

IN31 Action Points from week 10 hearing sessions: Wigan allocations

1 Introduction

- 1.1 This document provides the PfE responses to IN31 – Action Points from Week 10 hearing sessions relating to proposed allocations in Wigan.
- 1.2 As requested by the Inspectors, the modifications are set out in relation to the wording in the submitted Plan¹. Some supersede, or require alterations to, modifications proposed earlier in the examination. Where consequential modifications are required to other parts of the Plan, these have been indicated with footnotes.
- 1.3 Where the proposed modification, as a result of the GMCA being asked to ‘consider’ whether a change would be necessary, is considered to be significant, a brief reason for the modification has been provided within a footnote.
- 1.4 Where the GMCA, on behalf of the PfE districts, considers it essential to make changes to parts of the policy that have not been referred to in the APs, these have been included in the response for the Inspectors’ consideration and a brief reason for the modification has been provided within a footnote. Consequential changes have also been made to the reasoned justification at this point in time, where justification/clarification is considered necessary.

¹ SD1.

IN31 Action Point 135 (JPA34 M6 Junction 25)

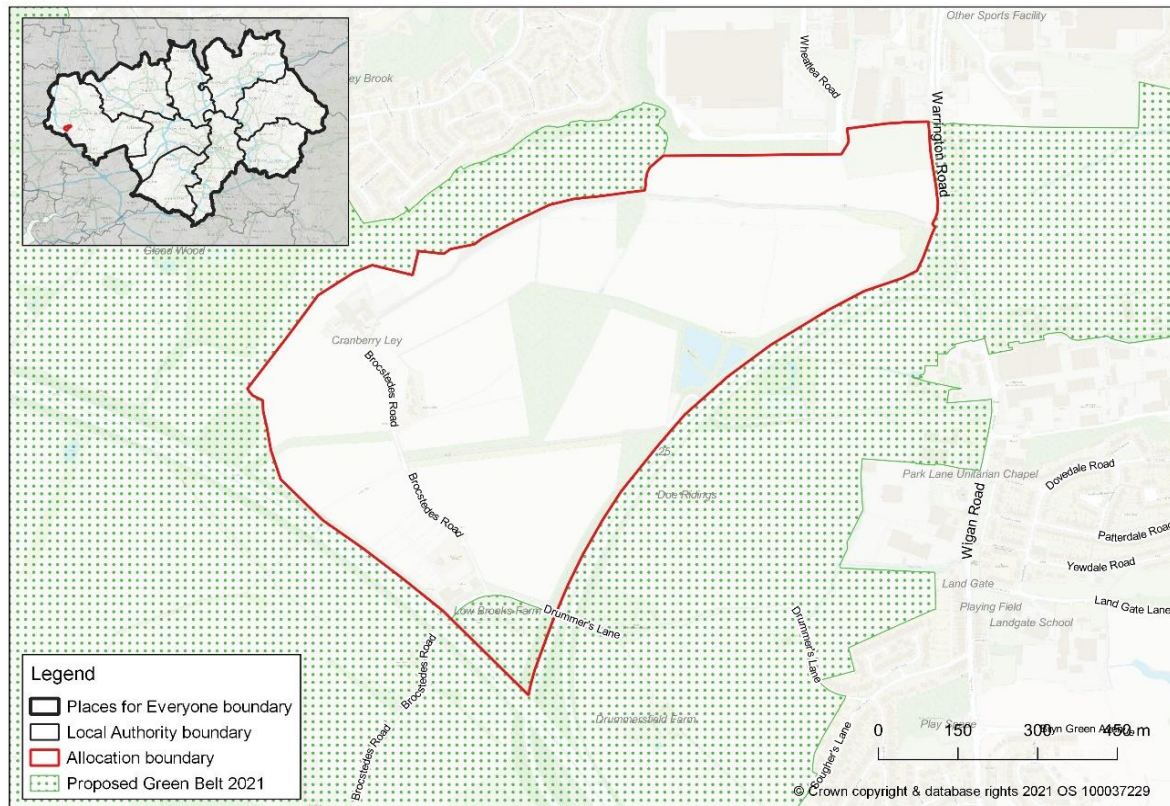
AP135. GMCA to draft a modification to policy JPA34 to include:

- Amendment to part 1 relating to masterplan and infrastructure phasing and delivery strategy (based on GMCA73).
- Insert new part relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 (based on GMCA73).
- Delete part 4 (based on GMCA73).
- Amendment to part 5 to include reference to JP-G2 (based on GMCA73).
- Insertion of new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA73).
- Amendment to part 7 to refer to ensuring that site layout would not preclude the provision of a future road connection with Wheatlea Industrial Estate (based on GMCA73).
- Delete part 8 (based on GMCA73).
- Amend part 9 to refer to safeguarding land within the allocation for the provision of an all-ways junction at M6 junction 25 (based on GMCA73).
- Insertion of an additional requirement relating to minerals safeguarding areas (based on GMCA73).

