

**REPORT TO SHEVINGTON PARISH COUNCIL POLICY AND GENERAL PURPOSES COMMITTEE-DECEMBER 1st 2016**

**DRAFT GREATER MANCHESTER SPATIAL FRAMEWORK**

**INTRODUCTION.**

The Greater Manchester Spatial Framework (GMSF) was previously reported to the General Purposes Committee on December 3<sup>rd</sup> 2015. That Committee resolved that the Greater Manchester Combined Authority was informed that:-

Option 1 is the most acceptable as it will not involve redrawing Green Belt boundaries. If, however Option 2 is chosen full consultation should be carried out on the extent and location of Green Belt changes. Option 3 is totally unacceptable as it will require substantial modifications of the Green Belt.

Further we were disturbed that the sites map gives the impression that there is more land available in Shevington than is the case on the former Orica Site. In fact there are only two development sites in the north and the south of the site shown on the map the remainder of the land (well over 50% of the area) is not to be developed.

A copy of the Executive Summary of the GMSF has been sent out with the agenda.

The Greater Manchester Combined Authority has now chosen Option 2 which involves some removal of land from the Green Belt together with an addition to Green Belt in the Rectory Lane area of Standish. There is no change to Green Belt in Shevington the nearest sites involving the removal of Green Belt are in the vicinity of junction 25 and 26 of the M6(for commercial and industrial uses) and at New Springs(for housing)

At the same meeting a report was produced about Wigan's Allocations and Development Management Local Plan (WADMLP). This plan was scheduled to be completed in summer 2016 with hearings in late 2016 with the inspectors report being received early in 2017. The draft version of the GMSF contains a number of new allocations and changes to Green Belt so further work on the WADLMP has been suspended until the final version of GMSF has been published.

As part of the preparation of the GMSF the GMCA asked for suggestions for development sites. These were reported to the Policy Committee on April 7<sup>th</sup> 2016. They were:-

**Coal Pit Hey Plantation/West of Back Lane**

**Land fronting Old Pepper Lane Standish/Land on West side Old Pepper Lane Standish**

**Off Wigan Lower Road/John Pit-Taylor Pit**

Since that time two further sites have been suggested:-

**North West of Back Lane**

Bounded by Back Lane, Crow Orchard Road and the parish boundary and proposed for industrial and commercial uses. The site is in the Green Belt.

**South East of Back Lane.**

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Bounded by Back Lane, the M6 motorway and the track running south east from Woods Farm and proposed for residential uses. The site is also in the Green Belt.

I am pleased to report that all these sites have been rejected by GMCA as potential allocations and will remain in the Green Belt.

The rest of this report deals with the policies of the GMSF relevant to Shevington. I have abridged these policies in certain cases. The full text will be found at: <http://gmsf-consult.objective.co.uk/portal/2016consultation/gmsfoct16?pointId=4204587>

Comments are in italics

## **GREATER MANCHESTER SPATIALFRAMEWORK POLICIES RELEVANT TO SHEVINGTON**

### **STRATEGIC LOCATIONS**

#### **Policy SL9**

The M61 Corridor provides a key economic and housing location extending through the north-west of Greater Manchester on the main route to Preston and Lancashire.

**A new road link will provide direct connections from junction 5 of the M61, bypassing Westhoughton, through Wigan to the M6 and M58 motorways, helping to better integrate the M61 corridor with the rest of the western side of Greater Manchester.**

*Comments: Although primarily about Bolton the new road link mentioned above will enable traffic to reach the M6 (north) without having to pass through Shevington and is to be supported.*

#### **Policy SL10**

The M6 Motorway is an important growth corridor on the western side of Greater Manchester, on what is the primary north-south road from the south of England and Midlands through the North West to Scotland. **It offers two major opportunities for significant economic development: Land at Junction 25 for around 333,000m<sup>2</sup> of employment floorspace and Land at Junction 26 for around 150,0m<sup>2</sup> of employment floorspace. There will be a small amount of new housing at both sites associated with adjacent residential areas.** The employment development will have extensive frontages to the M6 and will need to adopt high standards of design and landscaping. There will also need to be effective screening and landscaping to safeguard the amenity of nearby residential areas.

