Wigan Council

Wigan Borough Local Plan

Site Allocation Assessment Report 2: South Hindley

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Note of changes made since the August 2026 version of this document:

Section	
1.5	Update to cover consultation on the Publication version
2.1, 2.3, 2.4	Factual updates

1. Background

1.1 Introduction

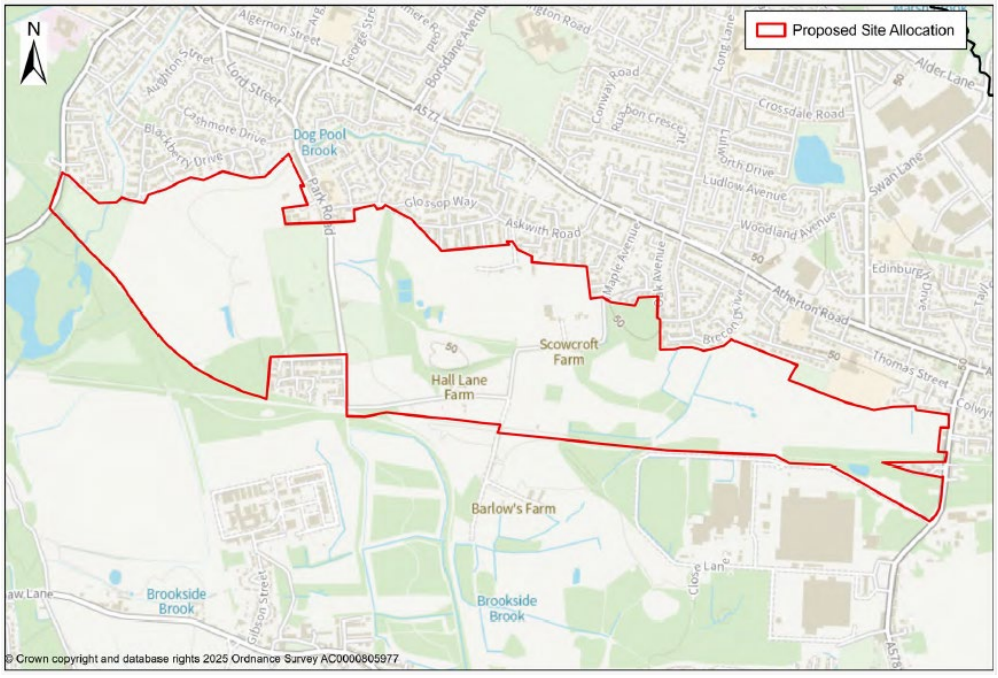
1.1.1 This is one of 6 site allocation assessment reports, each one relating directly to one of 6 site allocations in the Draft Wigan Borough Local Plan. This is Site Allocation Assessment Report 2 on South Hindley.

1.1.2 The site allocation assessment reports distil the evidence base that has been collated and, where applicable, commissioned to support the site allocation, and set out the key messages to help demonstrate that the site is justified, appropriate, deliverable and effective, against national planning policy and relevant strategic planning policies.

1.1.3 The 6 reports need to be read alongside the 7 Topic Papers and the self-assessment toolkit reports. For more detailed information reference should be made to the source reports and studies.

1.2 Site details

1.2.1 This major strategic site is located to the south of the town of Hindley and is predominantly brownfield land, reflecting a legacy of coal mining and industrial use on the site. The site is approximately 121 hectares in size, and it comprises open land, playing fields, footpaths, a number of small businesses and Leyland Park. The site is split between several landowners, with Wigan Council and Peel Land being key landowners. The most notable topographic features within the site are two colliery spoil heaps. The site allocation boundary is shown below:



1.3 Proposed development

1.3.1 Land at South Hindley is allocated for a residential-led development and supporting infrastructure and facilities to form a sustainable urban extension. Up to 2,000 homes are proposed with an appropriate mix of house types, sizes and tenures.

1.3.2 Development of the site will be required to deliver a new local centre, comprising a range of commercial uses and community facilities to meet local needs, and to deliver a link road from the A58 Liverpool Road to the A578 Leigh Road.