The following shows how the GMCA considers that submitted policy JPA34 M6 Junction 25 should be amended in response to IN31 AP135. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 34: M6 Junction 25

Map 11.50 JPA 34 M6 Junction 25



Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed with by the council, and is effectively informed by detailed site investigations and other constraints This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;

2. Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;

Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7;

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 these 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, in accordance with Policy JP-G2;
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;

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site, in accordance with Policy JP-G2;

7. Ensure that the site layout will not preclude the provision of a future ~~Provide an internal road connection with Wheatlea Industrial Estate;~~
8. ~~Provide easements for the significant utilities infrastructure running through the site;~~
9. Safeguard land within the allocation ~~Allow for the provision of an all-ways junction at M6 Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England;~~
and

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Supporting text:

- 11.352** 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.
- 11.353** 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.
- 11.354** 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.
- 11.355** 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.
- 11.356** 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. As part of the delivery of necessary new and improved road infrastructure, as set out in Appendix D, a safe crossing of the A49 Warrington Road will need to be provided.

11.357 In accordance with Policy JP-C7, 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.

11.358 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.~~

The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN31 Action Point 136 (JPA35 North of Mosley Common)

AP136. GMCA to draft a modification to policy JPA35 to include:

- Amendment to part 1 relating to masterplan and infrastructure phasing and delivery strategy (based on GMCA74).
- Amendment to part 2 to include reference to affordable housing (based on GMCA74).
- New addition to part 3 relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 and amendments to part 3 in respect of the guided busway (based on GMCA74).
- Amendments to part 4 to refer to City Road in the first sentence and to include reference to access arrangements from Silk Mill Street ensuring pedestrian and cycle links into the rest of the site (based on GMCA74).
- Deletion of parts 5 and 6, which are adequately addressed elsewhere (based on GMCA74).
- Amend part 7 to remove the reference to health facilities and amend references to the location of community facilities in relation to the guided busway (based on GMCA74).
- Amend part 8 to refer to JP-P5 (based on GMCA74).
- Delete part 11 (based on GMCA74).
- Notwithstanding the contents of GMCA84² (paragraph 2.6) GMCA to consider whether part 9 should be amended to include reference to the 8-metre offset from the watercourse bank to development across the allocation site (paragraph 2.4 of GMCA84)³.
- Insert new part to refer to biodiversity in the site in accordance with JP-G9 with specific reference to priority habitat including watercourses, ponds, hedgerows and areas of woodland (based on GMCA74).
- Insert new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA74).
- Insertion of an additional requirement relating to minerals safeguarding areas (based on GMCA74).

