Wigan Council

Wigan Borough Local Plan

Topic Paper 4: Transport

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

Section	
3.1.65	Factual update on the M58 Link Road
3.1.71	Factual update on the Wigan-Hindley Link Road
3.1.84	Factual update on the Gibfield Park Way – Park Avenue Connection
3.1.91	Factual update on the Lane Head South Relief Road (deletion of text)

1. Introduction

1.1.1 This is one of 7 Topic Papers each one relating directly to one of the 7 policy chapters in the Draft Wigan Borough Local Plan. This is Topic Paper 4 on Transport.

1.1.2 The topic papers distil the evidence base that has been collated and, where applicable, commissioned to support the Local Plan, and set out the key messages to help demonstrate that the plan meets the tests of soundness in a proportionate way, specifically that it has been positively prepared, is justified and appropriate, is deliverable and effective, and is consistent with national policy and relevant strategic policies for the area, as set out in paragraphs 35 and 36 of the National Planning Policy Framework (December 2023).

1.1.3 It starts with the planning policy context for Transport and identifies the policy requirements for the Local Plan to address, before focusing on more depth of each of those policy requirements.

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

2. The planning policy context for Transport

2.1 The National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) was updated in August 2026. However, the Local Plan is being reviewed against the NPPF December 2023 version due to a criterion within the transitional arrangements surrounding the Places for Everyone plan.

2.1.2 Where relevant, material consideration has been given to the December 2024 version of the NPPF when preparing the Transport policies outlined in Section 3, particularly where the changes made relate primarily to development management. The August 2026 version was published too late to be considered in our topic papers, or to inform content in the Local Plan.

2.1.3 The main implication for this approach on the Transport policies relates to the need to consider a vision-led approach when designing new developments and assessing their impact through the planning application process. This new approach relates to any developments that will generate a significant number of movements.

2.1.4 As the PAS Toolkit is based on the December 2024 version of the NPPF, the council has revised it to align with the December 2023 version against which the Local Plan will be examined. With numbering from the revised toolkit, these policy requirements and challenges are that Local Plans:

57. Should actively manage patterns of growth in support of objectives in paragraph 108. Significant development should be focused on locations which are/can be made sustainable. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas - this should be taken into account in plan-making.

58. Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.

59. Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

60. Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

61. Provide for any large-scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.

62. Recognise the importance of maintaining a national network of general aviation airfields.

63. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

64. Provide adequate overnight lorry parking facilities, taking into account any local shortages.

65. In assessing sites that may be allocated for development in plans, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and 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.

66. Development should only be prevented on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.

    It is noted that this clause has been amended in the 2024 version of the NPPF, with the word 'severe' removed.

2.1.5 We are publishing the revised version of the Local Plan Route Mapper Toolkit Part 2: Local Plan Form and Content Checklist with our response to each of these requirements separately. The remainder of this section in this Topic Paper sets out what the policy requirements are for Transport in the Wigan Borough Local Plan, including the extent that it will sit alongside the Places for Everyone (PfE) Plan and needs to meet the requirements in the NPPF.

2.2 Legislation

2.2.1 There is no specific legislation for planning policy in this topic area.

2.3 Planning Practice Guidance

2.3.1 Planning Practice Guidance is an online resource that is updated on an ongoing basis as needed. There are two sets of guidance which have been prepared in relation to Transport: Transport evidence bases in planning making and decision making, which was published in March 2015, and Travel Plans, Transport Assessments and Statements which was published in March 2014.

Transport evidence bases in plan making and decision taking

Why establish a transport evidence base for Local Plans?

2.3.2 Local planning authorities should assess transport implications in developing or updating their Local Plan to create a robust transport evidence base. This can facilitate approval, reduce costs, and reduce burden on the public purse and private sector. It should encourage sustainable transport usage and highlight infrastructure requirements (Paragraph: 001 Reference ID: 54-001-20141010).

What is the purpose of a transport evidence base to support the Local Plan?

2.3.3 A strong evidence base can assess the transport impacts of existing and proposed development, inform sustainable transport approaches, and improve sustainability, accessibility, health, economic vitality, public understanding, whilst supporting and delivering transport infrastructure that conforms to the Local Plan (Paragraph: 002 Reference ID: 54-002-20141010).

What key issues should be considered in developing the transport evidence base to support the Local Plan?

2.3.4 The key issues to be considered include the need to assess the current situation and future trips, considering economic, social, and environmental impacts; support sustainable development patterns, promote travel reduction, prioritize alternative modes, consider cumulative impacts, assess transport infrastructure quality and capacity, and identify short, medium, and long-term transport proposals. The outcome could include assessing alternative allocations or mitigation measures to improve sustainability and deliverability of proposed land allocations, ensuring compliance with national policy (Paragraph: 003 Reference ID: 54-003-20141010).

What baseline information should inform a transport assessment of a Local Plan?

2.3.5 The transport assessment should address current issues affecting all modes and freight, including accessibility, congestion, mobility, safety, pollution, affordability, and carbon reduction. It should identify potential solutions and gaps in networks, identify proposed land allocations and development corridors, and support sustainable transport patterns. The assessment should be produced at a Local Plan level in partnership with relevant authorities, transport providers, and stakeholders. It may cover an area wider than the Local Plan initially, similar to the Strategic Housing Market Assessment (Paragraph: 005 Reference ID: 54-005-20141010).

How should the impact of land allocations be considered in assessing the transport implications of Local Plans?

2.3.6 An estimate of person trips for all types of transport is required, agreed with the relevant highway authorities (if necessary) using appropriate databases or methodologies. Once initial potential allocations are determined, an assessment of the impacts can be initiated. Information required includes location plans, description of land uses, scale of development, site area, likely access to existing

transport infrastructure, parking strategy, development phasing, and potential for sustainable transport provision (Paragraph: 008 Reference ID: 54-008-20141010).

Over how long a period should the assessment of the transport impact of the Local Plan cover?

2.3.7 The assessment should ideally cover the period of the Local Plan, taking into account all the changes and improvements in, for example, technology and behaviour that is likely to happen in that time (Paragraph: 011 Reference ID: 54-011-20141010).

Travel Plans, Transport Assessments and Statements

Overarching principles on Travel Plans, Transport Assessments and Statements

2.3.8 This guidance relates only to Travel Plans, Transport Assessments and Statements in relation to decision-taking. It may also be useful in plan-making if local planning authorities are of the view that Transport Assessments can beneficially inform their Local Plans (for example, in order to facilitate the use of sustainable modes of transport) (Paragraph: 001 Reference ID: 42-001-20140306).

Why are Travel Plans, Transport Assessments and Statements important?

2.3.9 Travel Plans, Transport Assessments and Statements can promote sustainable travel, reduce traffic, reduce carbon emissions, create inclusive communities, improve health, and reduce road safety. They support national planning policy, focusing on sustainable growth patterns and sustainable development. They can also improve town centre parking. Local planning authorities and developers should consider the wider benefits, such as promoting district attractiveness and releasing land for development (Paragraph: 006 Reference ID: 42-006-20140306).

2.4 Land Use Framework for England

2.4.1 In March 2026, the Government published England's first Land Use Framework, which provides an evidence-led national context for more consistent and joined-up decisions about land to support housing and infrastructure delivery, maintain food production, restore nature and build climate resilience.

2.4.2 The framework is not intended to prescribe land uses in specific locations or form part of planning policy; instead, it sets a national vision, principles and actions that reinforce the approach to our Local Plan Policies in supporting multifunctional land use supported by

new transport infrastructure and safe highway design, which also encourages sustainable travel where possible.

2.4.3 The Land Use Framework concludes that England has enough land to meet key national needs - housing, domestic food production, nature recovery and clean power - and that these should not be treated as "competing demands." This is, however, conditional on using land more strategically and efficiently (including multifunctional use) supported by better data and strategic planning.

2.5 Development plan documents that will be replaced by the Local Plan, on adoption

The Replacement Unitary Development Plan (2006)

2.5.1 The Replacement Unitary Development Plan (UDP) was adopted in 2006 but many policies within it were replaced by policies in the Local Plan Core Strategy when it was adopted in September 2013 – see Appendix A of the Core Strategy for details. Those policies are shown crossed out in the contents list in the version of the UDP on the council's website.

2.5.2 Remaining policies on transport in the UDP are:

Policy A1G-Physical Improvements to Bus Network:

2.5.3 This policy refers to the development of bus routes as part of Quality Bus Corridors, which were shown on the policies map. The equivalent to these currently are a feature of the Local Transport Plan Delivery Plan rather than Local Plan policies and policy map content.

Policy A1H-Leigh, Ellenbrook, Manchester Public Transport Corridor

2.5.4 This policy safeguarded land for the guided busway between Leigh and Ellenbrook. The guided busway opened in 2016.

Policy A1J-Rail Infrastructure

2.5.5 This policy identified the need for a new rail station at Golborne. This now has planning consent and work is expected to begin on-site in 2026.

A1K-Integration of Wigan Rail Stations

2.5.6 This policy sought the integration of Wigan North Western and Wigan Wallgate stations, which were poorly connected despite serving key local and national rail services. This has gained traction

more recently, initially as part of proposals for HS2 and now as part of regeneration priorities for the town centre, with scope for related housing and commercial development.

Policy A1M-Freight-New Development

2.5.7 This policy covered proposals that generate freight, requiring them to have suitable access to the Strategic Route Network to avoid congestion and safety issues. Rail freight was encouraged.

Policy A1N-Strategic Route Network

2.5.8 This policy identified the Strategic Route Network (SRN), which includes the Borough's main arterial roads linking key settlements and supporting high traffic volumes.

Policy A1P-Major Highway Schemes

2.5.9 This policy safeguarded land for two major road schemes: the Westwood Park/Town Centre Link Road, to upgrade Chapel Lane and Poolstock Lane to connect the town centre to Westwood Park; and the Wigan Inner Relief Road West, which linked the A49 at Saddle Junction to New Market Street, to complete the town's inner ring road. The Westwood Park/Town Centre Link Road has been constructed and is now known as the A49 Westwood Way. There are now no plans to progress the Wigan Inner Relief Road West.

