference to the stated statutory requirements and regulations and the need to respect permit conditions is considered too detailed, for and outside the remit of, the Local Plan.</p>	Environment Agency
7.40	<p>Supportive of a specific amenity policy. However, suggest policy wording which better reflects the '<i>agent of change</i>' principle in national planning policy and helps to add certainty and clarity to the plan and for applicants.</p> <p>Policy content on this was offered as part of the representation.</p>	The 'agent of change' principle is specifically referenced in the supporting text to criterion 2 of proposed policy EN7. As it is set out in national planning policy, it does not need to be within policy in the Local Plan.	United Utilities

ID	Summary of issues raised	Council Response	Respondent
7.41	Would hope that the other policies in conjunction with this one would help planning to go further than avoid unacceptable impacts and in fact enhance amenity and quality of life.	Proposed policy PL1 refers in addition to proposed policy EN7 on amenity.	Lancashire Wildlife Trust
7.42	We have first hand experience of planners not protecting the amenity of existing residents, so feel that this should be strengthened to provide clearer guidance. New housing should be high quality, and not negatively affect the amenity of existing residents.	Protecting the amenity of existing residents is an important factor when determining planning applications.	Private Individual
Our historic environment			
7.43	Support. Pleased to see the historic environment will be integral to the Wigan Local Plan.	Support welcomed, proposed policy PL2 refers	Historic England
7.44	Keen to ensure that the historic environment is seen as part of the wider environment sitting alongside the natural and built environment. We feel that this needs greater emphasis within the next stage of the emerging plan.	Many of the key features in proposed policy PL2 are also key features in proposed policy EN1 on our natural environment	Historic England
7.45	Pleased to see the identification of many local heritage priorities. The Wigan Historic Environment Strategy is an important resource and the opportunity to integrate some of the proposals within this should be integral to the local plan in providing a positive strategy for the historic	Support welcomed, proposed policies PL2-PL6 have drawn on the Wigan Historic Environment Strategy as an important resource for the council and partners.	Historic England

ID	Summary of issues raised	Council Response	Respondent
	environment, in accordance with paragraph 190 of the NPPF.		
7.46	Whilst acknowledging heritage policy in the emerging Places for Everyone Plan, we consider it important that the Local Plan provides a robust framework for managing the borough's heritage assets. It does not need to replicate national policy or the PfE Plan. However, there may be local issues where providing additional detail through policy is important. This could include archaeology and other non-designated heritage assets including reference to the Greater Manchester Historic Environment Record, providing a resilient future for the future of the borough's mill stock, design codes, density in the historic environment, and managing heritage assets in a changing climate etc..	Agree. Proposed policy PL5 'Non-designated heritage assets' has been drafted to address this issue, which includes reference to the Greater Manchester Historic Environment Record.	Historic England
7.47	Consideration of how to align the Historic Environment Strategy (HES) with the Local Plan is important. Many actions identified within the HES may be best placed in policy for them to be implemented through new development. Suggested change: Potential policy detail on areas such as non-designated heritage assets and local listing, mills, archaeology etc..	A new policy on non-designated heritage assets is now proposed (proposed policy PL5).	Historic England
7.48	We would welcome heritage related policies within the Plan which specifically includes all aspects of the canal infrastructure. This only highlights the need to protect	Criterion 4 of proposed policy PL2 identifies both canals and their associated buildings and	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
	bridges and locks. The Trust's high-risk assets include reservoirs, earth structures (embankments and cuttings), culverts, locks, public road bridges, tunnels, aqueducts and sluices.	structures as key elements of the borough's historic environment and proposed policy PL6 is specifically concerned with our canals as assets.	
7.49	Support	Support welcomed	Lancashire Wildlife Trust
7.50	Would like to see activity building on the heritage engagement approach taken within the Carbon Landscape project of which Wigan Council was a partner, and which explored and celebrated connections between people, their industrial heritage and now natural heritage.	Proposed policies EN1, EN2 and EN4 refer.	Lancashire Wildlife Trust
7.51	Would like to see promotion and continuation of ongoing arts projects, and other approaches, which are following on from the Carbon Landscape foundations.	Noted, proposed policies in the Environment Chapter support the Greenheart Landscape Recovery Scheme and Great Manchester Wetlands Nature Improvement Area and the council would be supportive in principle of further arts projects in support of these initiatives in	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
		line with adopted PfE policy SD1.	
7.52	Support the inclusion of the former textile mills. However, cannot see what the Council is doing to secure Pagefield Mill for the people of Wigan. Recognising its heritage is not enough. What will heritage impact mean for this building?	Proposed policy PL2 refers. The council has spent a lot of money trying to secure Pagefield Mill from trespass, vandalism and anti-social behaviour, but it is privately owned. Options are being explored for the future of the mill. As a Listed Building it is covered by a high level of heritage protection under UK law. And it has also now been included in the Wigan town centre boundary and is the	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		subject in related proposed policy TC2.	
7.53	Medieval / Roman and civil war history is not represented – this needs to be part of visual and cultural identity, including the unique history of each place.	Criteria 1 and 2 of proposed policy PL2 refer.	Tyldesley workshop
7.54	Vacant churches should be preserved and repurposed for community uses.	Proposed policy PE6 protects community facilities, including places of worship, from loss except where one of the policy criteria is met. Listed churches will also be afforded protection by national legislation.	Wigan workshop
7.55	Support recognition of Pagefield Mill as part of the borough's industrial origins and the requirement for development proposals for the site to be supported by a detailed Heritage Impact Assessment. However, stress that it is not always viable to keep derelict structures and that heritage policies must reflect the complex economies.	The retention of Pagefield Mill is a priority for the council – proposed policy TC2 criterion 13 refers.	St James's Street Property Management Ltd obo Old Hall Street Properties Ltd)
7.56	Support the aim to facilitate the restoration and/or sensitive regeneration of heritage assets at risk.	Support welcomed, proposed policy PL3 refers.	St James's Street Property

ID	Summary of issues raised	Council Response	Respondent
			Management Ltd obo Old Hall Street Properties Ltd)
7.57	Want to work proactively with the Council to secure a site allocation of Pagefield Mill. Any allocation should reflect the realistic prospects of development to optimise the site as identified in the feasibility study as a starting position.	The retention of Pagefield Mill is a priority for the council – proposed policy TC2 criterion 13 refers.	St James's Street Property Management Ltd obo Old Hall Street Properties Ltd)
Conservation Areas			
7.58	Support a separate policy on Conservation Areas. It should also consider: <ul style="list-style-type: none"> Ensuring new development that affects the setting of conservation areas preserves or enhances those elements which contribute to their special character or appearance. Reference to development being guided by conservation area appraisals. 	Support welcomed. Proposed policy PL4 and its supporting text refers, as well as proposed policy PL3 on conservation areas at risk	Historic England

ID	Summary of issues raised	Council Response	Respondent
	<ul style="list-style-type: none"> Specific reference to actions which may address issues currently affecting those conservation areas within the borough which are on Historic England's Heritage at Risk Register (Leigh Bridge and Tyldesley). Keeping appraisals up to date wherever possible. 		
7.59	Need to protect conservation areas. The land opposite Worthington Lakes Care Home needs restoring back to how it was with all the Tree Preservation Orders being reinstated with new planting.	The objective of proposed policy PL4 is to preserve and enhance the borough's Conservation Areas.	Lois Rowland
Design in the Green Belt			
7.60	NPPF wording on protection of Green Belt is important. Could brownfield regeneration combined with urban greening be used to mitigate against Green Belt development in the borough?	We have included reference to the Urban Greening Factor for major developments in proposed policy EN2.	Natural England
7.61	Green Belt land provides most potential for Biodiversity Net Gain. Perhaps this could be encouraged for landowners rather than development.	Proposed policy EN4 refers. Most sites that make up the Wigan Greenheart Landscape Recovery Scheme are in the Green Belt, although that fact isn't specifically mentioned.	Natural England
7.62	We request that the following sites are specifically identified on the proposals map where investment in future water and wastewater needs would be acceptable:	This is not considered necessary or appropriate. Proposed development at these sites	United Utilities

ID	Summary of issues raised	Council Response	Respondent
	<ul style="list-style-type: none"> • Worthington Reservoirs and Water Treatment Works • Ashton-in-Makerfield Service Reservoir • Lightshaw Water Treatment Works • Leigh Wastewater Treatment Works • Tyldesley Wastewater Treatment Works • Aspull Service Reservoir • Ince-in-Makerfield Wastewater Treatment Works • Land at Drummers Lane • Dean Wood Pumping Station. <p>Policy content was also offered.</p>	<p>within the Green Belt would be determined in line with national planning policy.</p>	
7.63	<p>The local plan should include support for investment in water and wastewater infrastructure that is ultimately beneficial to the environment, biodiversity and our watercourses so it can be delivered in the most timely and effective manner. Specifically, we request that policy supports investment in our infrastructure in constrained locations such as local green space, open countryside and green belt.</p> <p>The driver for investment includes the Environment Act 2021, which has set a requirement to progressively reduce storm spills into the environment. Such investment will be constrained by engineering circumstances to determine the most appropriate location for additional storage to reduce spills.</p>	<p>Specific policy on this in the Local Plan is not considered necessary. National planning policy provides sufficient content to inform the determination of planning applications for such operational infrastructure in the Green Belt.</p>	United Utilities

ID	Summary of issues raised	Council Response	Respondent
	National Policy is broadly supportive of expansion of key sites of operational infrastructure in the Green Belt. However, we ask for this to be specifically referred to in your future planning policies. Policy content was also offered.		
7.64	The policy should better and more accurately reflect the advice within the NPPF on protecting Green Belt.	It is not now proposed to have a policy on design in the Green Belt policy as national planning policy and proposed policy PL1 provides a sufficient policy framework.	Axis Planning
7.65	The Green Belt should be protected. No development should be allowed within it.	Proposed development within the Green Belt will be determined in accordance with national planning policy.	Private Individuals
7.66	Green Belt was created for a reason and should not be nibbled away at because it is inconvenient or deemed "low quality". If deemed "low quality" there should be an opportunity to rewild or improve for conservation purposes.	Proposed development within the Green Belt will be determined in accordance with national planning policy.	Private Individual
7.67	Support, however it should state that there is a presumption against development in the Green Belt.	Proposed development within the Green Belt will be	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
		determined in accordance with national planning policy.	
7.68	Whilst the function of Green Belt is largely to provide identity to settlements and prevent urban sprawl, Green Belt areas have potential to support valuable wildlife assets, such as ground nesting birds. The use of soft landscaping and sensitive design and the maintenance of the open character of Green Belt is vital if these areas are to sustain and maintain such wildlife features post development.	Proposed policies EN2 and EN4 refer.	Lancashire Wildlife Trust
7.69	Support	Support welcomed, however, It is not now proposed to have a policy on design in the Green Belt policy as national planning policy and proposed policy PL1 provides a sufficient policy framework.	Northstone
7.70	Green Belt policy on detailed matters including design is likely to fall within the emerging National Development Management Policy (NDMP) under a revised national Framework.	Noted.	Harworth Group

ID	Summary of issues raised	Council Response	Respondent
Limited infilling within Green Belt			
7.71	Whilst NPPF identifies partial infilling as an exception to inappropriate development within the Green Belt, this should not be a green light to wholesale infilling of designated Green Belt. Any alteration to the current boundary should be fully justified and the new boundaries drawn to be defensible into the future. NPPF paragraph 140 states that 'once established Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified'.	It is not now proposed to have a policy on limited infilling within Green Belt settlements as there is sufficient policy in national planning policy and there are limited opportunities for infilling within our villages in the Green Belt at Haigh, Bickershaw and at Bolton Road, Aspull.	Lancashire Wildlife Trust
Extensions and alterations to existing buildings in the Green Belt			
7.72	Tightening the approach would be inconsistent with national planning policy. There should not be a 'threshold', it should come down to the approach set in the NPPF in the context that substantial weight be given to any harm to the Green Belt.	It is considered that a threshold provides clarity and transparency to both applicants and decision makers and is consistently applied in adopted Local Plans across the country. Proposed policy PL7 refers	Axis Planning
7.73	No extensions should be permitted in the Green Belt.	Paragraph 154c of the National Planning Policy Framework considers the extension or alteration to a building to be	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		appropriate in the Green Belt “provided that it does not result in disproportionate additions over and above the size of the original building”. Proposed policy PL7 refers.	
7.74	Agree that extensions into Green Belt should be restricted as the cumulative effect of small reductions in the Green Belt could, if unchecked, reduce the viability of its openness. Where extensions are permitted, there should be a requirement that it is proportional to the extension to mitigate and improve the quality of the remaining Green Belt.	Proposed policy PL7 refers. The policy is in accordance with NPPF paragraph 154c.	Lancashire Wildlife Trust
Green Belt – other			
7.75	Whilst PfE considered strategic Green Belt release, further Green Belt review is necessary to ensure a realistic and ambitious supply of land is identified for the plan period and beyond.	The Local Plan does propose further Green Belt release for sites for jobs growth – proposed policies J3-J6 refer.	Harworth Group, Trammell Crow Company
7.76	The section is silent on the need to review existing Green Belt boundaries. Underlying ambitions of the plan to deliver growth are unlikely to be delivered without some Green Belt release.	The Local Plan does propose further Green Belt release for sites for jobs growth – proposed policies J3-J6 refer.	Harworth Group