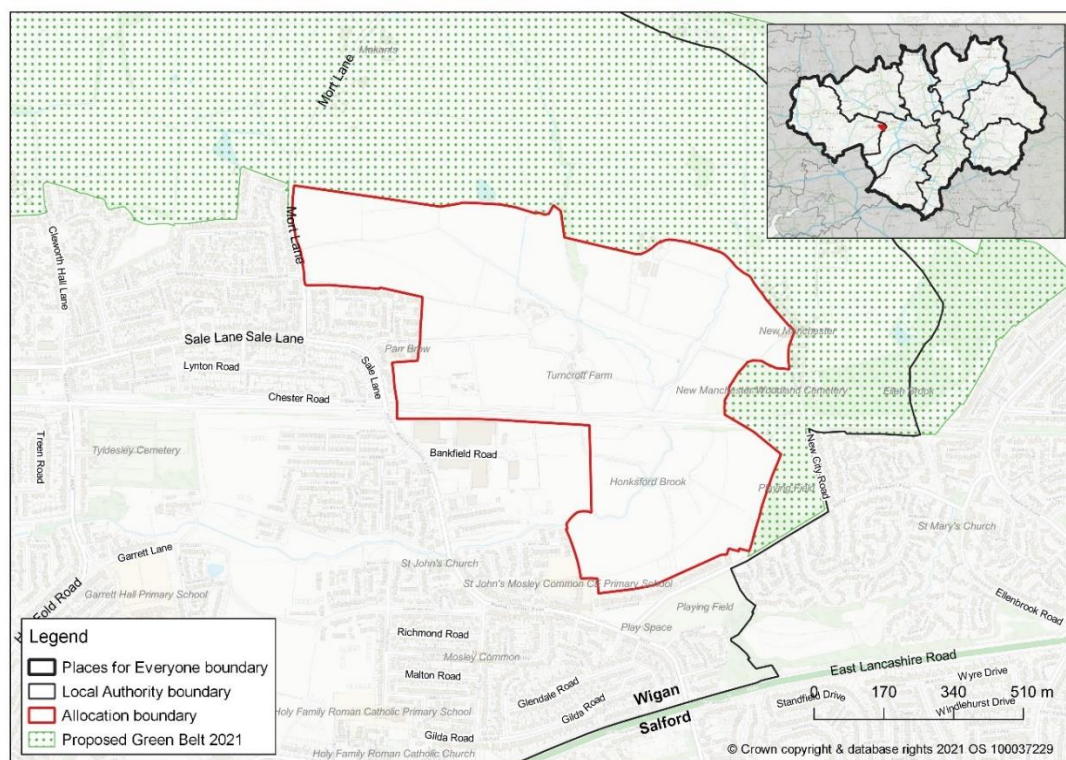
The following shows how the GMCA considers that submitted policy JPA35 North of Mosley Common should be amended in response to IN31 AP136. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

² Statement of Common Ground on Peat between Wigan Council and Peel L&P Investments (North)

³ It is not considered necessary to amend this criterion, or the reasoned justification for the policy, to include reference to an 8-metre offset from the watercourse bank to development across the allocation site. The policy will effectively protect areas of possible peat on the basis that criterion 1 requires development to be in accordance with a comprehensive masterplan that is agreed by the council, and criterion 9 requires the creation of a green infrastructure corridor in the environs of Honksford Brook.

Policy JP Allocation 35: North of Mosley Common

Map 11.51 JPA 35 North of Mosley Common



Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council, ~~and is effectively informed by detailed site investigations, an archaeological assessment, the presence of priority habitats and other constraints~~ This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 1,100 new homes, including affordable housing in accordance with local policy requirements, with higher densities close to existing and new bus stops on the Leigh-Salford-Manchester (LSM) Guided Busway, as applicable;
3. Make provision for new and improved sustainable transport and highways infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C7. This includes ~~Provide an additional stop on the busway and/or new/improved pedestrian and~~

~~cycle links to existing busway stops, and proportionate contributionse~~
~~proportionally and meaningfully to increaseding passenger capacity on the~~
~~busway at peak times, subject to full detailed busway service analysis~~
~~being undertaken in conjunction~~ with Transport for Greater Manchester;

4. Ensure that good quality road access is provided into the site, including from Mort Lane, Bridgewater Road, City Road and Silk Mill Street, Any access arrangements from Silk Mill Street should ensure good quality pedestrian and cycle linkages into the rest of the site ~~with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate;~~
5. ~~Deliver necessary highway capacity improvements to mitigate the impact of the full development, including at the junction of the A577 Mosley Common Road and the A580 East Lancashire Road, B5232 Bridgewater Road and B5232 Newearth Road, and A5082 Armitage Avenue and the A6, as applicable~~
6. ~~Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;~~
7. Provide new community and health facilities on-site, potentially in a suitably accessible location close to a future additional stop on the guided busway as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development;
8. Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial

contribution to meet the demand generated by secondary school pupils in accordance with Policy JP-P5;

Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to areas of priority habitat, including watercourses, ponds, hedgerows and areas of woodland;

9. Protect and enhance the environs of Honksford Brook through the creation of a green infrastructure corridor, including safeguarding land for a flood storage area to mitigate the risk of flooding downstream;
10. Provide a robust landscaped boundary with open countryside in the Green Belt to the north; ~~and~~

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and

- ~~11. Provide necessary easements for the gas pipeline that crosses the western part of the site; and~~

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Supporting text:

11.359 Mosley Common and Tyldesley are located close to Salford and Manchester and offer an attractive location to help meet the city region's housing needs to the west of the conurbation.

