



# Wigan Borough Initial Draft Local Plan Draft Infrastructure Delivery Plan

April 2025

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## **1. Introduction**

- 1.1 This Infrastructure Delivery Plan (IDP) forms part of the evidence base for the Wigan Borough Local Plan. On adoption, the Local Plan will, alongside the Places for Everyone Plan (PfE), adopted Neighbourhood Plans and the Joint Greater Manchester Waste and Minerals Plans, form part of the statutory planning framework for the borough. In line with the PfE Plan the Local Plan looks forward to 2039.
- 1.2 This document has been prepared in collaboration with a range of statutory and non-statutory partners responsible for delivering infrastructure to support a wide range of environmental, social and economic objectives and respond to planned growth and change.

### **Purpose of the document**

- 1.3 The council is required to evidence that the policies and proposals in the Local Plan are deliverable and contribute towards the achievement of sustainable development. This IDP, as far as possible, assesses currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan. It is not intended to provide a prescribed implementation plan for the provision of infrastructure with confirmed funding and delivery timetables. It does, however, provide evidence that the council understands the infrastructure needs that are arising from proposals in the Local Plan. It is also necessary to balance infrastructure requirements with the need to ensure that development remains viable.
- 1.4 Although the IDP seeks to identify the key infrastructure that is required to meet growth and change set out in the Local Plan, it does not capture every project being planned by all council services and external providers. Instead, it recognises that there are numerous other plans and strategies that provide more detail on what, how and when those services are to be delivered. It is also a 'living' document in the sense that infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost; or technological advances or social and national policy changes that require new forms of infrastructure or alternative methods of provision.

### **National planning policy context**

- 1.5 The National Planning Policy Framework (NPPF) (December 2024) requires local planning authorities to prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As

part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on the need for local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

- 1.6 The IDP is part of the evidence base that supports the Local Plan. It identifies the infrastructure necessary for the implementation and delivery of site allocations and policies in the plan. As part of identifying the necessary infrastructure, the IDP also identifies delivery partners, the costs and the funding sources for projects. Funding will include potential Section 106 contributions that result from prospective development.
- 1.7 Paragraph 59 of the NPPF places emphasis on demonstrating viability at the plan-making stage and avoiding challenges later as developments come forward as planning applications.
- 1.8 Planning Practice Guidance (PPG) on Plan-making advises that strategic policy authorities need to engage and work alongside infrastructure providers, service delivery organisations, developers, site promoters and other strategic bodies that plan and fund infrastructure at an early-stage to assess the quality and capacity of infrastructure and its ability to meet forecast demand. Where deficiencies are defined, policy should set out how these deficiencies will be addressed. The government recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.

### **Infrastructure types and providers**

- 1.9 For the Local Plan, the scope of defined infrastructure is wide-ranging and includes physical and non-physical infrastructure to help support sustainable communities. Similarly, the range of infrastructure providers covers a wide range of national, regional and local providers. Figure 1.1 below identifies the infrastructure types covered in this IDP, and the stakeholders that have been engaged in the assessment of needs.

**Figure 1.1: Infrastructure Types and Some of the Relevant Stakeholders**

Infrastructure type	Sub-sector	Partners
Physical		
Transport	Highway network	National Highways Transport for Greater Manchester
	Rail network	Transport for Greater Manchester Network Rail Train Operating Companies, i.e. Northern, Avanti.
	Bus network	Transport for Greater Manchester
	Public rights of way	Wigan Council
Utilities	Water	United Utilities
	Sewage	United Utilities
	Gas	National Grid, Cadent
	Electricity	National Grid, Electricity North West
	Green energy	Green Energy Providers
	Digital infrastructure	Digital telecom and internet providers
Waste	Waste management	Wigan Council
Flooding	Flood storage and management	Environment Agency
Built Environment	Heritage	Historic England
	Buildings	Wigan Council, Heritage England, Owners
	Public realm	Wigan Council
Town Centres	Regeneration and renewal	Partnership Boards, Wigan Council
	Local and Neighbourhood centres	Wigan Council, Local community organisations
Social		
Health	Primary care	NHS Greater Manchester
	Hospitals	Wrightington Wigan and Leigh Teaching Hospitals NHS Foundation Trust
Education	Early years	Wigan Council
	Primary	Wigan Council
	Secondary	Wigan Council



	Further education	Wigan and Leigh College Winstanley College St John Rigby College The Deanery sixth Form St Mary's High School Sixth Form Oakfield High School and College
Leisure and Culture	Outdoor play and recreation space	Wigan Council
	Indoor sports space	Wigan Council
	Libraries	Wigan Council
	Performance Space	Wigan Council
Communities	Community centres and facilities	Wigan Council, Community Partnerships
Emergency Services	Police	Greater Manchester Police
	Ambulance	North West Ambulance Service
	Fire	Greater Manchester Fire and Rescue
Housing	Affordable housing	Wigan Council
	Supported housing	Wigan Council
<b>Green and Blue</b>		
Natural Environment	Habitats and nature recovery	Wigan Council, Natural England
Watercourses	Rivers, canals, reservoirs lakes.	Environment Agency, Natural England, Canal & River Trust
Flood management	Sustainable drainage	Wigan Council, United Utilities, Environment Agency

1.10 The schedules attached to this document detail the future provision of infrastructure to meet needs for the delivery of the Local Plan.

## 2. Transport Infrastructure

### Existing Position

- 2.1 Figure 2.1 below lists the main transport related infrastructure currently available in the borough.

**Figure 2.1: Transport Infrastructure in Wigan Borough**

Category	Infrastructure type	Count
Walking	Public rights of way: Footpaths	435 km
	Public rights of way: Bridleways	65 km
	Restricted Byways	350 metres
Bus	Bus service route miles (Bee Network services only)	140,000km (87,000 miles) per week.
	Category A bus stations	Wigan Leigh
Rail	Rail stations	11
	West Coast Main Line	17 km
	Regional rail network	31.7 km
Cycling	Traffic free routes	97.1
	-road routes with cycling facilities (cycle lanes and / or advanced stop lines at signals)	21.6
	Segregated cycle lanes adjacent to the carriageway.	10.2
	National Cycle Network Route 55	3.9 km
	National Cycle Network Route 91	0.7 km
	Canal towpaths (cycle permitted with permit)	26.6 km
Roads	Motorways	19.2 km
	A roads	122.9 km
	B roads	55.5 km
	C roads and other unclassified Roads	981.5 km
Parking	Dedicated on-street motor cycle parking locations	1 (Wigan)

	Lorry parks	1 (Leigh)
	Car parks: multi-storey	4 in Wigan, 2,018 spaces (3 private, 1 council owned)
	Car parks: surface (min 20 spaces)	Wigan town centre has approximately 1197 spaces.
		Leigh town centre has approximately 826 spaces.
	Convenient rail car parks (included in above)	Wigan North Western, 448 spaces
		Wigan Wallgate, 113 spaces
		Atherton, 69 spaces
		Hindley, 53 spaces
	Guided Busway Park and Ride	Astley Street Park and Ride, 46 spaces
		Leigh Park and Ride (East Bond Street), 131 spaces

\*To be updated when data becomes available

### Future Provision

- 2.2 Two key documents are critical to future provision of transport infrastructure and services in Wigan Borough, the statutory Greater Manchester Local Transport Plan, which itself is made up of the Greater Manchester Transport Strategy 2040 and a 5-year Delivery Plan, and the Wigan Borough Transport Strategy, which has been prepared to ensure that transport and land use matters are joined up effectively through the Local Plan, and that the council and partners compete effectively from a well-informed position for content in the refreshed LTP, and for funding through the LTP Delivery Plan.

### Greater Manchester Transport Strategy 2040 and 5-Year Delivery Plan

- 2.3 The Greater Manchester Transport Strategy (GMTS 2040) has been prepared by Transport for Greater Manchester (TfGM) in collaboration with the ten districts in Greater Manchester, including Wigan Council. It was published in 2017 and updated in 2021.
- 2.4 The GMTS 2040 outlines a vision for transport in Greater Manchester which focuses on creating world class connections that support long-term, sustainable economic growth and access to opportunity for all.
- 2.5 TfGM outline that the transport system should connect people to opportunities and information, entrepreneurs with ideas and capital,

and employers with talent and skills. It also needs to create better places: improving the environment, reducing the dominance of cars and goods vehicles and supporting new development and regeneration.

- 2.6 To achieve their long-term ambitions as set out in the GMTS 2040 TfGM prepared a five year delivery plan which provides a clear programme of interventions, infrastructure projects and regulatory powers to secure, plan for and deliver over the next five years. The current delivery plan was published in January 2021 and covers the period 2021-2026.
- 2.7 The GMTS 2040 is/will be supported by a suite of supporting strategies, including: the Streets for All Strategy, Electric Vehicle Charging Infrastructure Strategy and - still to come - the Local Bus Strategy, Rapid Transit Strategy and Freight and Logistics Strategy.
- 2.8 In recognition of the changes that have occurred since the publication of the GMST 2040, and the five year delivery plan, TfGM is in the process of preparing a new Local Transport Plan. As with the current GMTS 2040, TfGM are working in partnership with the ten districts on the preparation of the new LTP. Consultation on the draft LTP will be undertaken later in 2025. Wigan was part of this consultation and provided comments on the proposed policy wording.
- 2.9 The council adopted its new Transport Strategy in December 2024 to reflect new and emerging priorities for transport infrastructure in the borough. The Transport Strategy is a long-term commitment to strive for a better transport network and create fair opportunities for everyone. It defines Wigans vision for the future, Wigans key transport challenges, and Wigans commitments to address them.
- 2.10 The Transport Strategy has been prepared in line with the current GMTS 2040 and consultation with TfGM was undertaken during the preparation of this strategy.
- 2.11 The Transport Strategy outlines that the councils aim is to create a more sustainable and accessible transport system to support the travel needs of everyone who lives in, works in or visits the borough. The Transport Strategy outlines six key objectives for transport within the borough as follows.
  - To create a better connected and more affordable transport network.
  - To strengthen Wigan's role as a national and regional transport hub.

- To significantly enhance accessibility to and within the Wigan-Bolton Growth Corridor.
  - To improve public transport connectivity between the borough's towns and neighbourhoods its neighbouring cities and towns.
  - To provide a joined-up network of active travel infrastructure.
  - To ensure the Wigan Borough can take advantage of its proximity to the strategic road network, the West Coast Main Line and the Port of Liverpool.
- 2.12 To achieve these ambitions the Transport Strategy outlines 16 transport priorities for the borough. These cover a range of travel modes and intervention types, each contributing towards Wigan's aim to provide greater accessibility, promote sustainable transport, reduce social exclusion and support economic growth.
- 2.13 The specific details on the activities which must be progressed in the next five years to deliver on these plans is included within the Five Year Delivery Plan (2025 – 2030).
- 2.14 Whilst the Transport Strategy reflects the council's current thinking, the nature of planning and securing funding for schemes means a flexible and agile approach will be taken when preparing schemes for delivery.

### **Sustainable transport**

- 2.15 The Transport Strategy identifies that, in 2019, 67% of trips in the borough were made by a car or van, with 26% of trips undertaken by walking, wheeling or cycling and 7% of trips undertaken using public transport. Increasing the proportion of trips made by walking, wheeling, cycling and public transport will be key to reducing the negative impacts of private car use over the life of the Local Plan.
- 2.16 TfGM has published an update to the 2019 data through their 2023 Travel Diary Survey (TRADS). This survey shows 24% of trips were made by walking, wheeling or cycling, 8% by public transport and 66% by car or van in the borough. This shows there has been very little mode shift between 2019 and 2023, with work still to be done on encouraging people to use sustainable modes of transport.
- 2.17 A key aspect of the Transport Strategy is an aim to improve the walking, wheeling and cycling environment for residents, visitors and those who work within Wigan Borough. Since the franchising of the bus service network, TfGM is responsible for the provision of public transport within the borough. Wigan Council works closely with TfGM on improvements to the public transport offer within the borough.

- 2.18 The GMTS 2040 includes a ‘Right Mix’ vision; a target to change the proportion of trips made by different modes by 2040. The aim is for 50% of trips to be made by sustainable modes by 2040, with no net increase in motor vehicle traffic as demand grows. To achieve this, improvements to walking, wheeling, cycling and public transport networks will be necessary to facilitate the shift from the private car use to more sustainable modes of transport.

### **Walking, wheeling and cycling**

- 2.19 High quality, sustainable and integrated transport alternatives are essential if we are to reduce private car use. This means that we need to make walking, wheeling and cycling more attractive. The Transport Strategy alongside the Greater Manchester Transport Strategy and Places for Everyone focuses on how the active travel network can be improved to make these networks more attractive for residents, visitors and those who work in the borough.
- 2.20 The last five years has seen a major programme of improvements including the Standish Mineral Line Link and the first stage of the Atherton to Tyldesley walking and cycling links, with further extensive works planned for the Local Plan’s duration.
- 2.21 It is important that footpaths and cycleways are safe and, where appropriate, connected effectively into local services and other forms of transport. Investment in CCTV and lighting will be necessary along many new and existing routes to encourage active travel and allow all-day and all-year use.
- 2.22 In considering accessibility the topography of an area is important. For new neighbourhoods designing links that are navigable and follow natural desire lines can help to promote their use. For existing neighbourhoods and paths improvements in the conditions and route of links will help promote their use.

### **The bus network**

- 2.23 Buses are the most widely used public transport mode and when frequent, reliable and affordable, can be a cornerstone of the public transport network. However, we are aware that historically bus travel has been an unattractive proposition for many people, with car dependency (including forced car ownership) dramatically increasing in some areas, partly in response to the limitations of public transport alternatives.
- 2.24 Wigan Council is aware of these challenges and the importance that encouraging bus travel has on achieving its aims of creating a more equitable and less polluting transport network. The bus network in Wigan Borough is now operated by franchisees on behalf of TfGM,

with the council working proactively with TfGM to improve the public transport offer.

- 2.25 The franchising of bus services within Greater Manchester has provided a number of benefits including simpler fares and ticketing, with pay and go now introduced across the network with capped fares so that users do not pay more than a fixed amount for daily, weekly or monthly journeys. Bus franchising also means timetables can be better joined up between buses and other public transport services so passengers can more quickly and easily change between them.

### **The rail network**

- 2.26 A number of rail lines dissect the borough, with eleven rail stations currently served:
- The West Coast Mainline: Wigan North Western station.
  - Southport – Manchester Line (via Bolton): Gathurst, Wigan Wallgate, Hindley. Appley Bridge is also a TfGM station with West Lancashire close to the border.
  - Kirkby Headbolt Lane – Manchester Line (via Atherton): Orrell, Pemberton, Wigan Wallgate, Ince-in-Makerfield, Hindley, Hag Fold, Atherton.
  - Liverpool – Wigan Line: Bryn, Wigan North Western.
- 2.27 In addition, the Chat Moss line dissects the southernmost part of the borough and forms the boundary with Warrington in the south-west. There are no stations on that line within the borough but there is a service that uses it from Wigan North-Western, joining it from the West Coast Mainline south of Golborne.
- 2.28 TfGM, working closely with the council, is committed to delivering a new rail station on the West Coast Main Line at Golborne, which will be one of the first new rail stations to be opened in Greater Manchester since 1999. This station has the potential to unlock significant benefits for sustainable travel and regeneration of the town centre. An Outline Business Case was approved by government in 2024. All partners now feel there is a realistic chance of the new station being operational by 2027, with a funding plan developed with the support of GM City Regional Sustainable Transport Settlement (CRSTS) funding.
- 2.29 The West Coast Mainline is the busiest mixed use railway (combining passenger and freight services) in Europe with more demand than train paths available. The council has ambitions for the capacity of the line to be increased and services improved. This would allow the proposed new station at Golborne to be better served. Currently Wigan and Warrington, two adjacent large towns, are served only by

long distance express services. There is insufficient capacity / priority to have a sub-regional service between Wigan and Warrington that could link north to Preston and south to Crewe and serve Golborne and other intermediate stations.

