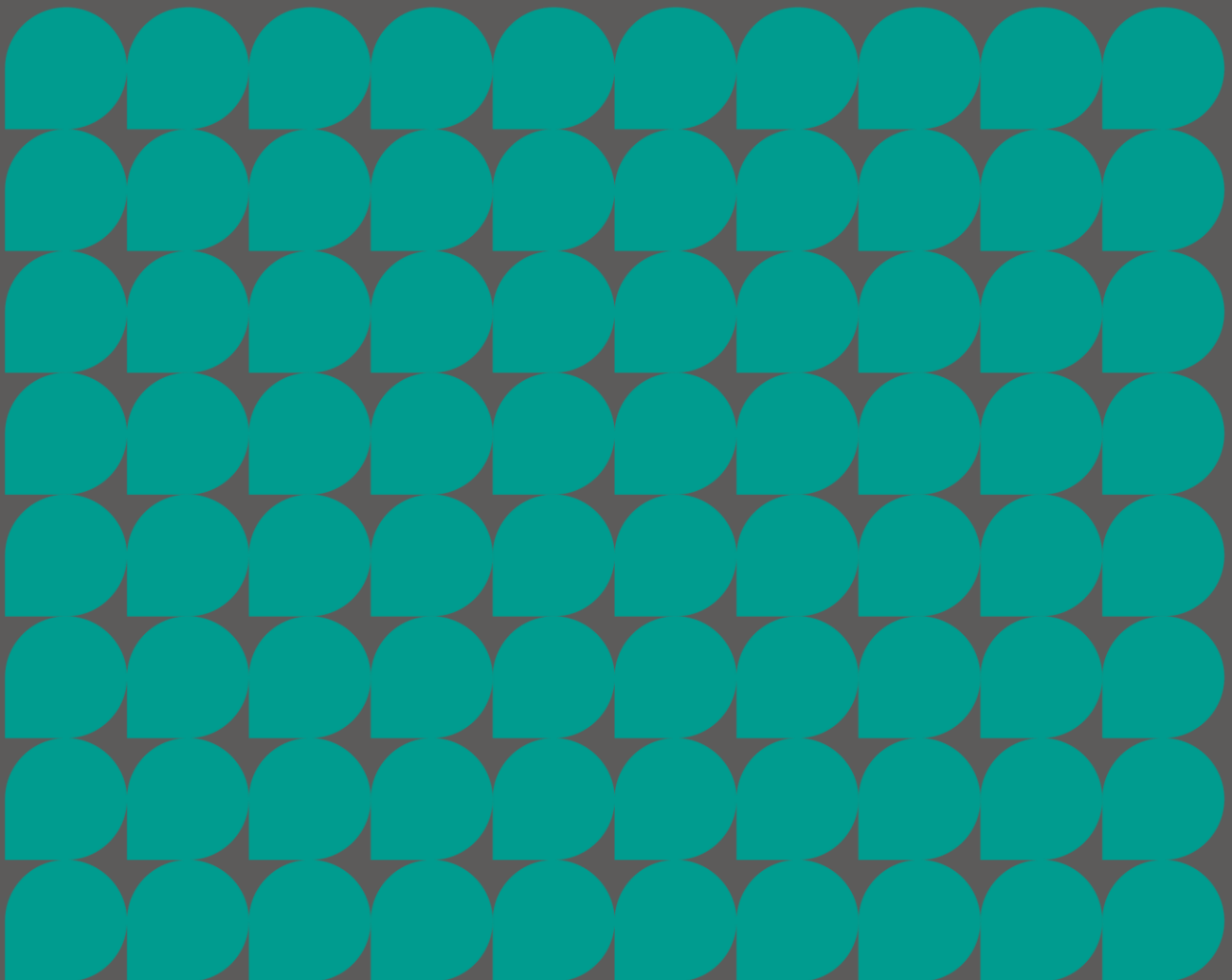


Places for Everyone

JPA6 West of Wingates / M61 Junction 6 Allocation

Topic Paper

July 2021



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Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30th October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE 2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Allocation Overview: West of Wingates / M61 Junction 6

- 2.1 The M61 corridor is the major focus for manufacturing and distribution development in Bolton and the Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North. The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected that it will be completely committed by the early 2020s. Developing the land to the west of Wingates would allow a continuing supply of land for warehousing and distribution in the M61 corridor and make a significant contribution to the economy of Bolton and the northern part of Greater Manchester.
- 2.2 The 184 hectare site is proposed to provide a location for around 440,000sq m of B2 and B8 uses. The site will be developed as a mix of large scale distribution and advanced manufacturing.
- 2.3 Development would require a new road across the site and to the north to link with junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.

3.0 Site Details

3.1 The site is located in the west of Bolton and falls within both the M61 Corridor and the Wigan-Bolton Growth Corridor. It is immediately adjacent to the existing Wingates Industrial Estate and is close to the Borough of Wigan. The total site size is 184 hectares. It is a greenfield site and lies entirely within the Green Belt.

4.0 Proposed Development

4.1 The site will provide a location for around 440,000 sq m of B2/B8 floorspace, for a mix of large scale warehousing and advanced manufacturing.

4.2 The changes in the West of Wingates / M61 Junction 6 Policy from GMSF 2019 to GMSF 2020 are outlined below:

- Criterion two, which relates to development being in accordance with a masterplan, specifically states that this should be an 'agreed comprehensive masterplan'. This is to add clarity around the nature and status of the required masterplan to ensure a comprehensive approach to the allocation.
- Criterion five, which relates to financial contributions to the transport network, includes reference to demand responsive services, cycling and walking. This is a result of the Integrated Appraisal and Locality Assessment.
- Criterion five no longer states that this should include bespoke bus services linking Westhoughton to Horwich Parkway and Middlebrook. The reasoned justification does, however, refer to the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway.
- There is an additional criterion stating that 'development at the site will be required to ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape'. Wigan Council raised concerns that while criterion seven addresses environmental impact affecting the SBI and existing features, the scale and prominence of the site and its location close to the borough boundary means that widening the criterion to address wider landscape impacts was important. This additional criterion was therefore added.

- The criterion relating to mitigating against flood risk has been removed. Flood risk is sufficiently addressed through the thematic policies.
- Criterion eight, which relates to air and noise pollution, no longer refers to pollution from the railway. This is due to the distance of the railway from the site.
- A new additional criterion (nine) states that development at the site will be required to ensure there is no undue adverse impact of light, air or noise pollution from the development and its associated operations. This additional criterion reflects concern from Wigan Council in relation to the wider impacts of development, in particular the issue of pollution.
- The criterion relating to minerals has been removed. This is because the issue of minerals is satisfactorily addressed through the Greater Manchester Joint Minerals Plan.

4.3 The changes in the West of Wingates / M61 Junction 6 Policy from GMSF 2020 to PfE 2021 are outlined below:

- The wording of the first criterion has changed from ‘provide a location for around 440,000 sqm, for a mix of large scale warehousing and advanced manufacturing’ to ‘provide a location for around 440,000 sqm of employment floorspace, consisting of a mix of large scale warehousing and advanced manufacturing’. This is to provide clarity.
- In criterion seven ‘wide landscape’ has been changed to ‘wider landscape, to correct a typographical error.
- In criterion eight ‘affects’ has been changed to ‘effects’, to correct a typographical error.

4.4 The West of Wingates / M61 Junction 6 Policy in GMSF 2019, GMSF 2020 and PfE 2021 can be seen in appendices A-C.

5.0 Site Selection

5.1 The Site Selection Topic Paper has set out criteria, which have been informed by the GMSF/PfE objectives. West of Wingates/M61 Junction 6 is considered to meet Criteria 3 which has been defined as *“land that can maximise existing economic opportunities, which have significant capacity to deliver transformational change and/*

or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth”.

5.2 For West of Wingates/M61 Junction 6 this relates to GMSF/PfE objectives 3 and 5 which are:

Objective 3: Create a thriving and productive economy in all parts of Greater Manchester.

Objective 5: Reduce inequalities and improve prosperity.

5.3 In terms of the overall spatial strategy this allocation will support the aim of boosting the competitiveness of the northern boroughs of Greater Manchester.

5.4 Harworth suggested an alternative boundary to that proposed in Places for Everyone. This can be seen in Appendix D. Harworth’s suggested amendment is not supported because the proposed amended site boundaries would:

- mean that houses on Dicconson Lane would have development land both to the north and south resulting in a considerably greater detriment to residents;
- worsen the effect on primary Green Belt purposes, since it would extend development to the north of Dicconson Lane. The boundary proposed in Places for Everyone would result in well defined physical Green Belt boundaries along Dicconson Lane and along the former railway line to the west. The suggested amended boundaries would not result in such well-defined physical features. The National Planning Policy Framework requires that Green Belt boundaries should be clearly defined, using physical features that are readily recognisable and likely to be permanent;
- Concentrate more development on elevated areas close to the A6 and would therefore be more likely to have an adverse impact on the landscape.

6.0 Planning History

6.1 Planning application 04766/18 relates to a 33 hectare site falling within the West of Wingates/M61 Junction 6 Allocation. The application is for 100,000 sq m of employment floorspace. A more detailed development description is provided below:

Part A: Outline application for strategic employment development for industrial (Class B1c/B2) , storage and distribution (Class B8) and/or research and development (Class B1b) uses each with ancillary office space (Class B1a) parking and associated facilities, (Class D1) ancillary food and drink (Class A3/A4/A5) and associated roads and landscape work.

Part B: Full planning application for demolition of buildings/structures, upgrade to highway infrastructure, creation of new access to Wimberry Hill Road, formation of development platforms, boundary landscaping and ecological enhancement area.

- 6.2 Bolton Council resolved to approve the application in January 2020. However, the Secretary of State called this in for determination and the public inquiry took place in November 2020. The Secretary of State granted planning permission on 21st June 2021, agreeing with the recommendation of the inspectors that planning permission be granted subject to conditions and planning obligations of the Section 106 Agreement.
- 6.3 In reaching this decision the Secretary of State afforded the Green Belt harm substantial negative weight and the landscape and visual harm significant negative weight. The Secretary of State considered that the evident need for development of the type proposed carries substantial weight and the economic benefits of the proposal carry very substantial weight in favour of the scheme. Overall, the Secretary of State considers that the economic and other benefits of the proposal are collectively sufficient to outweigh the harm to the Green Belt and to the landscape such that very special circumstances exist to justify permitting the development.