11.360 The site forms a logical eastern extension to Tyldesley and maintains a substantial Green Belt gap with Walkden to the north east. It is a relatively flat and unconstrained site with capacity for around 1,100 homes in a sustainable location.

- 11.361** This site significantly benefits from the LSM Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site. Provision will need to be made for pedestrian/cycle links from the development to busway stops.
- 11.362** The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable, in accordance with Policy JP-C7. Good quality road access will need to be provided into the site from the local highway network.
- 11.363** Walkden railway station is located within 2km of the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community facilities, with additional facilities available locally in Mosley Common and Ellenbrook. Safe and convenient routes for pedestrians and cyclists will need to be provided from the development to enable residents to access these services and facilities. They will benefit the development and complement associated community facilities provided in a suitably accessible location within ~~on the site, which could be developed as part of a new local centre close to a future additional stop on the guided busway~~. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.

11.364 In terms of educational provision, new primary education facilities will be required on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School which lies adjacent to the site, unless it is determined by the Council that this provision is not needed. A financial contribution will be required to meet the demand generated by secondary pupils.

11.365 Honksford Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced. Given its size, the site has potential to create significant volumes of runoff if infiltration is not possible. This will be mitigated through the safeguarding of land as flood storage areas within the allocation and through the provision of sustainable drainage systems as appropriate.

11.366 In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. In accordance with Policy JP-G1, a robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. ~~The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.~~

The allocation is wholly within a Mineral Safeguarding Area for brickclay and surface coal as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN31 Action Point 137 (JPA36 Pocket Nook)

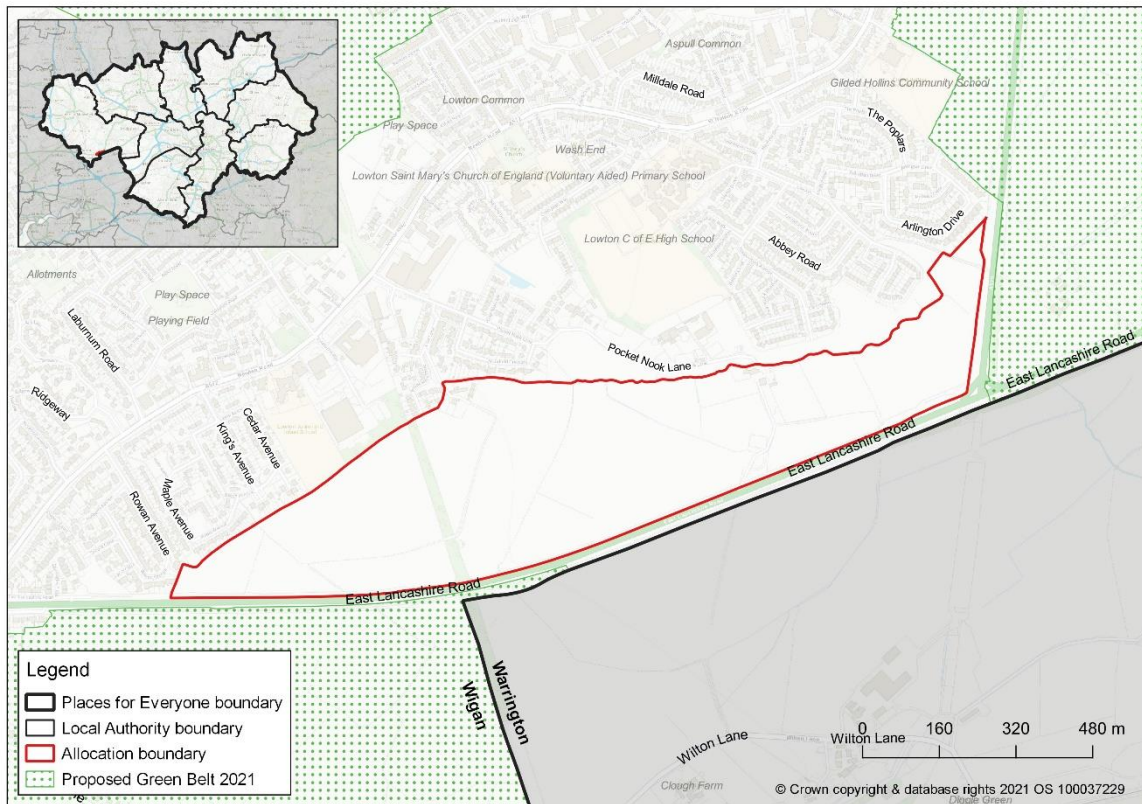
AP137. GMCA to draft a modification to policy JPA36 to include:

- Amendment to part 1 relating to masterplan and infrastructure phasing and delivery strategy (based on GMCA75).
- Amend part to include the word ‘potential’ construction of HS2 (based on GMCA75).
- Amend part 3 to refer to affordable housing and changes to the requirement for 75 homes to the west of the HS2 safeguarded route (based on GMCA75).
- Amend part 4 to include a reference to ‘E(g), B2 and/or B8’ and change HS2 route reference to ‘safeguarded’ (based on GMCA75).
- Amend part 5 in respect of delivery of a new road through the site and related changes to the HS2 reference (based on GMCA75).
- Delete part 6 and replace with wording relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 (based on GMCA75).
- Amendment to part 7 to include reference to JP-G2 (based on GMCA75).
- Insert new part to refer to biodiversity in the site in accordance with JP-G9 with specific reference to priority habitat including ponds, hedgerows and areas of broad-leaved woodland (based on GMCA75).
- Amend part 9 in respect of heritage assets on or around the site including Fair House Farm House and to refer to JP-P2 (based on GMCA75).

The following shows how the GMCA considers that submitted policy JPA36 Pocket Nook should be amended in response to IN31 AP137. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 36: Pocket Nook

Map 11.52 JPA 36 Pocket Nook



Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed ~~with~~ by the Council ~~and is effectively informed by an archaeological assessment and other constraints.~~ This will include the need for an infrastructure phasing and delivery strategy in accordance with Policy JP-D1;
2. Safeguard a north-south corridor towards the west of the site allocation for the potential construction of High Speed 2 Rail;
3. Deliver around 600 homes; including affordable housing in accordance with local policy requirements. ~~including a~~ Around 75 of these homes should be to the west of the ~~proposed~~ safeguarded HS2 route on land accessed from Rowan Avenue;

4. Deliver around 15,000 sqm of E(g), B2 and/or B8 employment floorspace on land to the west of the ~~proposed~~ safeguarded HS2 route accessed from Newton Road;
5. ~~Deliver or contribute effectively to the delivery of~~ a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line ~~as if~~ necessary, that is of a design quality to accommodate bus services, ~~safeguarding the route for future construction where applicable;~~
6. ~~Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site~~
Make provision for new and improved sustainable transport infrastructure, having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;
7. Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor, in accordance with Policy JP-G2;

Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to areas of priority habitat, including ponds, hedgerows and areas of broad-leaved woodland;
8. Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter; and
9. Take appropriate account of heritage assets on or around the site, and their settings, including ~~Ensure that the heritage setting of the Grade II Listed Fair House Farmhouse on Pocket Nook Lane, in accordance with Policy JP-P2 is retained or enhanced. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment(s) submitted as part of the planning application process.~~

Supporting text:

- 11.367** Within the East Lancashire Road Corridor, the Pocket Nook strategic area provides an opportunity for a substantial housing and employment development. The principle of development on this site is established in the adopted Wigan Local Plan Core Strategy, which identifies the site within a broad location for new development.
- 11.368** Lowton is a popular residential area with excellent road connections into both the Manchester and Liverpool City Regions via the A580 and is also in close proximity to the M6.
- 11.369** There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site, in accordance with Policy JP-C7.
- 11.370** A north-south corridor in the west of the allocation has been safeguarded by the Government for the potential delivery of HS2 Phase 2B. This safeguarded zone needs to be kept free from development to enable access and for servicing. If delivered, The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing.
- 11.371** The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west and, if necessary, will need to bridge the ~~proposed~~ HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way, and serve both new housing and employment development.

The road will enable the development to be properly integrated with the existing communities of Lowton and Golborne, provide local residents with an alternative route to the A580, and enable the delivery of enhanced bus services in the area. ~~serve both new housing and employment development and will be able to accommodate bus services.~~

- 11.372** A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue.
- 11.373** Carr Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced.
- 11.374** Three Groundwater Source Protection Zones have been identified either within or immediately adjacent to the northern boundary of the site. The design of new development should ensure that there are no adverse impacts to groundwater resources or groundwater quality and ensure compliance with the Environment Agency approach to groundwater protection.
- 11.375** Fair House Farmhouse on Pocket Nook Lane is a Grade II Listed Building. The building is important in many respects, not least as an example of timber-framing in an area where little remains. In order that its heritage setting is retained or enhanced consideration needs to be given at a detailed stage to the treatment of the northern portion of the site to ensure that any development harmonises with the wider setting of the Listed Building and it does not harm its heritage value and significance.
- 11.376** To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout, including infrastructure provision, will need to be informed by an archaeological assessment and other constraints and opportunities provided by the site.

