## Contents

1. Introduction ........................................ 1
2. Policy Context ...................................... 3
3. Methodology ......................................... 5
4. Demographics ....................................... 9
5. Settlement Analysis .................................. 10
6. Smaller Settlement Analysis ....................... 29
7. Tables of Settlements and Services / Facilities 42
8. Conclusions .......................................... 45
Chapter 1  Introduction

1.1 One of the key aims of the Local Plan Review is to create sustainable communities and promote sustainable development (the word ‘sustainable’ is defined below). Housing, employment opportunities, facilities and services should be located close together to reduce the need for travel, particularly by private motor vehicle. Development should be directed towards those settlements that have a good range of services and employment opportunities, and should generally be restricted in those settlements that do not, or, if development does go into those settlements with less of a range of services, infrastructure should be provided to improve these services.

1.2 The aim of this document is to examine the settlement hierarchy of West Lancashire in order to ascertain the most sustainable settlements in the Borough. This information will be part of the evidence that informs whether particular settlements are currently the most appropriate locations to accommodate future development. This document will provide analysis of each settlement in the Borough in terms of context, demographics, accessibility to key services (including post offices, education and health facilities), transport, housing, employment, recreation and environment so as to evaluate the economic, social, and environmental sustainability of each area. This information will then be drawn upon to create a sustainable settlement hierarchy.

1.3 This assessment will provide evidence to inform the Local Plan Review, commencing 2016. However, it should be noted that although the final hierarchy will indicate the most sustainable locations for development at present, there will always be other factors that need to be considered. These include policy and environmental constraints, local needs and the availability of sites, and whether providing new infrastructure and services is realistic.

1.4 This Study will also inform the Council’s Infrastructure Delivery Plan, indicating which settlements are adequately served by certain types of infrastructure, and which settlements are lacking the same necessary infrastructure. (But it is important to note that this study will not cover every type of infrastructure.)

What is sustainable development?

1.5 ‘Sustainable development’ has been defined in many ways, but the most frequently quoted definition is from Our Common Future, also known as the Brundtland Report, written in 1987:

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

1.6 The concept of sustainable development originally placed most emphasis on the environmental aspects of development. However, the current understanding of the term (for example, as defined in the National Planning Policy Framework (NPPF) 2012)
incorporates three dimensions: economic, social and environmental. These dimensions give rise to the need for the planning system to perform three roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

1.7 In local planning terms, a ‘sustainable’ location for development tends to be a location with easy access to a good range of facilities and services by means of transport other than private motor vehicle. Such an understanding of sustainable locations has influenced the classification of settlements in this study.
Chapter 2   Policy context

2.1 The Local Plan must have regard to national policy, sub-regional matters (cross-boundary issues), and relevant local policies.

National Guidance

2.2 The National Planning Policy Framework (NPPF) was published in March 2012, setting out national planning policy, replacing and superseding a significant number of government planning policy statements, guidance notes, circulars, etc. At its heart is a ‘presumption in favour of sustainable development’ which, according to paragraph 14, should be seen as a ‘golden thread running through both plan-making and decision-taking’.

2.3 To this end, the NPPF sets out that the purpose of the planning system is to help achieve sustainable development, including economic, social and environmental sustainability. The document emphasises that these areas are mutually dependent and need to be sought jointly and simultaneously through the planning system in order to achieve sustainable development.

2.4 One of the core principles of the NPPF (paragraph 17) is to ‘take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it’.

2.5 The key points of the national guidance are:

• New development should be directed in or near to the existing main towns or local service centres and should be well served by public transport and other facilities.
• In rural areas, development should be focused on settlements that can act as service centres for surrounding areas.
• Housing should be located in market towns or local service centres, well served by public transport and other facilities whilst development in rural communities should only be allowed where it contributes to sustainability
• Accessibility should be considered when determining the location of new development. Development should be prioritised on developable brownfield land but where this is insufficient or unavailable, greenfield land may be used.
• New development should be secured that minimises vulnerability, reduces carbon emissions and tackles climate change.

2.6 Further guidance can be found in the UK Government Sustainable Development Strategy 2005.
Local Guidance

2.7 The West Lancashire Sustainable Community Strategy 2007-2017 is intended to work in partnership with communities and organisations to improve the quality of life for local communities. One of its major themes is to create sustainable communities and, in doing so:

- Improve health and wellbeing
- Create safer communities
- Provide affordable housing
- Provide good quality services accessible to all
- Use natural resources wisely
- Provide opportunities for training and employment
- Protect and improve the environment

2.8 It is important that all levels of policies and guidance be acknowledged in the Local Plan Review process. This document has been prepared in order to provide part of the evidence base required to inform decision making. Whilst national policy and guidance provides the key context for sustainability, local needs and opportunities unique to the Borough also need to be acknowledged.
Chapter 3  Methodology

3.1  This analysis examines all settlements excluded from the Green Belt within the West Lancashire Local Plan (WLLP 2012). A map showing the location of these settlements can be found as Map 1.1 below. It is acknowledged that a number of other small settlements do exist within West Lancashire, but these are located within the Green Belt and their expansion would most likely be contrary to the purposes of including land within the Green Belt.

Map 1.1  West Lancashire settlements
3.2 Those main settlements included in this study are as follows:

Appley Bridge, Aughton, Banks, Burscough, Halsall, Haskayne, Hesketh Bank, Newburgh, Ormskirk, Parbold, Rufford, Scarisbrick, Skelmersdale, Tarleton and Up Holland.

3.3 In addition, smaller settlements not within the Green Belt have also been examined, including:

Crawford, Hilldale, Hunger Hill, Moss Road, Mossy Lea, New Cut Lane, Segars Lane, Shirdley Hill, Scarisbrick ‘hamlets’, Tontine, Westhead, and Wrightington Bar.