ID	Summary of issues raised	Council Response	Respondent
	This section needs considerable review once the Council's own assessment of need is complete. This would enable evidence-based decisions to be reached on the adjustment to Green Belt boundaries that are underpinned by on up-to-date and sound evidence.		
Other comments			
7.77	The council should requisition and develop abandoned properties or those falling into severe deterioration using CPO powers.	Proposed policy PL3 refers.	Private Individual
7.78	Would welcome policy to deliver the concepts of Active Design in sustainable development to facilitate active lives for residents.	Proposed policies PL1 and PE1 refer.	Sport England
7.79	Would support the inclusion of a policy to protect, enhance and extend green infrastructure resources.	Proposed policy EN2 refers.	Sport England
7.80	Would welcome specific mention of the value of playing fields, sporting and other recreational sites to the green infrastructure network, along with references to paragraph 99 of the NPPF, and to the Council's own needs assessment and strategies.	Proposed policy PE3 refers. The latest Open Space Report and Playing Pitch and Outdoor Sports Strategy are also both referenced in the supporting text to the policy, with the latter also in the policy.	Sport England

ID	Summary of issues raised	Council Response	Respondent
7.81	Countryside character is an important landscape type that should be protected through the local plan and visual amenity should not be adversely impacted in the future. This includes the network of canals and waterways and other heritage assets, such as Conservation Areas and Listed Buildings.	Landscape character is covered by adopted Places for Everyone policy JP-G1. Countryside character is also protected by other proposed policies including PL6 and EN2.	CPRE
7.82	CPRE's State of the Green Belt 2023 report shows we are losing Green Belt faster than ever before, yet we have the biggest housing crisis. Wigan retains 56% of its land as Green Belt which is a success. The Council should be careful not to harm the Green Belt, particularly as there are other brownfield sites available.	The Local Plan is not proposing further Green Belt release to address identified housing needs, as there is sufficient capacity to accommodate need on non-Green Belt sites during the plan period. Green Belt release is proposed for sites for jobs growth, as there are insufficient sites, both quantitatively and qualitatively, to grow our economy.	CPRE
7.83	A water efficiency policy is needed. Policy content on this was offered as part of the representation.	Proposed policy EN13 refers	United Utilities

8. Environment

ID	Summary of issues raised	Council Response	Respondent
Environment			
8.1	There may not be sufficient water supply to serve the new houses.	UU have been consulted on our local plan and proposed policy EN13 has been included.	Atherton Workshop
8.2	No eco-friendly homes have been built and / or any with photo voltaic panels.	The Places for Everyone Plan policy JP-S2 Carbon and Energy supports the aim of a carbon neutral GM by 2038 and introduces the target of all new development being carbon net zero by 2028. This is supported by our own proposed policy EN9.	Private Individual
8.3	New homes seem to use more electricity and add to light pollution by having lights in the eaves which affects our wildlife.	Our approach to energy efficiency in new homes is covered by policies JP-S2 – Carbon and Energy and JP-S3 – Low Carbon Heat in the, now adopted, Places for Everyone plan. Proposed policy EN4 also requires new homes to provide	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		additional ecological enhancement.	
8.4	Combinations of increased cars and loss of trees and hedgerows is increasing pollution. Traffic pollution on Wigan Road in Golborne is a longstanding concern with 10% of the population in 2007 living close to main roads. More large houses with multiple parking spaces are being built along the A580.	Our approach to air quality is covered by proposed policies EN7 and EN2.	Private Individual
8.5	Suggest additional policy section on wetlands as well as peat/trees woodlands, as these are a key feature of the borough, as recognised by the declaration of the Flashes of Wigan and Leigh NNR.	Wetlands are considered as part of our suite of policies within the environment chapter.	Lancashire Wildlife Trust (GM Wetlands)
8.6	Need more farms in Leigh to avoid importing food.	Designating new farms or farmland is not something that a Local Plan can do. Proposed policy EN6 looks to protect the best and most versatile agricultural land.	Leigh Workshop
8.7	Some raised concerns about climate change and the need to encourage active travel.	Active travel is encouraged in a range of policies from those in the, now adopted, Places for Everyone Plan together with proposed policies T2 and PE1.	Leigh Youth Hub workshop

ID	Summary of issues raised	Council Response	Respondent
8.8	Climate change is an issue that should have a thread throughout the whole plan. This can include reducing the need to travel, creating a sustainable spatial strategy, providing active and sustainable travel options, providing opportunities for renewable and low carbon technology, providing multi-functional open spaces, along with considering the design and layout of developments.	Our local plan supports this strategy as do policies in the, now adopted, Places for Everyone Plan.	HBF
Renewable and low carbon energy			
8.9	Agree. The council should help to set up community owned renewable projects (via shares and bonds).	Support welcomed, proposed policy EN9 supports the delivery of renewable energy projects.	Private Individual
8.10	We support renewable schemes that consider environmental risks, minimise impacts, and are future-ready, including climate change resilience. NPPF chapter 14 emphasises the need for a low carbon future, a proactive approach to climate change mitigation, and avoiding increased vulnerability to climate impacts, focusing on flood risk, coastal change, water supply, biodiversity, and landscapes.	Support welcomed, proposed policy EN9 refers, as do policies in the adopted Places for Everyone Plan.	Environment Agency
8.11	Welcome the initiatives described in the section on the environment. Encourage the council to explore ways of expanding the coverage of the beneficial cladding scheme from the local area.	Support welcomed, proposed policy EN9 refers, as do policies in the adopted Places for Everyone Plan.	Leigh Neighbours Project

ID	Summary of issues raised	Council Response	Respondent
8.12	Supports aligning with Greater Manchester 2038 carbon neutral target. Financial contributions for off-site carbon mitigation, as mentioned in the Development and Air Quality SPD, could benefit NHS properties.	Support welcomed, proposed policy EN9 refers, as do policies in the adopted Places for Everyone Plan.	NHS Property Service
8.13	Support renewable and low carbon energy but such requirements/obligations placed on developers must consider the viability and practicality of their measures. Commercial challenges may arise, and with increasing space demand, the need for these energy sources should be balanced with the commercial implications.	Support welcomed. Viability is a material consideration when determining planning applications, when it is informed by robust viability assessments.	Gerald Eve obo Trammell Crow Company
	Solar		
8.14	Support the approach to renewable but it could go further in terms of commercial scale development (not just local residential solutions). Small scale solutions are insufficient if we are to meet the Government target of 70GW of solar generated by 2035 (currently 14GW). The private sector is desperate to deliver solutions, but banks will not invest whilst there remains uncertainty at local government level as to how the planning system will deal with commercial scale infrastructure. Wigan should be actively encouraging and leading the way by having a policy which not only says they will seek to support commercial scale solutions but identifying areas where they could be	Support welcomed, proposed policy EN9 refers.	Axis Planning

ID	Summary of issues raised	Council Response	Respondent
	delivered so that residents have reassurance and investors have certainty. The 'alternative option' is not to "not support a contribution" as suggested, rather it is to offer more support for potentially controversial but necessary infrastructure.		
8.15	Opportunities to rapidly expand solar power generation is supported where the local infrastructure network and site or community power demand makes this viable, technically and economically.	Support welcomed, proposed policy EN9 refers.	Gerald Eve obo Trammell Crow Company
8.16	Agree. New build is an opportunity to set high green standards including 100% renewable power via solar, heat pumps etc. that is not always so easy to achieve with existing buildings.	Support welcomed, proposed policy EN9 refers. Policies in the now adopted Places for Everyone Plan apply to new build developments.	Private Individual
	Hydro power generation		
8.17	Request updates on plans within Wigan Borough to implement hydro power generation along the River Douglas as it extends into West Lancashire.	Proposed policy EN9 supports the delivery of small-scale hydroelectric generation where appropriate. This may include opportunities on the River Douglas but there are no plans at this stage.	West Lancashire Borough Council

ID	Summary of issues raised	Council Response	Respondent
8.18	Developers should contribute funding for insulation in houses built before 2006, if planning permission is granted for hydro power stations and wind turbines, improving the environment and community living costs.	There is no clear relationship in planning terms between granting permission for renewable energy schemes and insulating older homes.	Private Individual
	Wind		
8.19	<p>Development proposals on water catchment land can have an impact on water supply resources. Policy content was offered.</p> <p>For any site-specific allocations which fall in such locations, it will be important that adequate information is presented to justify the principle of the development in advance of allocation and that the proposal is covered by site-specific policy which clearly identifies this constraint and the need for proposals to be undertaken in accordance with the above recommended policy</p> <p>In cases of wind energy proposals, the applicant should seek to locate development so that the impact on public water supply is minimised and through the undertaking of appropriate risk assessments and inclusion of mitigation measures in the design and construction process. It is particularly important to avoid the location of new wind turbines on deep peat land.</p>	Proposed policy EN9 refers.	United Utilities

ID	Summary of issues raised	Council Response	Respondent
	Other		
8.20	Given the toxic nature of Hydrofluoric Acid at Battery Energy Storage Sites and the potential for contaminated water runoff to cause pollution, there is a need to address and manage these risks for future planning applications. The policy should be proportionate, applying to BESS sites of 1 MWh or more, excluding those associated with residential dwellings. Additionally, consultation with the Greater Manchester Fire and Rescue Service is recommended for technical advice on this risk.	Proposed policy EN9 refers.	Environment Agency
8.21	Promote carbon emissions reduction through optimizing alternative energy sources and retrofitting existing buildings with low-carbon, energy-efficient measures. Prefer offshore placement for wind energy and rooftop installation for solar PV to minimise impact on green fields.	Proposed policy EN9 refers.	CPRE
8.22	Acknowledges the pressing need for immediate action in response to the global climate crisis and is dedicated to achieving net-zero carbon emissions. Historic England recognizes the role of the historic environment sector in addressing climate change by reducing greenhouse gas emissions, adapting to climate challenges, and engaging the public in climate action. Science Advisers should be consulted for the potential impact of climate change on heritage assets especially for buried water-logged assets.	Proposed policy EN9 refers. Other policies in the development plan would apply as applicable, including historic environment policies.	Historic England

ID	Summary of issues raised	Council Response	Respondent
	Heritage assets are valuable contributors to sustainable development, emphasizing that proposed commercial renewable energy projects should consider the significance of heritage assets and their setting. Additionally, any policy for renewable energy must reference heritage assets and ensure that potential harm to their significance is adequately addressed in the planning process. Relevant details can be found in Historic England Advice Note 15 (February 2021) cons.		
8.23	The council should focus on securing a carbon neutral future by targeting schools with technologies like ground source heat pumps and heat exchangers to address climate crisis and free up school budgets.	Proposed policy EN9 refers.	Leigh Neighbours Project
8.24	Advocates for carbon emissions reduction and energy efficiency but seeks policies that balance existing sports provision and meet NPPF requirements and Playing Field Policy requirements.	Noted	Sport England
8.25	Supports natural environment improvements but seeks policies that balance existing sports provision and meet NPPF paragraphs 98 and 99 and Sport England's Playing Field Policy requirements.	Noted	Sport England
8.26	Consideration should be given to the impact of proposals (individually and cumulatively) on landscape, nature	Proposed policy EN9 refers. Other policies in the	Natural England