IN31 Action Point 138 (JPA37 West of Gibfield)

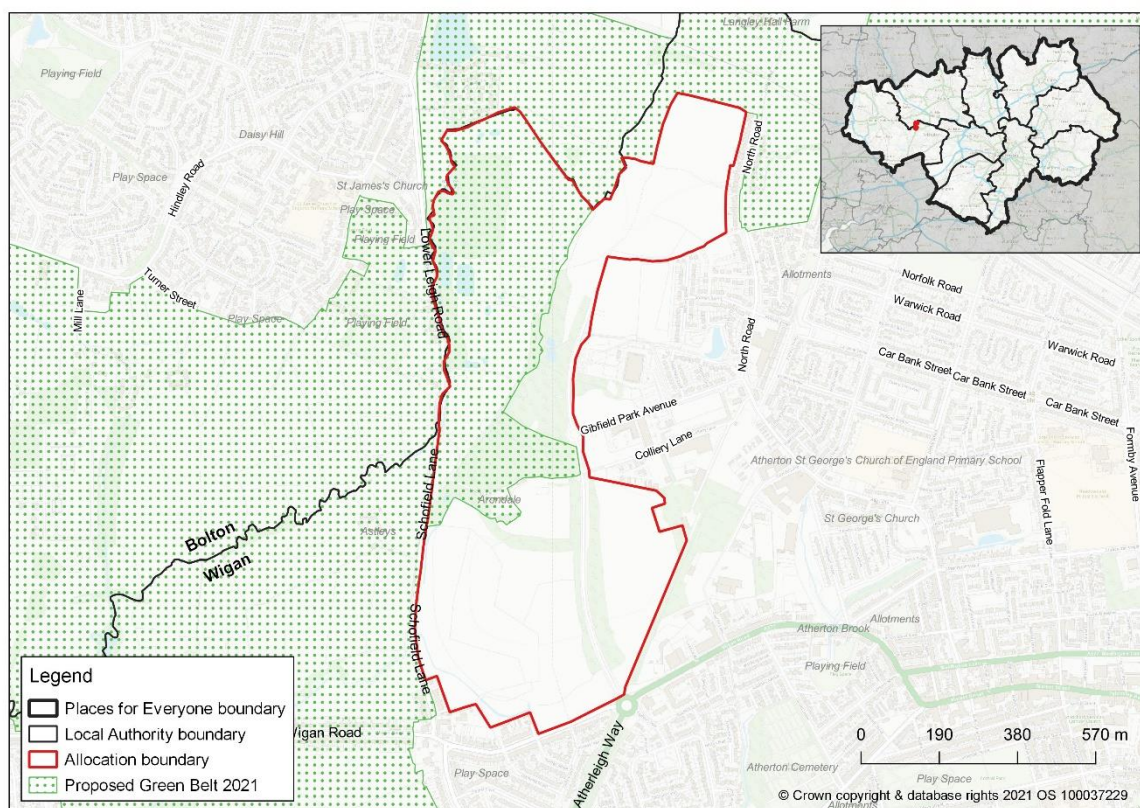
AP138. GMCA to draft a modification to policy JPA37 to include:

- Amendment to part 1 relating to masterplan and infrastructure phasing and delivery strategy (based on GMCA76).
- Amend part 2 to refer to affordable housing (based on GMCA76).
- Amend part 3 to include a reference to 'E(g), B2 and/or B8' and amend reference of location of employment floorspace in the southern part of the site (based on GMCA76).
- Amend part 4 in relation to safeguarding land for the continuation of Gibfield Park Way (based on GMCA76).
- Delete part 5 and replace with wording relating to improved transport and highways infrastructure, having regard to indicative transport interventions set out in Appendix D in accordance with policy JP-C7 (based on GMCA76).
- Amend part 6 in respect of access for pedestrian and cyclists within the site (based on GMCA76).
- Amend part 7 relating to the landscape corridor to also include the extension of Gibfield Park Way within the allocation.
- Amend part 8 to refer to 'substantial' rather than substantive (based on GMCA76) and to refer to arrangements for management as well as maintenance.
- Amend part 9 in relation to mitigation for great crested newts.
- Insert new part to refer to biodiversity in the site in accordance with JP-G9 with specific reference to Sites of Biological Importance and areas of priority habitat including watercourses, ponds, dry/acid heath grassland hedgerows and areas of woodland (based on GMCA76).
- Delete part 10 (based on GMCA76).
- Insert new part relating to provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA76).
- Delete part 11(based on GMCA76).
- Insertion of an additional requirement relating to minerals safeguarding areas (based on GMCA76).