3.4 The first stage of analysis was the research and collation of data from a wide range of sources, including The Office of National Statistics, 2011 Census, Hometrack, and geographical information systems, as well as maps and plans. Site visits were conducted to check and record the services and facilities available in each settlement.

3.5 Each settlement was then appraised in terms of sustainability, with the study examining the context, location and demographics of the settlements, accessibility to services and facilities, housing, employment opportunities, accessibility to public transport, travel to work patterns and open spaces and recreation, to create a hierarchy of sustainable settlements for the Borough.

3.6 Detailed analysis of each settlement is provided within Chapters 5 and 6. Further contextual information on the Borough and its settlements can be found in the Council’s Spatial and Thematic Evidence Papers, part of the Local Plan Review evidence base.

**Settlement Hierarchies**

3.7 Settlements can be placed in a hierarchy according to their size and the availability of facilities and services. Settlements with higher population and a wider range of services are placed at the top; these are the most sustainable and the most appropriate locations for accommodating future development. Those settlements with a lower population and fewer services are placed towards the bottom of a hierarchical pyramid as they are less sustainable. There will always be a greater number of smaller service centres than large service centres.
3.8 In addition to the population and range of facilities in individual settlements, consideration has been given, where applicable, to the juxtaposition of settlements and the way they function together. In West Lancashire there are three significant ‘coupling’ of settlements:

- Ormskirk and Aughton are contiguous, with Ormskirk providing many of Aughton’s services.
- Skelmersdale and Up Holland are also adjoining, with functional links between the settlements whilst they each have their own centres with services (although Skelmersdale has significantly more facilities than Up Holland).
- Similarly, Tarleton and Hesketh Bank are neighbours with their own centres, but a number of connections, not least the main access road to Hesketh Bank running through the middle of Tarleton.

3.9 This 2016 study continues the approach set out in the 2012 West Lancashire Local Plan, with the above three pairs of settlements treated as three single ‘settlement areas’ for the purposes of drawing up the settlement hierarchy. However, settlement analysis in terms of facilities and services has been carried out for individual settlements (chapters 5 and 6).

3.10 The settlement hierarchy proposed for West Lancashire is defined below, broadly following the hierarchy established in the 2012 West Lancashire Local Plan and the Settlement Study that formed part of the evidence base for that Local Plan:

- Main town(s)
- Key Service Centres
- Local Service Centres
- Rural settlements with limited services
- Rural settlements with very limited services
3.11 A Main Town will have a high level of service provision, particularly those services that need to be accessed on a daily or regular basis, and will have a commercial centre, convenience and comparison shops including a supermarket, employment opportunities, nurseries, primary and secondary schools, a sports / leisure centre, GP surgery, community facilities and good public transport provision.

3.12 Key Service Centres should have a significant number of key services and facilities, including a good range of retail and service provision that can meet day to day needs, particularly for convenience shopping. They will also have a primary school, a secondary school, local employment, GP surgery, playing areas / fields and regular public transport services.

3.13 Local Service Centres offer fewer shops and services – the settlement should have as a minimum a convenience shop / post office, primary school, some local employment, playing fields / play area, community hall and GP surgery, and should have public transport access in one form or another.

3.14 Rural Settlements with limited services will have the minimum number of facilities for their residents, including a convenience shop, post office, primary school, playing field / play area, community hall and daily bus service.

3.15 Rural Settlements with very limited services will have few or none of the services listed above and have poor public transport access to neighbouring areas, thereby placing emphasis on the need for private motorised transport. Along with ‘Other Rural Settlements’, they are regarded as unsustainable settlements.

3.16 Chapter 7 contains a table of the services / facilities contained within each of the Borough’s settlements. However, simply counting the number of services in each settlement may not necessarily provide the most accurate measure of its sustainability. Some services, for example providing health care for an ageing population, may be of greater importance than others, and there is currently no weighting assigned to the matrix used.

Data sources and limitations

3.17 Due to data limitations, some of the information presented in this study is indicative of, rather than specific to, settlement areas (much data is at ward level, and so statistics take account of land and / or people outside of settlements). Statistical information is usually sourced from the 2011 Census unless otherwise specified. A more detailed analysis of each settlement will be provided in Chapters 5 and 6 below. The Council’s Spatial Evidence Papers (topic-based and area-based), prepared in 2016 as part of the Local Plan Review evidence base, provide a wider range of information (including employment, housing, deprivation, health and environment) about the Borough and can be used in support of and in conjunction with this document.
Chapter 4  Demographics

4.1 The population and population density of the different wards in the Borough are shown in the chart below.

Chart 4.1  Population and population density in West Lancashire by Ward

Source: 2011 Census, ONS

4.2 It should be noted that the population density figures in the chart above are for entire wards, and include rural land around settlements as well as the settlements themselves. As such, they will mask high densities in built-up areas because such areas are surrounded by varying amounts of sparsely populated countryside. Skelmersdale wards make up six of the seven most densely populated wards in the Borough; these areas also have significant amounts of green space, implying that the density of housing developments is likely to be particularly high in the town.
Chapter 5  Settlement Analysis

5.1 This chapter looks at the six settlements in West Lancashire with a [ward-based] population of over 5,000; chapter 6 will look at settlements with a population of below 5,000. With the exception of Tarleton and Up Holland, the settlements analysed in this chapter comprise more than one ward: Skelmersdale (7 wards), Ormskirk (3 wards), Aughton (2 wards) and Burscough (2 wards). This chapter will provide a detailed analysis of the above settlements and will consider their sustainability based on access to services, as well as on travel patterns. Settlements are listed in order of population, with the highest first. Chapter 6 analyses the settlements with a population less than 5,000, presenting them in alphabetical order, rather than by population size.

5(1) Skelmersdale

Summary
Skelmersdale is the largest town in West Lancashire and contains the highest proportion of the Borough's population, a large number of services and facilities, a sizeable stock of housing, employment opportunities, retail and leisure and is reasonably well-served by public transport. In general terms, Skelmersdale does, however, tend to fall some way behind other settlements in the Borough with regard to deprivation levels, health, education and skills.