ID	Summary of issues raised	Council Response	Respondent
	conservation sites and soils (including areas of shallow and deep peat).	development would apply as applicable, including natural environment policies.	
8.27	Solar panels on roofs supported, instead of solar farms taking up agricultural land	Noted. Proposed policy EN9 refers.	Leigh Workshop
8.28	Need for community led energy schemes	Proposed policy EN9 refers.	Atherton Workshop
8.29	Housebuilding required to provide solar panels and electric vehicle charging points.	Now adopted Places for Everyone Plan policies JP-S2 and JP-S3 refer, supported by proposed policy EN9	Ashton Workshop
8.30	Bricks to be used that don't need as much Carbon or use Wood which is carbon negative.	Now adopted Places for Everyone Plan policies JP-S2 and JP-S3 refer.	Ashton Workshop
District level heat and power			
8.31	Support district heating schemes but they require early start-up due to their large scale and long development time. Plans should reference development areas and potential feed-in areas where consideration of district heat schemes should be required.	Proposed policy EN9 refers.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
8.32	Would we expect people developing in the town centres to connect to heat pump system being built at the town centre?	Proposed policy EN9 refers.	Wigan Workshop
8.33	The emerging Places for Everyone Plan identifies the Heat and Energy Network Opportunity Areas indicatively, which partially includes a small section of the ABWF site in Leigh. This is ambiguous and the basis of the boundary is unclear. Request that the evidence base reviewing opportunities and refining the Heat and Energy Opportunity Area boundary takes account of feasibility and viability to ensure that the aspiration to develop heat networks will not undermine the ongoing manufacturing operations or place a financial burden on the existing business.	Proposed policy EN9 supports the potential for district heating schemes but individual schemes would be dependent on their own feasibility work.	Rapleys obo ABWF and Associated British Foods
Retrofitting energy efficient measures to existing buildings			
8.34	Agree. The council should encourage community investment in energy initiatives, ensuring a business plan that allows local investors to make reasonable returns on cost savings from retrofitting, and a local angle to this to encourage investment interest.	Proposed policy EN9 refers.	Private Individual
8.35	Will there be more support on fitting pumps to older houses? The cost is currently prohibitive for most. Proper insulation is important too.	This could come forward in future, particular for low-income households.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
8.36	Agree, but the cost would be high. A better use of funds would be to offer grants to residents to retrofit their homes. This would dramatically reduce carbon dioxide emissions and help reduce energy usage, which will eventually allow the network to cope with the increase in demand from electric vehicle charging points and air source heat pumps.	The use of grants is outside the realms of the Local Plan however proposed Policy EN9 supports the delivery of retrofit projects.	Private Individual
8.37	Retrofitting terraced housing to make them energy efficient can prove problematic.	Noted, proposed policy EN9 refers.	Tyldesley Workshop
8.38	Need a scheme like the coalfield regeneration fund to improve and extend life of terraced houses.	This is outside the realms of the local plan, however, proposed policy EN9 supports the delivery of retrofit projects.	Tyldesley Workshop
8.39	We need to look at repurposing rather than knocking structures down.	Adopted Places for Everyone Plan policy JP-S2 sets out our low carbon and energy requirements for new development.	Wigan Workshop
8.40	Support, in principle: - Rapid expansion of solar power generation on roofs and at ground level, wind power generation, and the development of heat networks using industrial process spare heat and mine water to provide district-level heat and power where feasible and practicable.	Support welcomed, proposed policy EN9 refers.	Gerald Eve obo Trammell Crow Company

ID	Summary of issues raised	Council Response	Respondent
8.41	Future policy requiring such measures could have a focus on demonstrating that low-carbon and renewable energy has been considered, rather than implementing a requirement for such.	Adopted Places for Everyone Plan Policies JP-S2 and JP-S3 set the approach across Greater Manchester to achieving the net zero target of 2038, and are supported by our proposed policy EN9.	Gerald Eve obo Trammell Crow Company
8.42	Would also be good to retrofit Green Infrastructure where possible and potentially combine i.e. Biosolar Roofs.	Proposed policies EN9 and EN2 refer.	Natural England
8.43	Support, however consideration needs to be given to the repair and reuse of historic buildings which may be more sustainable.	Noted	Historic England
Carbon			
8.44	Support the objective, but more draconian and brave policy making and decision taking is needed. Much greater support is needed for commercial scale solutions.	Support welcome, however, it is not now proposed to take forward a policy on carbon as there is sufficient policy content in the, now adopted, Places for Everyone and in other proposed policies including proposed policy EN9.	Axis Planning

ID	Summary of issues raised	Council Response	Respondent
8.45	Support the general intent of the objective, but strongly believe this needs greater consideration. The proposed Life Cycle Assessment requirement for major development projects is unnecessary for some schemes, such as revisions to approved plans where changes would not be impacting life cycle costs and only involve minor construction changes. Clarificatory text will be needed to ensure these assessments are only required when necessary.	As above	Aylward Planning
8.46	Consideration of Passivhaus, BREEAM, WELL or Nabers targets should be made to ensure developments incorporate a high standard at early stages. Consideration for having Part L reporting as part of the planning application and sustainability statement will help the council track the methods preferred.	As above	Private Individual
8.47	Could it go further than the GM minimum requirements and consider other standards such as minimum EPC ratings for developments and look at embodied carbon assessments.	As above	Private Individual
8.48	Support the 2038 target for carbon neutrality. This might not be achievable unless peat soils are protected from adverse development in line with the England Peat Action Plan, all uses of peatland should keep the peat wet and in the ground.	Proposed policies EN5 and EN6 refer.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
8.49	Wigan Council does not ask for much regarding requirements for developments compared to other areas.	Adopted Places for Everyone Plan Policy JP-S2 refers	Wigan Workshop
8.50	An important component of minimising carbon is improving our water efficiency. Policy content was offered.	Proposed policy EN13 refers.	United Utilities
8.51	England's peatlands are crucial for carbon storage, biodiversity, water quality, flood management, historic environment and connecting people with nature. The Plan should recognise the importance and promote the protection and restoration of peat.	Proposed policies EN5 and EN6 refer.	Natural England
8.52	All new houses should have solar panels installed as standard.	Adopted Places for Everyone Policy JP-S2 covers the requirements for low carbon approaches to new development.	Golborne Workshop
8.53	View expressed that net zero is unrealistic due to the reliance of electric vehicles on lithium batteries.	Noted	Golborne Workshop
Development and flood risk			
8.54	This policy preference is most welcomed. Options to both prevent the culverting of rivers but also the daylighting of existing culverts are supported and encouraged. It also conforms with Policy JP-G3: River Valleys and Waterways and Policy JP-S5: Flood Risk and the Water Environment of	Support welcomed, proposed policies EN3 and EN13 refer.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	the emerging Greater Manchester Places for Everyone Plan. The preference for nature-based solutions is also praised and supported.		
8.55	Strong recommendation is to prevent development from encroaching on the undeveloped buffer zone to main rivers' top of banks, which should be at least 8 meters away. This aligns with national policy and the NW RBMP.	Noted. Proposed policy EN3 refers	Environment Agency
8.56	The Functional Floodplain, Flood Zone 3b, is the highest risk classification of flooding, less vulnerable, more vulnerable, and highly vulnerable developments should not be permitted here. The Draft Local Plan should conform to national policy, as defined in the Greater Manchester Strategic Flood Risk Assessments and accessible via the Greater Manchester Combined Authority's interactive map.	Noted. The Local Plan does conform with national policy on this matter as far as we are aware.	Environment Agency
8.57	Wigan Council must assess the current evidence base for functional floodplain areas and determine if updates are needed through a new Level 2 Strategic Flood Risk Assessment, considering local circumstances and identifying functional floodplain boundaries in Strategic Flood Risk Assessments. The GMCA has produced a Level 1 and 2 Strategic Flood Risk Assessment for Places for Everyone, which the Council should review to ensure	This work is being undertaken.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	updates and meet the Sequential and Exception Test requirements for sound local plans.		
8.58	The SFRA study identified critical drainage areas in the city region, which could be refined by Local Plans for higher surface water management standards.	Critical Drainage Areas are referenced in proposed policy EN10.	Environment Agency
8.59	We welcome the inclusion and reference to the North West River Basin Management Plan (NW RMBP) which is a valuable resource for improving water quality. It emphasizes preventing development's adverse impact on water bodies, which could be further strengthened in the initial Draft Local Plan.	The reasoning and explanation for proposed policy EN3 refers.	Environment Agency
8.60	An integrated catchment-based approach is one the aims of the GMCA's Integrated Water Management Plan 2023 and its inclusion in the Options and Preferences is welcomed and supported.	Proposed policies in the Environment Chapter support this approach, including proposed policy EN2.	Environment Agency
8.61	We support policies promoting water efficiency in development, reducing water use and carbon emissions, adhering to the Water Framework Directive, Habitats Directive, and National Planning Policy Framework. We praise the inclusion of the Northwest River Basin Management Plan here.	Proposed policies EN3 and EN13 refer.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
8.62	New homes must meet 125 litres/person/day national standard, with a tighter 110 litres/person/day standard recommended for tighter homes. Non-residential development should require BREEAM excellent standard, complying with regional policy JP-S5: Flood Risk and Water Environment.	Proposed policy EN13 covers these requirements.	Environment Agency
8.63	The Cheshire West and Chester Local Plan 2019 and Central Lincolnshire Local Plan 2023 are examples of good water resource policies, promoting sustainable use of natural resources, as detailed in Policy DM 42 and Policy S12.	Noted	Environment Agency
8.64	Natural England support the commitment to 'green' sustainable drainage which can link in with Natural England's GI Framework.	Support welcomed	Natural England
8.65	Support approach and urge close collaboration on strategic flood risk assessment (SFRA) preparation, recommending early consideration of flood risk from all sources in potential site allocations. This assessment should be undertaken before level 2 SFRA, as it can be too late in plan preparation.	Support welcomed	United Utilities
8.66	Where there is a record of flooding on-site, or in the vicinity of the site, policy content relating to sewer flooding incidents was offered as part of the representation.	Proposed policy EN10 refers.	United Utilities

ID	Summary of issues raised	Council Response	Respondent
8.67	Support this approach, particularly nature-based solutions which can also help to deliver the objectives of the GM Wetlands & the GM LNRS / deliver biodiversity objectives. There should be a presumption against development within flood plains.	Support welcomed	Lancashire Wildlife Trust
8.68	The aim to manage Flood Risk and deal with site drainage looks to follow established best practice. Potential for surface water drainage to the canal (subject to separate agreement with the Trust on a case-by-case basis).	Noted	Canal and River Trust
8.69	There would be potential for canal water to be used for sustainable heating and cooling of development adjacent to the waterway (subject to separate agreement with the Trust). This would assist in helping to meet the carbon neutral aspirations of the Council. Where local authorities recognise waterways as a key asset, we believe there is great potential for them to play a role in mitigation of and adaptation to climate change, including through active travel, low carbon energy (and heat) generation and urban cooling and onshore hydropower.	Proposed policy PL6 refers.	Canal and River Trust
8.70	Floating pennywort management & control would aid flood control in the wider borough, so any scope to tackle this issue would be appreciated.	Noted	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
8.71	The River Douglas catchment requires an integrated approach to water quality and quantity, focusing on reducing flood risk on site and downstream. A future Duty to Co-operate meeting can address specific flood risk matters.	Proposed policies in the Environment Chapter support this approach, including proposed policy EN3.	West Lancashire Borough Council
8.72	WLBC would like to be informed of any updates to Critical Drainage Areas (CDAs) in Wigan Borough which cross the administrative boundary into the West Lancashire area.	Noted	West Lancashire Borough Council
	Specific flooding issues		
8.73	Flooding in Lincoln Drive area, dip in Bolton Road (now solved) and Bryn Road. Frequent flooding near Landgate Bungalows and also at Bryn Road (near the speed camera) which blocks off estates as these are the only ways in and out. Worry that more houses will lead to run off into Perry Brook / Park Brook that cannot handle the volume of water.	Our approach to flooding is covered by proposed policies EN3 and EN10. New homes need to incorporate sustainable drainage to ensure that surface water run-off rates do not increase as a result of development.	Ashton Workshop
8.74	Flooding issues on the new Bellway development off Hamilton Street, Atherton. Limited water pressure in some areas such as around Chanter's Industrial Estate.	As above	Atherton Workshop

ID	Summary of issues raised	Council Response	Respondent
8.75	Flooding under Tanner's Lane railway bridge, Bridge Street near Lidl – if new shops proposed the infrastructure needs to be improved. Flooding on St Helens Road near fire station.	As above	Golborne Workshop
8.76	Flooding on Hall Lane near Hindley golf club. Flooding on Wigan Road near the railway bridge. Borsdane Brook - regular issues with flooding / overflow (Platt Lane play area).	As above	Hindley Workshop
8.77	Flooding problems due to poor maintenance and drains not being cleaned, such as at Hanover Street / Elm Ridge. Grids were covered over when roads were resurfaced.	As above	Leigh Workshop
8.78	Localised flooding at Winstanley Road/ Smithy Glen, ASDA and Martland Mill. Suggestion that an underground flood storage facility could be installed at Martland Mill. Stated that street grids need to be cleared more regularly by the Council.	As above	Pemberton Workshop
8.79	Honksford Brook is getting overspill from Little Hulton sewage works.	As above	Tyldesley Workshop
8.80	There are increasing numbers of flood alerts in Astley – flooding at Mort Lane and Church Road, Astley. Development of open spaces is leading to increased run-off and increased flooding.	As above	Tyldesley Workshop