1.4 Planning history

1.4.1 Wigan Replacement Unitary Development Plan policy GB2 identifies this site as Safeguarded Land. The allocation of this site in the Wigan Borough Local Plan will replace its safeguarded land status. Further information on the de-designation of all of the safeguarded land shown on the existing policies map can be found in our Safeguarded Land Report that accompanies the Local Plan.

1.4.2 Core Strategy policy SP4 identifies South of Hindley as a broad location for new housing and employment development. It requires the provision of a through-road from the A578 Leigh Road to the A58 Liverpool Road, strategic green infrastructure, including the retention and improvement of existing facilities, links to Greenheart and integration with Hindley. Proposed policy H4 will designate the site in line with that broad location.

1.4.3 A portion of the land in the west of allocation is Green Belt, which will be retained, but is essential to enable the provision of the through-road connection to the A58 Liverpool Road.

1.4.4 In May 2018, outline planning application (A/18/85784/OUTMAJ) was submitted by Wigan Council and Peel Land and Property Ltd (as joint applicants) for a mixed-use development, including up to 2,000 homes, employment space, a local centre, primary school provision, public open space and sports pitch provision, and primary access points on Leigh Road and Liverpool Road. However, this application was not determined and was held in abeyance by the Council.

1.4.5 This application has been refreshed to reflect an updated masterplan for the scheme, and it is anticipated that it will be determined in 2027. It is accompanied by new site assessments including an environmental statement.

1.5 Summary of consultation responses

1.5.1 Comments were received in response to the proposed allocation in the Initial Draft Local Plan from 22 respondents, including Natural England, National Highways, Sport England, United Utilities, NHS Property Services, Transport for Greater Manchester, Lancashire Wildlife Trust, landowners including Peel Land, and 7 residents.

1.5.2 A summary of the comments received, and the council's response, can be viewed in the Consultation Report. In summary, there is broad support for the site from bodies / organisations, with some amendments suggested to strengthen the policy in terms of managing its impact on the natural environment, on existing sport provision, and in relation to infrastructure delivery.

1.5.3 Comments were received from 32 respondents in response to the proposed allocation in the Publication and Submission version in Autumn 2026 including Homes England, Natural England, Sport England, United Utilities, NHS Property Services, the Greater Manchester Ecology Unit, Lancashire Wildlife Trust, and 23 residents.

1.5.4 Residents have raised objections across various themes, including:

- Traffic
- Air pollution
- Impact on wildlife and ecology
- Loss of recreational land
- Impact on the historic environment
- Contaminated land
- Housing needs and affordability
- Social infrastructure capacity

1.6 Integrated assessment

1.6.1 The broad implications of policy H4 South Hindley were assessed as part of the Integrated Assessment (IA) process. The policy was considered to have broadly positive implications in relation to housing, health and community, equality and diversity, water, environment quality, landscape / townscape, biodiversity / geodiversity, transport, economy and town centres. The implications in terms of climate change, historic environment, resource efficiency, and land and soil, were considered to be broadly neutral. No broadly negative implications were identified.

2. Physical assessment

2.1 Transport

2.1.1 The council has commissioned transport consultants WSP to prepare a Transport Assessment to accompany the refreshed planning application.

2.1.2 Access to the development will be taken from Liverpool Road to the west, Leigh Road to the east and Park Road and Glossop Way to the north. Phase 1 of the development, which is up to 350 units, is mostly reliant on existing infrastructure (off Glossop Way and Leigh Road), whilst the full development quantum is dependent on a link road connecting Liverpool Road to Leigh Road and the wider east west infrastructure being in place (Wigan to Hindley Link Road and North Leigh Park Link Road).

2.1.3 In March 2026, the Wigan–Hindley Link Road, connecting the A49 in Wigan with the A58 Liverpool Road, was officially accepted into the Government's Major Road Network / Large Local Majors (MRN/LLM) programme. This marks an important milestone for the project and allows further technical work to be undertaken as part of the Outline Business Case (OBC) stage, with submission to Government anticipated in February 2027. Subject to approval, construction is expected to commence in March 2029, with completion targeted for April 2031. The scheme will receive 85% funding through the DfT's MRN/LLM programme, with the remaining 15%, along with OBC development costs, to be met locally via the GM Good Growth fund. Overall, the scheme is expected to cost £153m.

