

REQUEST	16390	RESPONSE
<p>1. Please provide a link to any planning applications which have been granted since January 1st 2021 for housing sites of 1,000 dwellings or more.</p> <p>2. Please provide any standard documentation which is issued by the Local Planning Authority to developers for guidance on designing housing site proposals.</p> <p>3. Please outline how internal highway networks are agreed with developers. In particular, specifics around:</p> <ul style="list-style-type: none"> a. Road hierarchy (how is this identified (AADT, etc?); how is active travel dealt with; are there set design tiers) b. Shared surfaces (When are these requested? Is there a limit to the number of dwellings they serve?) c. Cycle infrastructure (when is dedicated cycle infrastructure required? Are there local design standards in place? Is there focus on connecting to existing networks; how is cycle parking dealt with?) d. Pedestrian provision including crossing points (outline the conditions for internal development crossings – local centres, schools, critical mass etc) e. Electric vehicle charging provision (When are communal charging areas requested; when are chargers requested for each dwelling, any other comment) 		<p>Planning permission has not been granted for any housing sites of 1,000 dwellings or more since January 1st 2021.</p> <p>The council has a range of supplementary planning documents and links to other guidance relevant to residential design proposals which are available for developers using the below link: www.wigan.gov.uk/Resident/Planning-and-Building-Control/Planning/Policies-and-Guidance/Planning-Guidance.aspx</p> <p>Road hierarchy and active travel infrastructure are determined on a case-by-case basis.</p> <p>Shared surfaces must be a minimum width of 4.5m and can serve up to 5 dwellings. The Local Highway Authority will not adopt shared surfaces as publicly maintainable roads.</p> <p>Cycle infrastructure is determined on a case-by-case basis. Cycle Infrastructure Design (LTN1/20) is guidance for Local Authorities on designing high-quality, safe cycle infrastructure.</p> <p>Pedestrian provision is determined on a case-by-case basis.</p> <p>The councils Development and Air Quality SPD sets out the requirement for electric vehicle charging infrastructure. The document can be accessed using the below link: https://www.wigan.gov.uk/Docs/PDF/Council/Consultations/Development-and-Air-Quality-SPD-April-2021-Final.pdf</p>

4. Please outline how provision for public transport is accommodated for new development sites where public transport provision is required within the site itself.

- a. Is there a trigger point for public transport provision to be implemented?
- b. How are requirements for public transport decided?
- c. How are public transport stop/shelter locations and specifications within development sites decided?
- d. At what stage are public transport operators involved, and does this directly influence build-out phasing?

5. Is public transport provision prioritised in any way in the highway, for new residential developments?

6. Is active travel prioritised in any way for new housing development sites?

7. Please indicate if all new development sites install infrastructure for active travel which is compliant with LTN 1/20.

8. Please provide commentary on how needs for community facilities are identified to be delivered as part of a residential planning application. This could include schools, shops, local centre, parks/play equipment, office facilities, places of worship etc.

Public transport provision is determined on a case-by-case basis.

Public transport prioritisation is determined on a case-by-case basis.

Active travel prioritisation is determined on a case-by-case basis.

When appropriate, cycle infrastructure should be designed to Cycle Infrastructure Design LTN1/20 standard.

The approach taken to the provision of open space, parks and play equipment is set out in [Open Space in New Housing Supplementary Planning Document, October 2013 \(wigan.gov.uk\)](#). The process for calculating developer contributions to address capacity issues in the health care system that result from new residential proposals is set out in Wigan's [Planning for Health Supplementary Planning Document \(wigan.gov.uk\)](#). When a planning application for new housing is received, the potential impact of more school-age children on school places and the need for additional provision is assessed on a case-by-case basis at that point in time, in liaison with education colleagues. The need for a local centre is normally considered through the Local Plan process, taking account of existing provision and planned growth, rather than via a planning application. Planning policy directs shops and offices to town and local centres, with their provision heavily dependent upon the market. The provision of places of worship is assessed on a case-by-case basis.

<p>9. Has the Local Authority utilised its powers of compulsory purchase in order to construct an active or sustainable travel project.</p> <p>10. Please provide any monitoring reports from where Low Traffic Neighbourhoods, modal filters, 'Mini Holland', 15-minute neighbourhood or similar interventions have been implemented in order to reduce carborne trips.</p> <p>11. Has your Local Authority area declared a carbon emergency?</p>	<p>Compulsory purchase powers have not been used to construct an active or sustainable travel project.</p> <p>No monitoring of Low Traffic Neighbourhoods, modal filters, 'Mini Holland', 15-minute neighbourhood or similar interventions has taken place.</p> <p>On 17th July 2019, the council acknowledged the climate and environmental crisis by declaring a climate emergency.</p>
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