ID	Summary of issues raised	Council Response	Respondent
Flood water storage areas			
8.81	Support safeguarding the flood storage area at Lilford Park. Also recommend that new developments look to including flood storage capacity, such as the creation of seasonally wet meadows / grasslands that can hold storm water and slowly release excess water back into adjacent watercourses.	Proposed policies EN10 and EN11 refer.	Lancashire Wildlife Trust
8.82	Support the approach to flood water storage areas and recommend considering it widely to masterplan all flood risk sources to enhance climate change resilience.	Proposed policies EN10 and EN11 refer.	United Utilities
8.83	We support a policy for flood water storage areas and recommend wording “to safeguard any other areas needed in the future”. Conversations with the Environment Agency should continue, allowing for potential future flood risk management projects.	Noted proposed policy EN11 refers.	Environment Agency
Sustainable drainage systems			
8.84	Policies should encourage the use of multifunctional SuDS, including on smaller-scale developments. We encourage policies which set out the locations of where types of SuDS will and will not be appropriate, to maximise their benefits and minimise risks. Longer term maintenance of SuDS and the associated carbon and climate change impacts needs to be considered.	Proposed policies EN3 and EN10 refer.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
8.85	Support	Support welcomed	Natural England
8.86	Support. Recommended policy content relating to foul and surface water management as part of the representation.	Proposed policy EN10 refers.	United Utilities
8.87	Recommended policy content relating to the delivery of multi-functional sustainable drainage as part of the representation.	Proposed policy EN10 refers.	United Utilities
8.88	Support, particularly if it enables creation of good quality, functioning wetlands that make up part of the borough's nature recovery network. However, there is a need to educate householders, tradespeople etc. to ensure misconnections of household appliances e.g. toilets do not cause water quality problems.	Support welcomed. Misconnections are outside the scope of the Local Plan.	Lancashire Wildlife Trust
8.89	The current wording might enable development to discharge water into existing water bodies and waterways, reducing the water quality and ecological value of existing habitats and/or have an adverse impact on adjacent land. The water drainage hierarchy should be applied to new developments where additional green nature based solutions and features are to be created and incorporated within the development design. Water should be retained within the SuDS infrastructure for as long as possible and should be as close to greenfield run-off rates and water	Proposed policy EN10 refers.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	quality should be as high as possible before releasing into off-site water features.		
8.90	Support the aim not to increase surface water run-off on greenfield land and reduce the rate of surface water run-off by at least 30% on previously developed land, rising to a minimum of 50% in a critical drainage area, as currently required. However, there should be no negative impact on existing wetland habitats.	Proposed policy EN10 refers.	Lancashire Wildlife Trust
	Other		
8.91	Allowing housing development on greenfield sites has resulted in there being no absorption	Sustainable drainage measures are required under proposed policy EN10 and in line with existing Core Strategy policy CP16	Leigh Workshop
8.92	Fear that housing at Mosley Common will stop the land absorbing water – there is a requirement in the existing plan to cap run off to greenfield run-off rates through sustainable drainage.	As above	Tyldesley Workshop
8.93	What is the long term plan for water management? Sewers need better maintenance by UU to cope with increased water run-off (and rain)	Proposed policies EN3, EN10 and EN11 refer.	Tyldesley Workshop

ID	Summary of issues raised	Council Response	Respondent
8.94	The continued use of SuDS is supported to continue mitigating flood-risk and to effectively managed surface water, following the surface water drainage hierarchy.	Support welcomed, proposed policy EN10 refers.	Grimster Planning obo Lovell Partnership
Priority locations for green infrastructure			
8.95	Tree planting, green walls and roofs should be encouraged, as they provide multi-functional benefits including carbon sequestration, reducing exposure to poor air quality, wellbeing and biodiversity gains, flood resilience, and shading and cooling of buildings. Green walls need long term maintenance and a sustainable water source.	Proposed policy EN2 refers.	Environment Agency
8.96	The inclusion of Green Infrastructure is welcomed, however this should be strengthened to take an integrated approach with the water environment to include Blue and Green Infrastructure (BGI). For more information on this, please see the following links: The state of the environment: the urban environment - GOV.UK (www.gov.uk) wwt-blue-recovery-proposal.pdf	Proposed policies EN2 and EN3 refer.	Environment Agency
8.97	Priority locations for GI are welcomed, the use of NE's GI Mapping Toolkit is encouraged as it is a good resource for identifying priority locations.	Support welcomed, proposed policy EN2 refers.	Natural England

ID	Summary of issues raised	Council Response	Respondent
8.98	<p>Green Infrastructure should also be considered by the role it can play in conserving and enhancing the historic environment. It can be used to improve the setting of, and access to, heritage assets; create a sense of place and tangible link with local history; and create linkages between heritage assets and other green infrastructure.</p> <p>Likewise, the historic environment can help contribute to the quality, character and distinctiveness of green spaces by helping to create a sense of place and a tangible link with local history. Opportunities can be taken to link new GI networks into already existing green spaces in town or existing historic spaces such as church yards to improve the setting of historic buildings or historic townscape.</p> <p>Maintenance of GI networks and spaces should also be considered so that they continue to serve as high quality places which remain beneficial in the long term.</p>	Policies in the development plan should be read alongside one another.	Historic England
8.99	Support prioritising additional planting in urban areas including street trees and more greenery (not just grass).	Support welcomed	Private Individuals; Golborne workshop
8.100	Green corridors are a priority for wildlife so they can breed and feed more successfully. We need more hedges instead of fencing too.	Proposed policy EN2 refers, notably criterion 2.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	Suggested additional priorities for green infrastructure		
8.101	Ashton Heath – can the green space be improved?	Ashton Heath is a registered common and not owned by the council, the council does however undertake some maintenance of the site.	Ashton workshop
8.102	Land at Princes Road and Lincoln Drive need protecting and improving as part of environmental / wildlife heritage.	This site is designated under proposed policy EN8 Land Reclamation and Renewal.	Ashton Workshop
8.103	Improving the environment around Millingford Brook and to the rear of properties on the west side of Gerard Street, backing on to the Market Place.	Proposed policy TC4 refers.	Ashton Workshop
8.104	Good provision around the area across many fields, woods and brooks etc. but needs wayfinding and identification plaques etc.	This is outside the scope of the Local Plan however it will support the delivery of wider walking, wheeling and cycling opportunities as part of enhancing and increasing our green infrastructure network.	Ashton Workshop
8.105	Support. However, the provision of GI should also be driven by and fed into developing the Greater Manchester Local Nature Recovery Strategy and developing network.	Proposed policies EN2 and EN4 refer.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	Whilst in support of accessible GI, cautious that certain habitats / species might be sensitive and vulnerable to increased disturbance, especially increased access to dogs and that accessibility should therefore be restricted accordingly where sensitive habitat and species occur.		
8.106	Whilst tree planting along our network is challenging due to its linear nature, we would be very open to collaborative hedgerow enhancement initiatives (laying, coppicing, replanting).	Noted	Canal and River Trust
8.107	Support the ambition and key priorities, with some targeted amendments including, in particular, the need to enhance the natural environment, deliver increased green infrastructure provision, protect and improve the use of the canal network, and support the protection, enhancement and restoration of Chat Moss.	Support welcomed	Peel L&P
8.108	Agree that the green infrastructure network should be expanded and improved to maximise its multi-functional benefits, balancing the sometimes competing needs of public access and recreation with environmental enhancement and biodiversity net gain. The benefits of doing so in terms of social wellbeing, health and the environment are self-evident.	Support welcomed	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
8.109	Peel has an interest in a number of the identified priority locations and will develop the GI offer of North of Mosley Common and West of Gibfield in consultation with the Council and the local community. Peel also has an interest in the canal network particularly the Bridgewater Canal.	Noted	Peel L&P
8.110	The provision of GI can be costly and requires a significant source of funding, both to enable its provision and to support maintenance over an extended period. This can often be most readily provided in tandem with new development proposals, as shown through the proposals for the North of Mosley Common and West of Gibfield sites. Achieving the enhancement of areas such as Chat Moss and the Bridgewater Canal corridor will therefore require the establishment of a sustainable strategy that enables GI to come forward with an element of new development or active use which generates a source of revenue.	Noted	Peel L&P
8.111	The Green Infrastructure network is a cross-boundary asset with multiple benefits, such as providing corridors for nature. The identification of the Leeds-Liverpool Canal as a priority location for green infrastructure is welcomed as towpath improvements between Wigan town centre and Appley Bridge are currently being implemented.	Support welcomed	West Lancashire Borough Council
8.112	Lancashire County Council are currently updating a West Lancashire Local Cycling and Walking Infrastructure Plan	Noted. We are engaging with Lancashire County Council and	West Lancashire

ID	Summary of issues raised	Council Response	Respondent
	(LCWIP) on behalf of the council which creates opportunities to align this and other cross boundary green infrastructure and active travel routes. Further discussions between the three local authorities should take place as part of the existing legal Duty to Co-operate.	West Lancashire County Council as part of the Duty to Cooperate process.	Borough Council
Development and green infrastructure			
8.113	Agree. Refer back to previous comment about developments adopting recognised standards such as Building with Nature.	Reference to Natural England's Urban Greening Factor Is included in proposed policy EN2.	Lancashire Wildlife Trust
8.114	Agree and welcome the Council's intent. Suggest stronger wording is used, so that rather than 'proposals for development take account of, and respond positively to, the surrounding landscape', the wording should be 'protect and enhance the quality of the surrounding landscape and GI'.	Proposed policy EN2 refers.	Lancashire Wildlife Trust
8.115	One concern would be that Biodiversity Net Gain is designed solely to deliver biodiversity benefits. Whilst BNG can provide multi-functional benefits, such as recreation and access, this should not be at the expense of the primary purpose of delivering the best outcome for biodiversity.	Noted. Proposed policy EN4 refers.	Lancashire Wildlife Trust
8.116	It might be an idea to bring in a similar policy to one being considered by Manchester City Council, namely an Urban Green Factor Policy. This will drive forward further Urban	Reference to Natural England's Urban Greening Factor Is	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	Greening outside of the requirement to achieve BNG and would have more of a community greening element to it than BNG.	included in proposed policy EN2.	
8.117	Support. If you want to go a step further, the inclusion of an urban greening policy / standard on new developments would be a good move.	Reference to Natural England's Urban Greening Factor Is included in proposed policy EN2.	Natural England
8.118	Potential for join up with transport colleagues and partners including National Highways TfGM and Network Rail. Many innovative GI projects seem to be located on existing or disused transport links and can provide significant ecological connectivity.	Noted	Natural England
8.119	The preference to ensure that development supports and enhances the GI network is welcomed, you may wish to include an urban greening policy/standard recommending inclusion of GI on all new developments.	Support welcomed. Reference to Natural England's Urban Greening Factor Is included in proposed policy EN2.	Natural England
8.120	We reiterate the importance of integrating green and blue infrastructure, including SuDS, to address climate impacts. Benefits from this include reducing the need for both cooling and heating of buildings, and in turn associated GHG emissions.	Noted. Proposed policies EN1, EN2 and EN3, in particular, refer. There is a lot of integration.	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
8.121	Supportive of the need for green infrastructure to be multi-functional. Policy should be clear that the approach to green infrastructure should be informed by a range of pieces of evidence when masterplanning. This will ensure multi-functional benefits are maximised.	Proposed policy EN2 refers.	United Utilities
8.122	Fully support the Council's preference to ensure that development and other activity overall protects and enhances the green infrastructure network.	Support welcomed, proposed policy EN2 refers.	Pegasus obo Barratt Homes.
8.123	Support emphasis on healthy lifestyles and well-being, providing access for all to the outdoors and formal/informal public/private spaces. GI is a key ingredient both as part of development schemes and in the creation of sustainable communities.	Support welcomed, proposed policy EN2 refers.	Grimster Planning obo Lovell Partnerships
8.124	We need to plant more trees in our green corridors and at new development. The maintenance of plants is not good.	Noted. Proposed policy EN2 refers.	Standish Workshop
8.125	Proposals for development take account of, and respond positively to, the surrounding landscape character and existing green infrastructure - this is so important.	Landscape character is covered by Adopted Places for Everyone Policies JP-G1, JP-G3 and JP-G4 notably	Private Individual

ID	Summary of issues raised	Council Response	Respondent
Nature recovery and improvement			
8.126	The Greater Manchester pilot Local Nature Recovery Strategy (LNRS) should be considered and incorporated into the new local plan with forward thinking for how the LNRS can be accommodated for the next two decades. Key areas identified for implementation offer benefits like reduced flood risk, coastal resilience, and carbon sequestration. Wigan Council should consider LNRS's role in tackling climate change in the initial Draft Local Plan.	Multiple policies in the Environment Chapter refer to the GM LNRS.	Environment Agency
8.127	We support the preference to support nature recovery and improvements in habitats and species as part of the Great Manchester Wetlands Nature Improvement Area and the important recognition of health and wellbeing benefits associated with this. The Plan should take a strategic approach in identifying specific natural environment objectives for the plan area as well as areas for protection and enhancement of designated sites, priority habitats and species, protected species, GI, ecological networks, landscape, geodiversity, soils inc. peat and best and most versatile land, natural capital assets and ecosystem services and climate change adaptation.	Multiple policies in the Environment Chapter refer	Natural England
8.128	Very strong support. As well as referencing GM Wetlands, the approach could include the forthcoming GM Local Nature Recovery Strategy. Additionally, the sites designated	Support welcomed, proposed policy EN4 refers.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	for nature conservation should be reviewed against the Wigan Greenheart Landscape Recovery Scheme sites to ensure alignment with nature recovery plans being developed via this mechanism.		
8.129	Would prefer to see a greater emphasis on the protection of Section 41 Priority Species and a commitment that development will not only protect populations of S41 species but also will seek to reverse population decline and drive forward the recovery of species within Wigan.	We consider that our proposed policies within the Environment Chapter will be beneficial to Section 41 Priority Species and promote nature recovery.	Lancashire Wildlife Trust
8.130	Very much support. While focusing on large projects, smaller considerations should be made in built areas to prevent artificial grass, concreting, improve tree protection, and wildlife initiatives that ensure development does not negatively impact less endangered species.	Support welcomed, but many of the smaller matters raised are outside of planning or council control.	Private Individual
8.131	I agree with this. So many new builds with brick walls with no access for hedgehogs and large areas of paving.	Support welcome, proposed policy EN4 refers	Private Individual
8.132	Concerns over loss of wildlife and birds due to the amount of housebuilding on greenfield sites such as North of Mosley Common.	Our proposed policies in the Environment Chapter such as policy EN2 and EN4 set out how we expect developers to provide benefits in terms of green infrastructure and biodiversity.	Workshops - Atherton, Tyldesley