- 2.30 An important priority for the promotion of rail use in the borough is the better integration of Wigan Wallgate and Wigan North Western stations, which sit across from each other on Wallgate. This will promote connectivity between national and regional rail services and increase the choice of rail by providing a better customer experience. Proposals include upgrading Wigan North Western Station and improving the connections and environment in between the two stations.
- 2.31 To make rail services more accessible it will be necessary to upgrade several stations in the borough, including Appley Bridge, Atherton, Bryn, Gathurst, Hag Fold, Hindley, Ince, Orrell and Pemberton, including to create step free access and improved safety measures.

### **Transport interventions within our town centres**

- 2.32 Reducing the adverse impacts of general traffic on quality of place and better connections are key components in the current and future operation of the borough's town centres, including how they are regenerated, improved and secured for the future. A range of different transport options have been identified, which look at the current townscape, accessibility needs and opportunities that can help strengthen their roles. In summary, along with the interventions already outlined, the following transport infrastructure works will be considered as part of the Local Plan, and are referenced in Policies TC2-TC11:
- Wigan town centre (policy TC2) - securing significant improvements at Wigan Station Gateway, including to the two rail stations and the spaces in between them, to better integrate how they operate and reducing highway conflicts; reducing the impact of traffic and better integrating the Queen Street / Caroline Street / Wallgate area with the wider town centre; enhancing the role performed by the Pier Quarter as a connection between the town centre and the sport, leisure and retail attractions at Robin Park; and simplifying traffic movements in the Rodney Street / Harrogate Street area.
  - Leigh (policy TC3) – Securing significantly improved rapid transit services between Leigh and Manchester; and undertaking to reduce the adverse impact of traffic on the quality of places across the town centre. An access and parking study has been



undertaken to identify the interventions needed to inform the next round of LTP funding.

- Ashton-in-Makerfield (policy TC4) – A transport study has been undertaken to identify the interventions needed to help make the town centre a better place to spend time, in the short term by softening the impact of traffic in Gerard Street, and in the longer term, securing the means to divert traffic away from the town centre if possible, as well as improving the town centre as an interchange location between bus services, and with rail services at Bryn Station to the north of the town.
- Atherton (policy TC5) - exploring the potential to create a safer and more people-friendly environment that enables more business activity in Market Street, landscaping and street tree planting and space for regular and/or occasional markets, with west or southbound bus services transferred to Mealhouse Lane / Bag Lane.
- Golborne (policy TC6) – securing the provision of the best possible new rail station and services for Golborne, ensuring that the facility is effectively integrated with the town centre and maximises the regeneration benefits it can bring to the town centre; and reducing the impact of the West Coast Mainline as a barrier to accessing the town centre from adjacent parts of Golborne and Lowton to the east, especially by walking, wheeling and cycling.
- Hindley (policy TC7) – Securing benefits for the environment and street scene, walking, wheeling and cycling and bus services in Hindley town centre through traffic reduction measures on the A577 and the A58 as the new east-west link road is delivered to divert general traffic to the south, with shorter term measures to the Bird l'th Hand junction to support improved bus operations and active travel movements, and improved connections with Hindley Station which is being considered as a Travel Hub by TfGM.
- Pemberton (policy TC8) – Securing benefits for the environment and street scene, walking, cycling and wheeling and bus services in Pemberton town centre through traffic reduction measures on the A577 between Orrell and Wigan, as the M58 Link Road is delivered to divert general traffic to the south.
- Platt Bridge (policy TC9)– The town centre is located at the intersection of the A58 (Hindley-Ashton and M6) and the A573 (Wigan-Golborne) which contributes to a car dominated environment. The proposed Local Plan policy for Platt Bridge prioritises a masterplan for the town centre to maximise its potential, develop gap areas where applicable, reduce the adverse

impact of traffic and better integrate the component parts of the centre

- Standish (policy TC10)– improving the quality of the street scene in the heart of the centre and making it more pedestrian-friendly; improving walking, wheeling and cycling linkages from surrounding residential areas and to/from Wigan; and agreeing a strategy locally to better manage car parking provision. A number of active travel improvements have been provided or are under construction to mitigate the impact of recent development in the area. This includes the off-road route between Standish and north Wigan.
- Tyldesley (policy TC11) – A new Travel Hub is being provided at the Guided Busway park-and-ride, with additional capacity on Guided Busway services also being sought.

### **The highway network**

- 2.33 The borough benefits from good strategic roads with direct access to the M6, M58 and the A580. The M60, M61 and the M62 are also close by. The Key Route Network (KRN) is in the main made up of historic A roads that run through and connect the towns and villages that make up the borough.
- 2.34 Motorways and trunk roads are managed by National Highways. Since 2021 National Highways have undertaken improvements to the M6 between junctions 21 and 26 to implement an ‘all lanes running’ smart motorway. This work was completed in late 2024.
- 2.35 As part of the development of land at M6 Junction 25 for strategic employment development, which was granted planning permission in June 2021, junction capacity improvements have been agreed at both M6 Junction 25 and Junction 24, comprising:
- At M6 Junction 25 - Signalisation of both the proposed site access arm and the M6 Link Road; the widening of the A49 southbound approach to provide a third lane flare; and signalised pedestrian crossings close to existing bus stops.
  - At M6 Junction 24 - Formalisation of the existing traffic arrangement, to assist in limiting queuing on the A58 and on the M6 Junction 24 off-slip.
- 2.36 It is recognised that economic growth and opportunity in the borough is closely linked to an accessible and modern transport network. The ambitions of both the PfE Plan and the Wigan Borough Local Plan are to make proposals and land allocations for both housing and employment sustainable and inclusive. There are

several key allocations that will have major implications for the improvement of the strategic and local highway network, including:

- North of Mosley Common – As set out in PfE policy JP Allocation 32, this site, which now has planning permission, will provide for around 1,100 new homes close to the existing Guided Busway. A new stop and Travel Hub on the Guided Busway is planned in addition to one extra bus service per hour at peak times to improve and increase operational capacity. Highway capacity improvements are required at nearby junctions, including the A577 / A580, Newearth Road / Ellenbrook Road and the A580 / Walkden Road.
- Pocket Nook – As set out in PfE policy JP Allocation 33, this site will deliver around 600 homes and 15,000 sqm of Class E(g), B2 and/or B8 employment floorspace. Development of the site will be required to deliver a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), of a design quality to accommodate bus services. Site plans will also seek to ensure there are strong pedestrian linkages into Lowton.
- West of Gibfield – As set out in PfE policy JP Allocation 34, this site will deliver around 500 new homes and 45,500 sqm of Class E(g), B2 and/or B8 employment floorspace. Development of the site will be required to ensure good quality road access, including through an extension of Gibfield Park Way northwards, as part of the Wigan-Bolton Growth Corridor, as well as safeguarding a route for the continuation of Gibfield Park Way further northwards as far as the railway line, to allow connection into potential future road infrastructure provided in Bolton.
- Land north of M6 Junction 26, Wigan – As set out in proposed policy J3 of the initial draft of the Wigan Borough Local Plan, this site is proposed for a modern industrial and logistics development of around 150,000 sqm of high-quality employment floorspace principally within use classes B2 and B8. The development of the site will be required to deliver a link road from the A577 Orrell Road, at its junction with the M6, to Spring Road, Kitt Green, that is of a suitable standard to serve the whole development and the Heinz and Martland Park employment areas to the north east. In doing so, this will remove through-traffic for these existing employment areas away from roads in Orrell Post, Pemberton and Newtown and provide a more direct route for this traffic as well.
- West of Winwick Lane, Lowton – As set out in Policy J6 of the initial draft of the Wigan Borough Local Plan, this site is proposed for a substantial high quality employment development in the M6 Corridor, effectively as an extension of the proposed Parkside East

strategic rail freight interchange and logistics site in St Helens. It will provide around 300,000 sqm of high quality, modern industrial and logistics floorspace, and will be required to contribute substantially to a bypass for Lane Head South to mitigate traffic impacts arising from the development.

- The Wigan-Bolton Growth Corridor (North Fold) - With land to accommodate around 1 million sqm of new employment floorspace and 13,000 new homes, the growth corridor will play a major role in meeting our requirement for 16,527 new homes in Wigan Borough over the plan period to 2039. As set out in PfE Policy JP-Strat8, the growth corridor is focused around improved transport links, including new east-west road infrastructure between Wigan and Bolton that would connect M6 Junction 26 at Orrell and M61 Junction 5 at Chequerbent.
- South Hindley / North Leigh Park – As set out in policies H3 and H4 of the initial draft of the Wigan Borough Local Plan, these sites for comprehensive residential-led development will be required to deliver through roads across the sites, of a suitable standard to accommodate bus services, from the A58 Liverpool Road to the A578 Leigh Road and from the A578 Leigh Road to A579 Atherleigh Way. These will form key elements of the east-west road infrastructure within the wider Wigan-Bolton Growth Corridor.

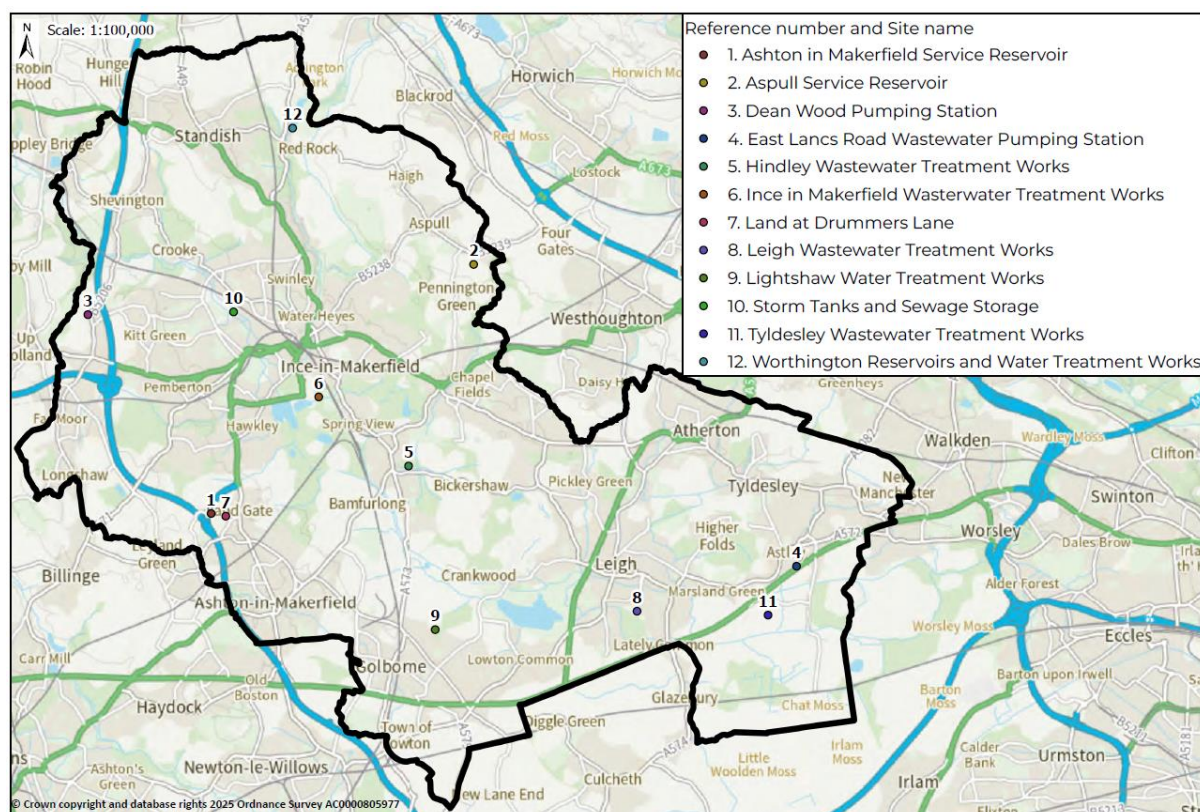
2.37 The Wigan Borough Transport Strategy also outlines several schemes which aim to support the growth and economic ambitions of the council. These schemes include the Wigan-Bolton east-west strategic route and the Lane Head South Bypass. Policy T1 – Safeguarding Future Transport Priorities in the Initial Draft Local Plan seeks to safeguard land for the delivery of these schemes.

### 3. Utilities

#### Water and sewerage

- 3.1 United Utilities is responsible for clean water and wastewater infrastructure in Wigan Borough. As well as a large network of water service pipes and wastewater pipes and sewers that support residential and business users, they also have reservoirs and wastewater treatment plants assets in the borough, as shown in Figure 3.1.

Figure 3.1: Existing United Utilities assets in Wigan Borough



- 3.2 The provision of clean water and the disposal of surface and foul water, including water pressure and capacity of systems, is essential when planning for new development. In addition, with climate change impacts there is a need to consider water efficiency measures, the separation of foul and surface water, flood risk and sustainable measures for surface water run-off as part of new policy and infrastructure investment.

#### Future water provision

- 3.3 United Utilities published its Water Resources Management Plan in 2019 which covers the period 2020-2045. This identifies Wigan Borough within a large Strategic Resource Zone which covers the majority of the North West, excluding only Carlisle and North Eden.

Within this timeframe, no supply deficit is expected in the borough. This could vary as a result of factors such as economic growth and adverse climate conditions, however the approach from United Utilities is to reduce leakage, encourage customers to take up water meters and to promote other water efficiency measures and infrastructure.

- 3.4 Policy EN13 in the initial draft of the Wigan Borough Local Plan will play a key role in ensuring water supplies are sufficient to meet needs. This expands on the requirements set out in the Places for Everyone Plan to ensure that all new residential developments achieve, as a minimum, a water efficiency standard of 110 litres per person per day, and that all major non-residential development incorporates water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard, unless it can be demonstrated that it is not feasible.

### **Future sewerage provision**

- 3.5 For wastewater, the cost of increasing capacity is borne by United Utilities. United Utilities produced a new Drainage Wastewater Management Plan (DWMP) in 2023 which covers the period 2025–2050. It is intended that the plans are updated every five years. The plan sets out the investment required to meet planning objectives and statutory requirements to meet, amongst other targets, the Government's Storm Overflow Reduction Plan.
- 3.6 Wigan Borough is covered by two plans, one for the Douglas Valley and one for the Mersey Estuary. Waste water for the Douglas Valley area is dealt with outside of the borough. Both plans look at the interconnection between sewage management and risks of flooding, drainage, environmental protection needs and the need for integrated solutions. Investment in the medium and long term is identified in the plans which includes works to the main sewer and storm overflow systems and the introduction of environmental measures including sustainable drainage and flood storage to help deal with wastewater issues.

### **Flooding**

- 3.7 The Environment Agency is responsible for the delivery of flood infrastructure nationally, with United Utilities responsible for many of the current storm over flow systems and pumping stations. The existing and potential areas of flood storage include:
- Lilford Park Basin and Pumping Station – this area will remain an important flood storage area; the pumping station will need to

remain as there will be a continuing need to pump water due to mining subsidence.

- Borsdane Brook flood storage – to deal with flooding risks in Hindley, and potentially Platt Bridge, work is underway to look at potential options for flood storage and mitigation in the upper reaches of Borsdane Brook.
- Leigh East – the potential for further flood storage is being explored.