Policy A1S-Parking in New Development

2.5.10 This policy sets out the parking requirements for new developments including minimum standards for cycle and motorcycle parking and car parking for disabled people, and maximum standards for general car parking, with criteria for when those standards would not need to be met. The parking standards were set out in an appendix to the policy.

2.5.11 These policies will be deleted on adoption of the Wigan Borough Local Plan. They are listed in Appendix 4 to the Local Plan with details of what policies will replace them, as applicable.

The Local Plan Core Strategy (2013)

2.5.12 The Local Plan Core Strategy was adopted in 2013. Some policies, and a part of one policy, within it were replaced by policies in the Places for Everyone (PfE) Plan when it was adopted in March 2024 - see Appendix A of the Places for Everyone Plan for details. Those policies are shown crossed out in the version of the Core Strategy on the council's website.

2.5.13 **Policy CP7 'Accessibility'** remains in the Local Plan Core Strategy. This policy details how the Council will aim to deliver major transport infrastructure, promote accessibility, improve bus and rail opportunities, maximise road network capacity and push for better sustainable modes of transport such as walking and cycling. It also covers accessibility for all, travel planning, EV support, and the implementation of the Wigan Borough Transport Strategy.

2.5.14 This policy will be deleted on adoption of the Wigan Borough Local Plan. It is listed within Appendix 4 to the Local Plan with details of how it will be replaced.

2.6 Supplementary Planning Documents and local guidance

2.6.1 There are four Supplementary Planning Documents (SPD) and a policy note that support policies on Transport, as set out below.

Travel Plans (2024)

2.6.2 The council adopted a revised Travel Plan SPD in 2024. The SPD was updated to reflect changes in guidance on the preparation of Travel Plans, and to establish a new approach to the Travel Plan process for residential development.

2.6.3 A Travel Plan lays out the strategy for managing travel to and from a site and is an effective tool to increase its accessibility, particularly by walking, wheeling and cycling and public transport. Travel plans form part of the planning application process and sit alongside Transport Assessments and Statements.

2.6.4 The overall objective of the SPD is to provide guidance on the importance of travel plans, to provide thresholds for when a Travel Plan is required and to outline the process for completing residential, workplace and bespoke Travel Plans. The SPD also includes details on the developer contributions required for the monitoring and evaluation of Travel Plans.

Development and Air Quality (2021)

2.6.5 This SPD sets out the requirements and guidance for developers to manage and mitigate the air quality impacts of their projects, including the requirement for electric vehicle charging infrastructure. The document explains how developers should assess the impact on air quality and what measures are required, in line with both national and local planning policies. It supplements policy CP17 Environmental Protection from the Local Plan Core Strategy (2013).

Residential Design Guide (2006)

2.6.6 The Residential Design Guide was prepared with the aim of improving the quality of submissions for planning approval to achieve better quality developments, and to raise general awareness of the value of good design and how it can be achieved. In relation to transport, the guide provides applicants with guidelines on public transport and parking. This SPD is also covered within the 'Places' topic paper.

Access for all (2006)

2.6.7 Wigan's Access for All SPD was adopted in September 2006. It establishes a clear inclusive-design framework for the borough to achieve access for all. It aligns with national standards (most notably Part M of the Building Regulations) and requires developers to embed accessibility from the earliest planning stages.

2.6.8 The contents of this SPD are covered in greater detail as part of the Places Topic Paper given its focus on ensuring inclusive access is incorporated at the earliest stages of the design process and placemaking.

Policy Note: Car Parking Standards for New Development (2023)

2.6.9 This policy note was adopted in March 2023 to update the Council's approach to parking standards following revisions to the NPPF. This focused on removing the requirements for 'maximum' standards which were required part of policy A1S. The criteria for assessing departures away from the standards set out in A1S were also updated as part of the policy note.

2.6.10 The policy note also provided an update to the residential parking standards for 3- and 4-bedrooms dwellings. These requirements superseded the requirements for these dwelling types set out in Policy A1S. All other parking standards remained as set out in A1S on adoption of the policy note. The policy note also provided specific guidance on the design and layout of parking spaces for residential dwellings which was not included in policy A1S.

2.6.11 The adoption of the policy note resulted in two policy positions for the council with A1S standards relevant to the majority of the developments and the policy note outlining the approach to determining the level of parking and providing standards for some residential dwellings.

2.6.12 Both policy A1S and the policy note will be superseded following the adoption of the Local Plan. This will remove the confusion created by having two separate policies relating to parking.

2.7 Neighbourhood plans

2.7.1 There are Neighbourhood Plans for Standish (2019), Golborne and Lowton West (2023) and Abram (2025) and each one has content on transport.

Standish Neighbourhood Plan

2.7.2 The Standish Neighbourhood Plan has 4 policies on transport.

Policy T1: Provision of Enhanced Footpaths, Bridleways and Cycle Paths in and Around Standish

2.7.3 This policy has a focus on ensuring access by active travel is supported and enhanced in the design of new developments.

Policy T2: Protecting the Route of 'The Standish Loop'

2.7.4 This policy details the need for the existing vehicle free circular route 'The Standish Loop' to be protected from development and enhanced and linked where necessary.

Policy T3: New Developments to Provide for Footpaths and/or Bridleways into the Village Centre

2.7.5 Policy T3 of the Neighbourhood Plan focuses on ensuring access by active travel is supported and enhanced in the design of new developments. New development will be required to include new active travel routes and linkages to the village centre where possible.

Policy T4: New Business/Retail Developments to Provide Car Parking for Public Use

2.7.6 Policy T4 of the Standish Neighbourhood Plan details the need for new applications for retail / business premises within 400m of the Standish crossroads, of greater than 200sqm total floor area to be supported with parking provisions. These provisions should be in line with the council's parking standards.

Policy T5: Car Parking in the Village Centre

2.7.7 Policy T5 of the Standish Neighbourhood details the requirements for new car parking in the village centre. This ensures a balanced approach to parking can be considered when designing parking within Standish.

Golborne and Lowton West Neighbourhood Plan

2.7.8 The Golborne and Lowton West Neighbourhood Plan has 4 policies relating to transport.

Policy GLW-R2: Industry, Storage and Distribution

2.7.9 Policy GLW-R2 details the need for development under Use Class B2 and B8 to be supported within Stone Cross Park. The policy details the requirements to be considered for these developments such as highway capacity, HGVs, traffic generation and provisions of opportunities for active and sustainable travel.

Policy GLW-R6: Railway Station Goods Yard

2.7.10 This policy details the need for the railway station goods yard and adjacent land to be protected in support of the Golborne railway station reopening in the future.

Policy GLW-D1: Sustainable Design

2.7.11 This policy details requirements that new development must consider. The criteria includes the need for street design, boundary treatments, priority of pedestrians and cyclists. The policy aims to ensure that new developments are designed to remove any barriers to sustainability.

Policy GLW-I1: Sustainable Travel

2.7.12 This policy ensures new developments are designed to maximise active travel and accessibility. New developments will need to be supported by a range of transport options which are proportionate to the scale and nature of the scheme. It details the need to provide appropriate parking facilities for both cycles and cars, which includes electric vehicle charging infrastructure.

Abram Neighbourhood Plan

2.7.13 The Abram Neighbourhood Plan has one policy relating to transport.

Policy TM1: Transport and Movement

2.7.14 The policy TM1 details the need for new developments to consider layouts that prioritises pedestrian safety and convenience. It also requires new dwellings to provide secure and covered storage for cycles, with further facilities for shower and changing required in employment sites. Car parking should also be provided in new developments.

2.8 The Places for Everyone Plan

2.8.1 The PfE Plan was adopted in March 2024. It is the strategic plan for Greater Manchester, not including Stockport but including the other 8 districts alongside Wigan Borough. On adoption, the Local Plan will sit alongside the PfE Plan as part of the development plan for the borough. The Local Plan has been developed to be consistent with the PfE Plan and, consequently, in line with the December 2023 version of the NPPF.

2.8.2 The PfE Plan has a mix of strategic and detailed policies. It has 9 policies on Transport, the key elements of which are set out below.

Policy JP-Strat 8: Wigan-Bolton Growth Corridor

2.8.3 This policy outlines how the Wigan-Bolton Growth Corridor will deliver a regionally significant area of economic and residential development. New highway infrastructure is intended to connect Junction 26 of the M6 and Junction 5 of the M61. Measures to improve the provision of bus services and to increase the use of rail lines are also planned. These proposals include consideration of a Wigan to Bolton Quality Bus Transit corridor, the conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line. There is an accompanying key diagram showing the Wigan-Bolton Growth Corridor.

Policy JP-Strat 10: Manchester Airport

2.8.4 This policy details the need to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. It focuses on how improving accessibility to the airport will unlock further opportunities for development in the surrounding area.

Policy JP-Strat 14: A Sustainable and Integrated Transport Network

2.8.5 This policy outlines the goal to achieve 50% of daily trips to be made by public transport, cycling or walking, especially for short neighbourhood journeys. It details the requirement for major local investment in high-quality, frequent, reliable and easily accessible public transport. This should work alongside national and regional projects such as Northern Powerhouse Rail.

2.8.6 This policy also outlines the need for a larger and better integrated rapid transit network, which includes bus, Metrolink and rail. These proposals should be developed alongside new housing and development focused on transport hubs where appropriate.

2.8.7 The policy also covers details around smart ticketing and higher-density development.

Policy JP-C1: An Integrated Network

2.8.8 This policy aims to deliver a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes of transport.

2.8.9 It also hopes to use transport to promote social inclusion, support economic growth and improve air quality through the reduction of carbon emissions.