*Comments: The northern part of this area is very close to the parish boundary and there are dangers that traffic will try to reach the M6 through Shevington.*

## **DELIVERING A SUCCESSFUL GREATER MANCHESTER**

### **Policy GM1**

There will be a very strong focus on the regeneration of urban areas across Greater Manchester. This will help to:

- Maximise the proportion of new development that is in the most sustainable locations;

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- Secure the appropriate redevelopment and reuse of previously developed land and buildings; and
- Deliver improved infrastructure, facilities, services and environmental quality for existing neighbourhoods.

**It will not be possible to accommodate all development needs within the existing urban areas, and some development of green field sites outside them will be required, but this must take place in such a way as to complement regeneration rather than drawing investment away from existing urban areas.**

*Comments: It is disappointing that GMCA could not provide for development without eating into the Green Belt. This may encourage others to put similar cases for the deletion of Green Belt.*

### **Policy GM2-Industrial and Warehousing**

Key locations for new industrial and warehousing in Greater Manchester will include: **M6 corridor in Wigan – developing land around junctions 25 and 26 of the M6 motorway, enabling businesses to capitalise on this key national north-south corridor and the easy access to the international connections of the Port of Liverpool via the M58 motorway.**

*Comments: See SL10*

### **Policy GM4-Retail Leisure and Tourism**

Greater Manchester will continue to enhance its wide range of retail, leisure and tourism opportunities, helping to ensure that it is a hugely attractive and enjoyable place to live, work and visit.

The upper levels of the hierarchy of town centres in Greater Manchester will be complemented by smaller centres across Greater Manchester, which will be identified in **district local plans**.

Tourism and leisure activity will be encouraged across Greater Manchester, but the following locations will be especially important:

- The countryside – improving access to Greater Manchester’s distinctive landscapes;
- Major parks and gardens – whilst protecting them from built development that could detract from their attractiveness;
- Canals and river valleys - Greater Manchester has nearly 200km of rivers and canals running across all ten districts and providing access to a rich and diverse mix of urban and rural settings
- Heritage

*Comments: Policy supported especially the references to canals and river valleys which form part of the setting of Shevington.*

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### Policy GM5-Housing

This is the required number of additional homes across Wigan, together with a broad indication of the balance of houses and apartments.

District	Total Requirement	Average Annual Requirement	Houses (%)	Apartments (%)
Wigan	22,500	1,125	90	10

Provision will be made across Greater Manchester for an increase in sites for gypsies, travellers and travelling showpeople, in accordance with 'need' figures from the latest Gypsy and Traveller Accommodation Assessment.

*Comments: These figures should also indicate the level of need for affordable dwellings.*

### Policy GM6-Accessibility

Delivering the scale of growth set out in GMSF will require a carefully prioritised programme of transport investment, incorporated into future Greater Manchester Transport Strategy delivery plans and supported by a new transport fund.

#### *Sub-regional and local accessibility*

A highly coordinated approach will be taken to transport networks across Greater Manchester, in order to accommodate the high levels of economic growth and the associated increase in journeys whilst reducing the congestion and environmental impacts that could adversely affect growth. This will help to ensure that the whole of Greater Manchester benefits from the huge expansion of employment and leisure opportunities, and the enhanced city to city and global connectivity, in a sustainable way. Key elements of this coordinated approach will include:

- Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;
- Locating development so as to reduce the need to travel by car and the distance travelled, and maximise accessibility by public transport;
- Developing an integrated public transport system, with easy movement between different modes and services, supported by:
  - A rapid transit network, comprising Metrolink, suburban rail, and bus rapid transit, that acts as the high-capacity core of the system;
  - A bus network that is high quality, reliable, simple to use, integrated with other modes and offers the flexibility to serve areas of new demand;
  - A network of high quality public transport interchanges, including in town centres, and
  - An integrated, simplified, smart and flexible fares and ticketing system
- Delivering a substantial increase in the capacity of suburban rail networks, including through electrification, platform extensions and improved franchise specifications;
- From the mid-2030s, major new cross-city transit enhancements, potentially through tunnelled metro services in the City Centre;
- Modifying road layouts and junctions, and managing traffic signals, to free buses from congestion and support improvements in the speed, punctuality and reliability of their services;