7.0 GMSF 2019 Consultation Responses

7.1 The main objections are related to:

- Loss of Green Belt
- Traffic concerns
- Increased flood risk
- Increased noise and air pollution
- Effect on rare wildlife
- Effect on Borsdane Wood SBI

- Effect on neighbouring properties
- Loss of recreational space
- Reduction in green space leading to poorer mental health

7.2 There were references to Bolton's Core Strategy and Allocations Plan, which have a plan period ending in 2026, where the Planning Inspectorate determined there to be no further need for Green Belt amendments.

7.3 Suggested changes to the policy include:

- Harworth suggested an alternative allocation boundary which reduces the allocation size to 172 ha although this extends the allocation further along the A6 (Appendix D).
- Stronger references regarding SUDS
- Protection and enhancement of the watercourse network
- An approach to historic landfill sites within the allocation
- A requirement to deliver a net gain in biodiversity
- Providing opportunities for SME's

7.4 Suggested alternative strategies include:

- Identifying brownfield sites to accommodate employment development
- Filling vacant units at Logistics North and the existing Wingates Industrial Estate
- Reducing the plan period
- Spreading employment allocations more evenly down the A6 to reduce environmental impact.

8.0 GMSF 2019 Integrated Assessment

8.1 The 2019 Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a very positive contribution to GMSF (now PfE) objectives including:

- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation
- Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development
- Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets

- Objective 18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy.
- 8.2 The 2019 Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a positive contribution to GMSF (now PfE) objectives including:
- Objective 4: Reduce levels of deprivation and disparity
 - Objective 6: Support improved health and well being of the population and reduce health inequalities
 - Objective 9: Promote sustainable modes of transport
 - Objective 10: Improve air quality
 - Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets
 - Objective 12: Ensure communities, development and infrastructure are resilient to the effects of expected climate change.
 - Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
 - Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of Greater Manchester
- 8.3 The 2019 Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a negative contribution to GMSF (now PfE) objectives including:
- Objective 10: Improve air quality
 - Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
 - Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM
 - Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
- 8.4 The 2019 Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a very negative contribution to GMSF (now PfE) objectives including:

- Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination

8.5 The 2019 Integrated Assessment suggested some mitigation measures. These have been incorporated where appropriate. Further information can be seen in the description of the GMSF 2020 Integrated Assessment below.

9.0 GMSF 2020 Integrated Assessment

9.1 The 2020 Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a very positive contribution to GMSF (now PfE) objectives including:

- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation
- Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development
- Objective 6: Support improved health and well being of the population and reduce health inequalities
- Objective 9: Promote sustainable modes of transport
- Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets

9.2 The Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a positive contribution to GMSF (now PfE) objectives including:

- Objective 10: Improve air quality
- Objective 11: Conserve and enhance biodiversity, green infrastructure and geodiversity assets.
- Objective 12: Ensure communities, development and infrastructure are resilient to the effects of expected climate change.
- Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
- Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM

- 9.3 The Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a negative contribution to GMSF (now PfE) objectives including:
- Objective 10: Improve air quality
 - Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
 - Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM
 - Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
- 9.4 The Integrated Assessment concluded that the West of Wingates / M61 Junction 6 allocation would make a very negative contribution to the following GMSF(now PfE) objective:
- Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of Greater Manchester, whilst reducing land contamination
- 9.5 The Integrated Appraisal resulted in changes to the West of Wingates/M61 Junction 6 Policy. Some examples are listed below:
- With regard to GMSF Objective 6, which relates to improving the health and wellbeing of the population and reducing health inequalities, the IA recommended incorporating active transport improvements. Changes were made to the policy wording including the provision of financial contributions to the enhancement of the highway network, public transport and other demand responsive services, walking and cycling, or other improvements identified through a transport assessment. The IA score has increased from positive to very positive.
 - With regard to GMSF Objective 9, which relates to promoting sustainable modes of transport, the IA recommended highlighting the role of active travel. Changes were made to the allocation policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The IA score has increased from positive to very positive.

Section B – Physical

10.0 Transport

- 10.1 This section summarises the findings of the 2020 Locality Assessment, the 2021 Locality Assessment Review, Harworth’s GMSF Supporting Information and what the West of Wingates/M61 Junction 6 Policy (JPA6) states in terms of transport.

2020 Locality Assessment – Road Network

The 2020 Locality Assessment found that, in terms of impact on the Strategic Road Network, the allocation would have an impact on the operation of the Strategic Route Network at Junctions 5 and 6 of the M61. It gave an indication that the traffic impacts of the allocation are less than severe, and that the allocation is deliverable with the proposed mitigation measures in place. It recognised that further work is required to progress with a scheme at Chequerbent Roundabout, but workable solutions are considered feasible.

2020 Locality Assessment – Public Transport

- 10.2 There are a number of bus services operating within the vicinity of the proposed allocation, with the most accessible stops being located on the allocation frontage on the A6 Chorley Road and B5239 Dicconson Lane. The 2020 Locality Assessment considers that the frequency of buses available from the A6 Chorley Road offer excellent connectivity for a development where many of the employees will work to fixed shift patterns.
- 10.3 The nearest train station to the allocation is situated at Westhoughton on the Southport - Wigan Line. It is located approximately 1.6km from the centre of the site. The allocation is also within a 2km walk of the train services from Horwich Parkway.
- 10.4 The Locality Assessment concludes that the allocation is accessible from the local residential areas of Wingates and Westhoughton on foot. Pedestrian access to the development site will take place from the proposed vehicular access junction onto the A6 Chorley Road via the spine road. In addition, several additional non-vehicular access points/connections would be provided.

10.5 The 2020 Locality Assessment concludes that:

- The residential areas of Wingates and Westhoughton are within a 10 minute cycle ride;
- The residential areas of Lostock, Aspull, Chew Moor, Blackrod, Middlebrook, Daisy Hill, parts of Over Hulton and parts of Horwich are within a 20 minute cycle ride
- The nearest rail station at Westhoughton can be reached in a 5 minute cycle ride with Horwich Parkway station being reached in a 10 minute cycle ride

10.6 Cycle access to the development site will take place from the proposed vehicular access junction onto the A6 Chorley Road via the spine road. In addition, several additional non-vehicular access points/connections would be provided.

2020 Locality Assessment – Necessary Interventions

10.7 The 2020 Locality Assessment identified necessary interventions which are summarised below:

- The allocation will benefit from accesses at the Wimberry Hill/Chorley Road Junction and at the A6 De Havilland Way Junction;
- Contribution towards public transport – either by establishing a Local Link service or potentially increasing bus service frequency in the area;
- Improvement schemes at the following junctions – Blackrod Road/Manchester Road, A6 De Havilland Way/A6 Chorley Road, link road and Dicconson Lane Roundabout, Hall Lane/Bolton Road and Mansell Way/De Havilland Way;
- Contribution towards cycle and pedestrian enhancement away from the allocation;
- Implementation of a Travel Plan; and
- Improvements will be required at Junction 6 of the M61.

2021 Locality Assessment Review

10.8 In 2021 the conclusions of the 2020 Locality Assessment were tested again, using updated modelling where necessary, to reflect changes such as Stockport's withdrawal from the plan and slightly amended phasing for the West of Wingates / M61 Junction 6 allocation.

10.9 With regard to impact of the allocation on the Local Road Network the 2021 Locality Assessment Review found that Chequerbent Roundabout is anticipated to operate significantly above capacity in 2040. Assessments of the other local junctions

indicate that forecast levels can be accommodated on the network with the exception of the A6 Chorley Road/Wimberry Hill Road junction.

- 10.10 With regard to the Strategic Route Network Junctions 5 and 6 of the M61 have been reassessed to ensure network updates haven't adversely affected conclusions drawn from the 2020 Locality Assessment Review.
- 10.11 The 2021 Locality Assessment Review concludes that the traffic impacts of the proposed development are less than severe, and that the allocation is deliverable with the proposed mitigations measures in place. Further work is required to progress a scheme at Chequerbent Roundabout, however, workable solutions are considered feasible. It is also stated that further work will be required in parallel with Highways England to ensure that the mitigation scheme proposed for Junction 5 of the M61 and A6 De Havilland Way/A6 Chorley Road (Impacting M61 Junction 6) can be accommodated and delivered.

Harworth GMSF Supporting Information

- 10.12 While Harworth's GMSF Supporting Information document relates to an amended boundary it is still considered useful to summarise its findings. This summary information is provided below.
- 10.13 In relation to a prospective link road/bypass to the west of Westhoughton connecting the south of the town with junction 6 of the M61, Harworth consider that deliverability and cost effectiveness would be significantly enhanced if its purpose is also to serve development (as opposed to by-passing).
- 10.14 Harworth consider that the delivery of the link road would bring enhancements to all users of the A6:
- Removing traffic from the A6 corridor will increase the efficiency of the existing road network in terms of capacity and will serve to reduce congestion which will in turn improve air quality along this corridor reducing the number of idling vehicles at traffic signals.
 - The section of the A6 that was bypassed would become a more cycle friendly piece of infrastructure. The increased spare capacity at junctions could also be utilised to improve the cycling facilities along the corridor.

- There would also be benefit to public transport journey times as reduced congestion will increase timetable reliability.

10.15 In terms of sustainable travel Harworth outline that:

- Any development would be expected to enhance the public transport accessibility of the site by interventions such as on-demand service provision (i.e. Local Link), increased bus service frequency and alternative routing.
- Any development will be expected to enhance walking and cycling accessibility with the provision of new and upgraded footpaths and cycle paths within the site and the surrounding area.
- Opportunities to provide and enhance connectivity between Westhoughton and Horwich Parkway train stations and the development site will be explored and agreed with the local authority.
- Provisions to encourage the use low emission and electric vehicles will be incorporated into the development.
- Sustainable travel initiatives are expected to be implemented via Travel Plans adopted by the occupier businesses.