2.8.10 A key aspect is the need for development and transport investment to fully consider the needs of all people by following the hierarchy of road users. This is inline and supported by Rule 8 of the Highway Code (adopted January 2022).

Policy JP-C3: Public Transport

2.8.11 The strategy for improving public transport focuses on a series of coordinated measures. These include creating stronger links to other major cities through high-speed rail, particularly via Northern Powerhouse Rail, and tackling capacity constraints in Manchester city centre to boost reliability and resilience across both light and heavy rail networks.

2.8.12 Public transport routes and services will be enhanced to key destinations such as the City Centre, the wider Core Growth Area, and Manchester Airport. There will be a push for better integration between different transport modes, stronger connections between town centres and major sites, and upgrades to important sections of the strategic network.

2.8.13 Investment will also go into building more, higher-quality stations and interchanges with the capacity to handle demand while improving connections between modes. Finally, access to rapid transit will be expanded, with solutions to make the first and last parts of journeys easier and more efficient.

Policy JP-C4: The Strategic Road Network

2.8.14 This policy details the need to collaborate effectively with key transport bodies such as the Department of Transport, National Highways, Transport for the North, and Transport for Greater Manchester. A cohesive approach will allow for effective and coordinated improvements to the Strategic Road Network (SRN) when delivering schemes.

2.8.15 Coordination between all key stakeholders is required to ensure site masterplans and planning applications are aligned with relevant policies and guidance.

Policy JP-C5: Streets for All

2.8.16 This policy seeks to ensure that streets are able to fulfil their roles as effective transport corridors for both movement and user experience. It will ensure an inclusive and accessible approach to design, which aids those with reduced mobility or accessibility impairments.

2.8.17 Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

2.8.18 Streets will also be a place to socialise, rest and play, with supported access to amenities such as cycle parking and high-quality public transport opportunities. Appropriate facilities for servicing and deliveries will also be required as part of this policy, alongside efforts to reduce emissions and pollution of any kind. This can be done through tools such as vehicle charging infrastructure and advanced traffic signals technology. Any new infrastructure should minimise the negative effects of vehicle traffic on the highway network.

JP-C6: Walking and Cycling

2.8.19 This policy details how development and infrastructure should help deliver a higher proportion of journeys by walking and cycling. The measures outlined include safe, attractive and integrated walking and cycling infrastructure with references to national and local design guides.

2.8.20 Routes should be designed to be direct, navigable and integrated with public transport networks. Blue and green infrastructure such as canals, parks, and recreation grounds will be used and enhanced to provide attractive, accessible routes that encourage more people to walk and cycle.

2.8.21 All opportunities should be explored to create active neighbourhoods, which are more permeable to promote walking and cycling, and disincentivise the use of private cars.

2.8.22 Separate spaces for walking and cycling (where appropriate) should be designed into new developments and infrastructure, with dedicated crossings provided, especially at large junctions.

Policy JP-C7: Freight and Logistics

2.8.23 The plan aims to make freight transport more efficient and sustainable by safeguarding existing rail and water-connected sites and infrastructure.

2.8.24 Provision will be made for overnight parking and rest areas for HGV drivers where demand and location make it suitable. New developments will also be expected to include appropriate arrangements for deliveries and servicing that prioritise road safety, minimise congestion, and reduce environmental impacts, in line with policy JP-C8.

Policy JP-C8: Transport Requirements of New Development

2.8.25 This policy outlines the requirements for new developments to be located and designed to encourage sustainable travel like walking, wheeling cycling and public transport use. The aim of this approach is to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

2.8.26 This will be achieved by requiring proposals for new developments to consider the connectivity and permeability of sites in their design and masterplanning process. This should include consideration of the public transport accessibility, parking, access and servicing and construction management. For large developments, Transport Assessments should be prepared to ensure these elements are considered at the earliest opportunity.

2.8.27 Above all, this policy outlines that a holistic approach is required to ensure that all new developments are cohesive, well designed and support access for all.

Evidence Base

The Places for Everyone Plan Strategic Transport Model

2.8.28 The purpose of the PfE Plan Strategic Transport Model was to assess whether the proposed distribution of housing and employment growth across the remaining nine Greater Manchester council areas could be accommodated on the transport network, and to identify the mitigation required to support sustainable growth.

2.8.29 The model drew upon the Greater Manchester transport modelling framework used by Transport for Greater Manchester (TfGM) and was aligned with the Greater Manchester Transport Strategy 2040. This transport evidence base evaluated highway and public transport networks up to 2037, to ensure strategic site allocations integrate

cleanly with regional infrastructure, including the Bee Network integration.

2.8.30 Systra led the assessment and mitigation of transport impacts arising from development proposals within the PfE Plan. A series of 'Locality Assessments' were developed for each allocation which sought to identify the potential impact of development and how these impacts could be mitigated where they were deemed to adversely impact on the operation of the highway network. For each allocation, necessary and supporting multi-modal interventions were identified to mitigate the impact to a position of nil detriment.

2.8.31 Systra was commissioned by Wigan Council to undertake a review of its Local Plan and compliance with the PfE Plan transport model through the preparation of a Strategic Technical Note.

2.8.32 This review concluded that the emerging Wigan Local Plan strategy and proposed site allocations are broadly consistent with the assumptions and outcomes of the PfE Strategic Transport Model. The assessment confirmed that the scale and distribution of development proposed within the borough had been appropriately represented within the PfE Plan evidence base, and that the identified strategic transport interventions provide an appropriate framework for accommodating forecast growth.

2.8.33 This review also found no material transport-related issues that would undermine the soundness of the Local Plan, subject to the continued delivery of the committed transport infrastructure, sustainable travel measures, and site-specific mitigation identified through the PfE Locality Assessments, and subsequent transport evidence.

2.8.34 The 2026 Transport Evidence Review Note has been published online alongside this topic paper.

2.8.35 Our position on being able to rely on the PfE Plan Strategic Transport Model is further evidenced by the treatment of the four jobs sites in the Green Belt that featured in the Initial Draft Local Plan but we are now not proceeding with in the Local Plan. Given that these sites were large-scale proposals that fell outside, and differed materially from, the land supply assumptions embedded within the PfE Plan evidence base, bespoke transport evidence was required. Accordingly, work was commenced on preparing Preliminary Transport Assessments and other supporting technical work to assess their specific impacts prior to them being removed from the Local Plan.

2.8.36 The need for such site-specific assessment in these circumstances further illustrates that, where development proposals align with the assumptions tested through the PfE Plan process, the Strategic Transport Model provides an appropriate and proportionate basis for assessment and where it does not bespoke evidence will be prepared.

2.9 The policy requirements for Transport in the Wigan Borough Local Plan

2.9.1 Planning Practice Guidance is clear that transport assessments should be undertaken on Local Plan proposals. The housing numbers and land supply were tested as part of the PfE Plan. While the land supply sites has altered slightly since then, there has been no uplift in the housing numbers within the Local Plan. As such, nearly all of the land supply for the Local Plan was modelled and assessed as part of preparation of the PfE Plan.

2.9.2 In light of the previous assessment work, a new borough wide transport model has not been prepared as part of the assessment for the Local Plan.

2.9.3 The PfE Plan provides a comprehensive suite of policies on transport covering all modes in some detail, so there is not a lot of content needed in the transport chapter within the Local Plan. There are little bits arising from the PfE Plan that need policies map content, and from existing UDP policies too on transport schemes. There is more policy details needed on transport requirements of new development, including in support of our Travel Plans SPD. There is also a need to update and replace the parking policy in the UDP and provide policy on the development requirements around airports in the region.

2.9.4 The transport policies outlined below, therefore, have been developed to be complementary to the PfE plan without duplicating policies already covered, to replace existing plan policies where needed, and to fill policy gaps, where considered necessary and warranted:

- T1: Safeguarding future transport priorities
- T2: Determining the transport implications for new developments
- T3: Parking provision at new developments
- T4: Design and layout of parking
- T5: Aerodrome safeguarding (Manchester and Liverpool Airports)

3. Our Transport policies

3.1 Safeguarding future transport priorities

The proposed policy

3.1.1 Policy T1 covers Safeguarding future transport priorities.

3.1.2 New development will not be supported by the council if it would prejudice the delivery of our future transport priorities which have been identified through the Greater Manchester Local Transport Plan and the Wigan Borough Transport Strategy processes, as set out below and shown on the Policies Map:

1. Wigan Station Gateway
2. Golborne Station
3. Improved Infrastructure and services on the Atherton rail Line (Wigan – Manchester)
4. Improved Infrastructure and services on the Kirkby rail Line
5. Improving Rapid Transit Services in Leigh
6. M58 Link Road
7. Wigan-Hindley Link Road
8. South Hindley Link Road
9. North Leigh Park Link Road
10. Gibfield Park Way Extension
11. Gibfield Park Way – Park Avenue Connection
12. A577 and A58 Active Travel and Public Transport Improvements
13. Lane Head South Relief Road

The policy context for the proposed policy

3.1.3 This policy replaces and updates policies in UDP on station integration in Wigan and Golborne Station. It also replaces content in policy CP7 in the Local Plan Core Strategy, notably criterion 1. It also gives spatial expression through the policies map to policy JP-Strat 8 on Wigan-Bolton Growth Corridor.

3.1.4 This policy also compliments the policies outlined within the Greater Manchester Local Transport Plan and Wigan Borough Transport Strategy.

Greater Manchester Transport Strategy: 2040 and 5 Year Delivery Plan

3.1.5 The Greater Manchester Transport Strategy 2040 (GMTS2040) is an overarching transport strategy for the Geater Manchester area, which aims to develop and deliver the transport improvements up to 2040. It is also the Local Transport Plan.

3.1.6 The GMTS2040 consists of 4 key elements that form part of the overall goals and vision for the strategy. These are:

1. Supporting sustainable economic growth.
2. Protecting our environment.
3. Improving quality of life; and
4. Developing an innovative city-region.