- 3.8 As part of their overall approach to flood issues in Wigan Borough, the Environment Agency is undertaking a strategic review of the Bedford catchment which will inform strategic interventions and works for the future.
- 3.9 Following the flooding in Platt Bridge town centre on New Year's Day 2025, work is underway to determine how best to mitigate the risk of it happening again, involving the Environment Agency, United Utilities, Greater Manchester Combined Authority and the council.
- 3.10 United Utilities works are planned at Leigh (Mersey Estuary) and Wigan (Douglas Valley) which are linked to flood storage works at Lilford Basin which is identified in the draft Local Plan (Policy EN11 Flood water storage areas) and the Leigh East works which are still under investigation. Works, costings and timescales for both areas are expected in 2025-2026.
- 3.11 There are also 17 Combined Sewer Overflows (CSO) which impact on rivers in the borough where United Utilities have a phased plan for improvements, including disconnecting sewers from the overflow system where possible, storage tanks and extra surface flood storage. These works are identified in Figure 3.2 and mapped in Figure 3.3 below.

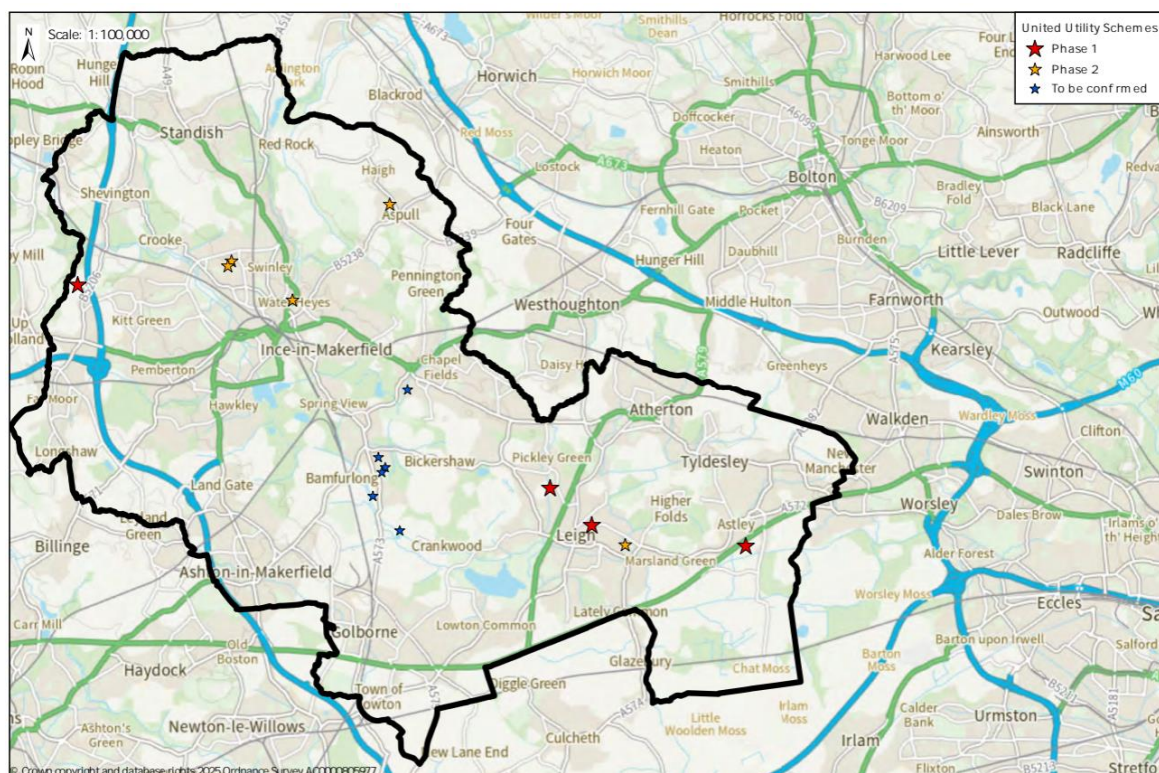
**Figure 3.2: Planned improvements to combined sewer overflows in the borough**

Ref	Location	Phase
WIG0173	Orrell House Farm	1
WIG0107	Kirkhall Lane Sewer	1
WIG0100	Central Public Sewer	1
WIG0179	East Lancs Public Sewer	1
WIG0004	Springfield Avenue	2
WIG0005	Lynton Avenue	2
WIG0018	St Mary's Road	2
WIG0164	Mill Lane	2
WIG0174	Central Park	2
WIG0009	Templeton Road PS	TBC



WIG0096	Templeton Road PS	TBC
WIG0128	Strangeway no.2 Tank PS	TBC
WIG0129	Crankwood PS	TBC
WIG0130	Abram Hall PS	TBC
WIG0153	Strangeways	TBC
WIG0255	Abram Hall	TBC
WIG0255	Hindley PS and Rising Main	TBC

Figure 3.3: Location of planned improvements to combined sewer overflows in the borough



## Gas

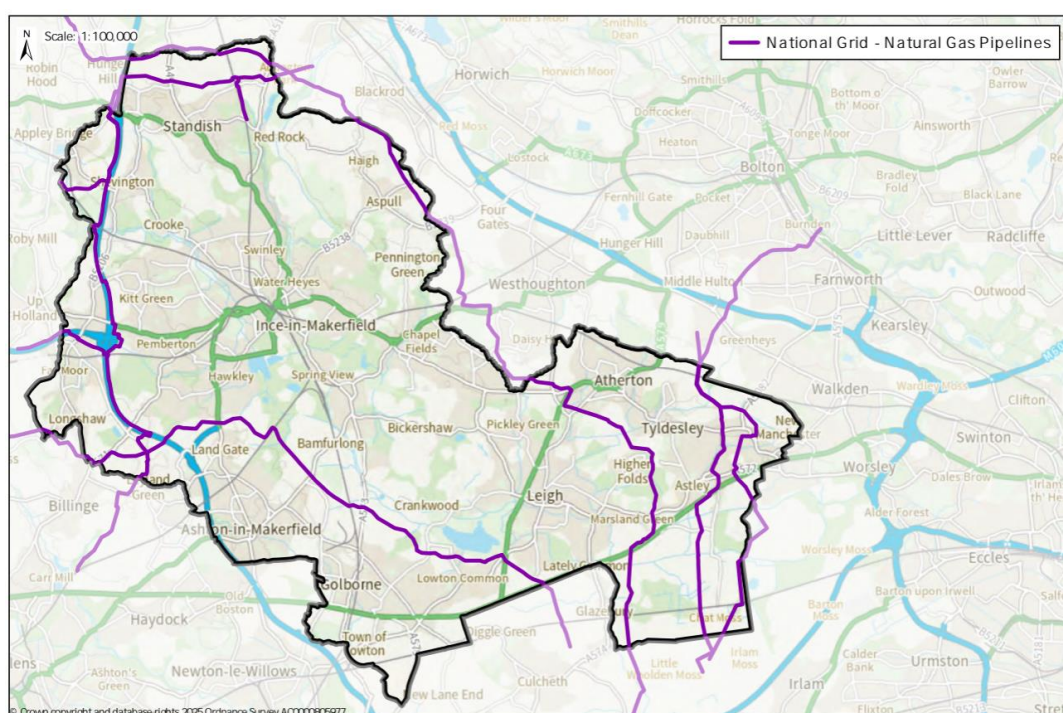
- 3.12 National Gas Transmission owns and operates the high-pressure gas transmission system across the United Kingdom and is responsible for maintenance and improvements to the system. From the transmission system gas enters one of four gas distribution networks across the country where pressure is reduced for public use. Cadent is the distributor for Wigan Borough.
- 3.13 National Gas assets in the borough are set out in Figure 3.4 and mapped in Figure 3.5 below.



**Figure 3.4: National Gas assets in the borough**

Pipeline Number	Description
1034	Blackrod / Shevington
2682	Mawdesley to Warrington Feeder
1038	Lupton to Warburton
1075	Winwick / Shevington
1254	Skelmersdale Branch
1253	Shevington / Ormskirk

**Figure 3.5: Location of National Gas assets in the borough**



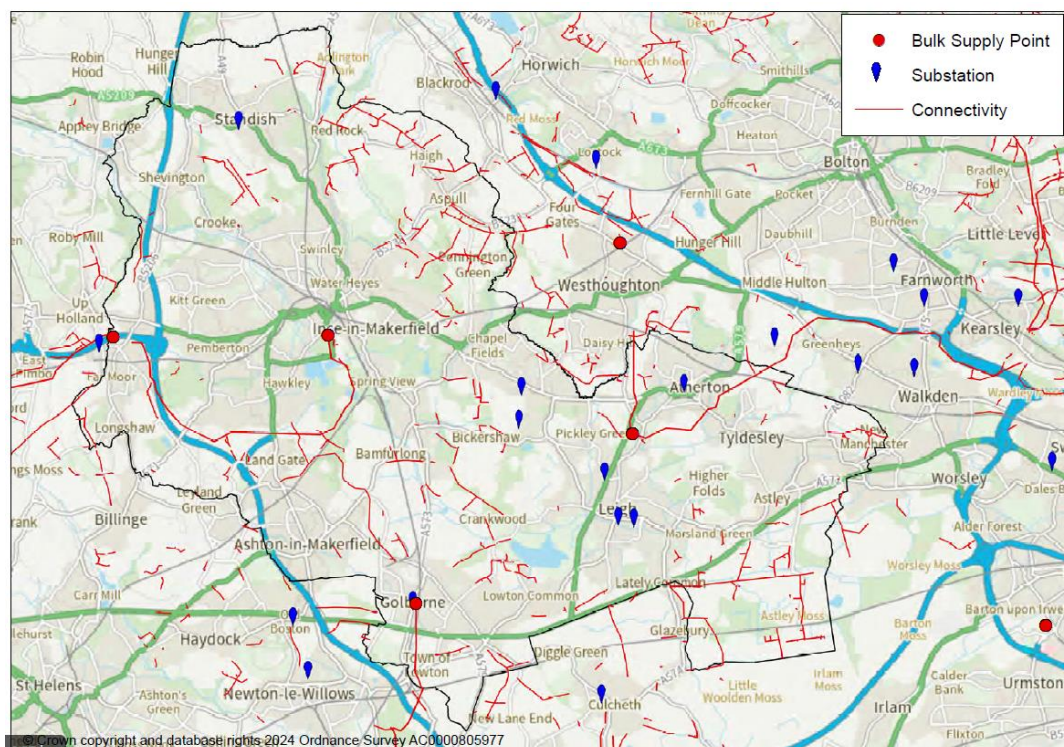
- 3.14 Cadent are responsible for domestic gas pipelines and in 2024-2025 they are upgrading 20,368 metres of domestic pipe supplies in the borough.

### Electricity

- 3.15 Electricity North West (ENW) Ltd owns and operates the local electricity distribution network (Bulk Supply Points, primary and distribution substations, and connectivity) in the North West.
- 3.16 Electricity in Wigan Borough is predominantly fed from the Washway Farm / Kirkby Grid Supply Point (GSP) Group, with the remaining demand fed from Kearsley 132kV and Kearsley 33kV Local GSPs, Bold and Penwortham West GSP / Stanah GSP group.

- 3.17 Figure 3.6 below show the location of the Bulk Supply Points and the primary substations within the borough, with the red lines showing connectivity between substations.

**Figure 3.6: Electricity infrastructure in the borough**



### Future electricity provision

- 3.18 A Network Development Plan (NDP 2022-2028) is part of a suite of network information documents produced by ENW. The NDP provides information on how ENW intend to create capacity over the period of the plan. It shows a forecast of spare capacity for demand and generation and provides insights for transmission network constraints.
- 3.19 ENW has identified that by 2028 any spare capacity will be needed to meet demand increases. ENW are identifying options to meet this demand. This includes reinforcement of the network at growth locations and where there is new planned growth. ENW engages regularly with the council to make sure that forecasts of future supply needs reflect planned growth.

### Green energy (low carbon energy)

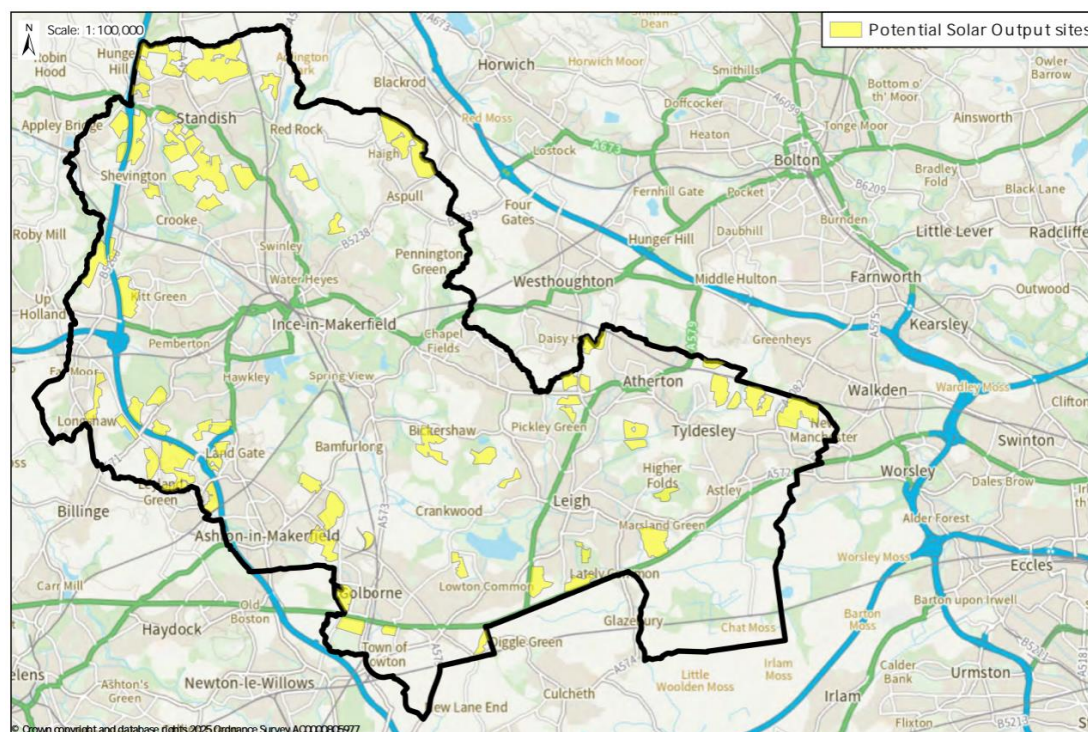
- 3.20 As of February 2025, there are no large scale wind, solar or hydro-electric schemes in the borough. Renewable energy generation infrastructure is largely limited to small scale wind schemes at Wigan North Western Rail Station and at Swan Lane Industrial



Estate in Hindley Green, solar schemes at both Thompson House Farm in Standish and on land adjacent to the United Utilities Waste Water Treatment site in Pennington, Leigh, and domestic infrastructure, notably solar panels.

- 3.21 Going forward, the development of green energy sources will be important in both building resilience in the energy network and supporting the drive to meet net zero carbon emissions by 2038. The Local Area Energy Plan for Wigan, produced as part of Greater Manchester's ambition to reach the net zero target, identifies solar power as a main potential source of green energy for the borough. This includes the potential for rooftop solar photo voltaic installations and additional farms.
- 3.22 Realising the opportunity for increased solar power will involve significant investment in the technology and expansion of lower carbon infrastructure supply networks. Many sites may not be suitable for solar development due to terrain, adjacent development and other issues that impact on how the site can be developed.
- 3.23 Figure 3.7 below shows the opportunity for potential solar farm locations in the borough as identified in the Local Area Energy Plan.

**Figure 3.7: Potential solar output sites in the borough**



### Other forms of energy generation

- 3.24 At present there are a number of lower carbon generators of energy in the borough, including three landfill gas schemes and two

Combined Heat and Power (CHP) networks. The ability to generate energy from landfill gas is likely to reduce over time given the transition from landfill to recycling. However, opportunities for the development of further combined heat and power networks will be explored.