10.16 In terms of on-site infrastructure Harworth outline that:

- A masterplan for the site will incorporate a comprehensive network access and circulate infrastructure for all users. This is expected to be formed of a primary spine road and series of spur roads that serve development plots. High quality footpaths, cycle paths and bus shelters will be incorporated.
- The site footpaths and cycleways will be integrated with the existing footpath and cycle path/bridleway network around the site, thereby providing connectivity for access and amenity.
- Appropriate levels of parking for HGV and passenger cars will be provided.

10.17 Harworth state that the prospective upgrading of routes from footpaths to bridleways (where appropriate) will facilitate access by a greater range of users with different travel and mobility requirements. This increased accessibility will facilitate the use of land not proposed for development within and adjacent to the allocation site for amenity and recreational use.

PfE 2021 West of Wingates / M61 Junction 6 Policy JP6AP

10.18 PfE 2021 Policy P6AP West of Wingates / M61 Junction 6 states that development at this site will be required to:

- Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton;
- Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse affect on the motorway or other surrounding roads;
- Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment;
- Take into account the effects of air and noise pollution from the major highways in and around the site;
- Ensure that there is no undue adverse impact of light, air and noise pollution from the development and its associated operations; and
- Ensure that the integrity of the extensive network of existing rights of way network is protected.

10.19 The reasoned justification or supporting text for PfE 2021 Policy West of Wingates / M61 Junction 6 P6AP outlines that development would require a new road across the site and to the north to link with junction 6 of the M61. It goes on to state that the development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton. There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway. This would allow improved access for local residents to new employment opportunities on the site, and existing employment areas such as Middlebrook and Lostock.

11.0 Flood Risk and Drainage

11.1 The SFRA identified allocation P6AP: West of Wingates / M61 Junction 6 as a “*less vulnerable*” site to flood risk. The SFRA's Level 1 Strategic Recommendation suggests ‘Recommendation D’ for this policy allocation meaning that a site specific Flood Risk Assessment is required.

11.2 Harworth provided further information in their GMSF Supporting Information document. While this relates to a different boundary it is useful to summarise this below:

Drainage and Flood Risk

11.3 The site comprises greenfield land which is currently worked for agricultural purposes. Typically, there is a network of ditch courses and a number of ponds of relatively small size throughout the site which serve to provide natural land drainage.

Fluvial and Surface Water Flood Risk

11.4 The site is located wholly within Flood Zone 1 and is therefore considered to be at 'Low' risk of fluvial flooding. The NPPF advises that areas within Flood Zone 1 are sequentially preferable for all types of development.

11.5 Long term flood risk mapping identifies the site to contain areas that are likely to experience risk of surface water flooding. These areas of surface water flood risk are predictably associated with ditchcourses and local ponds located throughout the site where there are natural valley lines and topographical depressions present. Any development will maintain and/or recreate significant ditchcourses that effectively regulate the local drainage system as a part of a sustainable surface water drainage system.

11.6 A Flood Risk Assessment and Drainage Strategy for any proposed development will assess the flood risk to the site and ensure that development does not increase the level of flood risk locally and to neighbouring properties. The Drainage Strategy for the site will seek to manage surface water runoff in a sustainable manner, mimicking and integrating the local natural drainage regime as closely as possible. Runoff rates leaving the site will not exceed pre-developed (greenfield) rates by incorporating source control techniques and Sustainable Drainage Systems (SuDS). These will be designed to a level that will accommodate the effects of climate change, ensuring that the development and neighbouring properties will remain safe from flood risk for the lifetime of the development.

11.7 It is anticipated that the surface water drainage from the development will be attenuated using ponds as part of the sustainable drainage system and that on-going management and maintenance of the SuDS system will be funded by the development.

Other Sources of Flooding

- 11.8 A desktop review of other sources of flooding, including groundwater, reservoir flooding, canals and drainage infrastructure has concluded that there are no other sources of flooding to affect the site itself.

12.0 Ground Conditions

- 12.1 Although Harworth's document titled GMSF Supporting Information relates to a different boundary it provides useful information on ground conditions. This is summarised below:

Water Resources

- 12.2 A review of British Geological Survey (BGS) maps shows the ground conditions to be of generally low permeability, comprising Pennine Lower Coal Measures Formation (mudstone and siltstones). Environment Agency mapping shows this underlying bedrock to be classified as a Secondary Aquifer, which has the potential to yield limited amounts of groundwater, capable of supporting water supply and base flows to watercourses on a local scale. No abstraction points of significance have been identified due to the absence of Groundwater Source Protection Zones in the local area according to Environment Agency mapping. Ground conditions generally infer that there is limited potential for infiltration and a soakaway based surface water drainage system unfeasible.
- 12.3 The application site falls within the Environment Agency's Lower Mersey and Alt Catchment. The Abstraction Licencing Strategy (ALS) for the Lower Mersey and Alt catchment (Environment Agency, February 2013) sets out how much water is available for abstraction and which areas or units are under stress i.e. cannot support further ground or surface water abstraction without having an adverse impact on local biodiversity. The ALS mapping shows that the site falls within a water resource management unit which has water available for at least 95% of the time. As such it can be concluded that development of the site will not have an adverse impact on local natural water resources, which is compounded by the anticipated type of development where distribution units will generate low water demand.

Topography

- 12.4 The site slopes at relatively gentle gradients (approx. 3%) from a high point near to Chorley Road at Four Gates (approx. 138m) down towards the south and west (approx. 105m). Given the slope of the land and the requirement for flat development platforms groundworks, including 'cut and fill', will be necessary within the site.

Geology

- 12.5 Geological mapping for this area shows that the superficial deposits comprise glacial till (mainly clay with silt and gravel), with small areas of glaciofluvial sand and gravel. The bedrock geology beneath the site and the wider area is the Pennine Lower Coal Measures. This formation comprises mudstone, siltstone and sandstone with coal seams. Ravenhead rock (sandstone unit) and Cannel rock (sandstone) are also present in some areas of the site beneath the superficial units.

Coal Mining and Landfill

- 12.6 Made ground is known to be present across some parts of the site as a result of landfilling and mining activities at the site.
- 12.7 Underground coal mining is understood to have occurred in this location until the 1930s (approx.), with known mine entries within the site boundary and the potential for shallow mine workings. Given the mining history of the site, there is potential for the presence of ground gases.
- 12.8 There is evidence of historical landfill sites within the site boundary. There are a number of other areas of filled land across the site (filled ponds). Further investigation is required to fully ascertain the location and extent of the former coal mining activity, land fill activity and associated risks across the proposed allocation site.
- 12.9 The identified constraints and risks are considered to be typical of development sites in former mining areas. Harworth Group is a specialist in the remediation and development of former mining sites having previously been part of the UK Coal business. There is no indication that matters relating to the landform or ground conditions could impose a significant constraint on the feasibility or deliverability of development.

13.0 Utilities

13.1 The Harworth document titled GMSF Supporting Information, although relating to a slightly different boundary, states that the location of former mineshafts is known and that there are overhead cables crossing the site.

13.2 The allocation is located immediately adjacent to Wingates Industrial Estate. This is a longstanding industrial estate which has a wide range of existing services, which currently serve the existing industrial uses, including water, gas and electricity mains as well as telecommunications infrastructure.

13.3 The following is taken from the 2018 United Utilities Infrastructure Report:

United Utilities Constraint	United Utilities Comment
Clean Water network - Distribution Mains and 14 inch trunk main to south of site.	Network within centre small. Trunk main associated easement.
Sewer Network – network surrounds site.	Land levels change from north to south. Attention will need to be made for surface water drainage. It is necessary to ensure the foul and surface water drainage proposals are part of a wider, holistic strategy which coordinates the approach to drainage between phases, developers, and over a number of years of construction.
Easements - 3 separate easements within site.	Large Trunk Main to south of site has associated easement. Possible requirement for masterplanning.

Section C – Environmental

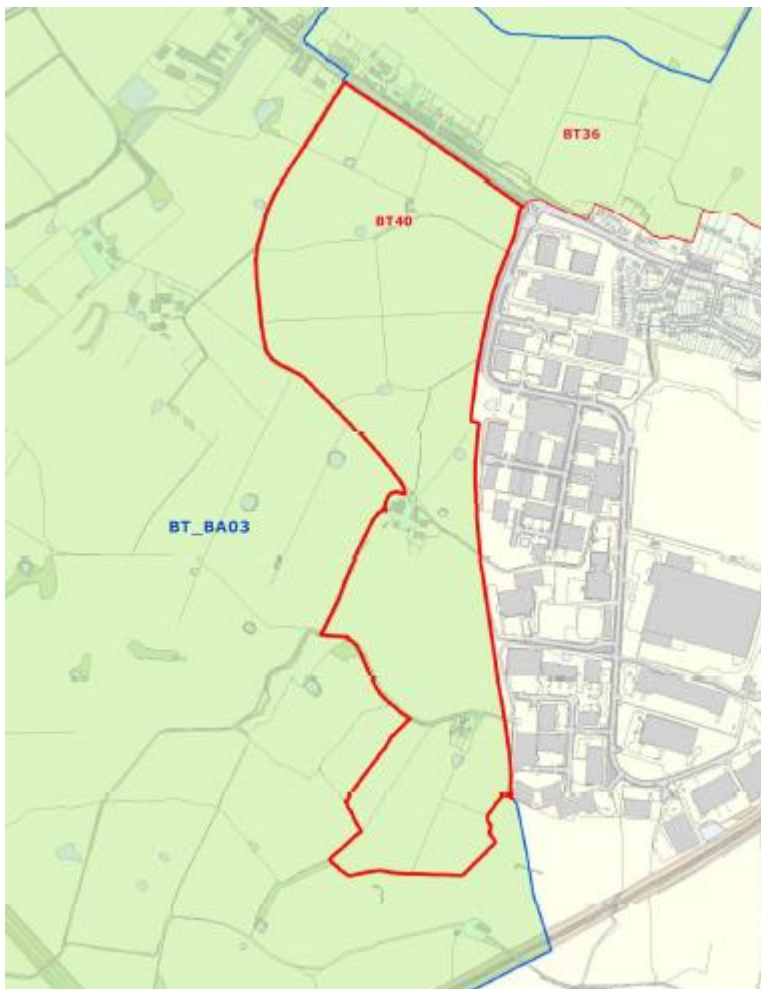
14.0 Green Belt Assessment

14.1 The total site size is 184 hectares, which lies entirely within the Green Belt. No Green Belt is being retained within the allocation. There is some proposed Green Belt loss outside the allocation boundary – this is a 3.61 hectare area, which is already largely developed, and lies to the south of Chorley Road. Therefore, the total Green Belt loss associated with this allocation is 187.61 hectares.