3.1.7 The GMST2040 also provides 31 GM-Wide policies, which are detailed at the end of the document.

3.1.8 The five-year delivery plan 2021 – 2026 includes a list of transport priorities for all of GM with details provided on various schemes within Wigan. Three maps were prepared which outlined these goals as follows.

- Map 1 includes schemes which were to be delivered within the 5-year plan period.
- Map 2 includes schemes where a commitment to completing a business case for early delivery within the 5-year plan period were identified.
- Map 3 includes schemes where there was a commitment to developing options for within the 5-year plan period.

3.1.9 The M58 Link Road was included within Map 1, however it has not been delivered at this stage, which is why it has been included as a key priority within the Local Plan.

3.1.10 Although previously identified as HS2 improvements, proposals for Wigan Station Gateway were included within the proposals for Map 2. Proposals for Golborne railway station were identified in Map 1. Both have advanced and feature prominently in the list of transport interventions within the Local Plan.

3.1.11 Improvements to the Atherton Line, upgrades to the A577 and improved east-west road infrastructure were identified as Map 2 priorities in the delivery plan. As these schemes have not been fully realised the following priorities have been included in the Local Plan.

- Improved Infrastructure and services on the Atherton rail Line (Wigan – Manchester)
- Wigan-Hindley Link Road
- South Hindley Link Road
- North Leigh Park Link Road
- Gibfield Pay Way Extension
- Gibfield Park Way – Park Avenue Connection
- A577 and A58 Active Travel and Public Transport Improvements

3.1.12 Lane Head Improvements were identified in Map 3 of the delivery plan. That scheme is being delivered shortly but the need for a more substantial scheme to bypass Lane Head South has risen in prominence as a result of the proposals for Intermodal Logistics Park North at Parkside and Winwick lane, including within Wigan Borough. As such, the Lane Head South Relief Road has been included as one of the key transport priorities for the borough.

Greater Manchester Transport Strategy: 2050 and 10 Year Delivery Plan

3.1.13 The Greater Manchester Transport Strategy 2050 and Transport Delivery Plan (2027- 2037) are Greater Manchester's proposed new statutory Local Transport Plan (LTP) and are planned to replace the current LTP, the Greater Manchester Transport Strategy 2040. The proposed GMSTS2050 and Transport Delivery Plan (2027 – 2037) form the new GM LTP and can be seen as a continuation of the previous LTP.

3.1.14 The proposed Delivery Plan (2027 – 2037) will include a list of transport priorities for all of GM with details provided on various schemes within Wigan. Three maps were prepared which outlined these goals as follows.

- Map 1: Deliver
  - Schemes with significant funding allocated.
  - Case for Change has been made.
  - Most of these schemes will be delivered (or in delivery) before 2032.
- Map 2: Develop and Deliver
  - Future transport priorities.

- Potential to be delivered by 2037.

- Map 3: Explore and Develop
  - Longer-term transport priorities.
  - Needs further investigation and development to identify options and determine feasibility.
  - Early delivery may be possible in some cases.

3.1.15 Public consultation occurred in December 2025, with the plan expected to be adopted in early 2027.

Wigan Borough Transport Strategy (2024)

3.1.16 The Wigan Borough Transport Strategy provides the local detail on the investment priorities that we consider to be important as we seek to shape the future of our borough to enrich our communities and support people to fulfil their potential. It exists as part of a wider suite of strategies and plans which outline how we will achieve our ambitions for the borough. Specifically, the priorities and actions in the transport strategy are intended to complement, influence and reinforce our broader refreshed corporate policies. These priorities sit alongside those outlined within the PfE Plan, GMST2040 and the emerging GMST2050.

3.1.17 16 transport priorities are identified in the Transport Strategy. The ones that are more pertinent to policy T1 are as follows:

1. Wigan Station Gateway - Reconfiguration of Wigan North Western and Wallgate Rail Stations.
2. West Coast Main Line rail capacity and service improvements.
3. Wigan-Bolton east-west strategic route, which includes:
   a. The M58 Link Road.
   b. Wigan – Hindley Link Road.
   c. South Hindley.
   d. North Leigh Park.
   e. Gibfield Park Way Extension
   f. Gibfield Park Way – Park Avenue Connection; and
   g. Opportunities to improve sustainable modes of transport along the A577).
4. Lane Head South Relief Road.
5. Improving rapid transit services in Leigh.
6. Enhancing the bus network, including growing into the opportunities of bus franchising.

7. Comprehensive borough-wide local active travel network.
8. Enhanced rail service provision, broadening access to rail which includes:
    a. New Golborne Rail Station.
    b. Atherton Line improvements.
    c. Extension of Merseyrail from Kirkby to Wigan Wallgate
    d. Improving station accessibility across the borough.

3.1.18 The following section provides further details on each of the priorities outlined within the proposed policy.

Wigan Station Gateway

3.1.19 This criterion together with the related criterion in proposed policy TC2 will replace policy A1K 'Integration of Wigan Rail Stations' in the UDP.

3.1.20 The council's long-term aspiration is for a single 'Wigan Station' serving the town centre, which would replace the two separate stations existing, with a fully integrated and modern multi-modal transport hub. The design will form better connections to the public realm and access routes which surround it.

3.1.21 Beyond the rail station footprint itself, the council is committed to promoting a broader package of improvements which will make the new hub a 360 degree-facing centrepiece for transport interchange, and a central place in the town centre. It will be important to strengthen the connectivity to the site from surrounding areas and make it as seamless as possible to move between the rail station and bus services. This will enable more convenient journey interchanges. For the project to succeed it will also need to look more broadly to how the site is linked with other parts of the town centre and wider borough, including new town centre developments such as Cotton Works and Wigan Pier.

3.1.22 With the right strategic thinking and vision, the council is confident that this can lead to a long-term enhanced environment for Wigan town centre within the North West region. Acting as a centrally located transport hub, the project will benefit residents, as well as people from West Lancashire, Southport and parts of north Merseyside that will visit Wigan more often as part of their journeys.

3.1.23 This scheme is promoted by the GMTS2040 and Delivery Plan. TfGM, in conjunction with the council and the other nine GM Local Authorities are in the process of refreshing this suite of documents

with adoption expected in early 2027. This scheme will continue to be a focal point of the councils transport ambitions for the borough.

3.1.24 Wigan Station Gateway is also a key feature of the Wigan Town Centre Strategic Regeneration Framework, adopted by the council in 2019. This outlines the importance of the scheme and the critical role it plays in the redevelopment of the town centre.

3.1.25 This project has gained traction more recently, initially as part of proposals for HS2 trains to serve the town and now as part of regeneration priorities for the town centre, with scope for related housing and commercial development.

3.1.26 TfGM are in the process of preparing a Strategic Outline Case (SOC) for this work. The SOC will explore the options to link Wigan Wallgate and Wigan North Western and consider the public realm improvements which are required to unlock development in the area surrounding both stations.

3.1.27 Separate work is also underway on the potential for the land around the two stations, for commercial development and new homes. This is featured in policy TC2 on Wigan town centre.

3.1.28 TfGM, in conjunction with the council and the other nine GM Local Authorities are in the process of refreshing the GMTS2040 and Delivery Plan. Consultation on the revised GMTS and 10 year delivery plan was undertaken in late 2025, with the intention that it will be adopted as a new Local Transport Plan by the ten councils and GMCA in early 2027. A new local implementation plan for Wigan will be worked up over the coming months.

3.1.29 Wigan Station Gateway is shown on the draft Delivery Plan map 2 which shows schemes which TfGM is committed to developing the business case for over the next 10 years subject to funding and business case approval.

Golborne Station

3.1.30 This policy will replace policy A1J 'Rail Infrastructure' in the UDP.

3.1.31 The council, in conjunction with TfGM who are the lead organisation, is committed to delivering a new rail station on the West Coast Mainline at Golborne, which will be one of the first new rail stations to be opened in Greater Manchester since 1999.

3.1.32 Golborne had a station until 1967. With no direct bus, train or tram services to Manchester from this part of the borough, the new rail connection has the potential to unlock significant benefits for sustainable travel and regeneration of the town centre.

3.1.33 The Full Business Case was approved by DfT in early 2026 and construction started in August 2026. This is expected to be complete in late 2027 with the first trains stopping there in early 2028.

3.1.34 This scheme is promoted by the GMTS2040 and Delivery Plan, adopted by the council in 2021.

3.1.35 As noted above, the GMTS2040 and Delivery Plan is under review with the GMTS2050 due to be adopted in early 2027. Golborne Station is shown on the draft Delivery Plan map 1 which shows schemes TfGM is committed to delivering in the next 5 years subject to business case approval.

Improved Infrastructure and services on the Atherton Line (Wigan – Manchester)

3.1.36 The longstanding issue of congestion in central Manchester has become even more urgent since Network Rail designated the Castlefield Corridor as 'congested infrastructure' – one of only a small number of sections of railway nationally to have this designation.

3.1.37 In response to the pressing need, DfT established a Manchester Recovery Task Force (formed of representatives from the DfT, Network Rail, Northern, TransPennine Express, Transport for the North and TfGM) to identify a co-ordinated long-term service and infrastructure solution for the corridor. This resulted in the December 2022 timetable change, which reduced service provision along the Atherton Line as well as removing direct connections to central Manchester and Manchester Airport.

3.1.38 The council's firm position is that services on the Atherton Line should be returned to pre-December 2022 timetable change levels as a priority, once the necessary infrastructure is in place. This must also include the reinstatement of services to central Manchester and Manchester Airport.

3.1.39 In the future, the Atherton Line could be used to bring Metrolink style services to Leigh and Wigan using tram-train. This would require additional city centre capacity for Metrolink and/or conventional rail. Given the great difficulties of expanding the existing on-street Metrolink network, it is understood that this could require new underground Metrolink capacity (as is being explored by TfGM to deliver a step change in Regional Centre rapid transit capacity).