- 3.25 As set out in the Local Area Energy Plan this may include energy from waste and hydrogen heating systems that may rely on the use of the existing gas pipeline network. Cadent has started to implement a number of projects over the North West to support the decarbonisation of the gas network. This includes connections to the Hydrogen Production Plant at Stanlow in Ellesmere Port, north-west Cheshire, to the North, East and South pipeline corridors which extend to areas including St Helens, with branches off linking to industry in Wigan Borough.

### **Energy storage**

- 3.26 The move to low carbon energy sources will change how the current networks will need battery storage connected into main systems to maximise resource use. In Wigan there is one current site with permission for battery storage at land north east of Sandyforth Farm, Orrell which occupies 1.5 hectares and provides a 70mw energy storage system. Demand for further battery storage sites is likely to increase as the switch to green energy accelerates.

### **Digital networks**

- 3.27 According to Ofcom, in Spring 2024 Wigan Borough had a 44% coverage of Full Fibre Broadband, including 27% of commercial properties, with one phone network having a full 5G coverage of the borough.
- 3.28 The Council's Digital Strategy (2021-25) sets out our ambitions for how our future digital services should be designed, sourced and delivered over the 5-year period. Our pledge is to ensure that all our residents and businesses can benefit from the transformative potential of digital connectivity. The Council's ambition is for a competitive market for high speed connectivity to lower costs for businesses and homes with social, economic and environmental inclusivity is a priority.
- 3.29 To achieve this the Council will work with developers and providers who will make sure that the appropriate digital infrastructure is incorporated in new development and delivered to existing development across the borough. This includes increased Full Fibre Broadband Coverage and an increased number of phone networks with 5G coverage. Policy JP-C2 of the Places for Everyone Plan and

Policy J9 of the initial draft of the Wigan Borough Local Plan both support the ongoing rollout and improvement of affordable high speed, high capacity digital infrastructure throughout the borough.

## 4. Waste management

- 4.1 The council approved a revised Municipal Solid Waste Management Strategy in April 2009. This is now being updated to meet new legislative requirements and new initiatives on waste, with the final strategy to be published in 2026.
- 4.2 Waste management infrastructure comprises facilities that enable the collection, re-use, re-cycling and composting of waste, and also those that deal with the residual waste remaining after treatment. Additionally, it can include the method of waste transfer by road, rail and waterways.
- 4.3 Existing waste management infrastructure assets in the borough are set out in Figure 4.1 below.

**Figure 4.1: Municipal waste collection and recycling infrastructure in the borough**

Infrastructure type	Location
Transfer stations	Kirkless, Wigan
	Kirkless 2, Organic Waste, Wigan
	Makerfield Depot, Wigan
Recycling centres	Kirkless, Wigan
	Slag Lane, Leigh
	Chanters Industrial Estate, Atherton
Local Recycling Sites	87 sites throughout the Borough

### Kerbside recycling and refuse collections

- 4.4 In 2012, the Council adopted a fortnightly residual waste (non-recyclable) collection service and a co-collected garden and food waste service.
- 4.5 This was altered in 2017 with the introduction of three-weekly kerbside paper and cardboard, and dry recyclable (plastics and glass etc) collections, and reducing residual waste collections from fortnightly to three-weekly. Co-collected garden and food waste remain a fortnightly collection.

### Residual waste disposal

- 4.6 In April 2015, the Council commenced a 25 year contract with FCC Environment Ltd to generate Refuse Derived Fuels (RDF) from the

residual waste generated in the borough to supply the Enfinium Ferrybridge 1 Energy from Waste (EfW) facility in Knottingley, West Yorkshire.

- 4.7 Most residual waste from Wigan Borough is taken to the Ferrybridge 1 EfW facility. Within the waste treatment plan there is a 'live' contingency plan for alternative facilities to be used if there are planned or unplanned maintenance or issues with the road network. In the event of an outage, most waste is diverted to alternative EfW facilities. If this is not possible, waste is sent to alternative RDF production facilities whereby the material is processed and then sent to EfW. The last resort is to send waste to landfill.
- 4.8 There is one hazardous landfill site which is used only for hazardous waste, not household waste, within Wigan Borough, at Whitehead, Astley.
- 4.9 By 2028, Energy from Waste (EfW) Plants will come under the Emissions trading scheme. This is to drive the Waste Industry to net zero emissions by reducing the amount of carbon dioxide emitted to the atmosphere. It is estimated that this will raise £800 million/annum in taxes initially. It is predicted that many EfW facilities will begin to install Carbon Capture Storage (CCS) equipment as a result. Either way it is likely that the gate fees will increase to cover the additional costs. It is estimated that this could potentially cost an additional £2.1 million/annum. Additional infrastructure will be required at EfW's to transport the carbon dioxide to the CCS, including at the Enfinium Ferrybridge 1 Energy from Waste (EfW) facility in Knottingley, West Yorkshire.

### Waste flow rates

- 4.10 The current waste flow tonnages and the major disposal routes for household collected waste are set out in the table below. These figures are based on estimates for 2024/2025.

**Figure 4.2 Main waste flow and the routes for household collected waste in the borough**

Material	2024 / 2025 quantity (tonnes)	Solution
Residual waste	78,000	Via the transfer station at Kirkless to Ferrybridge 1 EfW
Paper and cardboard	10,500	Via the transfer station at Kirkless and direct Delivery to Linkwaste, Cale Lane, Aspull to DS Smith

Dry recyclables	19,575	Via the transfer station at Kirkless to Suez at Landor Street Birmingham.
Food and garden waste	24,370	Via Kirkless 2 to Biowise in Crewe.
Road Sweepings	3,700	Via Makerfield Depot to Road sweepings treatment facility in Ashton in Makerfield.

### Future waste strategy

- 4.11 The Resource and Waste Strategy (RAWS) for Wigan Borough was published in 2018 and sets out some radical changes to how we manage our waste. Since this publication there has been some progress in implementing the changes and this has been achieved by following the primary legislation within the Environment Act 2021.
- 4.12 The 2021 legislation has introduced new requirements for waste packaging. Extended Producer Responsibility for Packaging (pEPR) requires companies putting packaging on the market to pay of the costs incurred by Local Authorities in dealing with this waste. In 2025/26 the first annual payment for will be given to Authorities who will have to demonstrate that they have effective and efficient services.
- 4.13 Under Simpler Recycling, all English Authorities will need to provide the same recycling materials at Kerbside. These include: -
- Plastics
  - Metal
  - Glass
  - Paper/Cardboard
- 4.14 These Simpler Recycling requirements do not only cover household properties in the Borough. From 31<sup>st</sup> March 2025 all businesses with over 10 employees and non-domestic premises which includes residential homes, educational establishments, hospitals or nursing homes, places of worship and charity shops for example now need to separate the items highlighted above with the exception of garden waste.
- 4.15 As previously indicated, Energy from Waste (EfW) will come under the emissions trading scheme by 2028, which will set emission limits on these facilities to encourage reductions in emissions. These will be traded and will increase the costs of using these facilities. It is



hoped that CCS technology will be installed to capture these emissions to reduce this burden. However, the cost of this technology is likely to be greater than the trading scheme costs.

- 4.16 In order to provide Wigan Borough with security and flexibility to manage the waste effectively and to account for all these new requirements with the addition of growth in housing, there will need to be a review of the present waste infrastructure with the borough. This may mean changes to existing facilities or the development of new facilities. This could include depots, recycling centres, material recycling facilities and waste transfer stations.

## 5 Social infrastructure

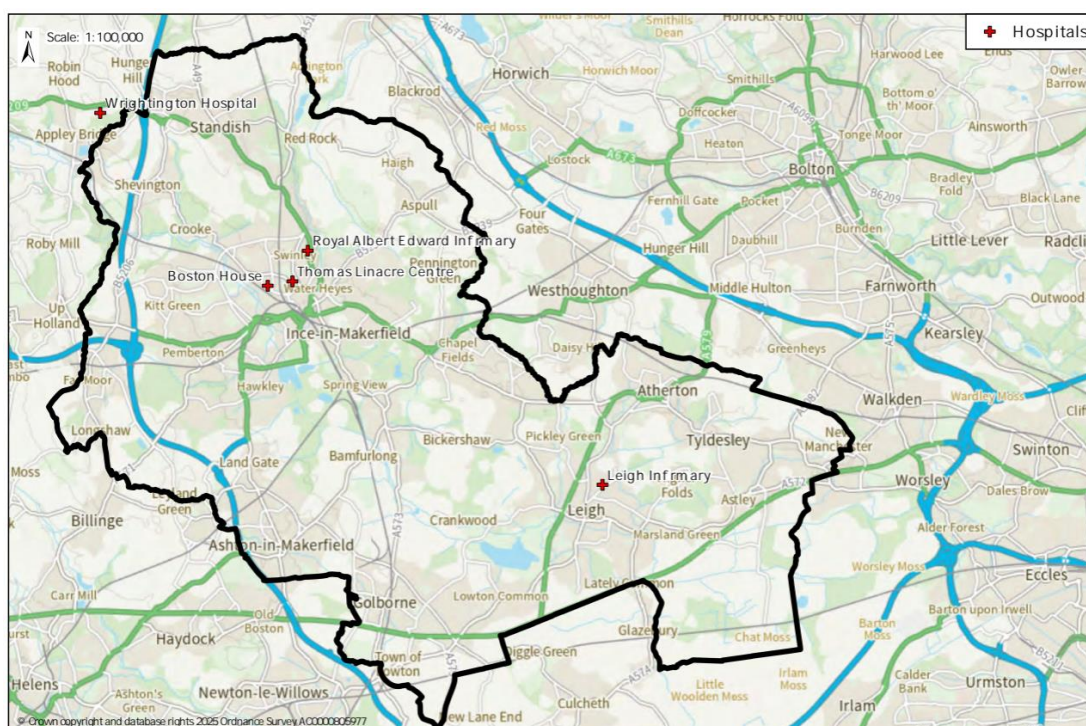
### 5.1 Health

- 5.2 One of the of the key parts for the future healthcare is integrated working in neighbourhoods. This includes collaboration with other public service providers such as the council and with local communities. This model helps better access to healthcare and also promotes better lifestyles and reduces health inequalities for local communities, which in turn reduces demand for services. This approach very much marries up with the Progress with Unity agenda for the communities and neighbourhoods in Wigan Borough.
- 5.3 The main way of achieving an integrated approach is through joint care boards at an area level. This can be but doesn't have to be through co-location of services, though co-location does assist in making integrated services work better. For the future the current reviews of property across both the NHS and the council offer opportunities to join together to potentially revamp and redevelop especially in more disadvantaged neighbourhoods the provision of public and community services.

#### Current provision

- 5.4 There are 67 GP practices and 27 Health Centres/Walk in Clinics across the borough.
- 5.5 Wrightington, Wigan and Leigh Teaching Hospitals NHS Foundation Trust (WWL) operate hospital services in Wigan Borough. Their estate includes 4 main hospital sites at Royal Albert Edward Infirmary in Wigan, Leigh Infirmary, Wrightington Hospital, which is located just outside of the borough in Lancashire, and the Thomas Linacre Outpatient Centre in Wigan. It also includes 20 community buildings offering secondary healthcare across the borough including at Boston House in Wigan (which includes a specialist eye hospital), Platt Bridge Health Centre, Aspull Clinic and occupational health services at Wigan Investment Centre. The main hospital sites are shown in Figure 5.1.

Figure 5.1: Main hospital sites in the borough



- 5.6 Recent key projects completed or underway include new theatres (Leigh and Wrightington), a Community Diagnostic Centre (Leigh), a Reablement Unit (Leigh), new endoscopy departments (Leigh and Wigan) and increased parking provision (Wigan, Leigh).

### Future provision

- 5.7 WWL have recently completed a strategy and associated site development plan for Wrightington Hospital, which identifies the need for energy consumption works. A strategy for the Royal Albert Edward Infirmary is in development, though this will conclude that refurbishment of the site is needed, with limited opportunity to expand due to the site being landlocked. A site specific strategy for Leigh Infirmary, as well as for community services, are expected to be developed shortly, though the timeframes for these have not yet been set.
- 5.8 The vision set out in WWL's 10-year infrastructure strategy (2024-34), includes:
- To develop their sites in a logical sequence which mitigates major organisational risks, maintains activity and income throughout each phase of development, refreshes each site with assets in the most suitable locations, sets the platform for future capacity expansion to accommodate anticipated increases in demand, and increases the commercial opportunities arising from the site's history and reputation,

and for all building stock to be less than 75 years old, and aspiring to be a Carter exemplar.

- For their built estate to be net zero by 2040.

5.9 To assist with its ambition towards net zero, WWL have secured over £4 million of Government funding for sustainable energy measures which will be used across the estate. However, the 10-year infrastructure strategy identifies the following key challenges:

- Lack of funding
- The age and condition of some building stock means that, unless demolished, parts of the estate would not be able to be made net zero.
- Landlocked estate, including at Royal Albert Edward Infirmary.
- Limited car parking for patients, visitors and staff.

#### **Support for provision of new healthcare facilities**

5.10 In March 2022 the council adopted a Planning for Health Supplementary Planning Document, the SPD details when contribution to health infrastructure is required from developer (Section 106) should their development place additional demand on existing services provision, although this is proposed to be changed through policy PE4 in the Local Plan.

#### **Emergency services**

##### **Police**

5.11 Policing in Wigan Borough is provided by Greater Manchester Police with the main police station located at Robin Park in Wigan. Funding for policing is agreed through Council Tax Precepts. No information has been received from the police services on any changes to current infrastructure.

##### **Fire service**

5.12 Fire and rescue services in Wigan Borough are provided by Greater Manchester Fire and Rescue Services, who have four fire stations in the borough, in Wigan, Hindley, Atherton and Leigh. The Wigan fire station is relatively new, and the building is shared with the ambulance service. There has been no communication of any changes to the current infrastructure of for the Fire Services in the borough.

### **Ambulance service**

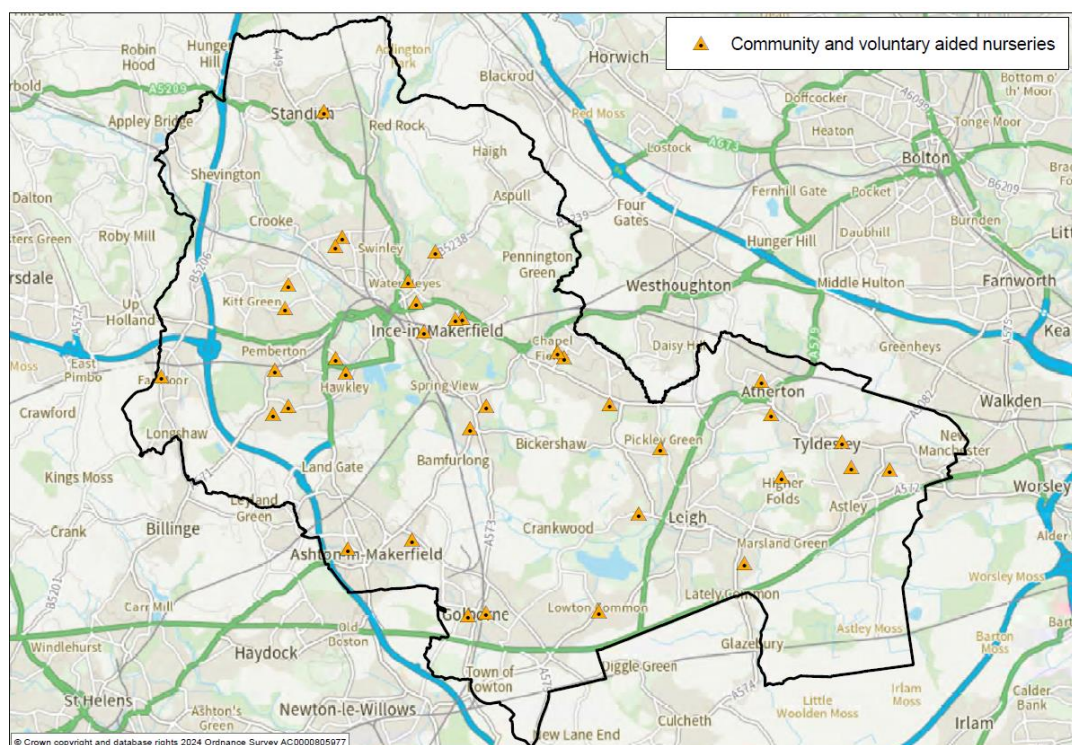
- 5.13 Ambulance services in Wigan Borough are provided by the North West Ambulance Service NHS Trust. There is one main ambulance station in Wigan based at Robin Park, shared with the fire service that replaced a previous building nearby off Wallgate / Pottery Road, and one Patient Transport Support (PTS) also based in Wigan. No information has been received on changes to current infrastructure provision from the Ambulance Service.