2016 Green Belt Parcel Assessment (Land Use Consultants)

14.2 The West of Wingates /M61 Junction 6 allocation falls within parcels BT40 and BT-BA03 in the 2016 GM parcel assessment.

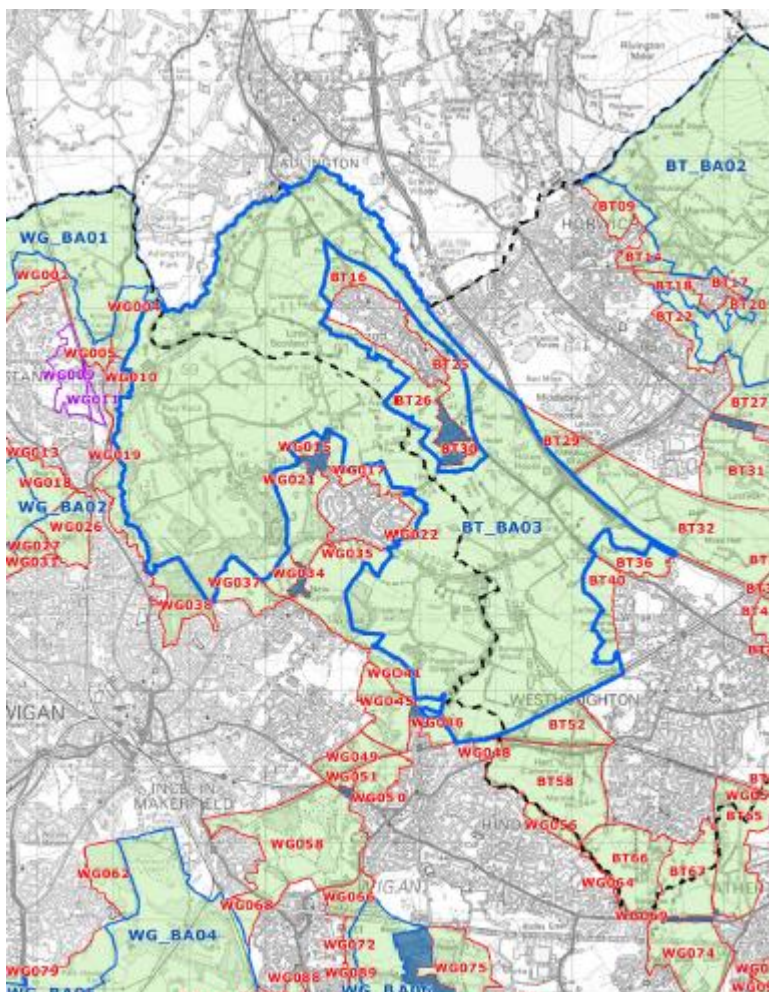
14.3 The location of parcel BT40 is shown below:



14.4 The results of the assessment for parcel BT40 are summarised below.

Assessment Criteria	Rating and Justification
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1a - Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness?</p>	<p>Strong: There are few urbanising features within the parcel. Existing farmland provides a strong sense of openness within the parcel. The parcel plays a strong role in checking the unrestricted sprawl of Westhoughton.</p>
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1b - Does the parcel protect open land from the potential for urban sprawl to occur?</p>	<p>Moderate: The parcel is adjacent to the settlement of Wingates, Westhoughton. There are no strong barrier features on the outer edge (or close to the outer edge) that would prevent urban sprawl from taking place within the parcel. The parcel plays some role in inhibiting ribbon development to the south of the A6.</p>
<p>Purpose 2 - To prevent neighbouring towns merging into one another.</p> <p>Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?</p>	<p>Weak: The parcel only plays a very limited role in preventing the merging or erosion of the visual or physical gap between Westhoughton and Aspull due to the large distance between the settlements at this location.</p>
<p>Purpose 3 - To assist in safeguarding the countryside from encroachment.</p> <p>Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside? Has the parcel already been affected by encroachment of urbanised built development?</p>	<p>Moderate: There are minor influences of urban development visible from within the parcel as a result of the neighbouring Wingates Industrial Estate. The parcel still displays some of the characteristics of the countryside despite these urbanising influences.</p>
<p>Purpose 4 - To preserve the setting and special character of historic towns.</p> <p>Does the parcel contribute to the setting and 'special character' of a historic town(s)?</p>	<p>Moderate: The parcel plays a role in the setting of the historic settlement of Westhoughton, but to a limited degree.</p>
<p>Purpose 5 - Assist in urban regeneration by encouraging the recycling of derelict and other urban land.</p>	<p>It is difficult to distinguish the extent to which each Green Belt parcels delivers against this purpose and therefore this study did not undertake a parcel by parcel assessment of the contribution made in relation to Purpose 5.</p>

14.5 The location of parcel BT_BA03 is shown below:



14.6 The results of the assessment for parcel BT_BA03 are summarised below.

Assessment Criteria	Rating and Justification
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1a - Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness?</p>	<p>Not applicable: This parcel is a Broad Area which is not adjacent to the urban edge as it is separated by intervening parcels.</p>
<p>Purpose 1 – Check the unrestricted sprawl of large built up areas.</p> <p>1b - Does the parcel protect open land from the potential for urban sprawl to occur?</p>	<p>Not applicable: This parcel is a Broad Area which is not adjacent to the urban edge as it is separated by intervening parcels.</p>
<p>Purpose 2 - To prevent neighbouring towns merging into one another.</p>	<p>Strong: The settlements of Blackrod and Horwich are in very close proximity (approximately 300m). The parcel plays an essential role in preventing the merging or</p>

Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?	erosion of the visual and physical gap between settlements - Blackrod and Horwich in particular, and to a lesser extent between the settlements of Aspull and Blackrod, Aspull and Horwich as well as Aspull and Westhoughton respectively.
<p>Purpose 3 - To assist in safeguarding the countryside from encroachment.</p> <p>Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside? Has the parcel already been affected by encroachment of urbanised built development?</p>	Moderate: There is a limited sense of urban encroachment within the parcel. However, the parcel has a strong rural character and displays of the characteristics of the countryside. Neighbouring urban development has a limited visual influence on the rural character of the parcel.
<p>Purpose 4 - To preserve the setting and special character of historic towns.</p> <p>Does the parcel contribute to the setting and 'special character' of a historic town(s)?</p>	Moderate: The elevated slopes within the area play a role in the setting of the Wigan (Historic Core), Horwich, Hindley, and Westhoughton historic settlements, but to a limited degree.
<p>Purpose 5 - Assist in urban regeneration by encouraging the recycling of derelict and other urban land.</p>	It is difficult to distinguish the extent to which each Green Belt parcels delivers against this purpose and therefore this study did not undertake a parcel by parcel assessment of the contribution made in relation to Purpose 5.

Potential Green Infrastructure Opportunities

14.7 The *Identification of Opportunities to Enhance the Beneficial Use of Green Belt document* that was prepared by LUC states the following:

- Land lying within 2km of the allocation will form the focus of green infrastructure recommendations/mitigation to enhance the 'beneficial use' of the Green Belt.
- There is one proposed addition to the Green Belt approximately 0.7km east of the allocation at Ditchers Farm, Westhoughton.

14.8 The following small-scale interventions were identified:

- Woodland expansion schemes at Brinsop Hall and Middlebrook
- Hedgerow restoration in Green Belt east of Aspull
- Hedgerow restoration and settlement edge integration north of Dobb Brow

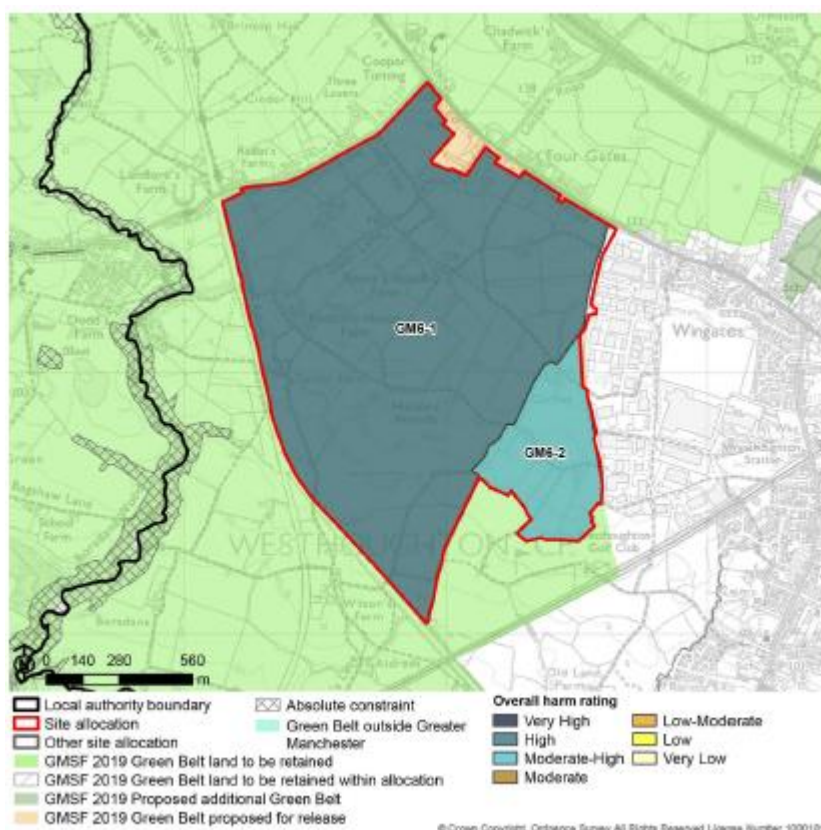
- Hedgerow restoration and landscape character integration between the M61 and the A6
- Enhancements to accessibility and functionality of Blackrod Play Park
- Vegetation management at SBI sites

14.9 The following Investment Projects were identified:

- Creation of multi-user routeway and crossing point along disused railway line
- Creation of new, accessible semi-natural greenspace between Borsdane Brook and disused railway
- Creation of large scale new habitat network linking a series of SBIs
- Creation of new green infrastructure corridor linking Borsdane Brook into the allocation
- Installation of drainage and 4G all-weather pitch at Westhoughton rangers AFC
- New allotment facility at Wingates

Green Belt Harm Assessment

14.10 The Green Belt Harm Assessment split this allocation into two sub areas to reflect variations in harm to the Green Belt purposes. The areas are classified as GM6-1 and GM6-2. These areas are illustrated in the map below:



14.11 The Green Belt Harm Assessment concludes that the overall harm of the release of land in GM6-1 from the Green Belt is high. The reasons for this are summarised below.