3.1.40 The Draft GM Rapid Transit Strategy, as noted at the Bee Network Committee on 25th July 2024, includes an option to be explored for

tram connections to Leigh. This is in addition to an option to be explored for tram-train connections to Leigh.

3.1.41 To fully explore these options, TfGM has developed a Strategic Assessment ahead of preparing a Strategic Outline Case. This has looking holistically at all the options in the corridor, including both tram and tram-train options and the consideration of options that make use of the existing busway corridor.

3.1.42 As noted above the GMTS2014 and Delivery Plan is under review. Network-wide rail service improvements including Access for All improvements at Hindley rail station are included on the draft Delivery Plan map 1 which shows schemes TfGM is committed to delivering in the next 5 years subject to business case approval. Map 2 highlights TfGM's commitment to completing the business case for the introduction of tram-train to Wigan along the Atherton Line within the next 10 years subject to funding and business case approval.

3.1.43 Improved infrastructure and services along the Atherton line and tram/tram-train connections to Leigh are focal points of the council's transport ambitions for the borough. However, due to the capacity constraints in the city centre, and in the gateway to the city centre from the west, transformational change is unlikely to be realised until the late 2030s.

Improved Infrastructure and Services on the Kirkby rail Line

3.1.44 Improving infrastructure and services on the Kirkby rail line could offer a range of benefits, improving connections between the north of the Liverpool city region, south Lancashire and the north west of the Manchester city region, by removing the need to change trains at Headbolt Lane, improving the extent, frequency and speed of services, and potentially connecting Skelmersdale effectively into the rail network, either through new lines or new interchange infrastructure.

3.1.45 Currently the line has only an hourly service which ends in early evening, and there is no Sunday service. To travel through to north Merseyside and Liverpool, an end of end change of trains is needed to a Merseyrail service, which is much more frequent. Extending the Merseyrail service into Wigan would enable that extent and frequency to be achieved on the line through to Wigan, including at Orrell and Pemberton stations.

3.1.46 This could be achieved alongside tram-train proposal on the Atherton line, potentially as through services if train technologies

allow, given the third rail operation on Merseyrail. Such an improvement could be similar to that which was seen with the extension of Merseyrail from Hooton to Chester, which has been a significant success. There would be significant transport gains even if interchange in Wigan was still needed.

3.1.47 There is an ambition in Lancashire to connect Skelmersdale into the rail network, with a proposal for a new connection off the Kirby line into Skelmersdale town centre. This would enable side-by-side interchange between Merseyrail and Wigan services. It is a challenging scheme, however, requiring as it does the negotiation of the M58 Motorway, as well as other significant constraints. A parkway station with good bus service interchange might be more feasible and would be welcomed if it improved transport connections between Skelmersdale and Wigan.

3.1.48 Improved rail services could reduce traffic on the M58 Motorway particularly at the pinch points at each end, at Switch Island and Orrell.

Improving rapid transit services in Leigh

3.1.49 It is widely recognised that Leigh is one of the largest towns without a railway station. In response to this, the council and TfGM have long-standing ambitions to improve rapid transit services in Leigh. This work began with the delivery of the guided busway and services between Leigh and Manchester and Atherton and Manchester, that opened in 2016.

3.1.50 Following on from the success of the Guided Busway, TfGM are in the process of exploring options to improve rapid transit services to/from Leigh.

3.1.51 In 2023, the Council requested that GMCA and TfGM bring forward an option and business case for the inclusion of Leigh as a Metrolink terminus. Within the Draft Greater Manchester Rapid Transit Strategy (2024), an initial sifting has been undertaken, and the Northwest of Greater Manchester (Leigh, Wigan, Bolton) was prioritised for further investigation.

3.1.52 Since then, TfGM have appointed WSP to undertake the Strategic Assessment of Transport Options, referred to in 3.1.27 above. This is being finalised ahead of preparing a Strategic Outline Case.

3.1.53 A further related study is also underway looking at the issues and opportunities between Salford Crescent station and the city centre. This is essential to whatever happens in our area as there is a need to unlock capacity, either on the heavy rail network, the Metrolink

network or both, to reduce congestion on those networks in the city centre.

3.1.54 As a minimum, and in the short term, there are opportunities to improve journey times on busway services, to enable it to run as a rapid transit service in Salford. This is being explored through bus network review.

3.1.55 Improvements would benefit a population catchment that is in an area not currently well-served by rapid transit options.

3.1.56 As noted above the GMTS2014 and Delivery Plan is under review with the GMTS2050 due to be adopted in early 2027. Improving Rapid Transit Services in Leigh is shown on the draft Delivery Plan map 2, which shows schemes which TfGM is committed to developing the business case for over the next 10 years subject to funding and business case approval.

M58 Link Road

3.1.57 The Wigan-Bolton East-West Strategic Route, between the M6 and the M61 motorways, is a longstanding strategic priority for the borough, due to the capacity limitations of the A577 and A58 route. This new route would form the infrastructure spine for Northfold, the Wigan- Bolton Growth Corridor and is identified in policy JO-Strat 8 on that corridor in the PfE Plan.

3.1.58 The M58 Link Road is the westernmost part of the proposed east-west strategic route, connecting M6 J26/M58 to the new A49 Link Road via Smithy Brook Road. The scheme includes an expansion and extension of Leopold Street and a new bridge crossing over the Wigan-Kirby railway line near to Pemberton Rail Station. Planning approval for the scheme was granted in May 2018, with a separate application for the bridge and revised junction layout at A571 Billinge Road approved in 2021. The planning application is live because it has been materially implemented.

3.1.59 The scheme was first identified as a priority scheme in the Greater Manchester Growth Fund programme in the 2013. More recently, the scheme is also promoted by the GMTS2040 and Delivery Plan, adopted by the Council in 2021.

3.1.60 The eastern section of this scheme connecting into Smithy Brook Road has been constructed by Peel / Northstone, as part of the Tulach housing development on the former Pemberton Colliery site.

3.1.61 As part of the Secretary of State's road and rail announcement on 8 July 2025, it was confirmed that a review of schemes in the Major

Road Network (MRN) and Large Local Majors (LLM) Programme would take place for those schemes which have not yet reached Outline Business Case approval stage, or where there is some other issue.

3.1.62 The councils existing LLM scheme comprises only a small part of the Wigan-Bolton East-West Strategic Route, the Wigan-Hindley Link Road. In our response to the MRN/LLM programme case review the council set out the case for the wider Wigan-Bolton East-West Strategic Route in terms of unlocking the Northfold aspirations, including housing development at scale and additional housing and growth likely due to confidence arising from a funding allocation for the Wigan-Hindley Link Road. It would also open up the ability to relieve congestion on A577 east of Wigan and open up opportunities for sustainable transport from reassigned traffic.

3.1.63 In March 2026, the DfT confirmed the scheme would not be part of the Government's MRN/LLM programme and as such a new funding source is required to deliver the scheme.

3.1.64 As noted above the GMTS2014 and Delivery Plan is under review and the M58 Link Road is shown on the draft Delivery Plan map 2 which shows schemes which TfGM is committed to developing the business case for over the next 10 years subject to funding and business case approval.

3.1.65 The council has recently submitted the M58 Link Road to the GMCA for Good Growth Funding but that bid was unsuccessful. The case for the M58 Link Road will continue to be explored, potentially including refreshing the previous business case with a renewed emphasis on the regeneration potential across Wigan Town Centre, alongside the wider economic, connectivity and growth benefits the scheme could deliver.

Wigan – Hindley Link Road

3.1.66 The Wigan – Hindley Link Road is also part of Wigan-Bolton East-West Strategic Route, between the M6 and the M61 motorways, as identified in policy JP-Strat 8 on that corridor in the PfE Plan.

3.1.67 This section connects the A49 Link Road at Westwood Park to the A58 Liverpool Road at Hindley and includes a much-needed new bridge over the West Coast Main Line and a new junction with the A573 Warrington Road.

3.1.68 The scheme is promoted by the Greater Manchester Transport Strategy 2040 and Delivery Plan, adopted by the Council in 2021. In March 2026, the scheme, 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

3.1.69 As noted above the GMTS2014 and Delivery Plan is under review. The Wigan – Hindley Link Road is shown on the draft Delivery Plan map 2 which shows schemes which TfGM is committed to developing the business case for over the next 10 years subject to funding and business case approval.

South Hindley Link Road

3.1.70 The South Hindley Link Road is also part of Wigan-Bolton East-West Strategic Route, between the M6 and the M61 motorways, as identified in policy JO-Strat 8 on that corridor in the PfE Plan.

3.1.71 This section, which connects the A58 Liverpool Road to the A578 Leigh Road, is essential for the full delivery of the South Hindley development site (policy H4). This is a major strategic development allocation within Northfold which would regenerate brownfield land, for around 2,000 new homes and new shops and services.

3.1.72 A revised and updated planning application for the development has been submitted, with determination expected in 2027. This will be a significant milestone towards the delivery of the east-west link road.

3.1.73 Further information is available in Site Allocation Assessment Report 2 on South Hindley.

North Leigh Park Link Road

3.1.74 The North Leigh Park Link Road is also part of Wigan-Bolton East-West Strategic Route, between the M6 and the M61 motorways, as identified in policy JO-Strat 8 on that corridor in the PfE Plan.

3.1.75 This section connects the A578 Leigh Road to the A579 Atherleigh Way, passing through the development site, which is planned to deliver a further 1,400 new homes in addition to the 200 already delivered.

3.1.76 The site has extant outline planning permission A/12/76665 for up to 1,800 dwellings, 51,095 sq. m of employment floorspace, open space,

a local centre and the link road. Reserved matters approval was granted for the first phase (Phase 1A) of development in September 2019, and the planning permission was lawfully implemented on 2 December 2019.