Context

5.2 Skelmersdale was a small mining town until the establishment of Skelmersdale New Town in 1961. From a population of 10,000 in 1964 the settlement has now grown to contain 34,500 people (2011 Census), and is the largest settlement in West Lancashire Borough. The original plans for Skelmersdale New Town envisaged a much higher population (in the order of 80,000) for the town, over a wider area. These plans have not been realised.

5.3 Skelmersdale has a younger, more varied population structure than other parts of the Borough. It is also the most densely populated area in the Borough. The town has the highest deprivation levels in West Lancashire, with areas of Birch Green, Digmoor, Moorside and Tanhouse wards featuring in the top 20% of most deprived areas nationally. Those people living in the most deprived areas of Skelmersdale can expect to live 6 years less than those in the least deprived areas of the Borough, and deaths caused by circulatory disease are highest in Skelmersdale. These issues are discussed more fully in the Thematic Spatial Evidence Paper on Population and Social Inclusion.

Heritage and Environment

5.4 Skelmersdale is located within an attractive landscape, with the high ridge of Ashurst Beacon Hill flanking the eastern edge of the town. A mixture of woodland and pasture lies to the north, and flat mossland to the south and west. Areas to the north and west of Skelmersdale contain important landscape features, including an Area of Landscape
History of Regional Importance. Land to the west of Skelmersdale is generally agricultural.

5.5 There are extensive areas of green and open space within Skelmersdale, one of the features of its planning as a New Town. In fact, 56% of the town is classified as greenspace. This ‘green infrastructure’ includes various wooded cloughs, and the River Tawd valley running south – north through the town. The ‘Tawd Valley’ and several of the cloughs are designated nature conservation sites. A large area of greenspace runs alongside the River Tawd from the town centre towards the north of the town.

5.6 The town contains predominately newer buildings, although there are some older sections of the town, the largest such area known locally as ‘Old Skelmersdale’. Much of the early ‘new town’ development comprised terraced housing or flats; the residential parts of areas such as Tanhouse and Digmoor are heavily built up and of high density. In contrast, the land surrounding the housing have been designed to contain large areas of grass, trees and woodlands in order to create openness.

Leisure, recreation and open spaces

5.7 Skelmersdale lies adjacent to Beacon Country Park (which is one of only two parks in West Lancashire that holds the Green Flag award), and contains Tawd Valley Park and Cobbs Clough whilst there are a number of smaller play areas across the town. Within the town there are bowling greens, an athletics track, playing fields, a swimming pool, and fitness centres. There was an indoor sports centre, but this has closed and been demolished. However, there are plans to build a new sports centre in conjunction with the town centre redevelopment proposals. A Youth Zone is located within the town centre whilst throughout the town there are small pockets of land used for amenity. A golf course and driving range are found at Beacon Country Park.

Transport

5.8 Skelmersdale New Town has been built using a “Radburn Layout”. The large industrial estates are segregated from the residential areas and the road system has been designed to take heavy traffic away from the residential streets. Conditions for pedestrians are less good, with a series of subways of varying attractiveness providing
access between different neighbourhoods. Skelmersdale is well connected to the M58, which links to the national motorway network via the M6 and M57. Skelmersdale is one of the largest settlements in England without a railway station (although there are aspirations to provide a station in the future); the closest rail station is located in Up Holland, south east of the town. Whilst Skelmersdale has a bus station with good bus connections to different parts of West Lancashire as well as to Wigan and Southport, the bus service is significantly reduced in the evenings and on Sundays.

**Employment and skills**

5.9 Skelmersdale has several industrial estates providing predominately manufacturing and warehousing based employment whilst there are office developments at White Moss Business Park (a relatively new development near Junction 4 of the M58) and in the town centre. 69% of the Borough’s land given over to Class B1, B2 and B8 uses is to be found in Skelmersdale.

5.10 Skelmersdale has a large amount of employment available within easy access, including retail, hospitality and industry. A significant proportion (56%) of the town’s residents are employed locally, particularly in the manufacturing and warehousing industries; this suggests that the skills base is generally low. 32% of working residents commute outside West Lancashire to work. 54% travel to work by car but a relatively large number of residents commute by foot (14%), and by public transport or bicycle (9%). On average, residents commute 10 kilometres to work, lower than all the other commutable distances across the Borough¹.

**Housing**

5.11 As expected, Skelmersdale has the largest number of dwellings out of the Borough’s settlements. The number of people per household is lower in Skelmersdale than in the other West Lancashire settlements of over 5,000 people. Also, Skelmersdale has the lowest proportion of owner-occupied homes (56%), with the town’s stock consisting of a greater proportion of socially rented houses (30%).

5.12 Skelmersdale has the least well-distributed supply of Council Tax housing bands with 90% of Birch Green, 90% of Moorside and 85% of Digmoor Wards classed as Council Tax Band A housing (compared to an average of 30% across the Borough). This suggests that a poorer choice of housing exists in Skelmersdale than elsewhere, and that more needs to be done to provide a wider choice of stock in the area.

¹ Source: 2011 Census travel to work figures; 2001 Census data is the source of much of the information in chapters 4-7.
Individual Skelmersdale 'Neighbourhoods'

5.13 Skelmersdale is made up of seven wards; these can also be grouped as four general 'neighbourhoods', namely Ashurst, Birch Green / Tanhouse, Digmoor / Moorside, and Skelmersdale North / Skelmersdale South (referred to in this study as 'Old Skelmersdale'), each with their own retail and service provisions. Skelmersdale College is based in the Town Centre. The four 'neighbourhoods' are mapped and discussed individually below.