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- Significantly enhancing the attractiveness of public transport in terms of the quality of the passenger and waiting environments;
- Providing real-time travel information to enable people to make informed choices about their journeys supported by comprehensive journey planning and wayfinding tools;
- Utilising innovative real-time traffic management and information systems to improve the reliability of roads;
- Reducing the impact of goods vehicles on the highway network, through measures such as consolidation centres, emissions reduction and encouraging the use of rail and water;
- Using demand management measures to make best use of our existing highways capacity;
- Increasing the uptake of ultra low-emission vehicles, including through a low emissions zone, the major expansion of electric vehicle charging infrastructure, and low emission car clubs that reduce the need for people to own a vehicle;
- Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes;
- Enhancing the capacity, safety and attractiveness of pedestrian routes, particularly to and within the city and town centres, to support a considerable increase in walking for local trips.

### *Infrastructure*

The proposed scale of growth will require considerable investment in transport infrastructure across Greater Manchester, in order to address congestion, support the delivery of major sites and ensure that residents and businesses are able to take full advantage of the excellent global and inter-city connectivity. Key interventions could include:

#### Active Travel

- The establishment of a comprehensive cycle network linking key centres of activity across Greater Manchester;
- The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot;

#### Public transport

- Enhancement of other key public transport interchanges across Greater Manchester;
- Infrastructure, including electrification and platform lengthening, to facilitate faster rail journeys and increased capacity and frequency for local services
- The use of some existing rail lines for Metrolink services as well as trains (tram-train), potentially including the Wigan via Atherton line,
- Bus Rapid Transit services to locations poorly served by rail-based rapid transit;
- Investigating opportunities to increase park and ride capacity;

#### Highways

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- Improved east-west highway links between the M58 and the M61, in Wigan and Bolton;
- An increase in the number of all movement junctions on motorways within Greater Manchester, potentially including junction 25 on the M6 and junction 23 on the M60.

***Comments: What is said can be supported but very often improvements in accessibility do not adequately deal with the journeys generated by new development. Specifically do the proposals for electrification include lines currently not in the electrification programme like the Southport- Wigan line If not how do lines such as this fit into the strategy. Improved franchises should provide services to all parts of Manchester from the Southport-Wigan line.Improved east-west links and the conversion of M6 junction25 to an all movement junction are supported because they will remove the need for traffic accessing M6 junction 27 through Shevington***

### **Policy GM7-Green Infrastructure**

Green infrastructure describes the green and blue spaces that provide environmental and quality of life benefits, including parks, gardens, fields, hedges, trees, woodlands, green roofs, green walls, rivers, canals and ponds.

An integrated network of high quality green infrastructure will extend throughout Greater Manchester. This will be an essential component of boosting competitiveness, creating liveable places, improving health and adapting to and mitigating the impacts of climate change.

The green infrastructure network will consist of a diverse range of features, but will be anchored by five strategic elements:

Trees and woodlands (see Policy GM 9);

The uplands (see Policy GM 10);

Lowland wetlands (see Policy GM 11);

River valleys and canals (see Policy GM 12);

Recreation areas including major parks and green spaces (see Policy GM 14)

The green infrastructure network will be designed, managed and protected so as to help deliver the following key priorities for Greater Manchester:

- Improve public access to green infrastructure and provide a broad range of recreation opportunities;
- Enable more trips to be made by walking and cycling, by providing green travel routes;
- Enhance the sense of place, distinctiveness and visual interest of different areas, and provide a high quality setting for development;
- Provide areas of relative tranquillity, enabling people to connect with nature at local level;
- Enhance air quality, by reducing emissions and removing pollutants from the air;
- Reduce carbon emissions, by sequestering and storing carbon, particularly in peat and trees;
- Adapt to warmer temperatures, by providing cooling and shade within urban areas;

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- Enhance biodiversity, by expanding, improving and connecting habitats;
- Manage flood risk, by increasing infiltration and providing areas for water storage and inundation;
- Improve water quality, by reducing soil erosion and capturing sediments and contaminants before they enter watercourses.
- The multi-functionality of green infrastructure should be maximised, whilst recognising that certain primary functions may need to be prioritised.