2.1.4 A 'vision and validate' approach has been taken to estimate the number of trips that will be generated by the development. This contrasts with the traditional 'predict and provide' approach which typically assesses schemes based on unrealistic, worst case traffic assumptions with no consideration of changes in general travel patterns through technological changes and changes in travel behaviour. The development is forecast to generate 1,007 two-way trips during the AM peak period and 976 two-way trips during the PM peak period.

2.1.5 The distribution of trips onto the highway network is based on data from the 2011 Census. The 2011 Census data is the most appropriate dataset to use given the 2021 information was taken during the Covid pandemic when travel patterns were affected.

2.1.6 Capacity assessments have been undertaken at the following junctions to determine the impact of the traffic generated by the development:

1. A577 Atherton Road / A58 Liverpool Road
2. A58 Bridge Street / Ladies Lane
3. A577 Manchester Road / Seaman Way
4. A577 Atherton Road / Swan Lane
5. Leigh Road / Link Road
6. A578 Leigh Road / B5237 Smiths Lane
7. A577 Atherton Road / A578 Leigh Road
8. Liverpool Road / Link Road
9. A577 Wigan Road / A579 Atherleigh Way
10. A579 Atherleigh Way / B5235 Lover's Lane
11. A577 Wigan Road / B5235 Lover's Lane
12. A58 Lilly Lane / A573 Warrington Road
13. A58 Liverpool Road / A573 Walthew Lane

2.1.0 It is considered that phase 1 could be developed and first residents moved in by the end of 2030, and it is proposed to assess the impact of a committed development for this year.

2.1.1 A further assessment has been undertaken for 2032 and 2044 for the full development quantum. This assumes that phase 1 is fully built out and assesses the impact of the remaining development quantum on the transport network alongside the Wigan-Bolton East-West Strategic Route.

2.1.2 The impact of phase 1 is considered acceptable on the basis that the impact is deemed to be negligible as there is no significant increase in delay or queuing at impacted junctions.

2.1.3 No further development will occur beyond Phase 1 until the link road connecting Liverpool Road and Leigh Road is constructed alongside the Wigan-Hindley section of the Wigan-Bolton East-West Strategic Route as this level of mitigation is required to accommodate the full development quantum of the site. The programming and funding of this section of road will now be considered at the outline stage to support the delivery of the site.

2.1.4 The walking accessibility assessment demonstrates that many of the residential areas which are to be delivered in association with the full development, are located within a convenient 10 minute (800m) walk of local amenities and retail opportunities to be provided within

the local centre or external to the site. The proposed primary school and local centre will be located within a 10 minute (800m) walk of all residential elements of the site.

2.1.5 For phase 1, it is proposed to provide a network of cycle facilities throughout the development, with these provided by way of segregated facilities adjacent to the internal road network, resulting in a development which is legible by bicycle.

2.1.6 For the full development, it is proposed to provide a comprehensive network of cycle facilities throughout the site, expanding upon the Phase 1 facilities, providing strategic cycling connections associated with the Link Road, resulting in a development which is highly legible by bicycle.

2.1.7 Frequent bus services currently route along the A577, to the north of the site, and the A578, which forms a proportion of the eastern site boundary, connecting Hindley with the centre of Wigan to the west in addition to supporting access to several places including Leigh and Atherton to the south and east respectively. Opportunities will be explored to extend these services into the site therefore improving bus accessibility for future residents.

2.1.8 On this basis, it is concluded that the proposed development would comply with paragraphs 109 to 118 of the NPPF, which requires that safe and suitable access to the site can be achieved for all users and that any significant impacts from the development on the transport network in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.2 Flood risk and drainage

2.2.1 The proposed site allocation has been subject to an outline planning application which has recently been refreshed with a new Environmental Impact Assessment. This includes a chapter on Hydrology, Drainage and Flood Risk and a full Flood Risk Assessment in the appendices.