Ashurst

5.14 Ashurst is the most affluent part of Skelmersdale and, in general terms, includes more modern and better quality housing. It has two primary schools, including a nursery, and community centres at Woodley Park Road, Lyndale and The Dome at Ashmead Road. It also has a health centre and post office at the Ashurst precinct, as well as a cash machine and a good variety of shops including a dentist, tanning salon, hairdressers, bakery, newsagent, off licence, pharmacy, and take away. Skelmersdale's two secondary schools are located just over the ward's western boundary in Skelmersdale North ward.

5.15 Ashurst has a good range of open spaces and recreational facilities, with playgrounds at Ashurst Road and Manfield, and allotments. It also shares Tawd Valley Park, Beacon Country Park, Beacon Park Golf Course and Cobbs Clough with adjacent wards.
Birch Green / Tanhouse

5.16 Skelmersdale Town Centre is located within Birch Green ward. The Town Centre contains The Concourse Shopping Centre, Skelmersdale's main shopping centre with a variety of retail including food stores, chemists, hairdressers, clothing, hardware, estate agents, travel agents, pet shop, florist and an indoor market. The Concourse is adjacent to two fast food restaurants and a public house (The Viking). Also sited in the town centre are the offices of the Co-Operative Bank. There is a post office within the Asda superstore at Ingram, north west of the Concourse Centre.

5.17 Within the Town Centre, there is also a police station, library, the Youth Zone, a leisure centre (containing the Nye Bevan swimming pool), West Lancashire College and a private members gym (Bannatyne’s).

5.18 Skelmersdale Town Centre is poorly served in terms of night-time entertainment. However, there exist proposals for the regeneration of the town centre and two planning applications for a cinema and Class A3/A4 uses have been granted planning permission relatively recently, with the aim of encouraging an active evening economy through the introduction of bars, restaurants and a cinema.

5.19 Outside the Town Centre, the remainder of Birch Green Ward contains few services. There is a primary school, community centre, plus a crisis centre, women’s refuge and nursing home.

5.20 Tanhouse Ward to the east has two primary schools and a community centre. It has a health centre at Hillside, a public house and several small local shops. The area has good recreational facilities with Hillside playing fields and play area and a substantial part of the Beacon Country Park, which includes woodland, and a golf course and driving range.

Digmoor / Moorside

5.21 Digmoor Ward has three primary schools and Skelmersdale’s fire station. There was formerly a sports centre, but this has now closed and been demolished, to be replaced by housing. As with other wards of Skelmersdale, there are a number of small corner shops that meet basic everyday requirements but due to the close proximity of the Concourse and small precincts, there is little demand for additional retail facilities.
There are a small number of public houses and churches within the area. The main local centre for Digmoor lies in the adjacent ward of Moorside.

5.22 Moorside Ward has a health centre, a dentist and two primary schools. There are a number of churches and a sheltered housing facility. At the local centre at Birkrig, there is a retail precinct which includes a post office, newsagent, bookmakers, pharmacy, kebab / pizza takeaway, fish and chip shop, solarium and The Duck public house. Moorside also houses the Up Holland Labour Club, a general store including off-licence, and a petrol filling station.

Skelmersdale North / Skelmersdale South ('Old Skelmersdale')

5.23 Skelmersdale North Ward has a nursery, two primary schools and the town's two secondary schools. There are a small number of shops and churches, a surgery (Tarlswood), and a petrol filling station. Within the ward is a Lancashire County Council refuse tip for household and garden waste. The north west and south east of the ward are predominately industrial areas providing employment. Skelmersdale North Ward also shares the Tawd Valley Park with neighbouring wards.

5.24 Skelmersdale South Ward has good access to services. It has three primary schools, a ‘comrades club’ and public houses, a health centre and ambulance centre (at Westgate), a petrol filling station and a garage. Sandy Lane local shopping centre provides a good variety of retail and services, including a post office, cash machine, newsagents, florist, greengrocers, pharmacy, bookmakers, Co-operative general store, launderette, off-licence and sandwich shop. Nearby are also a butchers, estate agents, funeral directors, taxi-offices and specialist shops for information technology and cars.

5.25 Skelmersdale South Ward has a number of recreational areas, for example Kiln Lane playground, Stanley Coronation Park (including a bowling green) and Blaguegate playing fields. Skelmersdale Football Club is located in the west of the ward. The north of the ward is predominantly residential whilst the south is generally industrial and agricultural, including West Gillibrands Industrial Estate and White Moss Business Park. There are a number of small industrial units on Sandy Lane.

5.26 On the edge of Skelmersdale, whilst not technically within the wards of Skelmersdale, Pimbo Industrial Estate (to the south) and XL Business Park (to the north west) are large employment areas that are effectively part of Skelmersdale.
5(2) Ormskirk

Summary
Ormskirk acts as the administrative centre for the Borough and has many of the services and functions provided by a main town, including a university and hospital. Ormskirk's assigned role is that of a Market Town and large Key Service Centre. It has the Borough's second largest population and provides a very good range of facilities and services to support its own inhabitants and those from surrounding areas. Housing, employment and retail are all readily available in the town as well as good public transport links to outlying areas. Ormskirk has a very high level of sustainability.

Context

5.27 The town lies on rising ground overlooking the South West Lancashire Plain. It was first established as a settlement in the late Saxon period and grew steadily in importance up to, and beyond, Industrial Revolution. Ormskirk was granted a market charter in 1283 and still thrives today as a market town. It has the second largest population in the Borough and is the second most densely populated area.

Services

5.28 Ormskirk has a full range of facilities including two secondary schools, four primary schools and nursery facilities. Higher education facilities are provided by the expanded and prospering Edge Hill University. Ormskirk also has a library, a fire station, and police station. Ormskirk General Hospital has accident and emergency facilities for children and limited services for adults between restricted hours. (The nearest accident and emergency department with full services can only be found at Southport Hospital.) There are several health centres / doctors' surgeries and a dental surgery in the town.