New development will be expected to take all practicable opportunities to enhance and protect the green infrastructure network by improving the quality, functionality and inter-connectedness of green infrastructure.

Increasing the quantity of green infrastructure will be a key priority in the denser urban areas, both as part of new developments and by retrofitting existing areas.

***Comments: This policy is to be supported as Shevington is particularly well endowed with green infrastructure which needs protection and enhancement. Green infrastructure provides Shevington with its attractive setting.***

### **Policy GM8-Nature Conservation**

A high quality ecological network will be secured across Greater Manchester, providing a significant improvement in biodiversity and enhancing the ability of wildlife to cope with climate change.

Key elements in delivering this will include:

- Increasing the quality, quantity and diversity of habitats, particularly priority habitats and those that support priority species;
- Improving connections between habitats, to protect and improve the provision of corridors and stepping stones that enable the movement of species;
- Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;
- Protecting sites designated for their nature conservation importance, including European protected sites.

All developments should provide a net improvement in biodiversity value wherever practicable, in accordance with the above priorities.

Development that would have a direct or indirect adverse impact on a site of biodiversity or geological value will only be permitted where:

- The social and economic benefits of the development outweigh the adverse impacts on biodiversity and geological value, having regard to the status of any designation and the contribution to wider ecological networks; and
- The adverse impacts have been minimised in accordance with the hierarchy of avoidance, mitigation or, as a last resort, compensation.

***Comments: A policy that is supported but not often applied strongly enough.***

### **Policy GM9-Trees and Woodland**

The City of Trees initiative has a target to plant a tree for every resident in Greater Manchester over the next 25 years, with an emphasis on supporting the key parts of the green infrastructure network.

In order for the GMSF to contribute to this, the achievement of the following priorities

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will be particularly important:

- Protect and expand the mosaic of woodland habitats, linking fragmented areas of woodland;
- Secure a diversification of broadleaved species, in order to increase biodiversity and disease resilience;
- Improve public access to woodland and trees whilst managing the associated pressures;
- Considerably increase the provision of street trees;
- Conserve trees that are of heritage, cultural and/or aesthetic value;
- Manage woodland to bring it into a more productive state.

***Comments: This policy is supported as Shevington has already protected woodland habitats by the purchase of some ancient woodland as well as along with community groups planting new trees across the parish.***

### **Policy GM12-River Valleys and Canals**

The achievement of the following priorities will be particularly important:

- Retain the open character of the river valleys outside the main urban centres and avoid their severance;
- Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;
- Enhance and integrate green infrastructure along the rivers and canals, including through the protection and expansion of clough woodland;
- Increase public access to and along the river valleys and canals, including through improved footpaths and cycleways, recognising the opportunities they provide for traffic-free access through the urban area;
- Retain and enhance where possible the distinctive industrial heritage of the river valleys and canals;
- Manage land to increase biodiversity, retain water, reduce run-off, mitigate climate change and improve water infiltration;
- Ensure that the design of new developments maximises the benefits of locating close to waterways and provides high quality frontages to them;
- Retain the ability of the canal network to carry freight traffic, alleviating some of the demand on the highway network;
- Ensure that the design of new development maximises the benefits of locating close to waterways by:
  - providing high quality development with active frontages to the waterways and associated public realm,
  - maximising opportunities to access the waterway for active travel and recreation, and exploring opportunities to use canals for sustainable and active travel, digital connectivity, urban cooling and sustainable heat source and water management.