## 6 Education

### Early years

- 6.1 There is a variety of early years childcare and education provision across the borough, including school nurseries, day nurseries and child minders. A school nursery is educationally focused and has higher ratios and operate during the school day. A day nursery is independent, has NVQ qualified staff rather than qualified teachers and are open for longer hours. To support access to early years education the Government provides a range of funding which is dependent on parents' or guardians' status.
- 6.2 Community and voluntary aided nursery provision in the borough is shown in the map at Figure 6.1 below.

**Figure 6.1 Community and voluntary aided nurseries in the borough**



- 6.3 Currently, working parents of children aged from 9 months to 3-year-olds can get up to 15 hours a week of free education and childcare. However, the Government is increasing the level of entitlement to 30 hours a week from September 2025 to provide additional support to working families. Early years provision in the borough therefore will need to respond to address this additional demand.
- 6.4 The Council analyses the capacity of early years provision on an annual basis for under 2s, 2-year-olds, and 3- and 4-year-olds. Sufficiency analysis for 2024/25 is currently under development and



will be published soon. However, the analysis does show that there are deficits or only low surpluses in many parts of the borough, particularly for under 2s and 2-year-olds.

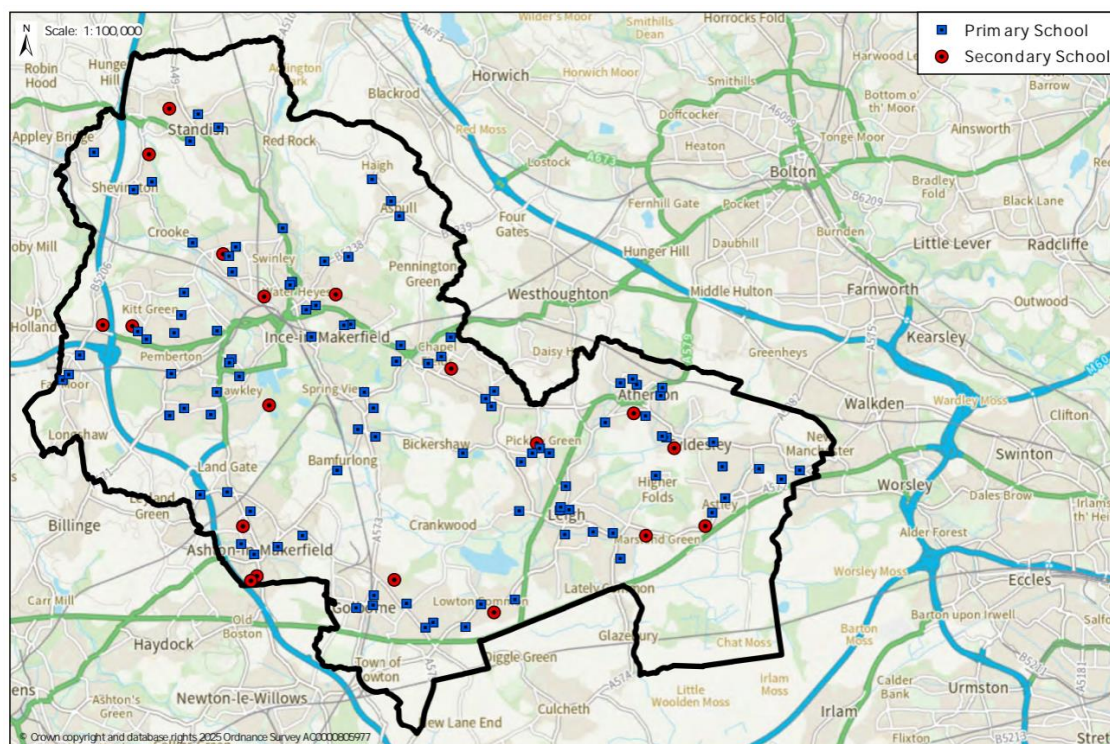
- 6.5 To help address this, the Council does have capital funding available to support the expansion of the education entitlement, and also for wraparound services for primary school age children. In addition, the Department for Education has announced that the following schools have successful bid for capital funding to set up new on-site nursery provision:

- St Stephen's, Astley
- St Peter's, Hindley
- Hindley Community Primary School

### Primary and secondary education

- 6.6 There are 99 primary schools and 19 secondary schools in the borough that are within the state and voluntary aided sectors. These are shown in the map at figure 6.2 below.

Figure 6.2: Primary and secondary schools in the borough



- 6.7 The council has a statutory duty to ensure there are sufficient places at schools within the borough to meet needs. It is also responsible for ensuring that over and under supply of school places is managed and addressed effectively. This can be achieved through pupil forecasting that is produced using data trends on births, housing

developments, admissions and inward and outward migration. Forecasts are produced for 5 years identifying where there are surplus or additional spaces required and informs capital allocations.

- 6.8 Birth rates are falling both locally and nationally, however, proposed housing developments as identified in the development plan (PfE Plan and Initial Draft Local Plan) and the Wigan Strategic Housing Land Assessment (SHLAA), which sets out the developable housing land supply in the borough over the next 15 year period, indicate that pupil place take up in areas will increase. Larger housing sites have the greatest impact on school place demand. Primary schools generally see more demand in the early years of a development and secondary schools later on. Given that forecasts are for 5 years ahead, initial infrastructure will be required at primary level first with later years potentially requiring secondary school infrastructure improvements in future years as pupils move through the school system. The IDP will be reviewed regularly and will look at the infrastructure needs throughout the Local Plan 15 year period.

#### **Future primary provision**

- 6.9 In summary, forecasts show that currently surplus places across the borough are in the preferred range which is between 5-10% unfilled places across the borough. However, there are different implications where housing growth is identified, and in locations where birth rates are higher. These areas are:
- Tyldesley – births are increasing, and 430 new homes are projected to be delivered in the Tyldesley planning area over the next years. Additional places at Garrett Hall Primary School are planned. Land to expand St John's Mosley Common CE Primary School from a one form entry to a two-form entry has been secured as part of the outline planning approval for the adjacent large scale residential development.
  - Golborne and Lowton – births are increasing, and 620 new homes are anticipated in the next five years which means demand will outstrip supply of places. Golborne Primary school is currently under expansion to increase the school from a 1.5 to a 2 form entry school, and will be completed ahead of September 2025. An additional school entry form is required as the new housing is developed.
  - Standish – births are increasing and there are 814 new houses to be built over the next five years. St Wilfrid's CE Academy has been expanded as has Woodfold Primary for entry for 2025 and beyond. However, an additional form of entry will be required to meet future needs.



## Future secondary provision

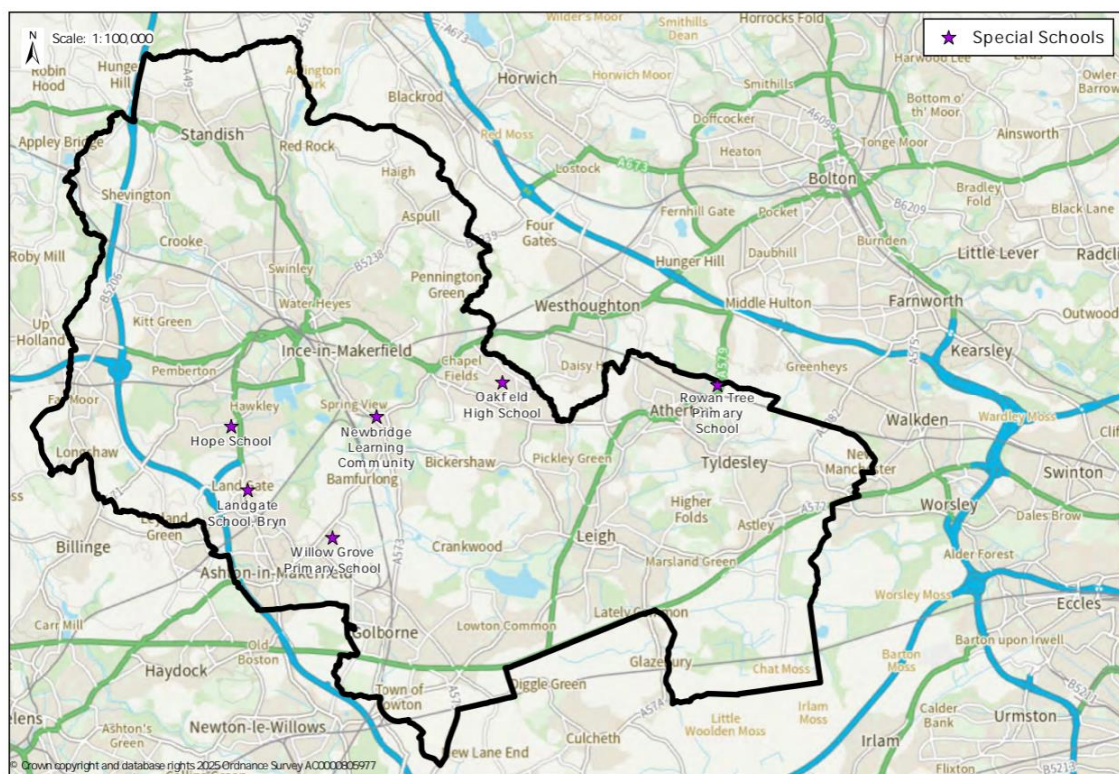
- 6.10 For the planning of secondary school spaces, the borough is divided into 8 planning areas. As at September 2024, assessments indicated that there was no need for any built extensions to schools where increased capacity was required this could be done through re-configuration of the existing premises this was for Bedford High School and Atherton High School. Since this date it has become clear that Atherton High because of issues with its structure will need extending, in the meantime mobile classrooms will cater for additional pupil spaces, however the intention is to extend the school once funds and planning permission is in place.

## Special schools

- 6.11 There are 2,966 children and young people in the borough with special educational needs and disabilities (SEND) who have an Education, Health and Care (EHC) Plan.
- 6.12 For children and young people with SEND in the borough, there are four main types of education provision available:
- **Mainstream provision** - 41.5% of school age children with an Education, Health and Care (EHC) Plan attend a mainstream school, and 14.2% of young people 16 years and above with an EHC Plan attend a general further education college.
  - **Resourced provisions:** These are a specialist environment within a mainstream school that provides additional specialist facilities on site.
  - **Alternative provision:** This is education arranged for pupils because of exclusion, illness or other reasons. Both the Council and schools can arrange for pupils to attend an Alternative Provision either on a part-time or full-time basis. This may include attending an alternative site for education purposes or in the form of tuition. The Council's commissioned provider for permanently excluded young people is Three Towers Alternative Provision Academy (TTAPA). TTAPA is also the Council's provider for children unable to attend school due to medical needs.
  - **Specialist provision:** These cater for pupils who have SEND with cognition and learning, communicational and interaction, social emotional and mental health, and physical/sensory needs. Special schools are specifically designed and resourced to provide a suitable education for pupils with the most complex SEND.

- 6.13 There are six primary and secondary maintained special schools in the borough, providing 1,022 places, which have all been judged by Ofsted to be good or outstanding. These are shown in Figure 6.3 below.

Figure 6.3: Special schools in the borough



- 6.14 With 2,966 pupils with an EHC Plan in the borough, the existing provision of 1,022 places equates to a proportion of 35% which exceeds most local authorities nationally. However, despite this, demand for provision far exceeds the number of places available. As of January 2025, the actual number of children and young people attending a state-funded special school in the borough surpassed the available capacity, particularly in Oakfield and Rowan Tree schools, as set out in Figure 6.4 below.

**Figure 6.4: Special School provision and capacity in the borough**

Special School	Age	Capacity	Actual pupils**	Available places
Rowan Tree Primary School, Atherton	4 to 11	125*	136	-11
Willow Grove Primary School, Ashton	5 to 11	72*	73	-1
Newbridge Learning Community, Abram	11 to 16	88*	88	0
Oakfield High School and College, Hindley Green	11 to 19	370	401	-31
Hope School, Winstanley	2 to 19	233*	229	4
Landgate School, Bryn	4 to 19	134*	134	0
		1,022	1,061	-39

- 6.15 Whilst the borough has a high proportion of special school places for children and young people with EHC Plans, there is a lower proportion attending a Resourced Provision. In 2024, 0.8% of the EHC Plan population attended this type of provision compared to the England average of 2.3%.
- 6.16 The Council currently commissions seven mainstream schools in the borough to provide 54 Resourced Provision Places to children and young people with special educational needs as set out in Figure 6.5 below.

**Figure 6.5: Resourced provision capacity and pupil numbers in the borough**

School	Age	Capacity	Commissioned places	Actual pupils*
Garrett Hall Primary School, Astley	4-11	SEMH	7	14
Leigh Central Primary School	4-11	ASC/SLC	5	5
Marsh Green Primary School	4-11	All	5	2
Meadowbank Primary School and Children's Centre	4-11	ASD, SLCN & SEMH	12	10
Platt Bridge Community School	4-11	ASD & SLCN	5	4
Westfield Community School, Wigan	4-11	ASD & SLCN	5	5
Cansfield High School, Ashton	11-16	ASD	9	5

- 6.17 This means that a high proportion of pupils with EHC Plans are attending a mainstream school (41.5% compared to the England average of 38.3%) and an independent school (5.2% compared to the England average of 4.5%). The Council is currently exploring ways to address existing deficits in special school provision, and are preparing a business case. Options include sourcing additional special school places from the independent sector, and/or increasing capacity in the state-funded sector.

### **Post-16 education**

- 6.18 There are currently 5 secondary schools and colleges providing post-16 education in the borough. These are The Deanery Church of England High School Sixth Form College in Wigan, St John Rigby College at Orrell, St Mary's Catholic High School Sixth Form College at Astley, Winstanley College at Billinge and Wigan & Leigh College which operates across a number of sites in Wigan and in Leigh.
- 6.19 These offer a range of qualifications including the traditional academic qualifications of AS and A Levels as well as vocational type qualifications such as Apprenticeship, BTEC, 14-19 Diploma, HNC and NVQs on both full and part time attendance. Wigan is also the base for ALRA, a nationally acclaimed drama school and member of Drama UK. There are also several other sixth form colleges in surrounding local authority areas that are accessible to Wigan based post-16 students.
- 6.20 Wigan & Leigh College is the lead Further Education partner for the Greater Manchester Institute of Technology (GMIoT) and also has a University Centre in partnership with the University of Central Lancashire (UCLan), the University of Salford and others. In addition, the college, the council, the Teaching Hospitals NHS Foundation Trust and Edge Hill University established the Wigan Education and Skills Partnership (WESP) in 2020 with a memorandum of understanding signed by the strategic leads of each. WESP has been created to harness the collective power of anchor institution to boost education opportunities and improve economic and health prospects for Wigan residents.
- 6.21 In December 2024, 3.6% of young people (aged 16-18) in the borough were not in employment, education or training (NEET), which is a reduction from 4.4% in December 2023. There has been a national increase in NEET figures in recent years, so the borough is relatively performing well, and has a lower NEET percentage than many other Greater Manchester authorities.