5.29 Ormskirk is arguably the main retail centre for West Lancashire Borough, supported by the twice-weekly market. It has one large (Morrison's) and several small supermarkets, and a reasonable range of other shops, including a good number of independent stores. There are post offices on County Road and Aughton Street, and Ormskirk has a large number of bars / public houses and restaurants. There are two small 'retail parks' – Two Saints Place (within the Town Centre), and the Hattersley Centre on Burscough Road. However, for the majority of comparison goods shopping, Ormskirk (and West Lancashire as a whole) relies on centres outside the Borough. Aside from the Town Centre, there is also a local centre on County Road, serving the northern part of the town.
Leisure, recreation and open spaces

5.30 Coronation Park (below), which has Green Flag status, lies on the edge of Ormskirk Town Centre and includes playing pitches, ‘event space’ (with a bandstand), a small skate park, play areas for older and younger children, and a leisure centre, containing two swimming pools and a gym. There are Memorial Gardens at St Helens Road, and further open space and playing fields at Nursery Avenue, Thompson Avenue, Station Approach and Whittle Drive. Edge Hill University and the secondary schools hire out their sports facilities during the evenings and at weekends; these facilities include an athletics track and indoor and outdoor multi-sports courts. Ormskirk has a cricket club, rugby club, and tennis club. Ormskirk Golf Club is located adjacent to Cranes Lane (Lathom) and there are bowling greens within the town. Ruff Woods on the eastern edge of the town is open to the public and provides pleasant walking routes in a varied woodland setting.

Transport

5.31 Ormskirk lies within two strategic transport corridors, with both the A59 Liverpool-Preston trunk road (north - south), and the A570 Southport – St Helens road (north west - south east) passing through the town. The M58 can be accessed via the A570, approximately 5 kilometres south-east of the town. A one-way system is in operation around the mostly pedestrianised town centre. This utilises mainly older roads and is limited to two lanes and even one lane in places. Consequently, Ormskirk suffers from congestion in the town centre, particularly on market days. In addition, there is an Air Quality Management Area alongside part of the one-way system resulting from the road traffic pollution.

5.32 There is an electrified rail link from Ormskirk southwards to Liverpool with a 15 minute service, and a diesel link northwards to Preston with a less frequent service (typically one train per 90 minutes). It is also possible to travel by rail to Wigan and Manchester although this involves getting the train to Burscough and walking from one Burscough station to the other. Ormskirk is well-served by buses, and has a bus interchange with regular services to Southport, Preston, Liverpool, Skelmersdale and Wigan, although services are curtailed in the evenings and on Sundays.

5.33 Due to the relatively compact nature of the town and the reasonable and diverse amount of employment available locally, 9.3% of Ormskirk’s residents travel to work on foot. However, despite good public transport provision, only 4% travel to work by train and 1.7% by bus. Commuting by car remains the most popular method of transport.
given its convenience and reliability, with 36.3% travelling this way. The average distance travelled to work is 18 kilometres (11 miles).

**Employment and Housing**

5.34 Employment in Ormskirk is provided predominantly through the Council offices, the hospital, Edge Hill University, and the town centre shops and other businesses. In addition, there are business parks at Burscough Road (‘Hattersleys’), Southport Road (the Malthouse Business Centre), and New Court Way, all located north west of, and reasonably close to, the railway station.

5.35 65% of Ormskirk’s population is economically active and 3.8% are unemployed. At the 2011 Census, Ormskirk contained 11.3% of the Borough’s housing stock. 72.5% of homes in Ormskirk are privately owned. Derby Ward has the highest number of homes privately rented; this stems from the large number of Edge Hill University students that rent accommodation (primarily in houses of multiple occupation), as well as from the local employment base, for example hospital staff. Affordability of housing is an issue for Ormskirk, as in most of the Borough, with average house prices several times higher than average household incomes.

**Heritage and Environment**

5.36 Ormskirk Town Centre is a conservation area containing 34 listed buildings. There are two conservation areas in Ormskirk, namely the residential area at Ruff Lane and St Helens Road, and the part of the town centre around Church Street, Moor Street and Derby Street West.
5(3) Aughton

Summary
Aughton provides a number of limited services and facilities for its residents although it does have good public transport links. Employment tends to be sought from neighbouring areas as there is little employment within the settlement itself. Aughton has two local centres and looks mostly to Ormskirk to provide the main services. In planning terms, Aughton is grouped with Ormskirk as a Key Service Centre and a sustainable settlement.

Context

5.37 Aughton is located immediately adjacent to Ormskirk, lying directly south / south west of the town, and towards the south of the Borough. The hamlet of Holt Green (also known as Aughton Village) is counted as part of Aughton settlement, although it is physically separated from the rest of Aughton by a narrow strip of Green Belt land. Aughton has developed steadily since Victorian times as a residential area, with much of the current settlement having been built post World War 2. Aughton is unique in West Lancashire in that although it covers a large area and has a relatively high population, it has no village centre as such, relying instead on Ormskirk for most facilities, although there are two local centres. Aughton includes areas of suburban and individual executive houses set in mature landscape with an abundance of trees and shrubs, and remains a very popular place to live. Aughton, in local planning terms, is viewed with Ormskirk as a single settlement (‘Ormskirk with Aughton’). However, for the purposes of this section of the study, Aughton will be analysed individually as a settlement in its own right.

5.38 Aughton has some of the lowest deprivation levels in the Borough and is generally an affluent area. 26.7% of its residents have level 4 qualifications (degree level) or higher which gives it one of the highest levels of education and skills in the Borough.

Services

5.39 There are three small ‘settlements’ within the Aughton Parish areas - Holt Green, Town Green and Aughton Park. Despite its size, Aughton is poorly served by shops, containing only two small parades at Bold Lane (Town Green) and Moss Delph Lane (towards the north of Aughton) along with some individual corner shops. Bold Lane includes a general store (Spar) and a butchers; Moss Delph Lane includes a newsagents, butchers, fish and chip takeaway, cleaners, pharmacy, florist and off-licence. There is also a post office on Holborn Hill. Aughton has several public houses, a doctor's surgery and community facilities, including the Village Hall on Winifred Lane. There is also a ‘parish centre’ used by the community at Christ Church. The settlement is served by a mobile library.