ID	Summary of issues raised	Council Response	Respondent
8.133	If climate change is a focus, building a park in nature reserves is not a good idea. The park at Pennington Flash may be affecting nature negatively.	The new play area at Pennington Flash was subject to planning approval at which point its ecological impact was assessed.	Leigh Workshop
8.134	Better protection of important nature sites is needed from 4x4 and off-road quad bikes.	Our corporate land management team work closely with police in an attempt to better protect our sites from off road vehicle access.	Golborne Workshop
8.135	Need to encourage insects and butterflies.	Proposed policy EN4 refers, indirectly.	Leigh Workshop
8.136	Agree. However, as well as protecting these spaces planning should be rejected if it overwhelms the traffic infrastructure in an area which causes pollution hot spots and decline in clean air space and instead planning should be considered for new housing etc. in a less joined up manner with existing built up areas, i.e. separate new developments by a distance between existing sites so that less traffic passes through and nature is able to establish itself in between these spaces.	Air quality is covered in proposed policy EN7. Proposed policy T2 outlines the requirements for assessing new planning applications in transport terms, in line with national planning policy as required.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
8.137	What will the Council do with the Council-owned greenfield site along Arley Lane?	We assume this relates to the Red Rock Linear Walkway which will be retained.	Standish Workshop
Environmental net gain			
8.138	Welcome this and encourage the use of the Environmental Benefits from Nature Tool (EBNT) - https://publications.naturalengland.org.uk/publication/6414097026646016	Support welcome, however, it is not now proposed to take forward a policy on environmental net gain specifically as there is suite of other proposed policy content in the Environment Chapter that together should deliver it without additional complication.	Natural England
8.139	Welcome the approach to explore Environmental Net Gain. The Government has indicated that plan-makers may seek a higher percentage than the statutory objective of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development. Local opportunities for a higher percentage need to be assessed for any impacts on viability for development. Consideration will also need to be given to how the policy will be implemented. Four LPAs have already implemented this in their policies requiring a	As above	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
	minimum 20% net gain, with a further ten LPAs including a minimum 20% in there emerging Local Plans.		
8.140	Support. This will drive integrated well-designed well-located nature-based solutions that can provide multiple benefits. This should also include carbon/climate change impacts and adaptations. Improvements for biodiversity will also improve the situation for climate change e.g. tree planting, peatland restoration, wetlands.	As above	Lancashire Wildlife Trust
8.141	Needs amending to reflect the fact that mandatory BNG was not introduced in November 2023.	Noted.	Axis Planning, Natural England
8.142	Whilst mandatory BNG is acknowledged, it is important that the requirement to provide further / additional environmental net gain does not contradict the requirements of BNG, nor impose restrictive cost implications on a development which result in a scheme being unviable, at a risk to other benefits a scheme may deliver.	We are no longer proceeding with this policy.	Northstone
8.143	Wigan Council should consider the buying and selling of BNG credits, which would assist schemes coming forward through the Plan period. This would assist the delivery of	This is something we are looking to progress through the Greenheart Landscape Recovery Scheme.	Northstone

ID	Summary of issues raised	Council Response	Respondent
	sites where it is hard to achieve the mandatory BNG and as a result are not able to come forward for development.		
8.144	Support. Biodiversity net gain is the starting point for the roll out of a wider environmental net gain approach that includes natural capital benefits, such as flood protection, recreation and improved water and air quality, so effectively covers much of what green infrastructure is about.	Support welcome, however, it is not now proposed to take forward a policy on environmental net gain specifically as there is suite of other proposed policy content in the Environment Chapter that together should deliver it without additional complication.	Private Individual
8.145	<p>We note that the authority will be investigating further the opportunities to secure environmental net gain.</p> <p>The Defra Biodiversity Metric will require planning applications that include land within 10m of a canal or river are supported by an assessment of the baseline condition of the watercourse. The Trust understands that, unless exemptions apply, in these circumstances, developers will need to deliver a minimum 10% net gain in watercourse biodiversity units.</p>	Noted	Canal and River Trust

ID	Summary of issues raised	Council Response	Respondent
8.146	Trees and hedgerows should be retained and in accordance with the Environment Act 2021 a BNG of 10% must be secured. There should be clear expectations around strong monitoring function to ensure that enhancements are delivered. BNG should consider and deliver agreed Local Nature Recovery Strategies. Any breach of the Environment Act 2021 should be monitored and remedied through land charges.	Noted. Statutory BNG requirements are covered by law.	CPRE
8.147	<p>There needs to be an awareness and understanding of the potential impacts on the viability of development projects arising from the need to provide on-site provision and/or off-site contributions through habitat banks (when taking account of the need for other planning obligations and financial contributions towards local education, healthcare, open space etc.).</p> <p>It is important that the net developable area of land is maximised to provide for the efficient use of land consistent with key aims of the NPPF and maximise the housing potential of the proposed allocations. This will reduce pressure on the need for other land release across the Borough. There is a clear balance that needs to be struck in this regard between land-uses.</p>	We are no longer proceeding with this policy.	Grimster Planning obo Lovell Partnership

ID	Summary of issues raised	Council Response	Respondent
8.148	The draft guidance from the Government on 29 November 2023 allows plan-makers to seek a higher percentage than the statutory 10% BNG, but must be evidenced, including local needs and impacts on development viability. If a policy requires a higher percentage, sufficient evidence should be provided at the Regulation 18 stage of plan preparation, allowing time for review and comment on the evidence, and any higher percentage should be robustly viability tested.	We are not proposing a higher percentage than the statutory 10%.	Acland Bracewell and Turley obo Tarleton Estates Ltd and Lilford Estates
Additional ecological enhancement in new development			
8.149	Support	Support welcomed, proposed policy EN4 refers.	Natural England
8.150	Support. BNG is a purely habitat-based metric and species that require support that are either not reliant on a particular habitat or are reliant on multiple factors across a range of habitats tend to be overlooked.	Support welcomed, proposed policy EN4 refers.	Lancashire Wildlife Trust; Bury and Bolton Swifts; Private Individual
8.151	Suggest referring also to the Greater Manchester Local Nature Recovery Strategy that is looking to draw up a list of species that require additional support/action outside of the habitat enhancement that can be delivered through BNG.	Proposed policy EN4 refers.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
8.152	Suggest developers are obliged to adhere to high quality nature recovery development standards such as Building with Nature.	We do not reference this particular standard but are requiring major developments to submit an Urban Green Factor calculation through proposed policy EN2 and clauses around additional ecological enhancement in proposed policy EN4 Nature Recovery will assist.	Lancashire Wildlife Trust
8.153	Support. A robust policy and conditioning of bird bricks is needed to ensure that developers incorporate nature into the building fabric. It is crucial to protect colonies of Swifts and House Martins during roof works, external wall insulation, and rendering works.	Proposed policy EN4 refers.	Bury and Bolton Swifts; Private Individual
8.154	Support. Also be good to support existing housing with the same enhancements, and maybe also businesses especially in the town centres.	Support welcomed. Enhancing existing housing or business is outside the scope of the Local Plan	Private Individuals
8.155	Support the inclusion of bat / bird boxes and swift bricks on houses.	Support welcomed, proposed policy EN4 refers.	Workshops - Tyldesley, Pemberton;

ID	Summary of issues raised	Council Response	Respondent
			Private Individual
8.156	Awareness campaigns / offers could be used to encourage such enhancements on existing properties. There could also be room for partnership with local wildlife charities to allow the council to offer bat boxes, bird boxes, installation etc. to residents	That is outside the scope of the Local Plan.	Private Individual
8.157	Would like to see swift bricks proposed for all new developments, including extensions, in accordance with best practice guidance. Additionally, it is requested to protect existing nest sites for building-dependent birds like swifts and house martins, who return annually to traditional nest sites due to roofing works and EWI.	Proposed policy EN4 refers.	Private Individual
Wildlife corridors			
8.158	The Local Nature Recovery Strategy (LNRS) is a crucial tool for preserving wildlife corridors and enhancing their health. It is mandated by the Environment Act and will guide future Local Plans. The plan could identify areas for habitat management, enhancement, restoration, or creation, such as biodiversity strategies or ecological networks. It also outlines how development can contribute to nature recovery and areas to be safeguarded. The NPPF 179(a)	Reference is included to support the priorities of the GM LNRS through our suite of policies in the Environment Chapter.	Natural England

ID	Summary of issues raised	Council Response	Respondent
	provides details on what an ecological network should include.		
8.159	Urgent need to protect and create wildlife corridors in response to rapid climate change. Need to ensure that species can expand populations by finding new suitable locations and protecting existing movement corridors. Use existing resources to understand and map these networks, including the Local Nature Recovery Strategy mapping of nature recovery networks for GM. Other sources of information, such as the Wigan Greenheart Landscape Recovery Scheme and GM Wetlands opportunity mapping, should be considered as well. There is essential need for liaison with bodies like GMEU and NE species recovery leads.	Whilst we are no longer proposing a specific policy on Wildlife Corridors, our approach supports the priorities in the Local Nature Recovery Strategy with specific references to support the Greenheart Landscape Recovery Scheme and the Great Manchester Wetlands Nature Improvement Area.	Lancashire Wildlife Trust
8.160	Support the revision of the wildlife corridors and welcome that it will be informed by the emerging Greater Manchester Local Nature Recovery Strategy, but the revision should also feed back into the emerging LNRS to provide a comprehensive and coordinated network for nature across Greater Manchester.	As above	Lancashire Wildlife Trust
8.161	Would like to see a reference to future proofing ecological networks so that they can adapt to a changing climate. The networks need to plan for and allow the movement of	Our approach to this is covered by proposed policies EN1, EN2, EN3 and EN4.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	<p>species north and maybe prepare for habitats and species previously characteristic of a more southerly distribution.</p> <p>Development should mitigate effectively within the development boundary or compensate within the remaining gap. If this cannot be achieved and the functionality of the corridor is adversely affected, then development should be refused. Development should not be allowed to compensate in other areas of the corridor but must seek to address adverse effects within the immediate vicinity of the development unless greater benefit can be shown to be gained elsewhere.</p>		
8.162	Support, though mitigation needs to be comprehensive and not token considerations that can be neglected afterwards.	Noted.	Private Individual
8.163	Many of the recent new developments have reduced access for wildlife and fragmented natural areas. There are few if any remaining safe corridors for wildlife; will the council consider this as part of the planning of new developments?	Proposed policies EN2 and EN4 cover our approach to how new development enhances green infrastructure and helps nature recovery.	Private Individual
8.164	Designated wildlife areas are becoming isolated or may become isolated if all development areas are completed. Many of these areas are connected by old railway lines and paths, acting as wildlife corridors. Poor planning could lead to the loss of these areas after 50 years of re-wilding.	Proposed policies EN1, EN2 and EN4 Nature Recovery sets out our approach to this.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	Concern that development at North Leigh and South Hindley will close off the wildlife corridor that exists along the old railway line. Deer, otters and other animals use this corridor along with birds, newts etc. Please give wildlife room and keep these corridors open for the animals and for us.		
Chat Moss			
8.165	Strongly support. Would wish to see policy to protect peat from development.	Support welcomed. Reference to protecting peat is included in proposed policy EN5.	Natural England
8.166	Chat Moss is of great archaeological importance. Some reference to this within the policy and the need to ensure it continues to be a healthy habitat resilient to climate change would be useful.	Noted. Policy EN5 refers.	Historic England
8.167	Support approach which is in line with the GM Wetlands vision. However, there should be a requirement on development to prevent adverse effects on air quality or hydrological integrity of peatland habitats.	Support welcomed. The implications of proposed development on air quality will be assessed as part of the Local Plan.	Lancashire Wildlife Trust
8.168	Development should also consider the restorability of peat soils to wetland habitat and the assumption that peat should be wet and retained in the ground.	Reference to protecting peat is included in proposed policy EN6.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
8.169	Welcome the commitment to supporting new farming forms compatible with carbon storage and sequestration, such as paludiculture on rewetted peat. The protection and restoration of peatland habitats should be considered a vital nature-based solution to climate change and biodiversity collapse.	Support welcomed	Lancashire Wildlife Trust
8.170	Support preference.	Support welcomed	Peel L&P
8.171	<p>Peel is a significant landowner in this area. It is a complex area with a diverse mix of uses, including agricultural uses and tenancies, leisure/recreation activities, and ecological habitats. It is fragmented and subject to a range of different management regimes. Public access to the area is limited given that:</p> <p>It is somewhat landlocked, being surrounded by the M62 motorway to the south, the M60 motorway to the east, and the Bridgewater Canal and residential communities to the north.</p> <p>It has very few physical points of access. The main access is via Morley's Lane from the east, but this is largely removed and somewhat distant from most of the surrounding communities in Wigan and other areas of Greater Manchester. Some other minor points of access exist including a crossing over the Bridgewater Canal, but these are constrained and are also themselves relatively isolated.</p>	Our proposed policy EN5 is consistent with that included in the Salford Local Plan.	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	The roads across Chat Moss are all private and restricted to vehicles, and are accessible to the public only on foot. It has a range of health and safety issues, associated in part with its existing use and also the relatively limited nature of safe and legible routes through the area.		
8.172	Chat Moss has significant potential for green space and climate change goals. The Peat Pilot report by Natural England suggests that restoring 75% of the peat across Chat Moss could help achieve Greater Manchester's target of being net zero carbon city-region by 2038. A comprehensive strategy for the future of Chat Moss is needed to ensure its sustainability and contribute to the city's green infrastructure.	Noted, proposed policy EN5 refers.	Peel L&P
8.173	Chat Moss restoration and enhancement will require significant funding and willing landowners. Paludiculture, a potential future solution, is currently untested. Peel collaborated with tenant farmers, a third-party commercial enterprise called Ponda15, and the Lancashire Wildlife Trust to launch a paludiculture trial in Chat Moss. The trial aims to determine the commercial viability of paludiculture at scale, as markets grow, and techniques improve. Currently, paludiculture is commercially unviable due to cost, difficulty, and limited market. The trial aims to determine the potential for paludiculture to become commercially	Noted, proposed policy EN5 refers.	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	achievable at scale in the future. The implementation of this trial has taken years, and it will take several more years to determine if this form of paludiculture can be successfully expanded.		
8.174	There is relatively limited potential in biodiversity net gain or biobanks on peat, due to the cost associated with achieving BNG and the limited number of credits which result. There may be more potential in carbon credits albeit this is an emerging area which presently has only a limited market.	Noted	Peel L&P
8.175	Development around the edges of Chat Moss could aid in peat restoration and biodiversity enhancement on a larger scale. Peel has secured allocations for the Port Salford Extension and the East of Boothstown housing site in Salford. The Port Salford Extension, which involves degraded peat separated from the wider mossland, could facilitate restoration of peat within Chat Moss to mitigate carbon impacts. This would be a key part of wider restoration and carbon sequestration objectives for the mossland. The East Boothstown site adjoins an area identified as a potential BNG offsetting 'biobank' site, though it is of limited scale.	Noted	Peel L&P
8.176	Given the complex and extensive nature of the mossland, this important priority of the Local Plan requires all parties invested in the future and potential of Chat Moss – Peel, Wigan and Salford Council's, the GMCA, Natural England,	Noted	Peel L&P