***Comments: The river Douglas and the Leeds-Liverpool Canal are part of the setting of Shevington so this policy is supported***

### **Policy GM13-Green Belt**

A Green Belt within Greater Manchester will be retained. This Green Belt will be



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afforded strong protection in accordance with the National Planning Policy Framework. In achieving this fundamental aim the Green Belt will serve the five purposes set out in national policy:

Positive and beneficial use of the Green Belt will be supported where this can be achieved without harm to its openness, permanence or ability to serve its five purposes. In particular, the enhancement of its green infrastructure functions will be encouraged, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for the residents of Greater Manchester and providing the high quality green spaces that will support economic growth.

***Comments: It is regrettable that GMCA had to remove the Green Belt designation from a number of sites. Although Shevington has seen no changes in its Green Belt the removal of the designation elsewhere may encourage some developers and landowners to argue for removal of Green Belt in Shevington as evidenced in the call for sites.***

### **Policy GM14-Recreation**

A wide variety of outdoor and indoor recreation opportunities will be provided across Greater Manchester, supporting a high quality of life, promoting good health and increasing the attractiveness of the sub-region to visitors. This will be achieved by:

- Setting out detailed recreation standards in district local plans, having regard to present and future needs;
- Delivering an integrated network of high quality green infrastructure across Greater Manchester;
- Significantly increasing access to the river valleys, canals, uplands, lowland wetlands and countryside;
- Supporting proposals for the improvement and enhancement of existing recreational assets including major parks;
- Protecting and enhancing strategic recreational routes which provide sub-regional links and opportunities for walking and cycling, and for tourism and culture.

It will be especially important to ensure that the provision of recreation opportunities increases to cope with growing demand. In particular, residential development should make appropriate provision for recreation in order to meet the needs of prospective residents in accordance with district policies.

***Comments: Policy supported Is proposals for Vicarage Lane the parish council have already started to implement this policy. Should there be reference to allotments in this policy?***

### **Policy GM15-Carbon Emissions**

Greater Manchester will have seen a 60% reduction in carbon emissions compared to 1990 levels by 2035. The following measures will help to achieve this:

- Direct development to locations that will minimise the need to travel and maximise the use of sustainable modes of transport for the movement of people and freight;
- Secure major improvements to the walking, cycling, public transport and sustainable freight networks, including the use of integrated ticketing to

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- promote the use of the public transport network;
- Require new development to accord with the energy hierarchy, which in order of importance seeks to minimise energy demand, maximise energy efficiency, utilise renewable energy, utilise low carbon energy, and only then use other energy sources;
- Require new developments to include a detailed carbon assessment to demonstrate how the design and layout of the development has sought to maximise reductions in carbon emissions, where appropriate;
- Support the implementation of programmes and projects for retrofitting the existing building stock, especially in those areas where fuel poverty is a significant issue;
- Increase the area of habitats that sequester and store carbon, including through a more than doubling of tree cover and the extensive restoration of blanket bog and lowland raised bog;
- Support the delivery of renewable and low carbon energy schemes for all development but with particular opportunities for the use of decentralised heating and cooling networks in the strategic development locations.

***Comments: Policy supported especially the proposal for a detailed carbon assessment of new development.***

### **Policy GM16-Resilience**

Greater Manchester will be highly resilient. Our citizens, communities, businesses and infrastructure will have the capacity to survive, adapt and grow in the face of challenges, including those of a changing climate, globalisation and acute shocks, such as natural hazards, together with other socio-economic stresses such as poverty and ill health.

***Comments: Policy supported***

### **Policy GM17-Air Quality**

Major improvements will be secured in air quality across Greater Manchester, helping to minimise the detrimental impacts on human health. There will be a particular focus on tackling air pollution in the locations where most people live.

***Comments: Policy supported A large part of the parish lies astride the M6 one of the major areas of vehicle based pollution in Greater Manchester.***

### **Policy GM18-Flood Risk and Water Quality**

The achievement of the following priorities will be particularly important:

- Manage land to improve infiltration, reduce soil erosion and capture sediment run-off, including by restoring blanket bogs and lowland raised bog, increasing tree cover and buffering watercourses with habitats such as grasslands and woodlands;
- Maximise the use of sustainable drainage systems in new developments, and reduce areas of existing impermeable surfaces;
- Achieve greenfield run off rates and ensure that surface water run off is managed as close to its source as possible;
- Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of river banks and flood plains;

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- Increase flood water storage capacity, particularly further upstream and including outside Greater Manchester, designed so as to provide a range of wetland habitats;
- Control the location of new development in order to minimise the number of properties at risk of flooding and the severity of that risk;
- Enhance the resilience of areas at risk of flooding, particularly through the siting and design of new development, and the relocation of vulnerable uses;
- Maintain river and canal channels, including through the removal of sediment and gravel.