3.1.77 Further is available in Site Allocation Assessment Report 1 on North Leigh Park.

Gibfield Pay Way Extension

3.1.78 Gibfield Park Way extends northward from the Talbot roundabout junction, which also connects to the A577 and A579. Gibfield Park Way connects into North Road, Atherton, via Gibfield Park Avenue. It extends a short distance further north and provides connection to Broadleaf Drive, which serves the residential development present. It will be extended further north as part of the proposed West of Gibfield development under PfE Plan policy JPA34 and will form part of the Wigan-Bolton East-West Strategic Route.

Gibfield Park Way – Park Avenue Connection

3.1.79 The Gibfield Park Way – Park Avenue Connection is also part of Wigan-Bolton East-West Strategic Route, between the M6 and the M61 motorways, as identified in policy JO-Strat 8 on that corridor in the PfE Plan.

3.1.80 This section involves a further extension of Gibfield Park Way between the West of Gibfield strategic PfE Plan allocation site and the Lee Hall development site in Bolton. It is approximately 800 metres and includes a new bridge over the Atherton Line within Wigan Borough. A very small part of this link is in Bolton.

3.1.81 The West of Gibfield site is proposed to deliver around 500 homes and 45,500 sqm of employment floorspace and includes an extension of Gibfield Park Way northwards to facilitate the development. A planning application is anticipated in 2026.

3.1.82 The Lee Hall development in Bolton will deliver a new road from M61 Junction 5 to complete the Wigan Bolton East-West Strategic Route. We are working closely with Bolton Council, TfGM and the developer on this.

3.1.83 As noted above the GMTS2014 and Delivery Plan is under review. The Gibfield Park Way – Park Avenue Connection Link is shown on the draft Delivery Plan map 3 for GMTS2050, which shows schemes TfGM will explore options for over the next 10 years subject to funding and business case approval.

3.1.84 The council has also recently submitted the Gibfield Park Way – Park Avenue Connection to the GMCA for Good Growth Funding, with the scheme now being classified as a 'pathway' project. This is a commitment to work with the council towards delivery by 2031. However, further work is required through the Transport for City Regions assurance process to fully assess the scheme's economic case, strategic fit, and deliverability.

A577 and A58 Active Travel and Public Transport Improvements

3.1.85 The new east-west road infrastructure should result in traffic reductions on existing routes, primarily the A577 corridor that currently provides the main east-west connectivity by road. We know there are pressures along this route, including within Pemberton town centre to the west of Wigan and within Ince-in-Makerfield and Hindley town centre to the east.

3.1.86 The council has procured consultancy support to explore and develop the opportunity for improved walking, wheeling and cycling and bus services along the A577 and A58 corridors in the event the council is successful in securing funding.

3.1.87 The scheme along the A577 west of Wigan was promoted by the GMTS2040 and Delivery Plan, adopted by the council in 2021, but much of the funding was rolled forward as the potential is much less without the M58 Link Road to divert general traffic on to.

3.1.88 As noted above, the GMTS2014 and Delivery Plan is under review. The A577 and A58 Active Travel and Public Transport Improvements are shown on the draft Delivery Plan map 2 for GMTS2050, which shows schemes which TfGM is committed to developing the business case for over the next 10 years subject to funding and business case approval.

Lane Head South Relief Road

3.1.89 The Lane Head South Relief Road is needed to support the Intermodal Logistic Park North (ILP North) development that is being promoted by Tritax Big Box as an integral part of the, formerly referred to as Parkside Phase 3 and partly within Wigan Borough. Warrington Council is the highway authority at the principal site access. As a national infrastructure project, it is the subject of a Development Consent Order (DCO) application and the statutory consultation for that is now underway.

3.1.90 Stantec have been appointed by the site promoter to provide transport modelling to inform a transport assessment for the DCO application. The modelling which will assess the development traffic

impacts at a strategic level including parts of the road network operated and managed by Wigan Council, St Helens Council, Warrington Council and National Highways.

3.1.91 The transport modelling work is not yet complete, however, given the scale of development proposed the council is of the view that there is likely to be a severe impact at Lane Head South and, as such mitigation is needed in the form of the Lane Head South Relief Road. This is a new road connecting the A579 Winwick Lane to the A580 East Lancashire Road.

3.1.92 As noted above the GMTS2014 and Delivery Plan is under review. The Lane Head South Relief Road is shown on draft Delivery Plan map 3 within the draft GMTS2050, which shows schemes TfGM will explore options for over the next 10 years subject to funding and business case approval.

The integrated assessment of the Local Plan

3.1.93 The broad implications of the policy for sustainable development are set out in the matrix at appendix B of the integrated assessment (IA) of the Local Plan, against the 14 sustainability objectives established in Table 3.1 of the IA. It sets out that, as an individual policy, policy T1 is broadly positive against the housing, health and community, equality and diversity, transport, economy and town centres objectives; broadly neutral against the water, historic environment, landscape / townscape. biodiversity and geodiversity, resource efficiency and land and soil objectives; questionably neutral against the environmental quality objective; and questionably negative against the climate change objective.

3.1.94 The policy is, for the most part, a list of schemes for which land needs to be safeguarded through the Local Plan. Other policies in the plan will help ensure that environmental quality is at the core of these schemes as far as is achievable and acceptable.

3.1.95 The list of schemes does include a number of road schemes, all but one being part of the Wigan-Bolton east-west link within Wigan Borough. These are about removing traffic from the heart of communities in Pemberton, Wigan, Ince and Hindley in particular, and opening up opportunities to secure significant gains for active travel and public transport along the A577 and A58 corridors (scheme 11). There are four other public transport led schemes to offer people good alternatives to car travel.

Replacing policies currently remaining in the Local Plan Core Strategy, the Replacement Unitary Development Plan and the Policies Map

3.1.96 This policy will replace criterion 1 of Core Strategy policy CP7 'Accessibility' and UDP policies A1G through criterion 11, A1H through criterion 4, A1J through criteria 2 and 3, A1K though criterion 1 and A1P through criteria 5-10 and 12, as well as policies map content relating to those policies.

Policy map content

3.1.97 The boundaries and/or routes of the future transport priories are shown on the Policies Map.

Evidence map content

3.1.98 There is no evidence map content in relation to this policy.

The duty to cooperate

3.1.99 There is strategic cross-boundary matters related to this policy concerning surrounding highway authorities, local planning authorities and transport authorities, TfGM, GMCA, the Mayor of Greater Manchester, National Highways, Network Rail and The Office of Rail and Road.

3.1.100 The council has engaged with National Highways throughout the preparation of the Local Plan and continues to work positively with them in developing the supporting evidence. This includes the Wigan-Bolton East-West Strategic Route and the Lane Head South Relief Road due to their interface and impact on the Strategic Road Network.

3.1.101 The council has engaged with Bolton Council and GMCA on the Wigan-Bolton East-West Strategic Route as part of the NorthFold work and continues to work positively with them in developing the supporting evidence.

3.1.102 The council has engaged with Transport for Greater Manchester throughout the preparation of the Local Plan and continues to work positively with them in developing the supporting evidence base, including on our aspirations for bringing Metrolink to Leigh and improved service and infrastructure along the Atherton line.

3.1.103 The council has engaged with Warrington Council throughout the preparation of the Local Plan to discuss the Lane Head South Relief Road.

3.1.104 Warrington Council expressed no support to have the Lane Head South Relief Road located within, or part within their borough boundary and, as such, the connection between the A579 Winwick Lane and the A580 East Lancashire Road will be situated wholly within Wigan Borough.

3.1.105 The council has engaged with Lancashire County Council and West Lancashire Borough Council throughout the preparation of the Local Plan to discuss the Wigan-Bolton East-West Strategic Route. Engagement was also undertaken as part of the M58 planning permission, which was granted in 2018.

Delivering the policy

3.1.106 The 13 key transport priorities listed above will be delivered through consultation with various bodies, including TfGM, National Highways Network Rail and site promoters/developers. Funding for these schemes will be secured through various sources including the DfT's Major Road Network large Loal Majors scheme, the Transport for City Regions Fund and other funding made available through the GMCA.

3.1.107 Golborne Railway Station will be delivered through the now superseded CRSTS funding and is due to be opened in 2028. The Wigan-Hindley Link Road is rewired to be on site by March 2029 and delivered by 2032. All other schemes do not benefit from a current delivery timeframe.

3.1.108 Developers will be responsible for delivering and funding the South Hindley Link Road, the North Leigh Park Link Road and at least part of the further extension of Gibfield Park Way, as these schemes are viewed as essential in delivering those sites. The developer in conjunction with the Council and TfGM will be responsible for delivering and funding the Lane Head South Relief Road.

Summary and conclusion

3.1.109 This policy has been developed with national, regional and local policy and guidance in mind. It supports the aims and objectives of these policies and guidance by safeguarding land for the development of transport infrastructure which will support improvements to active travel while also ensuring the road network can accommodate predicated patterns of growth.

3.1.110 It has been developed in accordance with regional policy by including priorities related to the allocations outlined within the PfE Plan, as well as including schemes which reflect the aims of the GM Local Transport Plan 2040, such as the M58 Link Road.

3.1.111 The 13 transport priorities outlined within this plan also directly relate to the transport priorities outlined within the Transport Strategy which was adopted in 2024. Further details on these priorities can also be found within this document.

3.2 Determining the transport implications of new developments

The proposed policy

3.2.1 Policy T2 covers Determining the transport implications of new developments.

3.2.2 This policy outlines the requirements for transport assessments, travel plans and transport statements. It provides detailed policy including thresholds for the preparation of these documents and clearly sets out what applicants will need to demonstrate that due consideration has been given to the potential impact of the proposed development on the transport network and that any residual impacts are mitigated. Appendix 2 for the Local Plan contains the thresholds for Transport Assessments and Transport Statements. The thresholds for Travel Plans are set out within the Travel Plan SPD.