ID	Summary of issues raised	Council Response	Respondent
	the LWT and others – to collaborate to prepare a deliverable strategy for the area.		
8.177	Chat Moss might become a World Heritage Site as well as a National Nature Reserve.	Noted	Tyldesley Workshop
8.178	Potential impact on residents if it attracts a lot of visitors	Noted. Proposed policy EN5 refers.	Tyldesley Workshop
Trees, woodlands and hedgerows			
8.179	Welcome the preference to increase tree cover. In addition, we would expect the inclusion of a policy to protect ancient woodland and ancient or veteran trees and other irreplaceable habitats:	Noted. Proposed policies EN2 and EN4 Nature Recovery refer.	Natural England
8.180	Suggest looking to incorporate SUDs systems when planting street trees to build climate resilience and reduce flood risk. Hedgerows can be excellent in boosting biodiversity, even small changes in letting hedgerows grow wider and taller can have a noticeable impact on wildlife.	Proposed policies EN2 and EN10 refer.	Natural England
8.181	Tree planting needs careful consideration, ensuring that the right trees (and plants) are planted in the right places to ameliorate exposure to poor air quality and take account of future climate change.	Noted. Our Landscape Design Supplementary Planning Document refers.	Environment Agency
8.182	The approach to hedgerow management in Wigan is inadequate, as it fails to address the importance of	Noted. Proposed policy EN2 requires long term	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	hedgerows in preventing their loss, their management, and their role in species movement. It also lacks ambition in increasing tree and woodland cover, particularly for Willow Tit, a key species in Wigan, which requires specific protection and expansion of its preferred wet willow woodland habitat.	management in terms of Green Infrastructure.	
8.183	There should be an expansion of tree protection orders and any felling of trees on private land should be subject to checks and mitigation (if deemed essential to cut down) to ensure zero loss of tree cover over time.	This is outside what the local plan can deliver although our policies promote an increase in tree canopy cover.	Private Individual
8.184	Support. Urgent need to reinstate the trees that were destroyed on land at Chorley Rd opposite Worthington Lakes.	Support welcomed. Now covered in proposed policies EN2 and EN4.	Private Individual
8.185	More tree planting is required but need to plant more mature trees that cannot be destroyed by anti-social behaviour. Concern that 4 street trees have been felled on Lathom Lane recently, as supposedly diseased. These need to be replaced.	Covered in proposed policy EN2.	Pemberton Workshop
8.186	Street trees needed in Platt Bridge town centre.	Proposed policy EN2 refers.	Platt Bridge Workshop
8.187	Support achieving a net increase in street trees. This would greatly benefit Swinley and is fully supported by local	Proposed policy EN2 refers.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	residents. So much housing and little space and street trees for many.		
Soil			
8.188	The Local Plan should prioritise protecting, and avoiding the loss of, Best and Most Versatile agricultural land. This policy should be established in land allocations and supported by evidence. The plan should acknowledge the irreversible impact of development on BMV land and require a soil handling plan and sustainable soil management strategy based on detailed soil surveys for any development on BMV.	Proposed policy EN6 and land allocation policies J3, J4, J5 and J6 refer.	Natural England
8.189	The plan should include a policy for soil protection and sustainable management to minimise disturbance and retain ecosystem services. Development (soil sealing) has a significant adverse impact on soils. High environmental value soils, such as wetland, carbon stores, low nutrient soils, or local context-valued soils, should be considered for their role in ecological connectivity. Soil protection and sustainable management are interconnected with other policy areas like renewable energy, climate change, green infrastructure, biodiversity net gain, flood schemes, managed realignment, development design, and landscaping.	Proposed policy EN6 refers.	Natural England

ID	Summary of issues raised	Council Response	Respondent
8.190	It is not in our remit to provide technical advice or comments on this. Please see the following for further advice on this topic: https://portal.lancaster.ac.uk/portal/news/article/new-report-on-sustainable-soil-management-given-national-platform-for-best-practice	Noted	Environment Agency
8.191	Peat soils should not just be dealt with under the Chat Moss section as they occur in other parts of the borough.	Proposed policy EN6 refers.	Lancashire Wildlife Trust
8.192	Support the approach but would like to see particular reference to peat soils being protected from development in line with the England Peat Action Plan states and the Lowland Agriculture Peat Task Force Report	Proposed policy EN6 refers.	Lancashire Wildlife Trust
Pollution control			
8.193	For active travel developments, we would advise to avoid using infiltration systems or water detention bodies over former mine openings/shallow mine workings as this may artificially recharge mined voids that could give rise to uncontrolled discharge of potentially polluting mine-water elsewhere. Additionally, Secondary Aquifers will need surface water drainage concerns addressed.	Noted	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
8.194	In addition to the topics mentioned, the plan should also address water quality and air quality impacts on designated sites.	Proposed policy EN1 refers.	Natural England
8.195	Support for a specific policy on pollution control within the plan. Protecting and safeguarding the canal from pollution is of importance to the Trust.	Support welcomed. Proposed policy EN7 refers.	Canal and River Trust
8.196	The need for particularly sensitive sites in the borough to be protected from pollution should be more strongly highlighted e.g. the requirement to reduce NOx (and other) air pollution threats to the Manchester Mosses SAC and the need to protect wetland sites hosting protected species from water-based pollution	The Local Plan will be subject to a Habitats Regulations Assessment prior to the formal Regulation 19 stage and will take that into account that that stage.	Lancashire Wildlife Trust
8.197	There should be a commitment to reducing pollution levels and ensuring clean air is the norm, and not just ensuring that pollution does not exceed acceptable levels.	Proposed policy EN7 refers.	Lancashire Wildlife Trust
8.198	Noise and air pollution are major issue in the Town Centre core due to traffic and diesel fumes of the HGVs. Vibration is also an issue as shown by cracks in buildings.	Proposed policies EN7 and TC4 refer.	Ashton Workshop
8.199	Noise from the M6 can be heard on The Green. Acoustic fencing or tree planting could act as a buffer.	Acoustic fencing is provided when there are either changes to the motorway or to land adjacent to the motorway.	Pemberton Workshop

ID	Summary of issues raised	Council Response	Respondent
		Trees do little to mitigate road noise	
8.200	Need to take measures to enable the roads to flow better. Congestion causes more air pollution.	It has been proved that providing additional capacity for general traffic generates more traffic. The only way that roads will flow better is if there is less traffic, and that falls to everyone.	Standish Workshop
8.201	Welcome the Clean Air Zone proposal and need to get people walking and using cleaner fuels.	A new Walking, Wheeling and Cycling Strategy will be developed by the Council which will seek to address some of these issues.	Platt Bridge Workshop
8.202	GM Clean air zone, should consult with residents.	A Greater Manchester Clean Air Zone is no longer proposed.	Wigan Workshop
Land reclamation and renewal			
8.203	Pleased to see consideration is being given to the risks posed by past coal mining activity, given the presence of coal mining features in the Wigan area at both surface and shallow depth.	Policy EN7 refers.	Coal Authority

ID	Summary of issues raised	Council Response	Respondent
8.204	<p>The promotion of priority sites in a local plan can have immediate or short-term benefits by reducing environmental impacts. However, these benefits will only be realised if issues such as land quality and groundwater issues are considered before development is undertaken.</p> <p>Each site allocation has its own technical limitations in terms of contaminated land and managing controlled waters. Developers should:</p> <ul style="list-style-type: none"> • Follow the risk management framework provided in Land Contamination: Risk Management when dealing with land affected by contamination. • Refer to the guiding principles for land contamination for information on assessing risks to controlled waters from the site. • Consider using the National Quality Mark Scheme for Land Contamination Management, which involves competent persons to manage land contamination risks. • Refer to the contaminated land pages on gov.uk for more information and to 'The Environment Agency's approach to groundwater protection' 	Proposed policies EN7 and EN12 refer.	Environment Agency
8.205	Suggest the sites included for nature recovery are cross-referenced against the Wigan Greenheart LRS sites and the GM LNRS nature recovery network mapping (when complete) to identify any connectivity gaps that could be	This has taken place as part of the GM LNRS mapping work to identify the nature recovery network and opportunity areas.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
	filled by including further sites being reclaimed/recovered for nature.		
8.206	Support the approach to reclaim land but would caution that many brownfield sites support a wealth of biodiversity interest; and can be especially important for invertebrates, which are often an under surveyed group when it comes to development proposals. This interest should be protected where appropriate. Brownfield sites can also act as key ecological corridors and stepping-stones contributing to a coherent and resilient ecological network. I note that nature conservation is one of the key reasons for reclamation and support the objective to bring land back and repair the past damage to ecological infrastructure.	Noted	Lancashire Wildlife Trust
8.207	Bickershaw Colliery Spoil, Leigh: Looks good.	Support welcomed	Private Individual
Groundwater Source Protection Zone			
8.208	Support	Support welcomed	Lancashire Wildlife Trust
8.209	Supportive of the council's approach and recommended policy content relating to water quality and groundwater source protection zones as part of the representation.	Support welcomed	United Utilities

ID	Summary of issues raised	Council Response	Respondent
8.210	Recommended policy content relating to land used for public water supply catchment purposes as part of the representation.	Noted	United Utilities
8.211	<p>We encourage you to continue and maintain this option. The preference applies to Lowton and south of Leigh. We agree with the assessment made in the Interim Integrated Appraisal Report that the area is not inclusive enough of aquifers that provide drinking water (the source protection zones). Particularly, where the preference applies to south of Leigh and Lowton, it does not include Ashton where there are proposed housing allocations located.</p> <p>Therefore, the preference should be expanded to either include the principal aquifer boundary, or to also include the Ashton-in-Makerfield area. Additionally, we would recommend the preferred policy is strengthened further and include support for Secondary Aquifers also.</p>	Proposed policy EN12 refers - Ashton-In-Makerfield has been added.	Environment Agency
8.212	Groundwater protection and development enhancement are crucial for regional resource management. A holistic approach to protection is more effective at strategic planning stages. Proactive groundwater protection improves aquatic environment and safeguards water resources for future use, ensuring a sustainable future.	Noted	Environment Agency