Purpose 1: Check the unrestricted sprawl of large built up areas

Impact of the release of Green Belt (GM6-1) is considered to be significant – the scale of development on the inset edge means that there is some relationship with the urban area, but there is no sense of containment to distinguish the sub area from the wider Green Belt, meaning that the land has a significant role in preventing unrestricted sprawl.

Purpose 2: Prevent neighbouring towns merging into one another

Impact of the release of Green Belt (GM6-1) is considered to be relatively significant – clear gaps, with strong separating features, would remain between Westhoughton and both Horwich and Wigan but there would be a more significant impact on separation from Aspull.

Purpose 3: Assist in safeguarding the countryside from encroachment

Impact of the release of Green Belt (GM6-1) is considered to be significant – the release would encroach on land which has a strong relationship with the countryside.

Purpose 4: Preserve the setting and special character of historic towns

Impact of the release of Green Belt (GM6-1) is considered to be relatively significant – the land is an element of the setting of Westhoughton, release of the Green Belt (GM6-1) would detract from this but would not affect key elements of historic character and setting.

Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land

All Green Belt land is considered to make an equal contribution to this.

The **impact on adjacent Green Belt** is considered to be minor- releasing GM6-1 would mean that retained Green Belt at Westhoughton Golf Club would be largely contained by inset land. However, land within the golf club makes a weaker contribution to the Green Belt and as such its containment would not increase harm. On a wider scale there would be no significant containment of any other retained Green Belt land, but reduced separation between Westhoughton and washed-over

but urbanising development on the outskirts of Aspall would constitute a minor impact on retained Green Belt land.

14.12 The Green Belt Harm Assessment concludes that the overall harm of the release of land in GM6-2 from the Green Belt is moderate/high. The reasons for this are summarised below.

Purpose 1: Check the unrestricted sprawl of large built up areas

Impact of the release of Green Belt (GM6-2) is considered to be significant – the scale of development on the inset edge means that there is some relationship with the urban area, but there is no sense of containment to distinguish the sub area from the wider Green Belt, meaning that the land has a significant role in preventing urban sprawl.

Purpose 2: Prevent neighbouring towns merging into one another

Impact of the release of Green Belt (GM6-2) is considered to be moderate – the release of sub area GM6-2 does not extend significantly beyond the existing western extent of Westhoughton and as such would not significantly threaten the gap between neighbouring towns.

Purpose 3: Assist in safeguarding the countryside from encroachment

Impact of the release of Green Belt (GM6-2) is considered to be significant – this release would encroach on land which, despite the proximity of industrial uses, is open and has a strong relationship with countryside.

Purpose 4: Preserve the setting and special character of historic towns

Impact of the release of Green Belt (GM6-2) is considered to be relatively significant – the land is an element in the setting of Westhoughton, release of the land would detract from this but would not affect key elements of historic character and setting.

Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land

All Green Belt land is considered to make an equal contribution to this.

The **impact on adjacent Green Belt** is considered to be no impact/negligible. Release of the sub-area, as part of the allocation as a whole, would lead to the

increased containment of the land at Long Island Golf Course to the south and the creation of a more convoluted Green Belt boundary in this location. However, this land is already contained to an extent by the surrounding inset edge, limiting the role of this land and as such its containment and weakening of Green Belt boundaries in this location would not increase the harm of release. Release of sub area GM6-1, as part of the allocation as a whole, would not increase the containment of any other Green Belt land and would have no bearing on the strength of retained Green Belt to the west.

Site Specific Exceptional Circumstances

- 14.13 There are strategic exceptional circumstances for the release of employment land from the Green Belt. There are also allocation specific exceptional circumstances and the Green Belt Topic Paper sets these out. For West of Wingates/M61 Junction 6 these include:
- The provision of 440,000 sq m of employment floorspace would give a significant boost to the growth of the north of Greater Manchester within the Wigan to Bolton growth corridor. The site is suitable for logistics and advance manufacturing because of its size and accessibility to the motorway network
 - The site lies within the Wigan to Bolton growth corridor and is accessible to M61 junction 6. Its scale would allow it to become as significant for job creation as the almost complete Logistics North employment development
 - The allocation would provide a route across it, that could in the future be extended to provide a bypass on the western side of Westhoughton.
- 14.14 In approving planning application 04766/18 the Secretary of State concluded that very special circumstances for the loss of Green Belt Land existed within part of the proposed allocation. See section 6 for further information.

15.0 Green Infrastructure

- 15.1 Policy JPA6 West of Wingates / M61 Junction 6 states that development will be required to:
- Ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape;

- Protect the Site of Biological importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts;
- Ensure that the integrity of the extensive network of existing rights of way network is protected;

16.0 Recreation

16.1 Although relating to a different boundary it is worth noting that Harworth's GMSF Supporting Information document discusses:

- The integrity of public rights of way within and around the proposed allocation both in their existing form and alignment and as redeveloped and enhanced routes
- Upgrading of footpaths to bridleways where appropriate
- Creating an accessible and inclusive environment within and around any development thus opening up recreation, health and fitness opportunities

17.0 Landscape

17.1 In reference to the Greater Manchester Landscape Character and Sensitivity Assessment (2018) the allocation falls within Urban Fringe Farmland LCT. The most notable characteristics of this LCT include a rolling landscape offering a variable land use of grazing on more elevated ground and pastoral and arable fields within the flatter and more fertile flood plain. Frequent recreational land uses with sports fields and golf courses are located near to settlement edges. Settlement tends to be characterised by a dispersed pattern of scattered farmsteads. There are key recreational routes including the Rotary Way long distance footpath located within the LCT. Guidance and opportunities to consider within this Landscape Character Area include:

- Utilise dips in the landform, including existing tree/woodland cover to integrate new development into the landscape
- Protect and enhance semi-natural habitats and networks
- Ensure any new development does not dilute the strong field patterns associated with the landscape

- Conserve remaining industrial relicts
- Encourage woodland creation schemes on areas of low grade agricultural land
- Design-in the introduction of SUD's to any new development, particularly adjacent to river networks
- Conserve the rural road network, ensuring any new highway design minimises unnecessary signage and lighting and reflects local characteristics
- Protect the pockets of tranquillity and relative remoteness associated with the landscape and the role the LCT plays as a buffer between discreet urban areas

17.2 Policy West of Wingates / M61 Junction 6 states that development at the site will be required to:

- Ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape;
- Protect the Site of Biological importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts.

18.0 Ecological/Biodiversity Assessment

18.1 Although it relates to a different boundary it is useful to set out that Harworth's GMSF Supporting Information document identifies a number of locally designated Sites of Biological Importance (SBI's) in the vicinity of the site with the closest being Pond at Four Gates, Little Cannel Pit, Borsdane Wood SBI and Junction 6 M61 SBI.

18.2 The document also identifies three Sites of Special Scientific Interest (SSSI) and twelve Local Nature Reserves, all nationally designated within 5km of the site. The closest is the Local Nature Reserve of Borsdane Wood located approximately 320m to the West.

18.3 In terms of habitats Harworth's GMSF Supporting Information document sets out that the majority of the site is dominated by farmland, predominantly used for grazing and growing crops. A number of edge habitats are present including semi-natural broad-

leaved woodland watercourses and native hedgerows which qualify as habitats of principal importance under S41 of the NERC Act (2006).

- 18.4 Harworth outline that the site has a variety of habitats suitable for supporting a range of plant and animal species. The habitats of highest ecological value within the site are the broad-leaved plantation woodland, the intact hedgerows and scrub, and the ponds. These areas provide varied breeding, feeding and roosting habitats for a variety of wildlife with plant species providing nectar, pollen and seeds for invertebrates, birds and mammals. The extensive areas of poor semi-improved grassland and arable farmland, small areas of amenity grassland and modified neutral grassland have limited potential for wildlife.
- 18.5 All native hedgerows are habitats of principal importance under S41 of the Natural Environment and Rural Communities Act (2006). Hedgerows within the site may require further assessment under the hedgerow regulations (1997). Hedges on site also qualify as Greater Manchester Biodiversity Action Plan (GMBAP) priority habitat. The ponds and the acid grassland/heath mosaic habitat on site also qualify as S41 and GMBAP habitat.
- 18.6 In terms of protected species Harworth's document sets out that full habitat and (as appropriate) protected species surveys will be undertaken at the appropriate time to inform development proposals and assessments. Existing information indicates that there is potential for the site to provide habitat for the following protected species:
- The ponds on the site provide potential breeding habitat for amphibians. The areas of plantation woodland, intact hedges, scrub and semi-improved grassland offer foraging potential and refuge (excluding the grassland) for amphibians.
 - The open poor semi-improved grassland and arable fields offer limited foraging and commuting potential for bats. The plantation scrub, trees and intact hedges provide good foraging and commuting potential for bats.
 - The plantation woodland, hedges, scrub and trees on site provide nesting opportunities for a range of perching birds. The open poor semi-improved grassland and arable fields also provide nesting opportunities for ground nesting farmland birds. The site also provides foraging opportunities for a range of bird species.
 - Watercourses within the site may have potential for water vole.