The policy context for the proposed policy

3.2.3 As noted above, policy T2 provide detail under PfE Plan policy JP-C8.

National Planning Policy Framework

3.2.4 This policy has been written in accordance with the updated approach to assessing new developments as outlined within the 2024 version of the NPPF. This updated approach focuses on ensuring sustainable access is considered from the earliest opportunity with access by walking, wheeling and cycling built into the design of sites. This policy also reflects the updated approach within the NPPF to assessing the impact of new developments which should be brought forward under a vision-led strategy (paragraph 109). This is to ensure that all developments that will generate significant amounts of movement will mitigate the impact of their proposals and support access by sustainable modes of transport.

Places for Everyone Plan

3.2.5 On a regional level, this policy provides further guidance and context on top of the policies found within the PfE Plan and GM Local Transport Plan. It provides further guidance on how to assess new developments and builds on Policy JP-C8: Transport Requirements for New Development, contained within the PfE plan, by providing further details in regard to thresholds, with further details provided on Travel Plans.

Travel Plans, Transport Assessments and Statements (March 2014 – PPG)

3.2.6 The policy aims to fit the requirements on Travel Plans, Transport Assessments and Statements in Planning Practice Guidance. The March 2014 guidance was superseded by the March 2015 guidance; however a significant amount of detail that was included within the 2014 guidance was not included in the 2015 guidance. As such, the March 2014 guidance is still referred to when completing Travel Plans, Transport Assessments and Statements, and has been referred to when preparing this proposed policy. The guidance also does not provide any thresholds, which the policy provides.

Good Practice from other Local Plans

3.2.7 The proposed policy reflects policies in the following adopted Local Plans:

- Warrington Local Plan (Adopted December 2023): Policy INF1 – Sustainable Travel and Transport, Section 7 outlines the requirements for Transport Assessments and Travel Plans.
- Oldham Local Plan Review: Draft Local Plan (Drafted in December 2023): Policy T5 - Transport Statements, Assessments and Travel Plans in New Development in combination with Appendix 13 provides thresholds for when Transport Assessments, Transport Statements and Travel Plans are required which has been used to inform Table 1 at the end of this policy.
- Salford Local Plan: Development Management Policies and Designations (Adopted in January 2023) Policy A6 provides guidance on when a Transport Assessment or Statement is required.

Consultation

3.2.8 The importance of adopting the Vision and Validate approach to the completion of Transport Assessment, Statements and Travel Plans was highlighted by SLR in their response to the Local Plan and Transport Strategy.

The integrated assessment of the Local Plan

3.2.9 The broad implications of the policy for sustainable development are set out in the matrix at appendix B of the integrated assessment (IA) of the Local Plan, against the 14 sustainability objectives established in Table 3.1 of the IA. It sets out that, as an individual policy, policy T2 is broadly positive against the health and community, equality and

diversity, climate change, transport, economy and town centres objectives and broadly neutral against the other 8 objectives.

Replacing policies currently remaining in the Local Plan Core Strategy, the Replacement Unitary Development Plan and the Policies Map

3.2.10 This policy will replace parts of Core Strategy policy CP7 'Accessibility'.

Policy map content

3.2.11 There is no policies map content in relation to this policy.

Evidence map content

3.2.12 There is no evidence map content in relation to this policy.

The duty to cooperate

3.2.13 There are no strategic cross-boundary matters related to this policy that have been identified through the duty to cooperate on the Local Plan.

Delivering the policy

3.2.14 This policy will be delivered by landowners and developers through the development management process, which includes pre-application discussions and advice and the submission and determination of planning applications for new developments. The proposals outlined at planning application stage will be secured through relevantly worded conditions and legal agreements and will be delivered at the appropriate stage of development directly by the developer where appropriate or the body responsible for the infrastructure for section 106 funding through legal agreement. This process will remain in place through the lifetime of the plan.

Summary and conclusion

3.2.15 In view of the above, this policy is required as it directly conforms to NPPF's (2024) vision-led strategy for new developments, whilst building on the lack of existing content within the PfE surrounding Travel Plans. It fills an existing gap in regional policy whilst conforming to the latest adopted national policy. It also works in conjunction with the council's other main aspect of development management (Validation Checklist) to ensure applicants are aware of what is required for all new development.

3.3 Parking Provision at New Developments

The proposed policy

3.3.1 Policy T3 covers Parking provision at new developments.

3.3.2 This policy sets out the parking requirements for new developments, as well as material changes of use. The parking standards are the starting point for the requirement. The scope for providing parking above or below the standards will be considered against the following factors:

- The accessibility of the site by walking, wheeling and cycling and public transport.
- The availability of convenient and safe off-street parking.
- The availability of on-street car parking without detriment to residential amenity, traffic management or highway safety.
- The feasibility of providing on-site parking relative to other planning issues, such as the reuse of a constrained site or building, the ability to conserve an historic environment, and/or the ability to achieve good design in the interests of the wider area.
- Levels of car ownership in the catchment for the development.

3.3.3 The proposed parking standards are detailed in Appendix 3 in the Local Plan.

The policy context for the proposed policy

3.3.4 Policy T3 will fully replace policy A1S in the UDP as it better suits the requirements outlined in the NPPF.

3.3.5 The policy is also required because the detail is not covered in PfE Plan policies. It does though reflect the approach to parking outlined within policy JP-C8, which states that parking should be considered as part of a holistic approach to achieve an overall vision for the site.

3.3.6 The policy will also replace the Policy Note: Car Parking Standards for New Development, taking its lead from the work done to inform that note, particularly on residential parking standards.

3.3.7 The policy removes minimum and maximum standards in line with current national policy. This allows new developments to find a balance between providing sufficient parking and encouraging mode shift in areas with good accessibility.

3.3.8 This also facilitates a more flexible approach in the design of a site when developing their vision-led strategy. It will allow developments within town centres or built-up areas to consider how reducing

parking can support design to encourage walking, wheeling and cycling. This approach is in line with the vision-led approach outlined within the 2024 version of the NPPF.

3.3.9 Paragraph 108(e), 110(d), 111, and 112 from the December 2023 NPPF have also been considered in regard to car parking and cycle parking.

3.3.10 Further information on accessible parking and design is included in the Department for Transport guidance – Inclusive Mobility; Best Practice on Access to Pedestrian and Transport Infrastructure (December 2021).

National Design Guide

3.3.11 The Government published a National Design Guide in October 2019, which was subsequently updated in January 2021 to align with the National Model Design Code and Guidance Notes for Design Codes.

3.3.12 The purpose of the National Design Guide is to illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice to fulfil the objectives set in the NPPF.

3.3.13 The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics. These are the basis of policy PL1 in the Local Plan.

3.3.14 For each characteristic, the National Design Guide identifies a range of relevant design and sustainability principles, and signposts to relevant sections of the NPPF, to assist applicants when designing proposed developments, and planning officers when determining applications.

3.3.15 The need for parking standards is covered in paragraph 84, section M3 of the design guide. Paragraph 87 also details the need for electric vehicle charging points to be considered. This policy has also been informed by policy B2, paragraph 67.

Inclusive Mobility; Best Practice on Access to Pedestrian and Transport Infrastructure (2021)

3.3.16 This document is a guide to best practice on access to pedestrian and transport infrastructure. Creating and maintaining an accessible public realm is crucial for ensuring that disabled people are not excluded from playing a full role in society.

3.3.17 Information on accessible parking and design is included within the above document in sections 7.4 and section 8 and has been used to inform the proposed policy.

Good practice from other local plans

3.3.18 The proposed policy reflects policies in the following adopted local plans:

- Policy A7: Motor vehicle parking provision and drop-off facilities in new developments and related Annex C Parking Standards in the Salford Local Plan: Development Management Policies and Designations (adopted in January 2023).
- Policy T3 – Car Parking Standards in Oldham and related Appendix 12: Proposed Car Parking Standards in the Draft Oldham Local Plan (drafted in December 2023).
- Section 3 – Parking Standards and related Appendix A in the Warrington Borough Council Standards for Parking in New Development (adopted in March 2015).

Bespoke Evidence

3.3.19 Access for All SPD (2006), which was briefly covered above in section 2.5, and detailed further within the 'Places' Topic Paper.

3.3.20 Design Guide for Residential Development (2006): Page 13 of the document provides details on how parking provisions should be designed and has helped to inform the proposed policy.

Consultation

3.3.21 Justification was required following responses from the consultation, which asked if it was necessary to include EV standards within our parking standards since they were already covered in Building Regulations (S). While Building Regulations provide a blanket requirement for electric vehicle charging infrastructure, they do not provide specific requirements for all land uses. Therefore, to ensure new developments are supported by an adequate supply of electric vehicle charging spaces the council believes the requirements in policy T3 are proportionate. Including specific requirements within policy provides a clarity over the council's position on electric vehicle charging.

The integrated assessment of the Local Plan

3.3.22 The broad implications of the policy for sustainable development are set out in the matrix at appendix B of the integrated assessment (IA) of the Local Plan, against the 14 sustainability objectives established

in Table 3.1 of the IA. It sets out that, as an individual policy, policy T3 is broadly positive against the health and community, equality and diversity, environmental quality and transport objectives; broadly neutral against the housing, climate change, water, historic environment, landscape / townscape. biodiversity and geodiversity, resource efficiency, land and soil and economy objectives; and questionably negative against the town centres objective.

3.3.23 The policy is silent on town centres specifically but town centre locations are likely you to meet criteria a. and b. in the policy and possibly criteria b. and/or d. too, in terms of the acceptability of providing less parking than the normal standard.

Replacing policies currently remaining in the Local Plan Core Strategy, the Replacement Unitary Development Plan and the Policies Map

3.3.24 This policy will replace criterion 7 of Core Strategy policy CP7 'Accessibility' as applicable and UDP policy A1S S 'Parking in New Development'.

Policy map content

3.3.25 There is no policies map content in relation to this policy.

Evidence map content

3.3.26 There is no evidence map content in relation to this policy.

The duty to cooperate

3.3.27 There are no strategic cross-boundary matters related to this policy that have been identified through the duty to cooperate on the Local Plan.