All new development should maximise as far as practicable the use of sustainable drainage systems that increase the infiltration of water, reduce the speed of run-off and trap silts and pollution. Such systems should be designed as attractive landscape features that form part of Greater Manchester's green infrastructure network and provide amenity and biodiversity benefits.

Where attenuation is provided developers should demonstrate that flood volumes exceeding allowable design values are retained in areas which will not increase flood risk for adjacent land owners.

***Comments: Policy supported. In practice not enough is done to control the location of new development in order to minimise the number of properties at risk of flooding.***

### **Policy GM19-Design**

Every element of the built environment should positively contribute to Greater Manchester's places and the communities which they serve. New development will be required to achieve an excellent standard of design, creating imaginative, safe, attractive and functional schemes which respond positively to their surroundings, the quality of an area, historic context and landscape character.

***Comment: Policy supported***

### **Policy GM20-Heritage**

Greater Manchester will be a dynamic, forward-looking city region anchored by a deep respect for its heritage, particularly its leading role in the industrial revolution, social advancements and subsequent innovations.

The quality of Greater Manchester's heritage will be maximised by:

- Preserving and enhancing heritage assets and their settings;
- Ensuring that the design of new development fully responds to the historic context, reinforcing local character and identity;
- Securing the sympathetic long-term reuse of heritage assets, helping to reduce the amount of heritage at risk;
- Increasing the understanding and interpretation of the historic environment, including through archaeological works as part of new development and carefully recording lost heritage assets;
- Maximising the positive contribution of Greater Manchester's industrial heritage, such as its canals and mills;
- Protecting and restoring the area's natural heritage, such as ancient woodlands and peatlands.

***Comments: Policy supported Shevington has already increased the understanding***

*and interpretation of the historic environment in Shevington and Crooke.*

**Policy GM21-Education Skills and Knowledge**

Greater Manchester will be distinguished by its high concentration of knowledge assets, its well-educated residents and its access to a very large pool of skilled labour capable of meeting the needs of all types of business

*Comments: Policy supported.*

**Policy GM22-Health**

A significant improvement in the average health of Greater Manchester residents, and a reduction in health disparities, will be supported through a range of measures

*Comments: Health measures are often dependant on accessing facilities outside the Greater Manchester area.*

**Policy GM23-Social Inclusion**

The development of Greater Manchester will be managed so as to maximise the ability of all residents to share in the benefits of its economic growth and prosperity.

*Comment: Policy supported*

**Policy GM24-Infrastructure**

A co-ordinated and integrated approach to infrastructure planning and delivery will be undertaken to ensure that the successful delivery of the GMSF is not limited by provision of transport, utilities, social and telecommunications infrastructure. To make this happen the Mayor / GMCA will implement the following approach:

- Work directly with the infrastructure providers and regulators to ensure that future investment plans are consistent with the GMSF;
- Promote collaboration and synchronisation of investments plans between the Mayor/GMCA and the main infrastructure providers;
- Establish a new long-term funding mechanism for transport infrastructure to ensure timely delivery and capture of developer contributions;
- Encouraging early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;

*Comments: This approach is welcome but will be difficult to achieve in reality*

**Policy GM25-Allocations**

- Development of these must be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been adopted by the relevant local planning authority (or authorities); with no development taking place prior to the adoption of the first masterplan for the site;
- Must make provision for, and be phased with, supporting infrastructure, facilities, environmental mitigation and, in the case of housing developments, affordable housing in accordance with district policies;
- Take place at a speed that ensures that economic and housing needs are met, and where this does not happen then compulsory purchase powers may be