- 18.7 Harworth's 'Supporting Information' GMSF document outlines that the key potential effects of the proposed development on local ecological features will be fully assessed to inform design of the development to avoid or minimise impact and identify opportunities for enhancement, mitigation or compensation associated with any proposed development. The document also outlines that land in Harworth's ownership beyond that proposed for development (including that remaining in the Green Belt) presents a valuable opportunity to deliver enhancement and mitigation within the immediate vicinity of the development site.
- 18.8 Policy West of Wingates / M61 Junction 6 states that development at the site will be required to:
- Protect the Site of Biological importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts.

19.0 Habitat Regulation Assessment

- 19.1 The Habitat's Regulation Assessment provides a screening opinion and assessment in regard to whether the Plan needs to be amended in order to avoid harm to European sites or needs to go forward for further, more detailed Assessment of impacts.
- 19.2 The outcome from the screening process have concluded the following for the West of Wingates/M61 Junction 6 site '*There are no likely significant effects- the site is too distant and too separated from any European sites for discernible effects to occur*'.

20.0 Historic Environment Assessment

- 20.1 A historic environment screening exercise has been undertaken by the Greater Manchester Archaeological Advisory Service and the Centre for Applied Archaeology. This 'screened in' the site for further consideration, albeit as category 5 which is defined as sites where only non-designated heritage assets are likely to be impacted.

- 20.2 This concluded that there are no designated heritage assets within the site, although:
- There is potential for paleoenvironmental evidence to be recovered from the site relating to past landscape use
 - There is potential for post-medieval and industrial archaeological remains
 - There is potential for historic hedgerows.
- 20.3 Twenty-two non-designated heritage assets are listed as being within, or within 250 meters of the site.
- 20.4 Harworth state that the following will be undertaken in light of the recommendations of the historic environment screening exercise undertaken by the Greater Manchester Archaeological Advisory Service and the Centre for Applied Archaeology:
- Walkover survey and assessment of potential paleoenvironmental deposits
 - Further assessment for historic hedgerows
 - Historic building assessments of the farmsteads
 - Targeted intrusive work on the possible bell pits and surrounding areas
 - Further assessment on whether Holden Wood can be designated as an ancient woodland
- 20.5 Harworth also state that the findings of the screening exercise and the further assessment work recommended will be factored into the masterplan process and be secured by conditions of any planning permission granted.

21.0 Air Quality

- 21.1 No Air Quality statement/assessment has been carried out for this site.
- 21.2 The West of Wingates/M61 Junction 6 policy states that development at the site will be required to:
- Take into account the effects of air and noise pollution from the major highways in and around the site
 - Ensure there is no undue adverse impact of light, air and noise pollution from the development and its associated operations

- Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment

22.0 Noise

22.1 No noise statement/assessment has been carried out for this site.

22.2 The West of Wingates/M61 Junction 6 policy states that development at the site will be required to:

- Take into account the effects of air and noise pollution from the major highways in and around the site
- Ensure there is no undue adverse impact of light, air and noise pollution from the development and its associated operations
- Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment.

Section D – Social

23.0 Education

23.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

24.0 Health Impact Assessment

24.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

Section E – Deliverability

25.0 Viability

- 25.1 Three Dragons, Ward Williams Associates and Troy Design and Planning carried out a viability assessment of the GMSF (now PfE). The Allocated Sites Summary Report outlines that West of Wingates / M61 Junction 6 is a category one site. Category one sites are defined as follows: ‘the residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed’.
- 25.2 While accepting that it relates to a different allocation boundary, Harworth’s GMSF Supporting Information document states that both the technical and land assembly work undertaken by Harworth to date have not identified any ‘showstoppers’ (including significantly disproportionate costs and values) and therefore consider that the site will be viable.
- 25.3 Harworth’s GMSF Supporting Information document also states that Harworth has a strong track record of delivering such developments in the role of master-developer and has invested substantially in the site to date. They state that this commitment and investment is the strongest indicator of development being viable at this site.

26.0 Phasing

- 26.1 The West of Wingates / M61 Junction 6 policy states that development at this site will be required to be in accordance with an agreed comprehensive masterplan that shows phasing within the site.
- 26.2 PfE 2021 proposes that development at this allocation will commence in 2022/2023 and will be developed at a rate of 50,000sqm per year until the development is complete.
- 26.3 Harworth’s GMSF Supporting Information document, although relating to a different boundary, states that it is intended that the development of the allocation site will be

developed within the GMSF plan period. The development is anticipated to be developed on a phased basis, with the phasing sequence and timing sufficiently flexible to ensure the development is able to respond to occupier demand.

27.0 Indicative Masterplanning

- 27.1 The Masterplan in Harworth's GMSF Supporting Information document relates to a different allocation boundary to that proposed in PfE 2021. The West of Wingates / M61 Junction 6 Policy states that development at this site will be required to be in accordance with an agreed comprehensive masterplan that shows phasing within the site, and which areas should or should not be developed.
- 27.2 Harworth's GMSF Supporting Information document states that further surveys and assessments will continue to be undertaken in relation to the site, which will inform the masterplan and detailed design process.

Section F – Conclusion

28.0 The Sustainability Appraisal

28.1 The Integrated Appraisal has shown that the allocation makes a range of positive and negative contributions to the GMSF objectives. The policy has been adjusted to minimise the negative effects.

28.2 The 2021 Integrated Assessment Addendum concluded that the change from GMSF 2020 to PfE 2021 didn't affect the scores for the West of Wingates / M61 Junction 6 allocation.

29.0 The main changes to the Proposed Allocation

29.1 The changes in the West of Wingates / M61 Junction 6 Policy from GMSF 2019 to GMSF 2020 are outlined below:

- Criterion two, which relates to development being in accordance with a masterplan, specifically states that this should be an 'agreed comprehensive masterplan'. This is to add clarity around the nature and status of the required masterplan to ensure a comprehensive approach to the allocation.
- Criterion five, which relates to financial contributions to the transport network, includes reference to demand responsive services, cycling and walking. This is an outcome of the Integrated Appraisal and Locality Assessment.
- Criterion five no longer states that this should include bespoke bus services linking Westhoughton to Horwich Parkway and Middlebrook. The reasoned justification does, however, refer to the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich Parkway.
- There is an additional criterion stating that 'development at the site will be required to ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape'. Wigan council raised concerns that while criterion seven addresses environmental impact affecting the SBI and existing features, the scale and prominence of the site and its location close to the borough boundary means that widening the criterion to

address wider landscape impacts was important. This additional criterion was therefore added.

- The criterion relating to mitigating against flood risk has been removed. Flood risk is addressed through the thematic policies.
- Criterion eight, which relates to air and noise pollution, no longer refers to pollution from the railway, due to the distance of the railway from the allocation.
- A new additional criterion (nine) states that development at the site will be required to ensure there is no undue adverse impact of light, air or noise pollution from the development and its associated operations. This additional criterion reflects concern from Wigan Council in relation to the wider impacts of development, in particular the issue of pollution.
- The criterion relating to minerals has been removed. This is because the issue of minerals is satisfactorily addressed through the Greater Manchester Joint Minerals Plan.

29.2 The changes in the West of Wingates / M61 Junction 6 Policy from GMSF 2020 to PfE 2021 are outlined below:

- The wording of the first criterion has changed from 'provide a location for around 440,000 sqm, for a mix of large scale warehousing and advanced manufacturing' to 'provide a location for around 440,000 sqm of employment floorspace, consisting of a mix of large scale warehousing and advanced manufacturing'. This is to provide clarity.
- In criterion seven 'wide landscape' has been changed to 'wider landscape, to correct a typographical error.
- In criterion eight 'affects' has been changed to 'effects', to correct a typographical error.