5.40 There are three primary schools within the Aughton area although Holt Green hamlet has no primary school. Secondary schools and higher education are provided in Ormskirk.
Leisure, recreation and open spaces

5.41 Recreational facilities can be found at Bold Lane / Winifred Lane (including two tennis clubs), and there are several smaller open spaces across the settlement. Given their proximity, Aughton looks to Ormskirk to provide a more extensive range of leisure opportunities.

Heritage and environment

5.42 There are three conservation areas, one at Granville Park / Moss Delf, and two at Holt Green; these include a number of listed buildings.

Housing

5.43 The 2011 Census shows that Aughton is the fourth most populated settlement in the Borough. 86% of housing in Aughton is privately owned, reflecting the affluence of the area.

Employment

5.44 67% of the population aged between 16-74 are economically active, employed full / part time or self-employed, whilst 0.2% are unemployed. Aughton’s good rail and road links mean there are plenty of employment opportunities easily accessible.

Transport

5.45 Inevitably, the car is the most popular mode of transport because of its convenience, and because of the high levels of car ownership in this affluent area. The second most popular mode is by rail: Aughton has two stations on the Liverpool – Ormskirk line, providing a 15 minute service. The number of people indicating they commute by train reflects these good rail links, and correlates with the number of people working in the immediate district and in Liverpool / Merseyside.

5.46 Bus services in the area are limited with services between Ormskirk-Skelmersdale and Liverpool running along the A59 Ormskirk - Liverpool Road and more local services between the Aughton Park / Town Green area and Ormskirk town centre. Various school services also operate.

5.47 The average distance Aughton inhabitants travel to work is 17.9 kilometres (11 miles).
Summary
Burscough functions as a Key Service Centre, although it is smaller than its Ormskirk counterpart. It has a high level of sustainability, providing housing, employment, retail, other facilities and services and has good transport links to surrounding areas. The settlement has good rail links. However, there are limitations on its infrastructure.

Context

5.48 Burscough began as an agricultural village and developed as an industrial centre with the construction of the Leeds-Liverpool Canal and the Southport – Wigan and Preston - Ormskirk railway lines in the 19th century, deriving much of its income from milling flour grown locally. It has developed as a residential area since the 1930's.

5.49 Burscough is now the fourth largest settlement in the West Lancashire Borough and has developed considerably over recent years, both through new facilities in the settlement centre, and the redevelopment of brownfield sites within the settlement for housing, most notably the Royal Ordnance site and Ainscough's Mill site. Further development land has been allocated at Yew Tree Farm in the 2012 West Lancashire Local Plan and is expected to be built out over the next 10 years or so.

Services

5.50 Burscough centre contains a Tesco supermarket, a bank and a variety of shops including a chemist, general stores, electrical wholesalers, funeral directors, off-licence, take-aways, Italian restaurant, florist, estate agents, hardware, computers and carpet wholesalers. There is a general store specialising in local foods and offering a home delivery service. There are two Post Offices, one at Liverpool Road North in the settlement centre, and one at Square Lane. Located on the southern edge of the settlement along Liverpool Road South is a recently-opened (2015) retail park containing a Booths supermarket, B&M and Pets at Home. It also has permission for an Aldi supermarket and a petrol filling station. There is also a petrol station on the eastern outskirts of the village and a variety of garages. Burscough has a number of public houses. Burscough Library will be operating at 'The Grove'.
5.51 Burscough Wharf opened in 2011 and is an attractive arts, leisure, retail and creative media complex occupying canal side buildings. It features restaurants, bars, a bakers, hairdressers and beauty salon, a chandlery, an arts centre and a range of individual shops and art and craft units, and is a unique and interesting feature in Burscough.

![Burscough Wharf](image)

5.52 There are five primary schools and one secondary school in Burscough. Further education facilities are available at Ormskirk or further afield. There are some community buildings, although arguably the range and standard of facilities are relatively poor for a settlement of this size. There are a number of churches, including the central, thriving St John’s church, as well as doctors’ surgeries, a health centre, and dentists.

**Leisure, recreation and open spaces**

5.53 The largest formal park in Burscough is Richmond Park; play facilities are also available at Pickles Drive, Manor Road and the new Heathfields estate. Work has been undertaken to improve these areas. Playing fields are located at Abbey Lane. There is a sports centre beside Burscough Bridge railway station and bus interchange, and further facilities can be hired ‘out of hours’ from local schools. The settlement is home to Burscough Cricket Club. The Leeds-Liverpool Canal runs through Burscough and provides recreational opportunities as well as access to attractive countryside outside the settlement, plus it functions as a wildlife corridor. Fishing and walking facilities can be found at Platts Lane and Abbey Lane. Martin Mere, an internationally important nature conservation site and also a tourist attraction, is situated north west of the settlement, and can be reached via public footpaths from Burscough Bridge station.
Transport

5.54 Road-wise, Burscough is located on the strategic A59 north – south corridor, and has links to the M6 via the A5209. (These strategic links, however, result in congestion at times on the routes through Burscough.) Rail-wise, Burscough is well-served, having two stations: Burscough Bridge has a regular (typically half-hourly) service on the Southport-Manchester line; Burscough Junction is on the Ormskirk-Preston line and provides a more limited service. There is a bus / rail interchange at Burscough Bridge station. The two stations are approximately a 10 minute walk apart; connections between the two lines are in theory possible, but the relatively irregular nature of the train services and the distance between the stations may be a deterrent to some. Burscough is relatively well-served by bus routes, with regular services to Tarleton, Ormskirk, Rufford, and Preston. A number of bus services also operate for schools.