2.2.2 The EIA states that most of the site lies in Flood Zone 1 (low risk), but western areas fall within Flood Zones 2 and 3 (medium/high risk). Surface water flood risk is generally low, with isolated high-risk flow routes in the east and around Park Road.

2.2.3 Groundwater flood risk is identified as moderate through borehole data and underlying geology. Water quality is moderate with no significant pollution incidents recorded.

2.2.4 The chapter concludes that with embedded and additional mitigation measures, the proposed development will not increase flood risk or adversely affect water resources, in fact betterment in the catchment area is achieved in terms of run off rates. Residual impacts are negligible, and compliance with national and local policy is achieved.

2.3 Ground conditions

2.3.1 This site is subject to potential constraints in terms of contamination / ground gas, and its mining legacy. Nominated Landfill Site 'A073 – Back of T.B.A. Belting' lies within 250 metres to the south.

2.3.2 The environmental statement supporting the refreshed planning application includes an assessment of significant environmental effects arising from ground conditions for the construction works and operation of the proposed development.

2.3.3 During the construction works, effects have been identified in relation to exposure to contaminated made ground and risks on ground stability associated with shallow mine workings. Mitigation will need to be undertaken to address these issues and can be secured through the attachment of relevant planning conditions to the planning application. However, it is anticipated that further ground investigation work will be needed in 2026/27 to give further confidence that that site can be delivered safely.

2.3.4 During the operation of the proposed development, prior to secondary mitigation, effects have been identified in relation to exposure to contaminated made ground, exposure to contamination in soils, exposure to hazardous ground gases, and ground stability risks. However, subject to the implementation of appropriate mitigation measures, there are considered to be no residual significant impacts. Mitigation can be secured through appropriate conditions attached to the planning application. As stated above, it is anticipated that further ground investigation work will be needed in 2026/27 to give further confidence that that site can be delivered safely, with a specific focus on asbestos and industrial legacy contaminants.

2.4 Utilities

2.4.1 A Utilities Statement (April 2025) has been prepared by consultants Stantec and Hydrock, on behalf of the council, to support the outline planning application for the site.

Electricity

2.4.2 In terms of electricity, it is proposed that the development will be supplied from a new 33kV connection at the Bulk Supply Point (BSP) at Westhoughton. There is not a supply constraint currently at Westhoughton. SP Electricity North West (SP-ENW) have advised on where additional supply will be needed which is reflected in the Infrastructure Delivery Plan. SP-ENW assess demands on network capacity regularly and advises on planned work and necessary interventions every 2 years. Further discussions will need to take place with SP-ENW on the supply and cabling routes at the planning application stage.

Gas

2.4.3 Cadent Gas have gas pipelines on site and adjacent to the site all easements and restrictions will be adhered to.

Water supply

2.4.4 United Utilities have completed a pre-planning enquiry for the development and anticipate that the proposed development can be supplied from the existing water main located approximately 1.3 km to the north west of the site. An application for additional modelling will need be submitted to United Utilities as the scheme progresses. In particular, the required reinforcements will be investigated to ensure the mains are sized sufficiently for the proposed development. All new water main routes will be planned to ensure minimum disruption to existing and proposed trees. They will also be coordinated with United Utilities and the proposed development programme to avoid delays and ensure suitably timed provision.

Sewerage

2.4.5 In terms of sewerage, a comprehensive drainage strategy will be required and agreed with United Utilities and will be implemented in phases as the site is developed. As part of this drainage strategy, anticipated peak foul discharge rates will need to be modelled, and a capacity check enquiry will confirm the capability of the existing sewerage infrastructure to accommodate the proposed flow from the development. In the event that there is not sufficient capacity,

strategic reinforcement works by United Utilities will ensure that sufficient capacity is provided.

Telecommunications and digital infrastructure

2.4.6 There are existing Openreach overhead and underground cables on the site, plus Virgin Media and Vodaphone underground cables.

2.4.7 Disconnections and diversions will take place as necessary with cover for existing users of services maintained. New connections will be co-ordinated with Openreach and will be served by the local Exchange at Hindley with fibre networks that will supply superfast broadband.