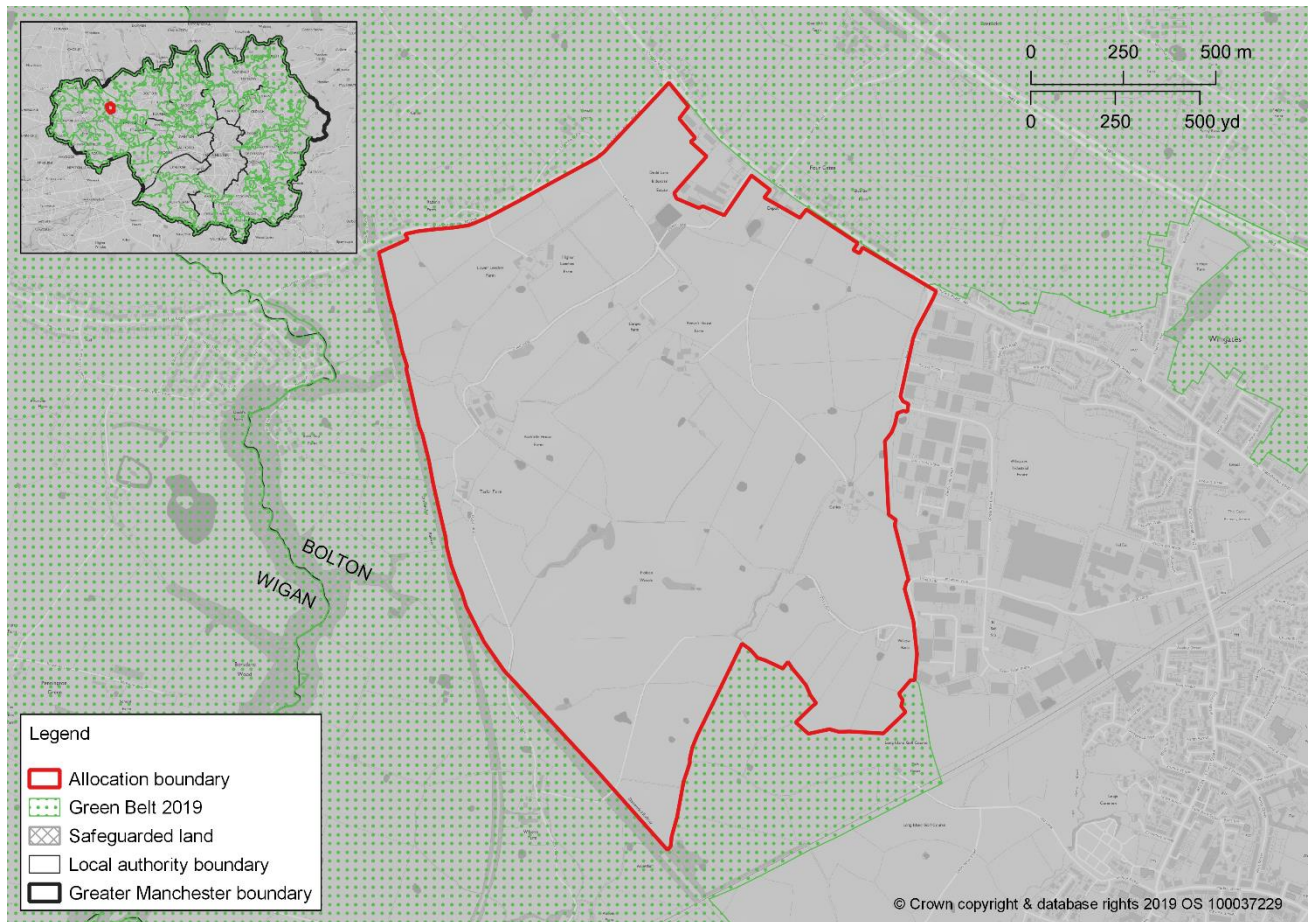
30.0 Conclusion

30.1 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. The Logistics North site is currently experiencing considerable pressure for development, and it is expected that it will be completely committed by the early 2020's. Developing the land at M61 Junction 6/West of Wingates would allow a continuing supply of land for warehousing and distribution.

- 30.2 The size of the site and its location make it particularly appropriate for large scale distribution uses. The site will be developed for around 440,000 sq m of large scale warehousing and advanced manufacturing.
- 30.3 Development at the site would contribute to boosting the competitiveness of the northern boroughs of Greater Manchester. Development would also help reduce inequalities and improve prosperity.
- 30.4 Development would require a new road across the site and to the north to link with Junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton.
- 30.5 There would be the opportunity to provide bus routes to link to nearby stations at Westhoughton and Horwich parkway. This would allow improved access for local residents to new employment opportunities on this site, and existing employment areas such as Middlebrook and Lostock.
- 30.6 The site is currently allocated as Green Belt land. There are strategic and local exceptional circumstances justifying the release of this Green Belt land for employment development.
- 30.7 A full copy of the policy West of Wingates / M61 Junction 6 policy in GMSF 2019, GMSF 2020 and PfE 2021 can be found in appendices A-C.

Section G – Appendices

Appendix A: GMSF 2019 Policy GM Allocation 6 (West of Wingates)



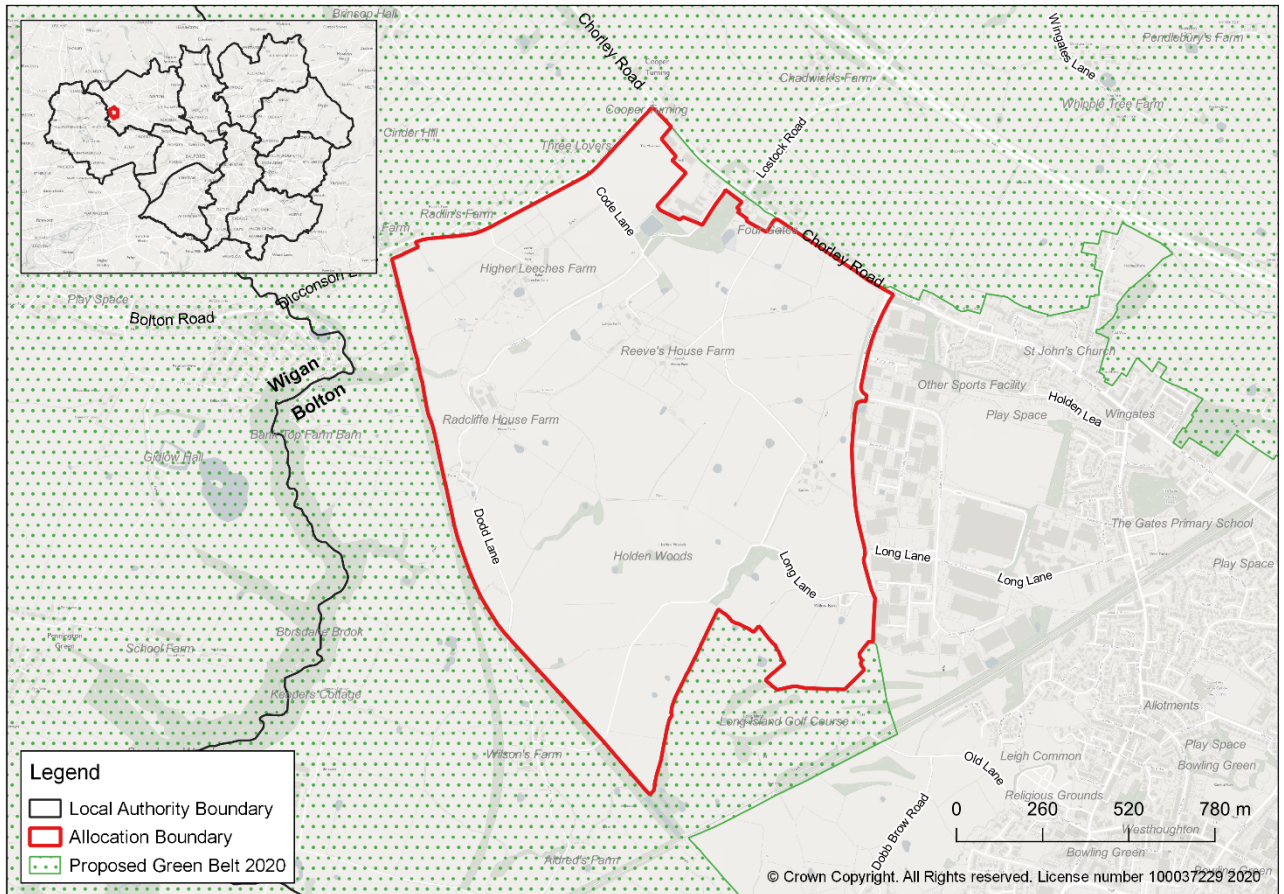
Development at this site will be required to:

1. Provide a location for around 440,000sqm B2 and B8 uses, for a mix of large scale distribution and advanced manufacturing;
2. Be in accordance with a master plan that shows phasing within the site, and which areas should or should not be developed;
3. Ensure that good quality road access is provided, including a link from the A6 to Westthoughton;
4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;
5. Provide financial contributions to the enhancement of the highway network, public transport facilities or other improvements identified through a transport assessment this should include bespoke bus services linking Westthoughton to Horwich Parkway and Middlebrook;
6. Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland,

hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts;

7. Fully mitigate against any flood risk;
8. Take into account the effects of air and noise pollution from the major highways and railway in and around the site;
9. Ensure that the integrity of the existing rights of way network is protected;
10. Ensure the protection of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

Appendix B: GMSF 2020 Policy GM Allocation 6 (West of Wingates / M61 Junction 6)



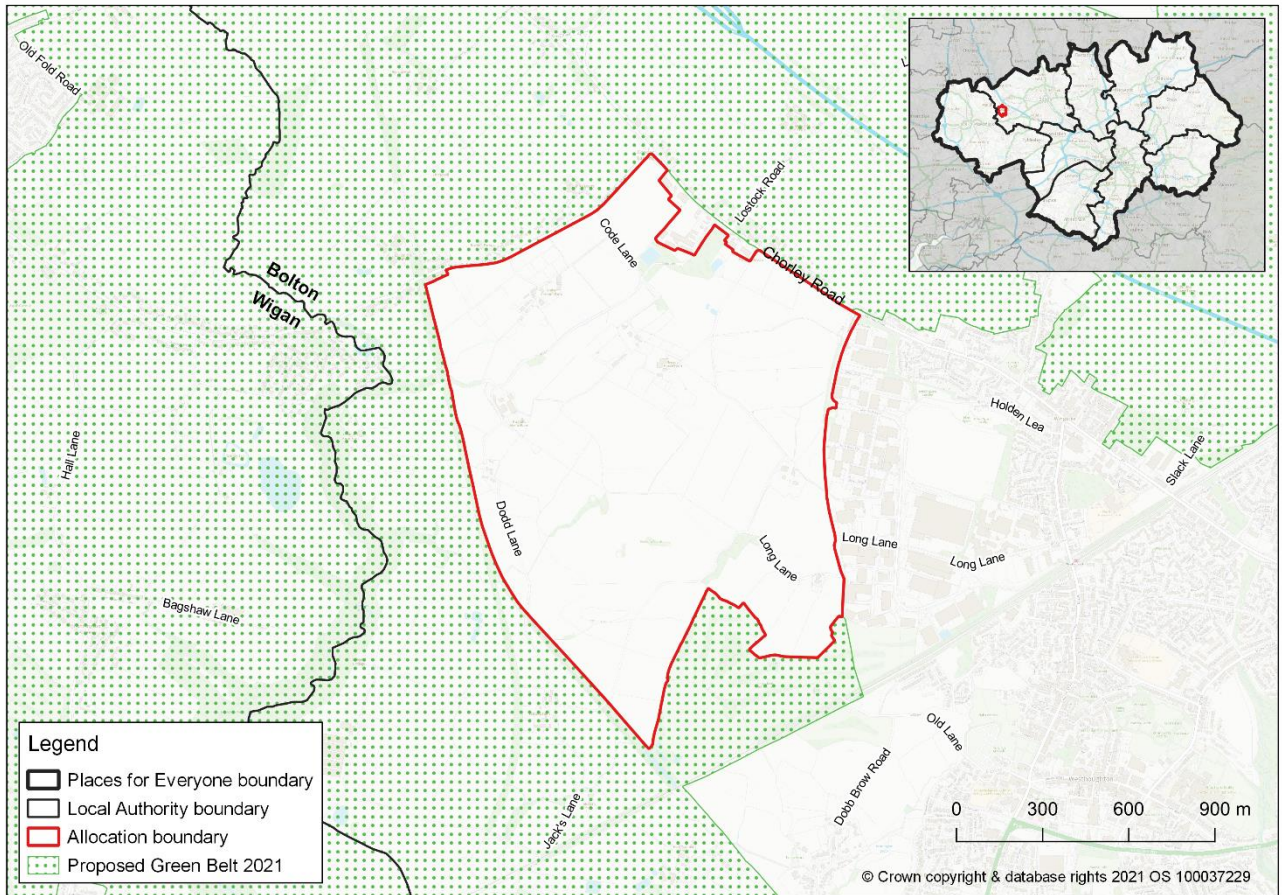
Development at this site will be required to;

