

## **Proposed site allocation policy – Places for Everyone Publication Plan (August 2021)**

### **Policy JPA34 - M6 Junction 25, Wigan**

**Development of this site will be required to:**

- 1. Be in accordance with a masterplan that is agreed with the Council and is effectively informed by detailed site investigations and other constraints;**
- 2. Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;**
- 3. Provide good quality road access from the M6 motorway and the A49, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;**
- 4. Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing;**
- 5. Incorporate high quality landscaping within the site and along sensitive site boundaries to minimise its visual impact on the wider area, including the A49 road frontage, the remaining Green Belt to the north, and around each building within the site;**
- 6. Incorporate a landscaped green infrastructure corridor, with walking and cycling links, connecting the A49 to the remaining area of Green Belt to the north, and ensure suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway;**
- 7. Provide an internal road connection with Wheatlea Industrial Estate;**
- 8. Provide easements for the significant utilities infrastructure running through the site; and**
- 9. Allow for the provision of an all-ways junction at Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.**

The M6 Junction 25 site presents a major opportunity to provide a high quality location for substantial employment development in the M6 corridor. A masterplanning process will guide the future delivery of this major development scheme.

The M6 is a major business asset. It is the UK's most important strategic route for freight movement between the north and south of the country, and Wigan is the only district in Greater Manchester which has direct access to it. The site is large, relatively unconstrained, directly accessible to the motorway and has a long visible

frontage along it. These attributes make the site highly attractive to the market, including key growth sectors such as logistics and advanced manufacturing which are growing rapidly in the North West, primarily due to its strong global connections including Manchester Airport and the new deep water port at Liverpool 2.

There is a significant demand and requirement for large scale logistics development within the M6 Corridor. Yet, despite its strategic location, Wigan currently does not have the sites to attract this demand. This site has the scale, prominence and motorway connectivity to satisfy this demand and deliver new jobs and investment for the local economy.

Junction 25 is the main gateway into Wigan from the south and an all-ways junction would enhance the economic profile of the borough whilst taking full advantage of its strategic location, which will have sub-regional benefits. The site also has the potential to provide a connection to the adjacent established Wheatlea Industrial Estate, so that it also has improved access to the M6.

Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. A safe crossing of the A49 Warrington road will need to be provided.

It is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.

In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. The development must also provide easements for the significant utilities infrastructure that runs through the site.