3. Environmental assessment

3.1 Recreation

3.1.1 The Wigan Borough Open Space Report (2025) identifies a number of areas of open space within the site allocation boundary. This includes Leyland Park, Hindley Juniors Football Club, semi / natural greenspace at Barlow's Farm and at Close Lane Farm, and part of the amenity greenspace that runs from Park Road to Leigh Road.

3.1.2 The Open Space Report observes that both Hindley and Hindley Green have a large shortfall in natural / semi-natural green space (-5.39 and -6.47 hectares per 1,000 population respectively) and a smaller deficit in amenity greenspace (-0.48 and -0.50 hectares per 1,000 population respectively). Both Wards also have a shortfall in park and garden provision (0.25 and 0.48 hectares per 1,000 population respectively).

3.1.3 The Wigan Borough Playing Pitch and Outdoor Sports Strategy (PPOSS) – Strategy and Action Plan Report (September 2025) provides a number of scenarios as a guide to show the potential additional demand for pitch sports that could be generated from housing growth in Wigan, including for each of the proposed site allocations.

3.1.4 Assuming an occupancy rating of 2.44 people per household (based on a national average), the PPOSS Strategy and Action Plan estimates that a development of 2,000 homes at South Hindley would generate an additional 4,880 people, which would equate to an additional demand for 8.28 pitches.

3.1.5 Informed by this, the development will need to contribute accordingly to meeting the needs of open space, sport and recreation provision in the locality in accordance with proposed policy PE5. The proposed allocation policy seeks to enhance Leyland Park, provide / enhance sports, open space and recreational provision and create an east-west linear landscape feature.

3.2 Landscape

3.2.1 As set out in the Greater Manchester Landscape Character Assessment (2018), the proposed allocation is within the Wigan Flashes landscape character area and identified as landscape character type 'reclaimed land/wetlands'.

3.2.2 The assessment identifies that the overall sensitivity of this landscape type is moderate for 2-3 storey high residential development and

moderate for commercial development. This is a rural landscape but one which remains influenced by its industrial legacy and proximity to surrounding urban and industrial areas, which is evident at this proposed allocation given the proximity of Hindley to the north and a large employment area to the south-east.

3.2.3 The environmental impact assessment for the refreshed application considers how the proposed South Hindley development would affect landscape character and visual amenity during construction and when complete. It considers changes to local character areas, site-specific features, and views from residential, recreational, and transport receptors.

3.2.4 During construction, temporary moderate to minor adverse effects are expected on landscape elements and local character areas. Visual impacts will arise from site clearance, earthworks, compounds, lighting and vehicle movements. Residents near the northern boundary, farmsteads and users of Leyland Park and public footpaths will experience moderate to major adverse effects, while impacts on business parks and nature reserves will be minor adverse. Mitigation includes controlled lighting schemes and pollution prevention measures within the Construction Environmental Management Plan (CEMP).

3.2.5 Upon completion, the development will obviously lead to a permanently altered landscape. After 15 years, with vegetation matured and mitigation implemented (a Habitat Management and Maintenance Plan and a Landscape & Ecological Management Plan), the effects on landscape character will shift to moderate beneficial, through improvements to connectivity and green infrastructure. However, visual impacts for nearby residents and footpath users remain moderate to major adverse, while effects on distant receptors reduce to minor or negligible.

3.2.6 Cumulative impacts with the North Leigh scheme were assessed and are considered limited, with only minor visual changes for southern receptors due to partial visibility softened by vegetation. No significant cumulative landscape effects are anticipated.

3.3 Ecology and biodiversity

3.3.1 The environmental impact assessment for the refreshed application considers potential impacts on designated sites, habitats and species within and around the South Hindley site. Surveys confirmed the presence of great crested newts in ponds on the site, low bat activity, and common breeding birds. The site includes three Sites of

Biological Importance (SBIs) and is near the Low Hall Local Nature Reserve and Amberswood Common SBI, both of which are now part of the Flashes of Wigan and Leigh National Nature Reserve, as well as Bryn Marsh & Ince Moss SSSI. Given the presence of SBI's within the site boundary, parts of the site are identified in the Greater Manchester Local Nature Recovery Strategy as within the Nature Network. The proposed allocation is also within an Impact Risk Zone for Sites of Special Scientific Interest and as such will need to be delivered in line with relevant proposed policies in the Local Plan and national policy, in order to mitigate any identified risks.