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used to progress development more quickly and in a more coordinated manner; be designed to minimise any adverse impacts on the remaining green belt, including the use of landscaping and carefully designed buffer zones which will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;

- Respect and take account of all designated and non designated heritage assets and their settings, as well as respecting wider features and qualities that create a sense of place or local character;
- Mitigate flood risk and, where appropriate, provide for surface water drainage through soft, sustainable drainage methods;
- Ensure the extraction of any viable brickclay, sand and gravel, sandstone and/or surface coal resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

In the case of sites that involve the provision of housing, development must also accord with the following requirements:

- Maximise the delivery of affordable housing where required by district policies;
- Make full provision for the additional school places generated by the development, with the presumption that this will be on-site unless there are preferable opportunities off-site for the expansion of existing schools that are easily accessible from the site;
- Be designed to maximise the integration with existing neighbourhoods and communities;
- Enhance existing and provide new good quality walking and cycle routes to connect new and existing residential areas to encourage sustainable short journeys and promote healthier lifestyles;
- Include a detailed carbon assessment to demonstrate how the design and layout of the development has sought to maximise reductions in carbon emissions;
- Where appropriate demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to be unviable.

***Comment: This approach should be adopted on all large development sites not just those in the framework. This approach should have been taken in Standish.***

### **Nearby Allocations**

#### **M6 Junction 25 (Wigan)**

The Junction 25 strategic area provides an opportunity for a substantial employment development in the M6 corridor. The land borders the southern edge of Wigan (Wheatlea Industrial Estate and Winstanley) to the north, the A49 Warrington Road / Wigan Road to the east, the northern edge of Ashton-in-Makerfield (Link 25 Business Park / Soughers Lane) to the south and the M6 motorway to the west.

The development of the site will:

Provide a high quality location for around 332,500 m<sup>2</sup> of B1, B2 and B8 employment

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uses in the M6 corridor, with integrated landscape design and planting.  
Enable a small extension of Winstanley for around 80 homes  
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.

### **M6 Junction 26 (Wigan)**

The Junction 26 strategic area provides an opportunity for a substantial employment development in the M6 corridor. The land borders Spring Road to the north; the Kitt Green area of Wigan and the school fields of Abraham Guest Academy to the east; properties fronting the A577 Orrell Road to the south; and the M6 Motorway to the west.

The development of the site will:

Provide a high quality location for around 150,500 m<sup>2</sup> of floorspace for B1, B2 and B8 uses in the M6 corridor, with integrated landscape design and planting.

Enable a small extension of Kitt Green for around 170 homes, on the land east of Latham Lane.

Provide a through road from Orrell Road to Spring Road to serve the employment development and provide an improved access for the Heinz complex on Spring Road  
Ensure that good quality road access is provided from the M6 motorway at Junction 26, whilst making sure that it has no significantly adverse effect on the M6 or M58 motorways or other surrounding roads.

Support the delivery of improvements to the functionality and performance of Junction 26 of the M6 with the M58, A577 and new road infrastructure, to ensure that it has sufficient capacity to serve the increased levels of economic activity.

### **North of New Springs (Wigan)**

Land North of New Springs is allocated for housing development. The land borders Leeds & Liverpool Canal to the north-east, the Haigh Plantations to the west, and the B5238 Wigan Road to the south-east and the former Alexander Colliery site to the south.

The development of the area will:

Provide for around 1,050 homes.

### **Recommendation**

- That the comments set out in this report on the framework policies are conveyed to the Greater Manchester Combined Authority.
- That the comments made in the previous report about the treatment of the former Orica site are reiterated and that the site plan is altered to reflect reality in the final version of the framework.

[http://mappinggm.org.uk/gmsf-consultation-2016/?lyrs=gmsf\\_allocations\\_20161018,gmsf\\_housing\\_land\\_2015#os\\_maps\\_light/15/53.5657/-2.6834](http://mappinggm.org.uk/gmsf-consultation-2016/?lyrs=gmsf_allocations_20161018,gmsf_housing_land_2015#os_maps_light/15/53.5657/-2.6834)

Barry King

November 30<sup>th</sup> 2016