### **Future education infrastructure support**

- 6.22 The council will continue to work with providers to expand and improve the provision of all types of education provision where additional infrastructure provision is required because of new housing development. Policy PE4 Development and Social Infrastructure allows for contributions where appropriate to education infrastructure.

## **7. Cultural and community facilities**

- 7.1 There are a variety of cultural and community facilities within the borough including community centres and halls, libraries, event spaces, theatres and galleries, the latter of which are seen as important in bringing communities together, enhancing life experiences and helping people nurture their talents.

### **Community centres and halls**

- 7.2 There are numerous of community centres and facilities across the borough that support different groups and individuals. Many are in charitable, voluntary ownership or attached to churches, it is recognised that these facilities bring added value to residents' lives.
- 7.3 Wigan Council itself owns 23 community centres, 1 Church, 4 Chapels, 3 cafes and 11 miscellaneous assets as community assets. The facilities are held mainly on lease and licence agreements, the leases can be up to 25 years and include full repairing obligations whilst the licences will be of short duration with lesser conditions. The Council also manages 9 community assets itself.

### **Future provision of community facilities and halls**

- 7.4 The council is currently reviewing its community assets and has prepared a draft strategy on how they will be repaired and managed in the future. This includes leasing and licence arrangements and support for community groups in managing premises. The review is part of the borough 'Progress with Unity' missions to create fair opportunities for all children, families, residents and businesses and to make all of the borough's towns and neighbourhoods flourish for those who live and work in them.
- 7.5 Progress with Unity will mean a more considered approach to how properties are let and used with genuine partnership with the community at the centre of how they used. There is also opportunity to work with partners such as the NHS on the provision of facilities and where appropriate to look at s106 to support the development of community facilities as neighbourhoods expand through new housing development.
- 7.6 The Council will also continue to work through its objective of 'Progress with Unity' with local community organisations in the charitable, voluntary and religious sectors assisting them with the governance and management of their activities including where they own and run properties in neighbourhoods that provide essential support services to local residents. Again, if there are additional demands on community services and facilities through

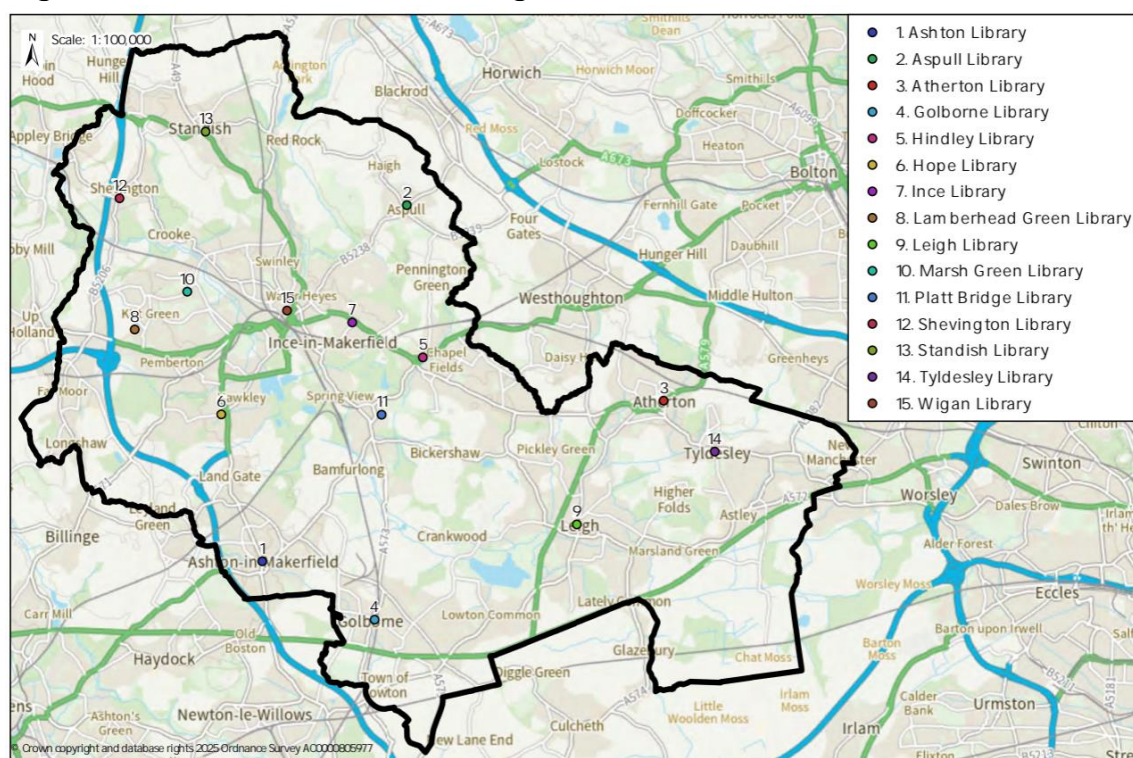


new housing development s106 contributions will be considered to support these partner organisations.

## Libraries

- 7.7 There are currently 15 libraries across the borough, as shown in Figure 7.1 below. These provide not only books but also provide a variety of other resources and help including:
- Talking books, e-Magazines, e-books, and audiobooks.
  - Micro:bits which is a pocket sized programmable computer designed to introduce people to coding and computing.
  - Summer and winter reading challenges for children and other seasonal events and activities for children.
  - Drop-in sessions to help people to use the internet and access online resources including on line Universal Credit applications, and 'Ask About Business' a service that gives information on British Standards, patents and setting up or growing a business.

Figure 7.1: Libraries in the borough

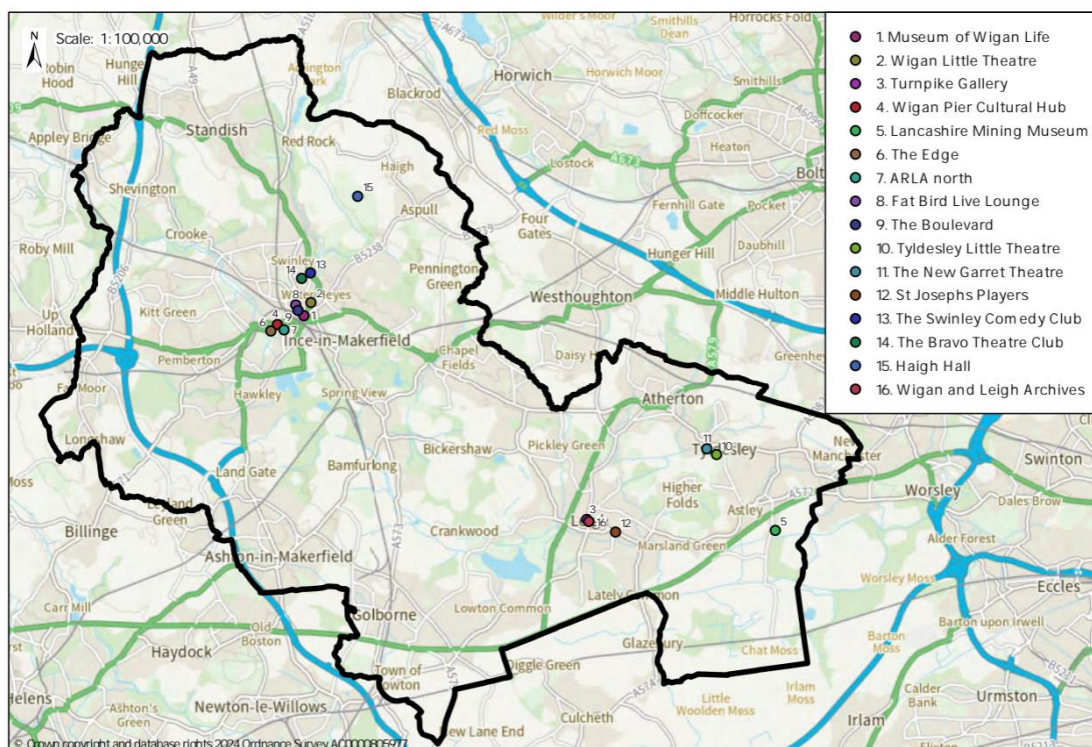


## Cultural facilities (event spaces, theatres and galleries)

- 7.8 The map at Figure 7.2 below shows theatres, theatre groups, galleries and other cultural spaces across the borough. This includes public owned facilities such as the Wigan Life Museum and the Turnpike Centre, independent theatre companies and premises including

Wigan Little Theatre and the Tyldesley Little Theatre, plus independent venues such as the Edge Arena.

Figure 7.2: Cultural facilities in the borough



## Future provision of cultural facilities

- 7.9 Haigh Hall and grounds are undergoing a multi-million pound restoration programme funded by the UK Government, Heritage Lottery Fund and council. This includes improvement to the external and internal building fabric of the hall. As part of this there is a plan to provide a gallery and education space for children. Works are expected to be complete in 2027.
- 7.10 The council sees its cultural facilities as key to the promotion of well-being and an important strand in regenerating the borough's towns and neighbourhoods. Investment from regeneration funds and from the council will continue to be focused on initiatives that strengthen and diversify the cultural offer, making culture accessible to residents and visitors.



## 8. Sports and recreation

### Indoor sports provision

8.1 Indoor formal sport provision is provided and operated by both the public and private sectors in the borough, and includes:

- Sports halls
- Swimming pools
- Health and fitness suites
- Indoor bowls
- Indoor tennis centres
- Squash courts

8.2 In April 2022, Sport England produced a report for the council that reviewed the existing supply of sports halls in the public sector (the council and educational establishments) to assess future demand and the level of provision required to 2031. This considered changes to the population and the potential impact of major new housing developments in the borough.

### Current provision

8.3 As set out in Figure 8.1 below, the study identified an existing supply of 26 sports halls across 19 sites, including four public and fifteen educational sites.

**Figure 8.1: The supply of sports halls in the borough**

Total supply	Number
Number of halls	26
Number of sites across the borough	19
Supply in Badminton Court	102.6
Supply in Visits per week in peak periods	26,610

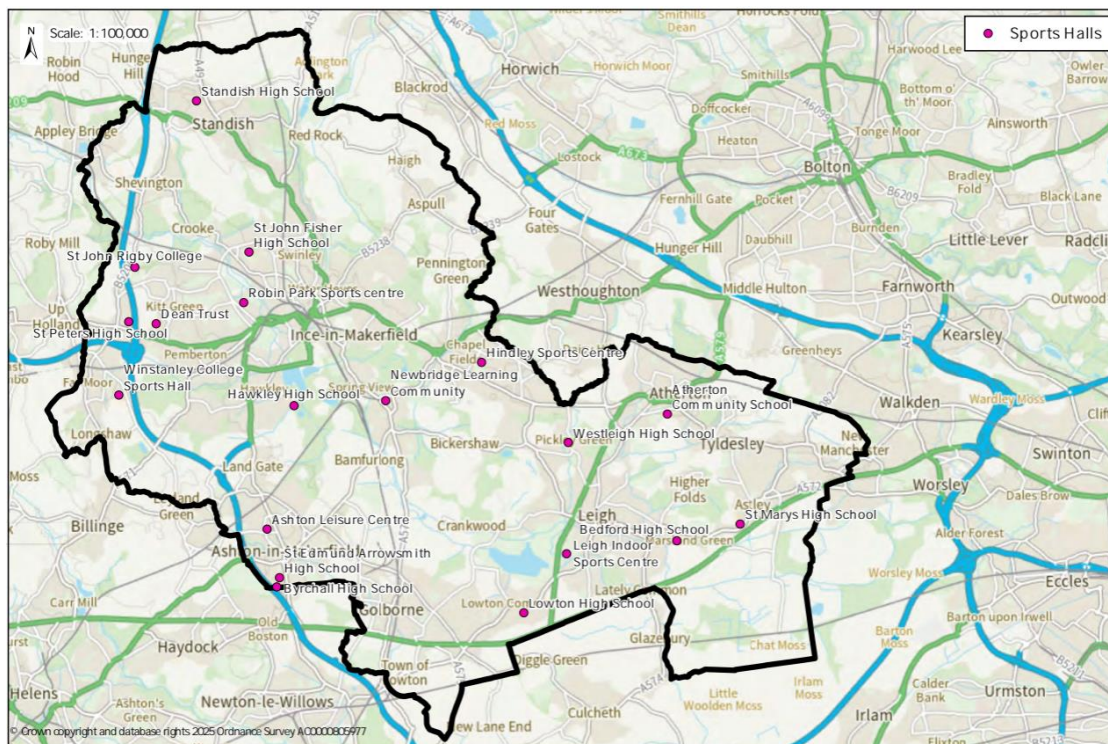
8.4 Key findings of the study were that:

- The four public sites provide a good offer. Two sites have seven or eight court spaces suitable for multiple sports activities, club development and events (Robin Park Leisure Centre in Wigan and Leigh Leisure Centre) and two sites have four courts that can provide for most sports at the community level (Ashton Leisure Centre and Hindley Leisure Centre).
- The 15 education sites offer a range of hall sizes and hours available for use.
- More than a quarter of capacity is not available at peak times, due to restricted community access at a number of educational sites,

particularly during the week. Peak hours are defined as 1 hour on weekday mornings, five hours on weekday evenings and eight hours on weekends.

- 8.5 The location of sports halls is mapped in Figure 8.2 below.

**Figure 8.2: Location of sports halls in the borough**



### Future provision

- 8.6 The stock of public and educational facilities is ageing; facilities will need to be modernised and or replaced. A number of school facilities have been improved in recent years, including at St John Fisher Catholic School, and the council has been investing in its stock through its capital programme, including works at Howe Bridge Leisure Centre, Ashton Leisure Centre, Robin Park Leisure Centre and Leigh Sports Village. Standish Leisure Centre was opened in 2020 and includes an indoor fitness suite together with 3G outdoor sports pitches.