5.55 Despite its good public transport facilities, only 4.2% of the population of Burscough travel to work using rail or bus and 6.5% travel by foot or bicycle. 49.7% travel to work by driving cars or vans. On average, people travel 14.8 kilometres (9 miles) to work.

Employment

5.56 Unemployment levels in 2011 in Burscough were 4.3%, below Borough and national averages. 72% of the population are economically active.

5.57 Burscough has a sizeable industrial estate to the west of the settlement; there are four smaller industrial areas elsewhere in the town; employment is also available in local businesses, and at the new retail park. Given the good rail links to Preston, Southport, Liverpool and Manchester, as well as road links to Ormskirk and all outlying areas,
employment outside the settlement is readily accessible. There are issues, however, with the passage of HGVs and other traffic through Burscough’s principal roads, which have residential uses along much of their length.

**Housing**

5.58 In 2011, 8.2% of the Borough’s housing stock was in Burscough. 17% of residential development since 2011 has been in Burscough, compared to 33% in Skelmersdale and 12% in Ormskirk/Aughton. 76% of households are owner-occupied.

**Heritage and environment**

5.59 There are 2 sites of biological interest in Burscough - Abbey Lane and Platts Lane, with focus on the pond areas of these two sites, previously used as tips. The disused Burscough curves also have biological interest, containing the only known slow worm colony in West Lancashire.

Burscough Priory, in Abbey Lane, is a scheduled ancient monument, although only very small parts the building now remain. Burscough lies close to Martin Mere, a wetland nature reserve of international importance, managed by the Wildfowl and Wetlands Trust.

5.60 There is a conservation area at Junction Lane. Listed buildings and buildings of historical importance can be found here, as well as elsewhere in Burscough, including Victorian housing around Burscough Junction Station, the area around Burscough Priory, the flour mills, and the Leeds-Liverpool canal.

*Ainscough’s Mill*
Tarleton

Summary
Tarleton is the most sustainable and largest settlement in the Northern Parishes. Being smaller in population and size, Tarleton offers a narrower range of services and is less accessible by public transport than Skelmersdale, Ormskirk and Burscough. There is a limited range of local employment opportunities at Tarleton meaning that many residents travel elsewhere to work.

Context
5.61 Tarleton was originally a small riverside village, with a sizeable proportion of its residents employed in water/boat-related activities. The coming of the Southport-Preston railway in the last quarter of the 19th century had a significant effect on the area, providing speedy access to surrounding towns and their markets. Although the railway closed in 1964, the predominance of car-based travel and the pleasant environment have meant Tarleton (and neighbouring Hesketh Bank) have continued to expand, including the addition of a number of modern housing estates in the 1980s / 1990s (e.g. Coe Lane, SE Tarleton). Tarleton and Hesketh Bank effectively form a single linear urban area with two centres and a central ‘spine’ road. However, this study considers the two villages separately.

Services
5.62 Tarleton has a variety of services located in the village centre around Mark Square, including a post office and general store. The village centre has a pharmacy, an Italian restaurant, bakery, florist, fish and chip shop, funeral directors, tanning salon, newsagents, butchers, Indian takeaway, estate agents and bank. A second general store is located on Church Road.

5.63 There are two primary schools and one secondary school in Tarleton. The nearest higher education facilities can be found at Ormskirk or Leyland. Tarleton has two doctors' surgeries, a church hall and a village hall. It also has a police station and fire station. Until recently, there was a library, but this is proposed for closure as a result of funding cuts.

Leisure, recreation and open spaces
5.64 Although there is no sports centre, the secondary school's swimming pool is open to the public at weekends and playing fields can be accessed. Greenspaces can be found in the settlement centre, off Coe Lane and Windgate Road, and by the Canal and the River Ribble. There are plans to deliver a linear park alongside the canal / River Douglas, from south Tarleton up to Becconsall (Hesketh Bank).
Transport

5.65 Tarleton has no direct rail links, the nearest station being at Rufford (3.5 miles / 5.5 kilometres away) or Croston (4.2 miles / 6.7 kilometres) which provide a limited service between Ormskirk-Preston. There are a number of bus routes that run through the village direct to Southport, Preston, Rufford, Burscough and Ormskirk. Various school bus services also exist. Tarleton benefits from lying beside the A59 corridor, with the A59 / A565 junction immediately to the south of the village. At times, there are issues with congestion along the central ‘spine’ road through Tarleton.

Employment and Housing

5.66 Local employment in Tarleton, typical of the Northern Parishes area, is based largely on agriculture and horticulture because the surrounding land is so fertile. 7.8% commute to work by bus, foot or bike and 51.2% drive. On average, commuters travel 16.3 kilometres (10 miles) to work. The rate of unemployment in Tarleton is 2.4% and 71.1% are economically active.

5.67 At the 2011 Census the majority of housing in Tarleton was owner occupied with only 4.5% social rented. The majority of housing comprises detached and semi-detached properties whilst 0.6% of the housing stock is formed by caravans / mobile temporary homes, reflecting the number of temporary agricultural and horticultural workers staying in the area. Affordability is an issue for the settlement with average house prices several times average incomes. Very few affordable homes have been delivered in Tarleton in recent years.

Heritage and Environment

5.68 Carr Heys Plantation, Tarleton is a site of biological and ecological importance. There are a number of historic features including the disused railway line and the Canal, plus there are 8 listed buildings in Tarleton. The only conservation area is in the northern part of the settlement at Fulwood Avenue / Douglas Avenue, comprising large detached houses in extensive mature gardens.
5(6) Up Holland

**Summary**
Up Holland provides shops and basic services for its residents, with reasonably good public transport services to local areas. It has limited employment opportunities but good access to motorways and neighbouring authorities, including Wigan, as well as to employment in Skelmersdale. Up Holland has a reasonable level of sustainability.