1. Provide a location for around 440,000 sq m, for a mix of large scale warehousing and advanced manufacturing;
2. Be in accordance with an agreed comprehensive masterplan that shows phasing within the site, and which areas should or should not be developed;
3. Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton;
4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;
5. Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment;
6. Ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape;
7. Protect the Site of Biological importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland,

hedgerows and ponds where practicable, so as to minimise the visual impact on the wide landscape and mitigate against its environmental impacts;

8. Take into account the effects of air and noise pollution from the major highways in and around the site
9. Ensure there is no undue adverse impact of light, air and noise pollution from the development and its associated operations;
10. Ensure that the integrity of the extensive network of existing rights of way network is protected.

Appendix C: PfE 2021 Policy JPA6 (West of Wingates/ M61 Junction 6)



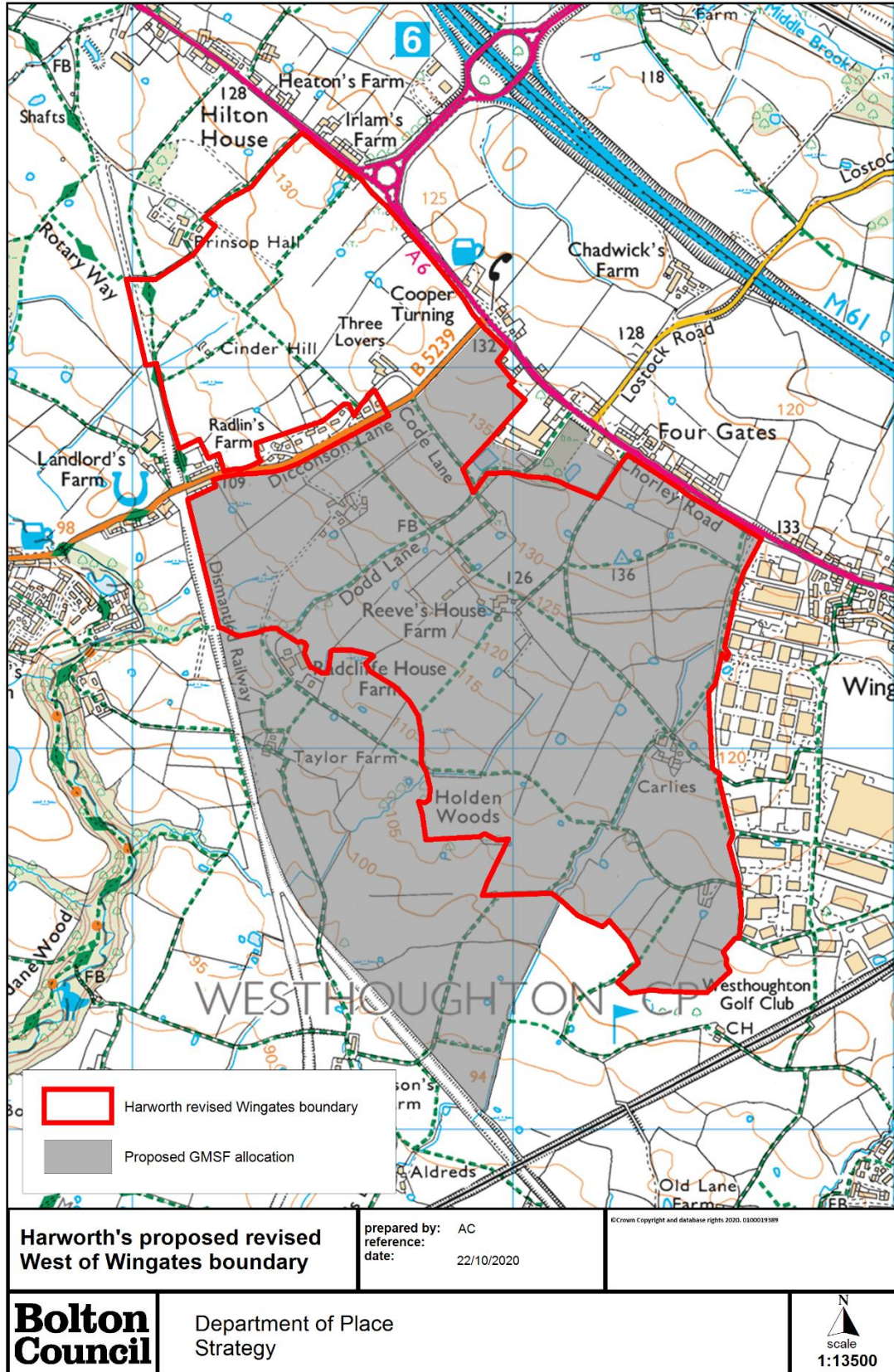
Development at this site will be required to:

1. Provide a location for around 440,000 sqm of employment floorspace, consisting of a mix of large scale warehousing and advanced manufacturing;
2. Be in accordance with an agreed comprehensive masterplan that shows phasing within the site, and which areas should or should not be developed;
3. Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton;
4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads;
5. Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment;
6. Ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact on the surrounding landscape;
7. Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland,

hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts;

8. Take into account the effects of air and noise pollution from the major highways in and around the site;
9. Ensure that there is no undue adverse impact of light, air and noise pollution from the development and its associated operations; and
10. Ensure that the integrity of the extensive network of existing rights of way network is protected.

Appendix D: Harworth's Proposed Revised West of Wingates Boundary



Section H: Bibliography

Places for Everyone Written Statement

Places for Everyone Consultation Summary Report

Employment Topic Paper

Green Belt Topic Paper

Carbon and Energy Topic Paper

Natural Environment Topic Paper

Transport Topic Paper

Greater Manchester Transport Strategy 2040 Refresh

Our 5-year Transport Delivery Plan 2020-2025

Greater Manchester Transport Strategy – 2040 Right Mix Technical Note

Transport Strategic Modelling Technical Note

Existing Land Supply and Transport Technical Note

Transport Locality Assessments – Introductory Note and Assessments – Bolton Allocations

Addendum: Transport Locality Assessments Review – Bolton Allocations

Places for Everyone Integrated Appraisal Report

Places for Everyone Integrated Appraisal Addendum Report

Greater Manchester Spatial Framework Integrated Appraisal Non-technical Summary 2020

Site Allocation Topic Paper – PfE 2021

Places for Everyone Integrated Appraisal Non-technical Summary 2021

Greater Manchester Spatial Framework Integrated Assessment Scoping Report 2020

Places for Everyone Integrated Assessment Scoping Report Addendum 2021

Integrated Assessment of GMSF Growth and Spatial Options Paper

Habitat Regulations Assessment of Places for Everyone

Habitat Regulations Assessment of Places for Everyone – Air Quality Assessment

Places for Everyone Strategic Viability Assessment Stage 1

Places for Everyone Strategic Viability Assessment Stage 2: Technical Appendices

Places for Everyone Strategic Viability Assessment Stage 2: Allocated Sites

Carbon and Energy Implementation Part 1 - Technical Analysis

Carbon and Energy Implementation Part 2 – Carbon Offsetting

Carbon and Energy Implementation Part 2 – Fund Size Appendix B

Greater Manchester Strategic Flood Risk Assessment Level 1 Report

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix A Bolton
Interactive Maps

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 1

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 2

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix C Development Sites Assessments Summary Reports

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix D Functional Floodplain Methodology

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix E GMCA Climate Change Models

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix F: SUDS Techniques and Suitability

Greater Manchester Flood Risk Management Framework

Greater Manchester Flood Risk Assessment Level 2 – Report

Greater Manchester Flood Risk Assessment Level 2 – Appendices

Flood Risk Sequential Test and Exception Test Evidence Paper

Carbon and Fracking Evidence Paper

Economic Forecasts for Greater Manchester

Employment Land Needs in Greater Manchester

COVID-19 and Places for Everyone Growth Options

Green Infrastructure Policy Context

Guidance for Greater Manchester: Embedding Green Infrastructure Principles

Biodiversity Net Gain Proposed Guidance for Greater Manchester

Integrated Assessment of Places for Everyone Growth and Spatial Options Paper

Stage 1 Greater Manchester Green Belt Assessment (2016)

Stage 1 Greater Manchester Green Belt Assessment – Appendices (2016)

Greater Manchester Spatial Framework Landscape Character Assessment (2018)

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2021 PfE Allocations and Additions (Addendum 2021)

Stage 2 Greater Manchester Green Bely Study: Assessment of Proposed 2019 Allocations – Appendix B (2020)

Stage 2 Greater Manchester Green Belt Study - Addendum: Assessment of Proposed GMSF Allocations (2020)

Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed PfE Allocations (Addendum 2021)

Stage 2 Greater Manchester Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)

Greater Manchester Spatial Framework 1 Historic Environment Assessment Summary Report June 2019

JohnsonMowat (2020), West of Wingates / M61 Junction 6 Supporting Information

The above documents can be found in the [GMCA](#) website.