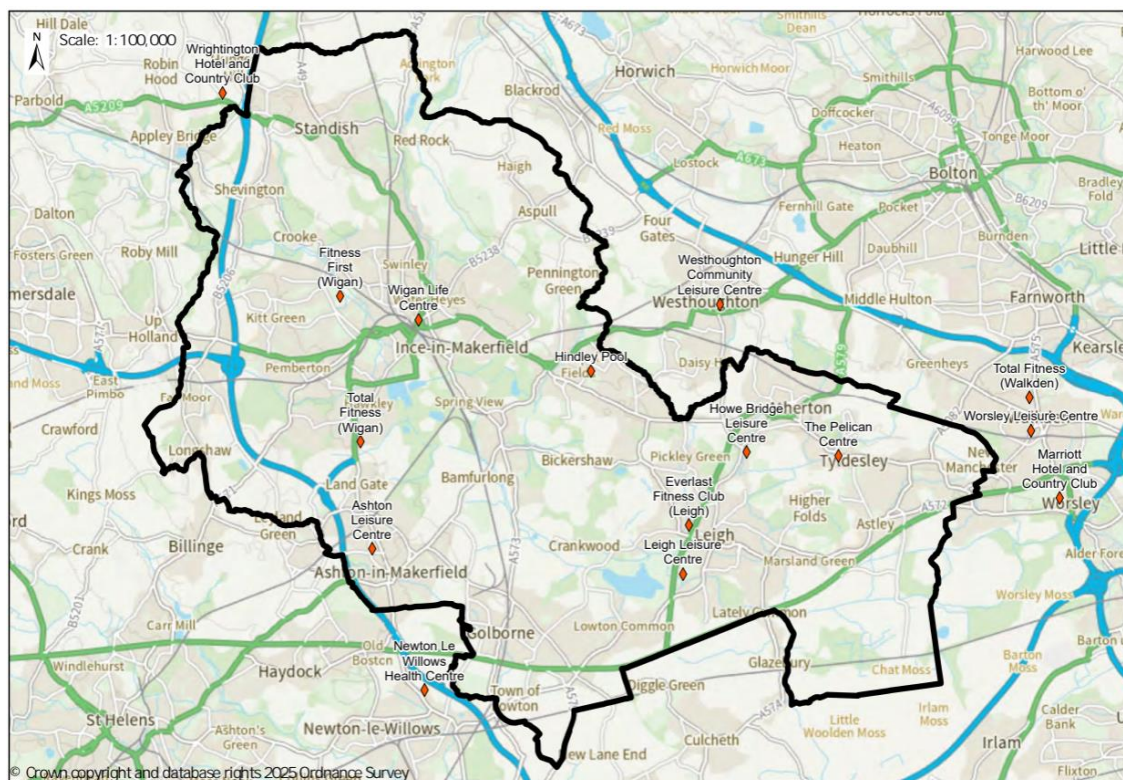
### Swimming - current provision

- 8.7 In 2022 Sport England reported to the council on the demand for indoor swimming pools. There are 14 pools across 9 different sites at present, including 5 sites owned and operated by the council, as follows:

- Ashton Leisure Centre, which has a four-lane swimming pool and a learner pool.
  - Hindley Pool, which has a 25 metre, six-lane swimming pool and separate teaching pool.
  - Howe Bridge Leisure Centre at Atherton, which has a 25 metre, six-lane, swimming pool and a teaching pool
  - Leigh Leisure Centre at Leigh Sports Village, which has a 25 metre, six-lane, swimming pool.
  - Wigan Life Centre, which has a main 25 metre, nine-lane pool with spectator seating for 250 people, and a smaller learner pool.
- 8.8 The Pelican Centre in Tyldesley has a fully restored historic pool that has operated under asset transfer as a fully independent, self-funded and a registered charity since 2012. The pool is 25 metres in length and 5 lanes wide.
- 8.9 There are also 3 commercial sites with swimming pools:
- Everlast Gym at Parsonage Retail Park, Leigh, which has a 4 lane pool
  - Fitness First at Robin Park, Wigan, which has a 25 metre, 4 lane pool.
  - Total Fitness, at Warrington Road, Wigan, which has a 6 lane swimming pool and a learner pool.
- 8.10 In total, public leisure centres account for just under two-thirds of the overall pool space.
- 8.11 The average age of all pools across the borough was 28 years in 2021. The pools at Wigan Life Centre and Leigh Leisure Centre were opened in 2012 and 2008 respectively, with the remaining three public pools opened before 2000, but they and have been modernised.
- 8.12 The private pools identified can be accessed through membership of the providers gym. All are open for 52.5 hours during the weekly period and provide for recreational swimming and learning to swim lessons.
- 8.13 The report looked at demand across the borough. There is a high demand for pools but it was found that, in 2021, 91% of demand was met and that 80% of this was within the borough, with the residue of demand going to local authority pools in other areas. The conclusion of the study for both 2021 and 2031 is that swimming demand can be met and capacity can be increased by increasing available pool time at public pools. The map at Figure 8.3 below shows available public,

charitable and private pools in the borough and in neighbouring boroughs.

**Figure 8.3: Swimming pool provision in the borough and in neighbouring areas**



### Swimming – future provision

- 8.14 Through its capital programme the council will continue to upgrade its own pools where needed and, if the business case is proven, provide new facilities. Where there is a loss of provision through development or increased demand as a result of new housing, section 106 funding may be used to upgrade or provide new facilities, as outlined in proposed policy PE4 Development and social infrastructure.

### Playing pitches and outdoor sports

- 8.15 In February 2025 Knight, Kavanagh & Page reported on a Playing Pitch and Outdoor Sports Provision Strategy in Wigan Borough. This included an assessment of the amount and quality of provision of playing pitches serving a wide range of sports including football, rugby league, rugby union, cricket, hockey, tennis and bowls amongst other sports.



### Current Provision – football

- 8.16 The study found there are 226 football pitches across 105 sites in the borough, of which 196 across 85 sites are available for community use. This are identified by area below.

**Figure 8.4: Summary of grass pitches available for community use in the borough**

Analysis area	Adult	Youth 11v11	Youth 9v9	Mini 7v7	Mini 5v5	Total
Central	16	16	11	10	8	61
East	27	7	13	8	6	61
West	24	19	12	14	5	74
<b>Total</b>	<b>67</b>	<b>42</b>	<b>36</b>	<b>32</b>	<b>19</b>	<b>196</b>

- 8.17 The number of pitches available for community use has declined by 8% since the previous study on playing pitches and outdoor sports in 2017, which identified 212 community grass pitches as against 196 in 2024.
- 8.18 In summary, the study found that there are shortfalls currently across all types of pitches in the borough, which is summarised in Figure 8.5 below.

**Figure 8.5: Summary of football pitch types and shortfalls in the borough**

Pitch type	Actual spare capacity	Overplay	Current shortfall	Future demand	Total
Adult	12	14.5	2.5	4	6.5
Youth 11v11	4.5	16.5	12	4.5	16.5
Youth 9v9	7	14	7	3.5	10.5
Mini 7v7	2.5	5.5	3	4	7
Mini 5v5	2	4	2	3	5

## Rugby League

- 8.19 The study found that there are 62 rugby league pitches across 31 sites in Wigan Borough. Of these, 58 pitches were available for community use. This is a 37% reduction in the number of pitches from 2017 study, where 80 were identified as available. This reduction has in part been due mini pitches at primary school now being used for football or general playing fields
- 8.20 The study found that there were shortfalls in pitch provision across all types of supply, as shown in the table at Figure 8.6 below.

**Figure 8.6: Summary of the provision of rugby league pitches and shortfalls**

Analysis area	Current shortfall	Future demand	Future total
Senior pitches	33.25	0.5	33.75
Junior pitches	4.5	1.5	6
Mini pitches	3.5	2	5.5

## Rugby Union

- 8.21 There are a total of 16 rugby union pitches across six sites in Wigan Borough, which is 4, or 25%, less than in 2017. This is due to disused provision and pitches being used instead for football and rugby league.
- 8.22 As set out in Figure 8.7 below, there is a current shortfall of 17 match equivalent rugby union sessions per week to meet current demand, increasing to 18.25 session per week when factoring in future demand. There is a shortfall of 8 match equivalent sessions in the west of the borough, 9 match equivalent sessions in the east of the borough, whilst the central analysis area (covering Hindley, Abram, Golborne and Lowton, Bryn and Ashton) is at capacity.

**Figure 8.7: Provision of rugby union pitches and shortfalls in the borough**

	Actual spare capacity	Overplay	Current shortfall	Future demand	Future total
Total	-	17	17	1.25	18.25

### Other sports

8.23 Figure 8.8 below details the provision for other outdoor sports across the borough in 2024 and previously in 2017 where information is available.

**Figure 8.8: Provision for other sports in 2017 and 2024 in the borough**

Sport	Number of pitches / courts		Change
	2024	2017	
Hockey	3	3	0
Cricket - grass	13	14	-1
Cricket – non turf	10	8	+2
Golf courses	4	N/A	
Golf (Par 3)	1	N/A	
Golf driving ranges	2	N/A	
Tennis courts	67	N/A	
Padel tennis	0	0	
Netball courts	29	N/A	
Bowling greens	59	N/A	
Athletic tracks	2	N/A	
Park runs	3	N/A	

8.24 In summary the study found:

- There is currently a sufficient supply of full-size hockey pitches in the borough
- There is currently an insufficient supply of natural turf cricket squares to meet current demand across the borough at peak times.
- There is a reasonable quantity of golfing facilities in the borough that offer a good variety of provision to meet needs.
- At present there is sufficient supply to meet the demand for tennis in clubs, and otherwise there is no indication of supply issues. However there maybe latent demand that is not being met.



- There are no outside padel courts in the borough.
- There is enough supply to meet current demand for netball courts.
- Current supply can meet demand for bowling.
- Supply for track and field is sufficient to meet demand.

### **3G Pitches**

- 8.25 In summary there are 14 11v11 3G pitches across the borough with flood lighting and 32 smaller size 3G pitches of which 30 are available for community use and are floodlit.
- 8.26 The study concluded there is an insufficient supply of 3G pitches to meet current and future football demand.

### **Future provision**

- 8.27 The protection, management, enhancement and expansion of the borough's stock of sports pitches is supported by proposed policy PE3 Open spaces, sport and recreation in the Local Plan. The policy restricts the development of such provision unless it meets national exemptions.
- 8.28 Where there is new development for 10 homes or more, contributions will be sought through section 106 for sport and recreation provision, amongst other priorities, through proposed policy PE4 Development and social infrastructure in the Local Plan.
- 8.29 The council will also work with sports federations and clubs to improve sports provision, including in joint bids to Sport England, the Football Foundation and other funders.

## 9. Green and blue infrastructure

### Current provision

- 9.1 This section considers the provision of green infrastructure (GI).
- 9.2 GI refers to the network of natural spaces and corridors and GI assets include open spaces such as parks and gardens, playing fields, allotments, woodlands, fields, hedges, lakes, ponds, as well as footpaths, cycleways and rivers.
- 9.3 These assets perform a variety of different functions that offer nature-based solutions such as natural water retention, and flood risk reduction, improving air quality and ecosystem-based approaches to climate adaptation and mitigation. As such, it is important that green infrastructure is effectively and comprehensively planned alongside what might traditionally be thought of as ‘grey’ infrastructure, such as roads, utilities and other features within the built environment.
- 9.4 GI is enjoyed on a frequent basis by residents and visitors, both for physical activity and as a backdrop and visual amenity that frames the location and creates a sense of place, particularly in parts of the borough where green space has been reclaimed from our industrial legacy. This means that diverse and accessible GI is an essential component in effective place-making.
- 9.5 The borough’s strategic green infrastructure is shown on the map at Figure 9.1 below.

### Open space - current provision

- 9.6 In March 2025 Knight, Kavanagh and Page undertook an Open Space Report of Wigan Borough. This included formal and informal open space such as parks and gardens, natural and semi-natural greenspaces, amenity greenspace, provision for children and young people, allotments, cemeteries, churchyards and other burial grounds, civic space and green corridors.
- 9.7 The location and amount of each type of open space is set out in the table at Figure 9.2 below. Outdoor sports were included in audit completion to ensure no open space was missed.

Figure 9.1 Map of strategic green infrastructure

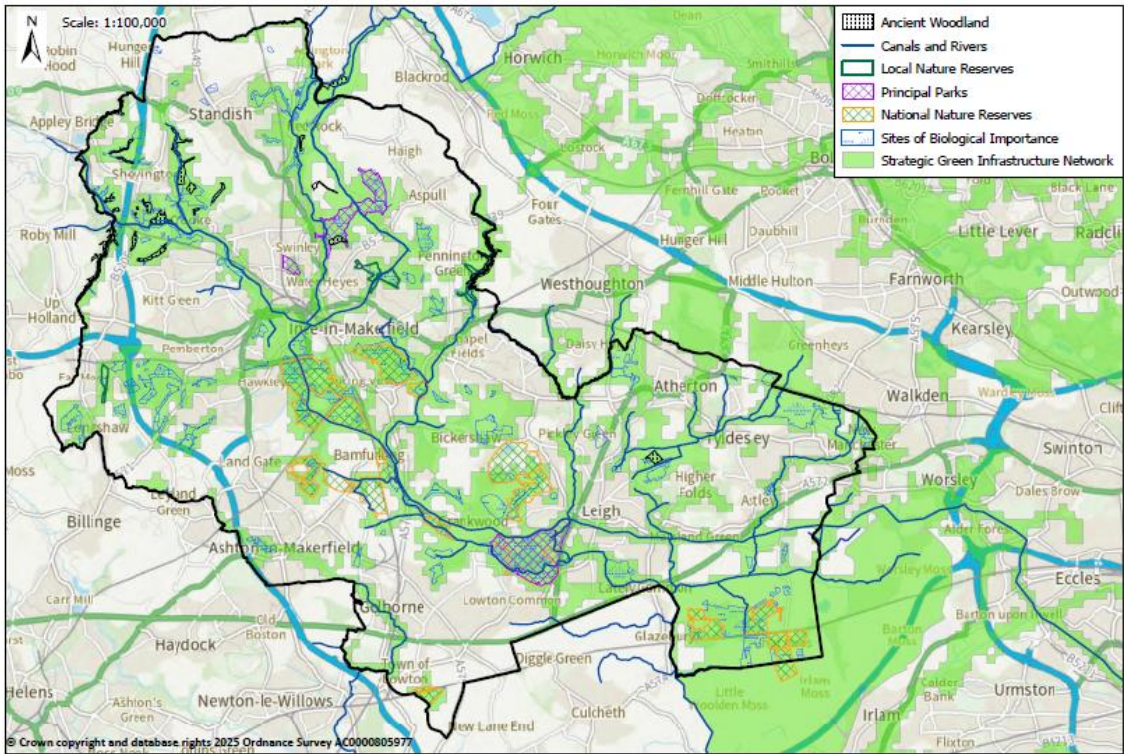


Figure 9.2 Open space typology and amount

Open space typology	Number of sites	Total amount (hectares)
Allotments	61	34
Amenity greenspace	428	282
Cemeteries / churchyards	36	91
Civic spaces	16	1
Green corridors	16	122
Natural / semi-natural greenspace	218	2,345
Outdoor sports	297	596
Park and gardens	35	243
Provision for children and young people	165	9
<b>TOTAL</b>	<b>1,272</b>	<b>3,723</b>

9.8 The study also revealed that shortfalls in provision are identifiable in all three analysis areas (Central, East and West) per thousand population, as set out in Figure 9.3 below, based on recommended standards.

**Figure 9.3 Provision and shortfalls across the borough by open space type**

Open space type	Recomm ended standard	Central		East		West	
		Current	+/-	Current	+/-	Current	+/-
Parks and gardens	0.72	0.3	-0.42	0.55	-0.17	1.1	0.38
Natural and semi natural greenspace	1.8	8.04	6.24	7.94	6.14	6.05	4.25
Amenity greenspace	0.81	0.5	-0.31	1	0.19	0.9	0.09
Allotments	0.25	0.08	-0.17	0.13	-0.12	0.09	-0.16
Play provision	0.25	0.04	-0.21	0.03	-0.22	0.02	-0.23

\* Hectares per 1,000 population standard

### Open space - future provision

- 9.9 There is a need given that there is a shortfall across typologies and locations to ensure that borough's open space types are protected, managed, enhanced and, where possible, expanded. This is proposed in policy PE3 Open space, sport and recreation in the Local Plan, in line with national planning policy.
- 9.10 Where there is new development for 10 homes or more, contributions will be sought through section 106 for open space and recreation provision, amongst other priorities, through proposed policy PE4 Development and social infrastructure in the Local Plan.
- 9.11 For development of 100 homes or more, proposed policy PE5 Open space and play provision in new housing developments requires that open space and play space is provided on site in most circumstances.

## 10. Delivery

- 10.1 Infrastructure Delivery Schedules (IDS) are attached as an appendix to this IDP. These detail the infrastructure projects between 2025 to 2030 and between 2030 to 2040 necessary to deliver the Local Plan. Where possible it also identifies costings, funding sources, the delivery bodies and outputs. During the lifetime of the Local Plan the IDP and its schedules will be updated to reflect revised needs for infrastructure and changes in national policy, as they arise.
- 10.2 Infrastructure will be delivered by several bodies, including:
- Wigan Council
  - Wigan Council and partners from the public, private and third sectors
  - Other public sector bodies
  - The voluntary and charitable sector
  - Developers.
- 10.3 The funding will also be from a variety of sources, including:
- Wigan Council's capital programme
  - Greater Manchester funding such as the proposed Integrated Settlement
  - Central government funding through direct grants
  - Developer contributions, such as section 106 and section 278 contributions
  - Direct on site works by a developer.
- 10.4 Policy JP-D2 of the Places for Everyone Plan sets out where developer contributions will be sought to support infrastructure delivery. This will as required be subject to viability testing.
- 10.5 Wigan Council currently does not operate a Community Infrastructure Levy (CIL), but this may change if legislation changes or if it is considered necessary over the course of the plan.