Delivering the policy

3.3.28 This policy will be delivered by landowners and developers through the development management process which includes pre-application discussions and advice and the submission and determination of planning applications for new developments. Funding for the proposals outlined at planning application stage will be secured through relevantly worded conditions and legal agreements and will be delivered at the appropriate stage of development. This process will remain in place through the lifetime of the plan.

Summary and conclusion

3.3.29 The proposed policy has been carefully considered in regard to NPPF (both December 2023 and December 2024 versions) to provide standards that are flexible, without leading to adverse impacts, for new developments. It also provides standards that can be used as part of a vision-led approach for new developments as part of a justification process, which accounts for accessibility of the surrounding area and relative feasibility of the other planning issues.

3.3.30 The proposed policy also applies relevant considerations to those with partially reduced mobility, the existing highway network and future proofing (through electric vehicle infrastructure requirements). It draws on neighbouring standards, whilst applying a local perspective to ensure the policy is suited for the council's requirements.

3.4 Design and layout of parking

3.4.1 Policy T4 covers the Design and layout of parking.

3.4.2 The policy sets out requirements for the design and layout of car parking in the borough. The policy sets out requirements such as minimum dimensions for spaces, vehicle aisle widths and accessibility bays. The policy also provides details on how cycle parking should be designed and positioned.

The policy context for the proposed policy

3.4.3 This policy has been proposed to provide clear and concise instructions for new developments within the borough. It aims to update and replace the Policy Note: Car Parking Standards for New Development (March 2023), as well as provide a contemporary approach to the existing Design Guide for Residential Development (2006). This policy also rationalises these into a single point of reference.

3.4.4 By clearly detailing what is expected, the policy aims to remove barriers for new development by outlining requirements at the earliest stages of design. The policy is also influenced by paragraph 108(e), 110, 114(c), and 116(c) of the December 2023 NPPF.

3.4.5 Regarding regional context, the proposed policy aligns with policies JP-S5, JP-C4 and JP-C8. These have been detailed above.

National Design Guide

3.4.6 This has been covered above in Section 3.3. policy B2, paragraph 67 of the National Design Guide has informed this policy. The policy also aligns with policy M3 paragraphs 85 and 86, which detail the importance of well-designed car and cycle parking for homes and other destinations. Parking should be convenient, safe and be able to meet the needs of different users. Parking should also be attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. The policy also details how parking arrangements and positioning relative to buildings should limit impact, whilst ensuring security.

Active Design Guide (Sport England)

3.4.7 The Active Design Guide has been used to inform the policy regarding the need for secure and covered cycle parking. Section 6.1 also details the importance of appropriate car parking design and how it should not be prioritised over other uses and users, and appropriate ways of accommodating cars should not have impacts

on active travel and quality of place, which has been considered as part of the proposed policy.

Inclusive Mobility; Best Practice on Access to Pedestrian and Transport Infrastructure (2021)

3.4.8 This is covered in detail in Section 3.3. Information on accessible parking and design is included within this document in sections 7.4 and section 8 and has been used to inform the proposed policy.

Good Practice from other Local Plans

3.4.9 The proposed policy has been influenced by parking bay dimensions within Section 4 PS16 of the Warrington Borough Council Standards for Parking in New Development, which was adopted in March 2015. These standards adopt a parking bay dimension of 2.5 x 5m which has been used in the proposed policy.

The integrated assessment of the Local Plan

3.4.10 The broad implications of the policy for sustainable development are set out in the matrix at appendix B of the integrated assessment (IA) of the Local Plan, against the 14 sustainability objectives established in Table 3.1 of the IA. It sets out that, as an individual policy, policy T4 is broadly positive against the health and community, equality and diversity, environmental quality, landscape / townscape and transport objectives and broadly neutral against the other 9 objectives.

Replacing policies currently remaining in the Local Plan Core Strategy, the Replacement Unitary Development Plan and the Policies Map

3.4.11 This policy will not replace any policy content in the Core Strategy or the UDP, or any content on the policies map.

Policy map content

3.4.12 There is no policies map content in relation to this policy.

Evidence map content

3.4.13 There is no evidence map content in relation to this policy.

The duty to cooperate

3.4.14 There are no strategic cross-boundary matters related to this policy that have been identified through the duty to cooperate on the Local Plan.

Delivering the policy

3.4.15 This policy will be delivered by landowners and developers through the development management process which includes pre-application discussions and advice and the submission and determination of planning applications for new developments. Funding for the proposals outlined at planning application stage will be secured through relevantly worded conditions and legal agreements and will be delivered at the appropriate stage of development. This process will remain in place through the lifetime of the plan.

Summary and Conclusions

3.4.16 The proposed policy has been developed to ensure new development is designed from the outset to accommodate the appropriate car and cycle parking required by policy T3: Parking provisions at new developments. The policy requirements are designed to work in tandem with each other, as well as national and regional policies and guidance. This policy is designed to ensure developers have clear instructions and requirements for new developments to ensure that it removes barriers to both developers and eventual users of the site.

3.5 Aerodrome safeguarding (Manchester and Liverpool Airports)

3.5.1 Policy T5 covers Aerodrome safeguarding for Manchester and Liverpool Airports.

3.5.2 This policy applies to safeguard zones for Manchester and Liverpool Airports that are defined on maps issued by the airports under regulations and other requirements governing operational integrity and safety of aerodromes. The maps define certain types of development that, by reason of their height, attraction to birds or inclusion of or effect upon aviation activity, require prior consultation with the respective airport operator or National Air Traffic Services Ltd.

3.5.3 For Wigan Borough, this includes all buildings, structures, erections or works exceeding 150m in height in most parts of the Borough. This is reduced to those exceeding 90m in height around Orrell and Windy Arbour. It is further reduced to 45m on Crank Road near Bispham Hall.

The policy context for the proposed policy

3.5.4 This policy has been proposed to provide clear and concise instructions for new developments that could potentially exceed the heights outlined above. It aims to work in partnership with the airport operators to ensure development does not hinder or impede safe operations of the respective airports.

3.5.5 This policy is also required to fill in a gap related to PfE Plan policy JP-Strat10 on Manchester Airport.

3.5.6 The policy also aligns with paragraph 63 of the NPPF, which states the importance of maintaining a national network of general aviation airfields.

Consultation

3.5.7 This policy has been included following a consultation response from Manchester Airport Group who requested that this policy be included.

Good Practice from other Local Plans

3.5.8 The proposed policy has been influenced by Policy INF6 (Aerodrome Safeguarding - Manchester Airport) in Warrington's adopted Local Plan, 2023.

The integrated assessment of the Local Plan

3.5.9 The broad implications of the policy for sustainable development are set out in the matrix at appendix B of the integrated assessment (IA) of the Local Plan, against the 14 sustainability objectives established in Table 3.1 of the IA. It sets out that, as an individual policy, policy T5 is broadly neutral against the al of the objectives.

Replacing policies currently remaining in the Local Plan Core Strategy, the Replacement Unitary Development Plan and the Policies Map

3.5.10 This policy will not replace any policy content in the Core Strategy or the UDP, or any content on the policies map.

Policy map content

3.5.11 There is no policies map content in relation to this policy.

Evidence map content

3.5.12 The aerodrome safeguarding zones for Manchester and Liverpool Airports are shown on our evidence map as they are not designated through the Local Plan process but apply to a policy within the plan.

The duty to cooperate

3.5.13 There are no strategic cross-boundary matters related to this policy that have been identified through the duty to cooperate on the Local Plan.

Delivering the policy

3.5.14 This policy will be delivered by landowners and developers through the development management process which includes pre-application discussions and advice and the submission and determination of planning applications for new developments. It will also be delivered through consultation with Manchester and Liverpool Airports' management companies when providing advice and determining planning applications.

Summary and Conclusions

3.5.15 In view of the above, the proposed policy has been developed to ensure new development does not impede or hinder the safe operation of Manchester and Liverpool Airports. It provides clear requirements for new developments to comply with the safeguarded aerodrome for both airports. It fills a gap present within the PfE Plan and also adheres to requirements set out in the NPPF.

Appendix A: Delivery Tables

The key delivery items for our proposed policy on T1: Safeguarding future transport priorities are set out in in Table TP4.1 below.

Table TP4.1 – Key delivery items for T1

What?	Costs	Funds	Who?	How?	When?
Wigan Station Gateway	TBD	TBD	The council in conjunction with TfGM, Network Rail, LCR Property, other landowners and other partners		TBD
Golborne Station	£40m	CRSTS	TfGM, in conjunction with the council and Network Rail.		Construction expected to start in 2026 with opening expected in summer 2027.
Improved infrastructure and services along the Atherton line	TBD	CRSTS / TCR	TfGM, in conjunction with the council and Network Rail.		TBD
Rapid Transit Services in Leigh	TBD	CRSTS / TCR	TfGM, in conjunction with		TBD

What?	Costs	Funds	Who?	How?	When?
			the council and Network Rail.		
M58 Link Road	£86.6 (2026 prices)	TBD	The Council in conjunction with National Highways, Network Rail and TfGM		TBD
Wigan-Hindley Link Road	£150.3 (2029 prices)	LLM 85%, GM / WC remainder	The Council in conjunction with TfGM and Network Rail		TBD
South Hindley Link Road	TBD	TBD	Developer, GMCA		TBD
North Leigh Park Link Road	TBD	TBD	Developer, GMCA		TBD
West of Gibfield – Lee Hall Link Road	£10M (2030 prices)	TBD	The Council in conjunction with TfGM, Bolton Council and Network Rail.		TBD

What?	Costs	Funds	Who?	How?	When?
A577 and A58 Active Travel and Public Transport Opportunities	TBD	TCR	The Council in conjunction with TfGM and Bolton Council		TBD
Lane Head South Relief Road	TBD	Developer / TCR	Developer and/or Council in conjunction with TfGM and Warrington Council.		TBD