3.3.2 During the construction phases, minor to moderate adverse effects would be anticipated due to habitat loss, dust, light pollution and disturbance. These impacts affect SBIs, ponds, scrub, woodland and species such as amphibians, bats, birds, hedgehogs and water voles.

3.3.3 Mitigation is proposed for these impacts and will include a Construction Environmental Management Plan (CEMP), with dust and litter controls, sensitive working practices for protected species and robust drainage strategies to manage runoff.

3.3.4 Once complete, during the operational phase of the development, increased human activity will be introduced. This is assessed as causing minor adverse effects on nearby SBIs and SSSIs through disturbance.

3.3.5 There are however, further mitigation measures proposed, such as a Habitat Management and Maintenance Plan (HMMP), Biodiversity Net Gain (BNG) through habitat creation and enhancement and ecological enhancement strategies which will ultimately result in minor beneficial effects for retained habitats and species. Protected species impacts (e.g., great crested newts) will be managed via licensing and habitat compensation.

3.3.6 Only the adjacent North Leigh scheme was considered for cumulative impacts. With proposed mitigation (CEMP, HMMP, Natural England licensing), no significant cumulative effects are expected.

3.3.7 In conclusion, therefore, the evidence presented in the EIA shows that the proposed allocation is suitable for development in ecological terms.

3.4 Habitats Regulation Assessment

3.4.1 The proposed site allocation has been considered in the Habitats Regulation Assessment carried out by the Greater Manchester

Ecology Unit. The key recommendations and mitigations suggested in the HRA are to apply the Holcroft Moss Planning Obligations Supplementary Planning Document (2025) to all relevant allocations to mitigate traffic-related nitrogen oxide pollution and ensure that collaboration takes place with United Utilities to ensure wastewater treatment capacity keeps pace with development. The HRA also concludes that the local plan contains many policies which are designed to reduce or eliminate risks to European sites, by embedding environmental safeguards, in particular policies EN1-3, EN5-7 and EN10-13.

3.5 Historic Environment Assessment

3.5.1 A Desk-Based Heritage Assessment of the site has been prepared by consultants Cotswold Archaeology, on behalf of Wigan Council, in June 2024. Informed by data collection and analysis, a site walkover, a review of aerial photographs held by Historic England, LIDAR imagery and a Level 1 historic building survey, the consultants assessed the heritage significance of known and potential heritage assets within the site, and the potential development effects (benefit and harm).

3.5.2 The assessment concludes that there are no designated assets within the study area that would experience harm as a result of the proposed development, including Hindley Conservation Area, the Grade II Listed Church of St Peter and isolated Grade II Listed Buildings to the north and south of the Site.

3.5.3 On this basis, it was concluded that the proposed development would comply within the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, and local planning policy.

3.6 Air quality

3.6.1 The environmental statement supporting the refreshed planning application includes an assessment of the likely significant effects of the proposed development on air quality. The assessment considers the effects of construction dust, construction phase traffic emissions, and operational road traffic emissions on sensitive human and ecological receptors.

3.6.2 At construction stage, the assessment identifies potential effects on air quality from the physical processes undertaken on site and the air pollution from construction phase traffic. A range of measures to minimise or prevent dust are identified, which can be implemented by a construction management plan.

3.6.3 At the completed / operational development stage, the assessment highlights that the proposed development seeks to mitigate impacts on air quality as far as possible through its design. This information is being considered as part of the planning application process.

3.7 Noise

3.7.1 Noise sources that may impact the development site, include industrial, commercial and transport related noise sources.

3.7.2 The environmental statement supporting the refreshed planning application includes an assessment of the likely significant effects of the proposed development upon noise and vibration. It identifies a range of noises sources and potential mitigation measures for both the construction and completed / operational development phases of the development. This information is being considered as part of the planning application process.