The following shows how the GMCA considers that submitted policy JPA37 West of Gibfield should be amended in response to IN31 AP138. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Policy JP Allocation 37: West of Gibfield

Map 11.53 JPA 37 West of Gibfield



Development of this site will be required to:

1. Be in accordance with a comprehensive masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment and other constraints. This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;
2. Deliver around 500 new homes, including affordable housing in accordance with local policy requirements;
3. Deliver around 45,500 sqm of E(g), B2 and/or B8 employment floorspace in the south east of the allocation on land in the southern part of the site, as a logical extension to the existing Gibfield Park Industrial Area;
4. Ensure good quality road access is provided into the site, including through an extension of Gibfield Park Way northwards. A route for the

continuation of Gibfield Park Way further northwards towards the rail line should be safeguarded within the site, to connect into potential future road infrastructure to be provided in Bolton;

5. ~~Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;
6. Ensure convenient and safe access for pedestrians and cyclists within the site towards local bus services and to Daisy Hill and Hag Fold rail stations, ~~and contribute appropriately to improved passenger facilities at those rail stations, as applicable;~~
7. Provide a high quality, landscaped corridor along Gibfield Park Way, including its extension northwards within the allocation, through the planting of street trees and other strategic landscaping;
8. Provide a ~~substantive~~ substantial accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangement for its maintenance, agreed with the Council;
9. ~~Make~~ Ensure appropriate provision is made to sufficiently mitigate the impact of development on for great crested newts ~~sufficient to mitigate the development;~~

Make provision for biodiversity within the site in accordance with Policy JP-G9, with particular regard to Sites of Biological Importance and areas of priority habitat, including ponds, watercourses, dry heath/acid grassland, hedgerows and areas of woodland;

- ~~10. Provide easements for the significant utilities infrastructure running through the site; and~~

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2; and

- ~~11. Safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.~~

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Supporting text:

- 11.377** The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will be on land in the southern part of the site ~~extend the existing Gibfield Park Industrial Area~~ and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton.
- 11.378** The M61 corridor is a strategic opportunity for Greater Manchester but while Atherton, Hindley and Leigh are close to the M61, existing routes to the motorway are constrained and not conducive to attracting economic development. Improved road infrastructure between Gibfield Park Way and Junction 5 of the M61, via the Chequerbent junction on the A6, will be transformative for the area. The development is therefore required to extend Gibfield Park Way northwards as far as possible within the allocation and safeguard sufficient land to allow for a potential future extension to the A6 and M61 in Bolton.
- 11.379** In accordance with Policy JP-C7, h ~~h~~ Highway improvement measures will be needed to mitigate the impact of the development, notably at the junction of the A577 and Gibfield Park Way and between the site and the A6 and

Junction 5 of the M61 in Bolton. The development will be required to make an effective contribution to the provision of these measures.

- 11.380** There is also a need for strategic improvements to services along the Atherton railway line between Wigan and Manchester, via Daisy Hill station, specifically to increase capacity at peak times, and increase service frequencies and extent, in accordance with Policy JP-C7. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure ~~good~~ convenient and safe access within the site towards Daisy Hill and Hag Fold stations for pedestrians and cyclists ~~and contribute appropriately to passenger improvements at those stations.~~
- 11.381** The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to sufficiently mitigate the impact of the development on great crested newts that are present in the area, as well as the presence of priority habitats in accordance with Policy JP-G9. The ongoing maintenance of the country park will need to be agreed with the Council.
- 11.382** In order to make the site attractive to potential occupiers and to safeguard the amenity of existing and future residents, high quality landscaping is required within the site and along sensitive site boundaries, including the provision of appropriate screening from the employment development. Street trees and other strategic landscaping will be required along Gibfield Park Way, which is the key route through the site.
- 11.383** To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and opportunities provided by the site. ~~The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.~~

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sandstone (18.1%) and surface coal (99.7%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.