ID	Summary of issues raised	Council Response	Respondent
8.213	Advise the Council to consult the groundwater position statements in 'The Environment Agency's approach to groundwater protection' for development. All developments must comply with these statements. Developers should contact the Environment Agency for pre-application discussions in sensitive areas or areas where groundwater is used for water supply.	Noted	Environment Agency
8.214	The recommendation is to consult the Environment Agency when proposing development in areas like Ashton-in-Makerfield and other Source Protection Zones to ensure ongoing protection of groundwater within the Wigan area, considering their importance as sources and resource zones.	Noted	Environment Agency
Other comments			
8.215	The workshop introduction suggested that the aim was to reduce the use of cars and 'encourage' residents to walk or use bicycles in the Leigh area, also the issue of climate change and their mission to reach zero carbon was also a main focus which all echoes the '15 minute cities' policy. This scheme has been piloted in Oxford and Canterbury and has been met with enormous resistance as the residents now have the understanding that this is all about restriction, control and financial penalties.	Our Net Zero commitments are covered by policies in the adopted Places for Everyone Plan, in particular Policies JP-S1 and JP-S2. Our Local Plan policies do aim to make it easier for residents to walk, wheel and cycle given the benefits this will deliver in the forms of reduced traffic congestion, improved air	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		quality, health and green infrastructure.	
8.216	I think that people should still be responsible for littering	This is not something that the Local Plan can control.	Private Individual

9. People

ID	Summary of issues raised	Council Response	Respondent
Planning for healthier living			
9.1	Our Heritage Counts research provides background information on the value of the historic environment to health and wellbeing. Part of this policy should include reference to access to cultural heritage as an important means of improving health. This includes benefits for older communities with increased access helping improve outcomes for depression, dementia and physical health.	Noted. This is covered sufficiently in Policy PE1, particularly by the identified 'creating great places' topic area.	Historic England
9.2	Welcome the links made between health, wellbeing and access to nature.	Noted	Natural England
9.3	Specific policy requirements to promote healthy developments should include: <ul style="list-style-type: none"> • Development proposals to consider local health outcomes. • Design schemes to encourage active travel, including through providing safe and attractive walking and cycling routes, and ensuring developments are connected by these routes to local services, employment, leisure, and existing walking and cycling routes. • Provide access to healthy foods, including through access to shops and food growing opportunities (allotments and/or providing sufficient garden space) 	Noted and agree. These are all covered sufficiently by the topic areas identified in proposed policy PE1.	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
	<ul style="list-style-type: none"> • Design schemes in a way that encourages social interaction, including through providing front gardens, and informal meeting spaces including street benches and neighbourhood squares and green spaces. • Design schemes to be resilient and adaptable to climate change, including through SUDs, rainwater collection, and efficient design. • Consider the impacts of pollution and microclimates, and design schemes to reduce any potential negative outcomes. • Ensure development embraces and respects the context and heritage of the surrounding area. • Provide the necessary mix of housing types and affordable housing, reflecting local needs. • Provide sufficient and high quality green and blue spaces within developments. 		
9.4	Support the Council's preference.	Support noted	Leigh Neighbours; Miller Homes; Lancashire Wildlife Trust
9.5	The cycle infrastructure around Wigan is really fragmented so will not be well utilised.	A Walking, Wheeling and Cycling Strategy is to be	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		developed by the Council which will seek to address these issues.	
Implementing planning for healthier living			
9.6	Support	Support noted	NHS Property Services; Sport England
9.7	No objection to the approach, though clear guidance is needed to ensure HIAs and Planning for Health checklists are undertaken in line with Council's aspirations.	Such guidance is provided in the Council's adopted Planning for Health Supplementary Planning Document.	Lovell Partnerships
New hot food takeaways			
9.8	Support	Support noted	Sport England; Private Individual
9.9	New and existing hot food takeaways should be subject to strict air quality requirements. This should be ongoing to cover maintenance of extractors.	There is nationally recognised guidance, produced by Ricardo EMAQ+, that hot food	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		takeaways are expected to follow regarding the control of odour and noise from commercial kitchens exhaust systems. Furthermore, criterion 3 of proposed policy PE2 refers.	
9.10	It should also cover 'cold food' takeaways e.g. sandwich shops, dessert shops.	Our approach is consistent with national planning policy which applies a particular focus on the management of hot food takeaway provision.	Private Individual
9.11	New takeaways should be restricted on sites where existing ones have closed with preference for other uses with community benefit.	Policies TC12 and PE2 refer.	Private Individual
Developer contributions to new health facilities			
9.12	Fully support and recommend that the Local Plan has a specific section for this matter.	Noted. However, proposed policy PE4 now proposes an alternative approach which is considered to be more transparent for both applicants and decision makers, and easier to	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
		implement at the development management stage. This will be implemented through collaborative working with key stakeholders including the NHS.	
9.13	It would be beneficial to clarify that the requirement is generally applicable to all major residential developments, consistent with the thresholds set for HIAs / Planning for Health checklists.	Noted. Proposed policy PE4 has been amended to specify that it only applies to major residential developments.	NHS Property Services
9.14	<p>Supportive of the four-step process and recommend that the Council add further detail to the approach regarding primary healthcare provision to ensure that the assessment of existing healthcare infrastructure is robust, and the mitigation options secured align with NHS requirements. Specific recommendations are set out as follows:</p> <p>Step 1: Assessing the level and type of demand the proposal will generate.</p> <p>Impact on primary care patient registrations from a development should generally be determined based on average household size in the local authority area applied to the total number of homes proposed.</p>	Noted. However, proposed policy PE4 now proposes an alternative approach which is considered to be more transparent for both applicants and decision makers, and easier to implement at the development management stage. This will be implemented through collaborative working with key	NHS Property Services

ID	Summary of issues raised	Council Response	Respondent
	<p>Refer to relevant health design standards such as Health Building Note 11:01 Facilities for Primary and Community Care when determining the primary healthcare floorspace requirement arising from new development.</p> <p>Engage with the Integrated Care Board (ICB) to determine an appropriate benchmark assumption for the amount of floorspace required per number of patients to provide primary care services to a modern standard of care.</p> <p>Step 2: Working closely with providers to understand the likely impact of the proposed development on health infrastructure capacity.</p> <p>Work closely with the NHS, in particular the ICB, when identifying the healthcare premises impacted by the proposed development and their physical capacity as well as suitability in terms of condition and/or location for providing the additional primary healthcare services needed.</p> <p>When assessing the existing capacity of healthcare infrastructure, as above, refer to relevant health design standards such Health Building Note 11:01 Facilities for Primary and Community Care. We also recommend that the assessment is based on weighted patient list sizes, not overall patient registrations.</p>	<p>stakeholders including the NHS.</p>	

ID	Summary of issues raised	Council Response	Respondent
	<p>Step 3: With providers, considering the appropriate additional capacity solution (new health facilities or adaptations and alterations to existing provision).</p> <p>Work closely with the ICB to ensure that the additional capacity solution contributes to the delivery of effective and efficient primary care services that meet the strategic needs of the impacted Primary Care Network (PCN) and the ICB.</p> <p>Step 4: Considering the appropriate form of developer contribution (financial contribution towards the cost of providing new or enhanced facilities, or the provision of land and/or new buildings).</p> <p>The capital cost of creating any additional primary care floorspace required should be based on the typical cost of providing new primary care floorspace in the locality, to the required standards and ready for occupation (as opposed to shell and core condition). Work closely with the ICB to ensure that costs reflect the full expenditure associated with the delivery of health infrastructure.</p> <p>Contributions towards health infrastructure should be index linked to the Building Cost Information Service (BCIS) All-in Tender Price Index. BCIS is generally recognised in the construction industry and is frequently used to update cost estimates and budgets.</p>		

ID	Summary of issues raised	Council Response	Respondent
	Any proposed in-kind obligation delivered by a developer should bring a real and appropriate monetary benefit to the NHS. If a developer seeks to offer an obligation that is based on provision of a new facility to be let out at market rents this does not constitute mitigation by the developer of the impact on primary healthcare infrastructure		
9.15	Support. This should be linked to the overall healthcare proposals in the area.	Support noted	Private Individual
9.16	Health centre locations should be appropriate and accessible for the community.	Noted. The accessibility of healthcare provision will be a key factor when determining the location of future provision.	Wigan workshop
9.17	Support	Support noted	CPRE
9.18	Contributions to health can often be sought and not taken up by the relevant bodies, as not considered required or for other reasons. Therefore, need to ensure there is no double counting and that contributions are relevant to the proposed development.	Noted. The implementation of proposed policy PE4 will be dependent on effective collaborative working with key stakeholders including the NHS to ensure that financial contributions accrued can be allocated to relevant projects.	Northstone

ID	Summary of issues raised	Council Response	Respondent
9.19	No objection in principle, but any contributions / planning obligations must not be too onerous on the developer and be justified in line with the CIL Regulations. Viability will need to be taken into account, with a balance struck with other requirements including BNG, education etc.	Noted	Northstone; Lovell Partnerships
9.20	The boarded-up property near to the Cherry Gardens pub should be redeveloped for car parking for Wigan Infirmary	Brentwood is a privately owned property. It is not owned by either the Council or the NHS.	Private Individual
9.21	Wigan Infirmary should be redeveloped as the site is currently not sustainable. The site value including its heritage value have diminished over the years. There is under provision of parking and the hospital is energy inefficient.	The future redevelopment or regeneration of Wigan Infirmary is firstly a matter for the NHS, who own and manage the site.	Private Individual
Community wealth building			
9.22	Support this approach.	Support noted	Private Individual
Provision for open space, sport and recreation			
9.23	Links can be made to the GI Framework 5 headline standards. [https://designatedsites.naturalengland.org.uk/GreenInfrastructure/GIStandards.aspx]. Is there a robust and up-to-date	Policies PE3 and PE5 refer. The Local Plan is supported by a robust evidence base,	Natural England

ID	Summary of issues raised	Council Response	Respondent
	assessment of open space requirements and opportunities? The plan should make provision to remedy deficiencies in greenspace provision, including through land allocation.	including an up-to-date Open Space Report (2025).	
9.24	A needs-based approach should be used for the delivery of sporting facilities, not a standards-based approach. This should be clearly identified in policy wording.	Agree. This is made clear in the bottom row of the standards table in proposed policy PE3.	Sport England
9.25	Would welcome a policy that aims to maintain and enhance a network of high-quality open spaces, including those that provide opportunities for sport, physical activity and recreation, private and public. Policy should recognise the role of sport in contributing to a wide range of spatial planning issues including regeneration, health promotion, crime reduction, quality of life, engaging with colleagues in sports development, education and public health. The Review should identify and plan positively for where sport and recreation can contribute to spatial planning initiatives such as greenspace networks or enhance the urban fringe (and Green Belts) through the location of appropriate facilities. All playing fields are a finite resource protected by paragraph 99 of the NPPF and Sport England's Playing Fields Policy. We strongly recommend that any policy wording takes account of this.	Policy PE3 refers.	Sport England

ID	Summary of issues raised	Council Response	Respondent
9.26	Advise that policy is not restricted to the provision and or protection of the pitch sports referred to (football, rugby league, rugby union, cricket, hockey) but to use these as an example.	Noted. The policy wording is not restricted to these sports.	Sport England
9.27	Whilst supporting the need to protect open space, this is often the location for our water and wastewater infrastructure. As such, we request the policy is sufficiently flexible to allow for investment in our assets in green space where this is needed to respond to future growth and environmental drivers.	It is not considered necessary to cover this in policy. The need for new or extended water and/or wastewater infrastructure on land designated as open space will be a material consideration when determining planning applications.	United Utilities
9.28	Full sized astroturf pitches are needed in Ashton. Cansfield has good facilities but only 9-a-side; Byrchall is being done up; and St Edmund Arrowsmith don't hire their pitches.	The Council's Playing Pitch and Outdoor Sports Strategy will provide an up-to-date needs assessment and site specific recommendations for all pitches and outdoor sports. This will inform the protection and enhancement of facilities in the borough.	Ashton workshop

ID	Summary of issues raised	Council Response	Respondent
9.29	George V Field could be an asset if developed effectively. However, it is hidden, underdeveloped, has flooding issues, and is in a dip so is always wet. It also has no parking. There is space either side which could be used.	Noted	Ashton workshop
9.30	More allotments are needed.	Allotment provision in the borough is assessed in the Open Space Report, which concludes that there is a deficit in both Atherton and Golborne below standards suggested by the National Society of Allotment and Leisure Gardeners. Policy PE1 promotes access to healthy food and Policy PE3 sets standards, including for allotments.	Workshop – Atherton, Golborne
9.31	Lack of playing fields in Standish.	A Playing Pitch and Outdoor Sports Strategy is currently being prepared for the borough. On completion, an Action Plan will be prepared which will identify site-specific recommendations to address	Workshops – Standish, Golborne

ID	Summary of issues raised	Council Response	Respondent
		any identified gaps in provision.	
9.32	Complete lack of capacity for organised sport.	A Playing Pitch and Outdoor Sports Strategy is currently being prepared for the borough. On completion, an Action Plan will be prepared which will identify site-specific recommendations to address any identified gaps in provision.	Platt Bridge workshop
9.33	Foggs Fold Field, off Stratton Drive has a small gravel pitch which is unplayable – really need a 4G/5G to accommodate demand arising at the football club –there are more children’s teams plus a women’s open age team now.	A Playing Pitch and Outdoor Sports Strategy is currently being prepared for the borough. On completion, an Action Plan will be prepared which will identify site-specific recommendations to address any identified gaps in provision.	Platt Bridge workshop
9.34	Opportunity to use the site on Woodcock Drive, earmarked for housing, for an all-weather pitch, playground, and community centre.	A Playing Pitch and Outdoor Sports Strategy is currently being prepared for the borough. On completion, an	Platt Bridge workshop