## Appendix 1

### Affordable housing - schedule of projects

Project	Where? (location)	When	Who? (lead and other delivery partners)	Funding Source	Notes	Units	Status
North Leigh	Leigh	2028 - 2033	TBC	TBC	Affordable Housing to be provided by a Registered Providers		Not started
Landgate	Ashton	2028 - 2033	TBC	TBC	Affordable Housing to be provided as part of a phased development of the site		Not started
Rothwell Farm	Golborne	2025 - 2028	Wigan Council, Torus and Heylo	S106 on site build by the developer	Units secured to be split between the delivery partners	79	Under construction
Westleigh Waterfront	Leigh	2025 - 2038	TBC	TBC	Affordable units are part of the planning permission		Not started
Vacant Land North of Bainbridge Avenue	Lowton	2025 - 2028	Torus	S106 on site build by the developer	Affordable units are part of the planning permission	29	Under construction
Former Abraham Guest High School	Orrell	2025 - 2028	TBC	Commuted S106 sum for off-site provision	Developer to build on site and identify Registered Provider for disposal to.	15	
Open land south of Car Street	Platt Bridge	2026 - 2030	Wigan Council	TBC	100% affordable scheme	26	Not started, new planning application submitted
Land adjacent to Frog Lane Depot	Wigan	2025 - 2026	Torus	Build on site by Registered Provider	100% affordable scheme	67	Under construction

Project	Where? (location)	When	Who? (lead and other delivery partners)	Funding Source	Notes	Units	Status
Bradley Hall Industrial Estate	Standish	2025 - 2028	Torus	S106 on site build by the Registered Provider	100% affordable scheme	155	Under construction
Collier Brook Farm, Bag Lane	Atherton	2028 - 2033	TBC	TBC	100% affordable scheme	16	Not started
Land south of Rectory Lane Golf course	Standish	2025 - 2028	Persimmon and Morris Homes	S106	25% affordable on the site	15	
Helmfield Road	Ince	2025-2030	Jigsaw	S106 on site build by the Registered Provider	100% affordable scheme	28	Not started
Land to the rear of Rectory Lane	Standish	2025-2028	House builder	S106	Registered Provider to be identified	30	
Land north of Haydock Racecourse	Ashton	2028-2033	TBC	Developer build on site	100% affordable	21	Not started
The Galleries	Wigan	2025-2030	TBC	Developer build on site	Registered Provider to be identified	116	Not started
Red Cat 353 Leigh Road	Hindley Green	2025 - 2030	TBC	S106	Registered Provider to be identified	5	
Land of Bankfield Road Mosley Common	Tyldesley	2025 - 2030	TBC	S106	No Registered Provider	14	Under construction
Former Newtown Labour Club Hesketh Street	Wigan	2025 - 2030	Progress	Grant funded Registered Provider build on site	100% affordable scheme	10	Under construction
Former Shevington Community Primary School	Shevington	2023 - 2028	Wigan Council		100% affordable	32	Not started



Project	Where? (location)	When	Who? (lead and other delivery partners)	Funding Source	Notes	Units	Status
Land at Nel Pan Lane North Leigh	Leigh	2025 - 2038	Countryside with various Registered Providers	Developer build on site	Affordable units spread over various phases of the development		Not started
Site of Former Hindley House Worsley Mesnes	Wigan	2025 - 2030	Keepmoat/ Jigsaw	Grant funded	Affordable units delivered by the developer	42	Under construction
Land at Hooten Gardens	Leigh	2025 - 2038	Bellway Homes/ Auxsia Homes	S106	Affordable Homes delivered by the developer Bellway	15	Not started
Land at Co-op Street, Scholes	Wigan	2025 - 2028	Stanley Investments/ Great Places	S106	10% Affordable Homes by Great Places	27	Not started
Land east of Pheonix Way, Ince	Wigan	2025 - 2030	Hive Homes	Developer build on site	Affordable housing delivery to be determined	24	Not started
Land at Blair Grove	Leigh	2025 - 2030	Wigan Council	Wigan Council Company build on site	100% Affordable Housing	15	Not started
Rear of Shakerley Road	Tyldesley	2025 - 2039	MCI	TBC	100% Affordable Housing	37	Under construction
Pocket Nook	Lowton	2025 - 2030	Morris Homes	S106 Developer build on site	25% provision of Affordable on site of the first tranche	59	Not started
Longwood House	Newton	2025 - 2030	Wigan Council	Wigan Council Company build on site	100% Affordable Homes	26	Under construction
Bell Green Lane, Ince	Wigan	2025 - 2030	Wigan Council	TBC	100% Affordable Homes	10	Not started
Pit Pony Club, Low Bank Road	Ashton	2025 - 2030	Watson Homes	Developer build on site	100% Affordable Homes. Registered provider to be identified	24	

Project	Where? (location)	When	Who? (lead and other delivery partners)	Funding Source	Notes	Units	Status
Land North of Mosley Common	Tyldesley	2025 - 2030	Kellen Homes/Taylor Wimpey/Great Places	S106	30% Affordable Home, developer to delivers	42	Not started
Stock Purchases	Boroughwi de	2025 - 2028	Wigan Council	Wigan Council/s106	100% Affordable Homes	TBC	N/A

## Appendix 2

### Built environment - schedule of projects

Project	Where? (location)	When? (timescale)	Who? (lead and other delivery partners)	How? (funding mechanism)	Cost (£ thousands)	Notes	Status
Town Centre Investment Framework (Galleries)	Wigan	2025 - 2028	Wigan Council Galliford Try	Levelling Up Funding Wigan Council	£135,000,000	The redevelopment of the former Galleries shopping centre for new shopping, leisure, market and housing provision	Under construction
King Street Regeneration	Wigan	2025 - 2026	Wigan Council	Future High Street Fund	£1,516.4	Building improvements to provide new food and drink, leisure and residential opportunities	Under construction
Civic Centre Redevelopment	Wigan	2025 - 2027	Wigan Council Capital & Centric	Wigan Council	£9,400.7	Redevelopment to provide new office workplace opportunities	Under construction
Leigh Town Centre Improvements - general	Leigh	2025 - 2027	Wigan Council Leigh Town Board	Wigan Council	£455.4	General environmental improvements around the town centre	Not started
Leigh Market Place Corridor	Leigh	2025 - 2028	Wigan Council Leigh Town Board	Levelling Up Funding	£4,671.2	Improvements to the market corridor	Not started
Leigh Civic Square Public Realm	Leigh	2025 - 2028	Wigan Council Leigh Town Board	Levelling Up Funding	£3,146.0	Environmental and Highway improvements to Leigh Civic Square	Not started
Leigh Market Refurbishment	Leigh	2025 - 2028	Wigan Council Leigh Town Board	Levelling Up Funding	£2,858.8	Refurbishment of the market hall.	Not started
Leigh Shop front and building improvements	Leigh	2025 - 2030	Wigan Council Leigh Town Board	Levelling Up Funding	£1, 331.1	Shops front and building improvements.	Not started
Leigh Long Term Plan for Towns	Leigh	2025 - 2029	Wigan Council Leigh Town Board	Long Term Funding for Towns	£3,701.0	Safety and security measures, transport connectivity, High Street regeneration and heritage.	Not started

Project	Where? (location)	When? (timescale)	Who? (lead and other delivery partners)	How? (funding mechanism)	Cost (£ thousands)	Notes	Status
Ashton Town Centre Regeneration Projects	Ashton	2025- 2028	Wigan Council	Levelling Up Fund	£2,782.8	Delivery of a multi-functional market square in Ashton town centre and hard and soft land scape improvements	Not started
Ashton Public Realm Improvements	Ashton	2025 - 2028	Wigan Council	Levelling up fund	£3,360.0	Public realm & road safety scheme in Ashton	Not started
Haigh Hall	Wigan	2025 -2028	Wigan Council	HLF Wigan Council	£39,423.9	External and internal building fabric improvements.	Under construction

## Appendix 3

### Education - schedule of projects

Category	Project	Where	When	Lead	How? (funding mechanism)	Cost (£ 000)	Notes	Status
Primary Sector	Primary Places	Boroughwide	2025 - 2028	Wigan Council	Wigan Council and DFE Grant	£13,555.9	Provision of extra places as required	Not allocated
Primary Sector	Hope School and College Remodelling	Wigan	2025 - 2028	Wigan Council	Wigan Council and DFE Grant	£23,676.8	Continuing remodelling and improvement work on the college campus	Under construction
Secondary Sector	Secondary Places	Boroughwide	2025 - 2028	Wigan Council	Wigan Council and DFE Grant	£2,547.6	Provision of extra places as required	Not allocated
Secondary Sector	Atherton High School	Atherton	2026 - 2030	Wigan	Wigan Council and DFE Grant	TBC	Extension of the school to provide additional places	Not started

## Appendix 4

### Flood defence and prevention – schedule of projects

Category	Project	Where	When	Lead	How? (funding mechanism)	Cost (£000)	Notes	Status
Storm Overflow works	Orrell House Farm	Orrell	2025-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	Kirkhall Lane Sewer Phase 1	Leigh	2025-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	Central Public Sear	Leigh	2025-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	East Lancs Public Sear – Pumping Station	Astley	2025-2030	United Utilities	United Utilities	TBC	Storage Tank works	Not started
Flood Defence Works	Lilford Park Basin and Pumping station	Leigh	TBC	Environment Agency	Environment Agency Capital Works	TBC	Improvements to the flood basin and pumping station	
Flood Defence Works	Aspull Flood Storage Basin	Aspull	TBC	Environment Agency	Environment Agency Capital Works	TBC	New flood storage basin	
Storm Overflow Works	Springfield Road	Wigan		United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Lynton Avenue	Wigan		United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	St Mary's Road	Wigan		United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Mill Lane	Wigan		United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Central Park	Wigan		United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Templeton Road 1	Platt Bridge		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started

Category	Project	Where	When	Lead	How? (funding mechanism)	Cost (£000)	Notes	Status
Storm Overflow Works	Templeton Road 2	Platt Bridge		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Strangeway no.2 Tanks	Hindley		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Crankwood Public Sewer	Leigh		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Bickershaw Lane Public Sewer	Platt Bridge		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Abram Hall Public Sewer and Storm Overflow.	Abram		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Strange Ways Combined Storm Overflow	Hindley		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Hindley Public Sewer and Rising Main	Platt Bridge		United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started



## Appendix 5

### Green and blue infrastructure - schedule of projects

Category	Project	Where	When	Lead	How? (funding mechanism)	Cost (£ 000)	Notes	Status
Green	Haigh Woodland Park	Wigan	2025 - 2028	Wigan Council	NHLF Wigan Council	£7,325.0	Works to heritage woodlands around Haigh Hall	Under construction
Green	Wigan Flashes	Wigan	2025 - 2028	Wigan Council	Wigan Council	£230.3	Environmental Improvements	On-going projects
Green	Green heart General	Borough Wide	2025-2026	Wigan Council	Wigan Council	£99.1	Environmental Improvements	On-going projects
Green	Standish Infrastructure Levy	Standish	2025 - 2030	Wigan Council	S106	£3,588.8	Investment in open space, public rights of way, improvements in walking wheeling and cycling access and general environmental improvements.	On-going projects
Green	Golborne Infrastructure Levy	Golborne and Lowton	2025 - 2030	Wigan Council	S106	£2,173.6	Investment in open space, public rights of way, improvements in walking wheeling and cycling access and general environmental improvements.	
Blue	Red Rock to Top Lock – Leeds Liverpool Canal	Wigan	2025 - 2040	Canals & Rivers Trust	TBC	TBC	Works to improve canal towpath	Not started
Blue	Leigh Branch access to and from the flashes to the Leeds Liverpool Canal	Leigh	2025-2040	Canals & Rivers Trust	TBC	TBC	Works to improve connections between the canal and flashes	Not started

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Blue	Access to Bamfurlong and Common Lane Footbridge steps	Wigan	2025 - 2040	Canals & Rivers Trust	TBC	TBC	Improving the path and footsteps to the footbridge over the canal	Not started
Green and Blue	GM Nature Recovery Strategy	All the borough	2025 - 2040	GMCA Wigan Council	TBC	TBC	Variety of projects that will support nature recovery	Not started

## Appendix 6

### Transport - schedule of projects

Category	Project	Where? (location)	When? (timescale)	Who? (lead and other delivery partners)	How? (funding mechanism)	Cost (£000)	Notes	Status
Strategic road network	A580/Newton Road signals	Lowton	2026 - 2028	Wigan Council	Section 106	£4,083.6	Wigan Council are developing a scheme to create a dedicated left turn lane at the junction of Newton Road and the A580 East Lancashire Road. ). New crossing facilities will also be provided.	Not started
Strategic road network	Stonecross Road	Lowton	2025 - 2028	Wigan Council	Section 106	£1,558.3	Additional right turn from Stone Cross Lane onto the A580 East Lancs Road (Liverpool direction). New crossing facilities will also be provided.	Not started
Strategic road network	Moseley Common Road Signals	Tyldesley	2025- 2027	Wigan Council	Section 106	1,694.6	This scheme will deliver a new left turn lane to assist with traffic flow coming out of Mosley Common Road, to reduce congestion along this busy route.	Not started

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Category	Project	Where? (location)	When? (timescale)	Who? (lead and other delivery partners)	How? (funding mechanism)	Cost (£000)	Notes	Status
Strategic road network	North Leigh Link Road	Leigh	2027 - 2033	Wigan Council	TBC	£10,022.8	This section connects the A578 Leigh Road to the A579 Atherleigh Way passing through the major North Leigh Park development site,	Not started
Strategic road network	Ashton Town centre Infrastructure	Ashton	TBC	Wigan Council	Wigan Council	TBC	Creation of a Gyratory in Ashton town centre with active travel interventions.	
Strategic road network	A49 Wigan Rd to A58 Bolton Rd Link (southern alignment)	Bryn	TBC	Private Developer	Private	£6,550.0	Road is required to deliver economic development	Long term / aspiration
Strategic road network	Westwood to Lower Ince Link	Wigan / Ince	TBC	Private Developer	Private	£1,500.0	Road is required to facilitate economic development and form part of strategic east - west infrastructure across the borough	Long term / aspiration
Strategic road network	Lane Head South Bypass	Lowton/ Golborne	TBC	TBC	TBC	TBC	New bypass	Not started
Strategic road network	A577 Orrell link road at its junction with the M6 motorway at Junction 26 to Spring Road, Kitt Green.	Orrell/ Wigan	TBC	TBC	TBC	TBC	New link road	Not started
Strategic road network	A58 Liverpool Road to A578 Leigh Road Link (South of Hindley) (is this the same as LLM? In Transport schedule)	Hindley / Hindley Green	TBC	Private Developer	Private	£31,000.0? £70,000.0?	The road is required to facilitate economic and housing development and form part of east-west infrastructure across the borough	Long term / aspiration

Category	Project	Where? (location)	When? (timescale)	Who? (lead and other delivery partners)	How? (funding mechanism)	Cost (£000)	Notes	Status
Cycling and walking	Lane Head	Lowton	2026 - 2028	Wigan Council	CRSTS	£475.0	Sustainable transport improvements at Lane Head Junction	Not started
Cycling and walking	CRSTS A577	Wigan	2026 - 2028	Wigan Council	CRST	£400.0	This scheme will provide improved provision of active travel infrastructure along the A577 corridor. Work is linked to the M58 link road	Not started