4. Social assessment

4.1 Access to local shops and services

4.1.1 As set out in policy TC13, a review has identified a substantive gap in the provision of local centres in the Hindley Green Area. The site allocation provides an opportunity to address this gap and criterion 3 of proposed policy H4 requires the delivery of a new local centre on the site, comprising a range of commercial uses and community facilities to meet local needs, in a location that is accessible by walking, wheeling and cycling to serve new residents and existing residents to the north.

4.2 Education and skills

4.2.1 Criterion 4 of the proposed site allocation policy requires the development to provide, or contribute towards the provision of, the infrastructure needed to mitigate its adverse impact including for education, in accordance with policy PE6. The level of contribution required, and whether it is for on-site or off-site provision, will be determined at the planning application stage based on evidence of need at that time.

4.2.2 In line with Places for Everyone Plan policy JP-J1(F), the development will also need to address the requirements for local training and employment as part of the construction phase.

4.3 Health

4.3.1 As with education, criterion 4 also requires the development to provide, or contribute towards the provision of health and care, as appropriate in accordance with proposed policy PE6. The level of contribution required, and whether it is for on-site or off-site provision, will be determined at the planning application stage based on evidence of need at that time.

4.3.2 Future planning applications on the site will also need to be supported, where appropriate, by a Health Impact Assessment in accordance with PfE Policy JP-P6 and proposed Local Plan Policy PE1.

4.3.3 A Health Impact Assessment will help ensure that the effects of development on both health and wellbeing are considered and responded to during the planning process. They should aim to enhance the potential positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected. This is

detailed in the Council's Planning for Health Supplementary Planning Document.

5. Deliverability

5.1 Viability

5.1.1 AspinallVerdi have undertaken a borough-wide high-level viability assessment using broad, non-site-specific assumptions. The assessment identifies value zones, based on ward boundaries and uses specific site (e.g. greenfield / brownfield / Green Belt) and scheme typologies (e.g. number of units, flats etc.) to appraise sites.

5.1.2 South Hindley is a large brownfield allocation that crosses ward boundaries. Part of the site is located in Hindley, which the viability assessment identifies as a low-value zone, and part is located in Hindley Green, which is identified as a medium–high value zone. In these zones, the assessment indicates that large-scale brownfield housing schemes may face significant viability challenges to deliver policy compliant development, but this is subject to factors such as changes in the housing market and proactive interventions that may be taken to support the delivery of affordable and other housing. There are variations in value within individual wards and site-specific factors and costs vary and therefore significant variation from this high-level work should be expected.

5.1.3 Over the last few years, the council has been working on alternative funding and delivery routes for this site and has an agreement in place with Homes England to support the delivery of South Hindley, which the outline planning permission would help unlock.

5.1.4 This agreement would see Homes England act as a delivery agent to:

- Take a lead or support a master developer on the assembly of land at the site
- Address the coordination failure and deliver the development necessary to fund and deliver the full link road; and
- Co-ordinate and manage the delivery of the common and communal infrastructure over the proposed development area to create serviced development plots that will be sold to housebuilders and built out in accordance with the site masterplan.

5.1.5 It is envisaged that the council and Homes England would work in partnership, alongside Peel, to assemble and deliver the site to the market. This partnership should give more certainty to future deliverability and viability of the scheme and wider related infrastructure.

5.2 Phasing

5.2.1 South Hindley will be a major contributor to the supply of new housing in the borough through to 2039. Given its scale, the site is likely to be delivered in multiple phases, which must all align with a comprehensive masterplan, including a proportionate contribution to the infrastructure and land remediation needed to support the development as a whole.

5.2.2 Development will need to be in accordance with a phasing plan that robustly demonstrates that the infrastructure necessary to accommodate the development is funded and programmed so as to align with the phased delivery of new homes. This includes but is not limited to other road infrastructure, flood risk management, health and care, education, community facilities, open space, sport and recreation and affordable housing.

5.3 Indicative concept plan

5.3.1 A concept plan prepared by the council is included below. This provides a spatial representation of the allocation policy and shows an indicative layout of the potential development of the site, including the alignment of the link road from A58 Liverpool Road to A578 Leigh Road, around 2,000 homes, a linear landscape corridor and other green infrastructure, and locations for a potential local centre and primary school.