ID	Summary of issues raised	Council Response	Respondent
		Action Plan will be prepared which will identify site-specific recommendations to address any identified gaps in provision.	
9.35	Equipment on children's play spaces and playgrounds are often old and damaged.	Proposed policy PE4 will generate financial contributions from developers of new housing developments towards new and/or improved community infrastructure. This could be used to improve the standard of existing play spaces and equipment were this is considered to be a priority and justified.	Platt Bridge workshop
9.36	Sports fields and recreational areas can be utilised to enhance their nature conservation interest, with appropriate planting and management. This would make open spaces more appealing and visually attractive rather than just species poor spaces. Where there is opportunity, management should therefore be aimed at enhancing the wildlife interest of the open space.	Noted. Our policies in the Environment Chapter support this approach in particular proposed policy EN2 Development and Green Infrastructure.	Lancashire Wildlife Trust

ID	Summary of issues raised	Council Response	Respondent
9.37	There is a need to positively plan for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important. It is also important to consider whether development outside a sports site could prejudice its use.	Policy PE3 refers.	Sport England
Developer contributions to open space, sport and recreation			
9.38	Specific reference should be made to sports facilities in the policy wording for developer contributions towards open space, sport and recreation.	Proposed policy PE4 specifically relates to ‘open space, sport and recreation provision’, which is considered to include sports facilities.	Sport England
9.39	The Council should require recreational provision to be secured on site within new developments but only where there is a need for additional provision that cannot be met by existing provision in the locality. This should be based on an up-to-date assessment of needs and have regard to other policies and guidance, including any other relevant allocations in the locality. Any standards should be based on up-to-date evidence of need. The policy should clearly set out the requirements so that landowners and developers have a clear expectation at the outset, which can be supported by supplementary planning documents where necessary.	Policy PE5 refers.	Countryside Partnerships

ID	Summary of issues raised	Council Response	Respondent
9.40	An additional option for developers could be to contribute to the funding of required visitor access improvements identified, planned and costed via the Wigan Greenheart Landscape Recovery Scheme for LRS sites close to developments.	Noted. There is some scope for this via Policy PE5 if the proposed development is adjacent, or otherwise very close to, and easily accessible to planned improvements to Landscape Recovery Schemes.	Lancashire Wildlife Trust
9.41	Play spaces within new housing developments are not being looked after as they are not maintained by housebuilders or adopted by the council. The council are not following up on the provision and maintenance of play spaces.	Proposed policy PE5 refers as it requires suitable arrangements for the ongoing maintenance of, and continued public access to, on-site open space and equipped play provision.	Workshops – Standish, Golborne
9.42	The required level of provision should be based on evidence and take into account whether there is a surplus of open space provision in areas accessible to the site. Consideration should also be given to the number of bedrooms in dwellings, as dwellings with fewer bedrooms, and therefore fewer occupants, may generate less demand for open space.	Policy PE3 refers.	Lilford 2005 Ltd; Tarleton Estates

Community facilities

ID	Summary of issues raised	Council Response	Respondent
9.43	Support second part of policy preference which focuses on the provision of new community facilities.	Support noted	NHS Property Services
9.44	<p>The first part of the policy preference needs to acknowledge that the NHS is required to ensure land and property is used efficiently. Policies aimed at preventing the loss or change of use of community facilities and assets, where healthcare is included within this definition, can potentially have a harmful impact on the NHS's ability to ensure the delivery of facilities and services for the community.</p> <p>Suggested wording to incorporate into emerging community facilities policy:</p> <p><i>'Where healthcare facilities are declared surplus or identified as part of an estates strategy or service transformation plan where investment is needed towards modern, fit for purpose infrastructure and facilities, there will be no requirement to retain any part of the site in an alternative community use.'</i></p>	The community facilities policy does not cover health care facilities. As stated in the supporting text, communities' facilities include libraries, cultural buildings, places of worship and spaces to accommodate meetings, social activities and community events.	NHS Property Services
9.45	<p>Support approach, but suggest inclusion of references to access to playing fields and other sports or recreation sites and consider any wording in line with Sport England's Playing Fields Policy and paragraph 99 of the NPPF.</p> <p>Policy should set out a positive approach to the provision and enhancement of sports facilities that are fit for purpose and in</p>	Policies PE3 and PE5 refer.	Sport England

ID	Summary of issues raised	Council Response	Respondent
	<p>suitable locations, addressing needs identified through a robust and up-to-date assessment. Policy needs to clearly state that sports facilities (built as well as pitches, open space and recreational land) will be protected from loss except where it is demonstrated that the site is surplus to requirements; or equivalent or better facilities will be provided; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</p> <p>The Council's Playing Pitch Strategy and Build Facilities Strategy should also be referenced here as evidence for such a policy.</p>		
9.46	<p>Support. Facilities that have encouraged a wide cross section of community involvement elsewhere include the Witton Greenhouses project in Blackburn. Multi-use facilities (such as visitor centres) on greenheart sites that could also function for wider community use could be an efficient and effective use of funds.</p>	Support noted	Lancashire Wildlife Trust
9.47	<p>Swinley needs a community facility, particularly on Dicconson Street (bottom of Upper Dicconson Street).</p>	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		from new development including for community uses where necessary.	
9.48	A doctor's surgery is needed in the Shakerley area.	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including in health where necessary.	Tyldesley workshop
9.49	GPs are already over capacity	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including in health where necessary.	Workshops – Hindley, Wigan, Leigh, Atherton, Tyldesley, Pemberton (Orrell), Standish, Golborne
9.50	NHS dentists are already over capacity	Proposed policy PE4 will generate financial	Workshops – Hindley,

ID	Summary of issues raised	Council Response	Respondent
		contributions from new residential developments to address capacity issues in social infrastructure arising from new development including in health where necessary.	Wigan, Leigh, Atherton, Tyldesley, Ashton, Pemberton, Standish, Golborne
9.51	<p>The proposed expansion of residential properties within the Borough will require additional medical, dental and social service provision. This will be the case even under the current redevelopment programme underway in the town centre.</p> <p>Points for consideration:</p> <ul style="list-style-type: none"> a. There will be a requirement for increased capacity within the existing hospital facilities to ensure that medical treatment and assessment arrangements meet the needs/demands of an increasing, and aging population. b. Neighbourhood G.P. facilities, neighbourhood ‘drop- in’ treatment centres, community dental services. c. Provision of ‘staffed’ rehabilitation/assessment accommodation for discharged vulnerable patients from hospital to allow recuperative treatment prior to return to alternative accommodation. 	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including in health where necessary.	Private Individual

ID	Summary of issues raised	Council Response	Respondent
	<p>d. Integration of NHS and some areas of Social Services to act co-operatively regarding vulnerable residents.</p> <p>e. Suitable accommodation for respite care to allow family 'carers' to have a 'break'.</p> <p>It is appreciated and acknowledged that these arrangements will require suitable infrastructure and adequate staffing arrangements which may be outside of the Councils remit, however representation must be made/requested/demanded, from the appropriate Authorities, at this early stage to ensure the development of the Borough, and its residents, are supported by its medical and social services arrangements.</p>		
9.52	More community facilities are needed	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including for community uses where necessary.	Workshops - Platt Bridge, Atherton, Pemberton, Golborne, Leigh

ID	Summary of issues raised	Council Response	Respondent
9.53	Lack of youth facilities locally contributing to anti-social behaviour. Need a youth zone / shelters locally or more youth facilities	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including for community uses where necessary.	Workshops - Hindley, Leigh (Leigh West), Atherton, Ashton, Pemberton, Golborne, Wigan Youth Zone, Leigh Youth Hub
9.54	Youth facilities need to be more accessible, ideally in the town centre. A satellite youth offer is also needed in Leigh to serve more peripheral areas such as Higher Folds. Existing community centres could be used to accommodate such provision.	Proposed policy PE4 will generate financial contributions from new residential developments to address capacity issues in social infrastructure arising from new development including for community facilities where necessary.	Workshop - Leigh Youth Hub
9.55	Lack of event space in Leigh for concerts, shows etc.	The Council is aware of this issue and is exploring opportunities as part of its borough wide regeneration.	Workshop - Leigh Youth Hub

ID	Summary of issues raised	Council Response	Respondent
9.56	Support.	Support noted	Leigh Neighbours
9.57	Support in principle, but needs careful consideration in terms of viability, deliverability and achievability.	Support noted.	Lovell Partnerships
Education and skills			
9.58	It is noted that Wigan will continue to secure developer contributions to ensure that educational demands arising from their developments can be met. This is important as there is significant pressure on school places in Chorley particularly in secondary education and we are liaising closely with Lancashire County Council to address this.	Noted. Proposed policy PE4 will secure developer contributions towards social infrastructure, including education, from residential developments of 10 or more homes.	Chorley Council
9.59	Increasing SEND provision for children and young people needs to be made a priority. Our current sites are at capacity.	Proposed policy PE4 will secure developer contributions towards social infrastructure, including education, according to need in the locality from residential developments of 10 or more homes. This could be used to address identified capacity issues in SEND provision within the locality of	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		new developments, where appropriate.	
9.60	There are no Special Education Needs facilities locally	PfE Policy JP-P5 promotes significant enhancements in education, skills and knowledge to benefit existing and new residents including through the delivery of new and improved facilities. Proposed policy PE4 will also secure developer contributions towards social infrastructure, including education where necessary.	Hindley workshop
9.61	The expansion of housing provision will require complimentary provision of suitable educational facilities at local level and of sufficient size to provide for the community. This is important at all levels/ages but more so at pre-school and primary age groups.	Noted. Proposed policy PE4 refers.	Private Individual
9.62	Schools are oversubscribed	Proposed policy PE4 will generate developer contributions for social infrastructure which can be used, amongst other things, to	Workshops – Leigh, Atherton,

ID	Summary of issues raised	Council Response	Respondent
		address any deficits in school places arising from new residential developments.	Pemberton, Golborne
9.63	Support the priorities for education and skills	Support noted	Leigh Neighbours
Other comments			
9.64	<p>Active Design should be promoted through all planning activity including Local Plans using clear policy support within the National Planning Policy Framework and its supporting Planning Practice Guidance.</p> <p>We would welcome inclusion of policies on Active Design and building active design concept into a range of policies where relevant.</p>	Noted. Active Design Guidance and The Ten Principles of Active Design, as published by Sport England, is specifically referenced in the supporting text to proposed policy PL1.	Sport England
9.65	In Mesnes Park, the disused building near the old bowling greens could be opened up for all age groups, repair at least one bowling green, and the tennis courts, basketball court and consider something like boules, a putting green etc. Put huge canopies over the playgrounds so that they can be used when it's raining.	The Council has commissioned a landscape architect to draft a masterplan for the disused bowling greens, tennis courts and grassed area in between. The masterplan will consider a range of play / sports improvements and will be	Private Individual

ID	Summary of issues raised	Council Response	Respondent
		used to seek funding for the works.	
9.66	I think we need to 'get back to basics'. People need support now more than ever, but we are constantly told to look for things 'online', we have to self-serve in supermarkets etc. instead of being able to get easy, direct or face to face help from those who have the knowledge and skills to help us. All of this is isolating, yet Community Hubs are introduced to combat this, but would we need them if we had face to face contact like we used to in banks, shops, council offices etc. Change can be good but is not always for the better.	Noted. Encouraging social interaction is a key objective running through the initial draft of the Local Plan, particularly in proposed policies PL1, TC12, PE1 and PE6.	Private Individual
9.67	More pocket parks are needed.	Noted. Proposed policy PE3 seeks to protect, manage and enhance the borough's network of open spaces.	Wigan workshop
9.68	Lighting and maintenance are poor in parks, and key to safety. Outdoor gym equipment cannot be used.	Noted. Proposed policy PL1 'requires all new developments to be of a high standard of design that is consistent with a series of key characteristics that are identified in the National Design Guide. These include	Wigan workshop

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		the creation of safe, social and inclusive public spaces.	
9.69	Worried about the future of the bowling greens at Great Acre, Whelley	A Playing Pitch and Outdoor Sports Strategy is currently being prepared for the borough, which includes an assessment on bowling green provision. On completion, an Action Plan will be prepared which will identify site-specific recommendations to address any identified gaps in provision.	Wigan workshop
9.70	What is happening at the Britannia school site?	The replacement Britannia Bridge School was opened in 2016 within the school grounds. There are no firm plans at this stage for the site of the former school building.	Wigan workshop
9.71	Question the omission of any reference to the voluntary and charitable sectors in the plan. The role they play, and the value they add to our local communities is immeasurable.	The Council is committed to working in genuine partnership with key partners, including the voluntary, community, faith and social	Leigh Neighbours

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		enterprise sector, to deliver the key objectives of the plan.	