**Context**

5.69 Up Holland is the second most densely populated settlement in the Borough, although only the fifth most populated. The settlement lies on undulating ground immediately east of Skelmersdale, with views eastwards towards Wigan. For the purposes of the West Lancashire Local Plan, Up Holland and Skelmersdale are classified as being one settlement.

**Services**

5.70 Up Holland provides a post office and a range of retail - ranging from the Co-operative general store to specialist shops including take-aways, florists, newsagents, bookmakers, opticians, fancy dress hire, auto parts, hairdressers, chemists and car and phone sales. It also has a petrol station and MOT garage and a number of public houses. The area is well served by churches, GP’s and dentists and, until recently, had its own library. Up Holland has two primary schools. A secondary school is located in the Tontine area (towards Orrell, on the edge of Wigan Borough, but the school lies within West Lancashire) and there is also a cemetery.

**Leisure, recreation and open spaces**

5.71 Recreationally, Up Holland has a number of public open spaces, a bowling green, and fishing lakes. Up Holland shares Beacon Country Park with neighbouring Skelmersdale, and has a number of other open spaces available for use, including playing fields at Mill Lane, Holland Moor, Chequer Lane and Tower Hill Road. Private golf clubs can be found at Dean Wood and St Josephs, College Road, whilst there is opportunity for fishing at Abbey Lakes and Chequer Lane.

**Transport**

5.72 Up Holland is accessible by public transport, sitting on the bus route between Wigan and Skelmersdale. The village has a station on the Wigan-Kirkby line, although this is located beyond the southern boundary of the settlement (approximately 1.5 miles / 2.3 kilometres from the village centre); there is an hourly service between 7am and 7pm. By car, the M6 and M58 corridors provide good road links; the surrounding settlements of Skelmersdale and Wigan are readily accessible.

**Employment and Housing**

5.73 Up Holland is close to Pimbo Industrial Estate (the estate is actually within Up Holland ward), and has a small amount of employment in village centre businesses, and at
Ravenhead Brickworks. More significant employment opportunities are found in neighbouring Wigan and Skelmersdale.

Up Holland Parish Church

Heritage and environment

5.74 Up Holland is a place of great history with records indicating Roman, Celtic and Welsh settlement in the area. The parish church of St Thomas the Martyr is an ancient monument. There are a number of listed buildings within the settlement, two conservation areas (Parliament Street / Church Street / Higher Lane / School Lane, and Garnett Lees), and a war memorial.

5.75 Within Up Holland, Ravenhead Brickworks site is a site of special scientific interest, with geographical importance in the understanding of the environment and the deposition of the productive coal formation.
Chapter 6  Small Settlement Analysis

6.1 This chapter will provide a detailed analysis of settlements in West Lancashire with a population below 5,000 and consider their sustainability based on access to services, employment and public transport.

6(1) Appley Bridge

Appley Bridge is a small village on the slopes of Parbold Hill, overlooking the scenic Douglas Valley. It is well served by rail and bus services and has a number of employers, but has a very limited range of shops and services within the West Lancashire boundaries. However, Appley Bridge sits alongside the border of Wigan Council and is joined to Shevington, where there is a wider a range of services and amenities.

Context

6.2 Appley Bridge is located in the north east of the Borough bordering the Wigan boundary. The settlement is in fact divided between the authorities of Wigan Council (‘Shevington’) and West Lancashire (‘Appley Bridge’). The western part of the settlement is more rural in character and relies on the eastern part for much of its service provision.

Services

6.3 Appley Bridge contains few services in terms of shops and amenities. The closest post office is located on Miles Lane (in Wigan Borough) which is approximately 1km from Appley Bridge station, and 2km from the main area of housing (adjacent to the A5209 Hall Lane). There are no general stores / supermarkets in the area, but a few specialist shops, a number of public houses and a few churches. The only community facility in the village is the village hall on Appley Lane North. The settlement contains one small primary school; the closest secondary schools are located in Up Holland and Standish, Wigan.

6.4 Dangerous Corner (junction of A5209 and Appley Lane North) has a public house and a café / newsagents and there are a hairdresser on Appley Lane North. Other shops can be found in Shevington.

6.5 There are playing fields at Appley Lane South / Speakmans Drive. A particularly scenic stretch of the Leeds Liverpool Canal passes through the south of Appley Bridge, providing walking and cycling routes to Wigan and Burscough and beyond (this is part of the “Pier to Pier” cycle route from Southport to Wigan). ‘Fairy Glen’ is a very attractive woodland (as well as a nature conservation site) with a waterfall and network of paths, lying to the west of the settlement and accessible from the A5209 and from Finch Lane.
6.6 For a settlement of this size, Appley Bridge has a good range of employment opportunities. There are business parks at North Quarry and Dawber Delph; IKO plc is a medium size business close to Appley Bridge station, and there exist a number of smaller businesses around East Quarry. Wrightington Hospital, approximately 1km east of Appley Bridge is a significant employer.

6.7 Appley Bridge’s main transport asset is its railway station on the Wigan-Southport line with half-hourly services to Manchester, Bolton, Wigan and Southport. Being within the Greater Manchester Passenger Transport area, fares to Manchester are relatively cheap. As a result, many commuters park at Appley Bridge on Appley Lane North, causing difficulties for larger vehicles. Appley Bridge is served by bus routes to Ormskirk, Skelmersdale, Wigan, Preston, Leyland and Wrightington Hospital as well as by school routes. The A5209 bypasses the village and provides an easy connection to the motorway network.

6.8 The canal and Douglas River form important wildlife corridors and also serve to enhance the attractiveness of the settlement. As mentioned above, Fairy Glen is a nature conservation site. There are some appealing buildings in the Ashfield Terrace Conservation Area. Most of the land around the edge of the settlement is attractive Green Belt, generally in agricultural use. However, industrial development and quarries detract from the overall character in parts of the settlement.

6(2) Banks

Banks provides a few shops and basic services for its residents. It has regular, if limited, bus services to larger settlements and few employment opportunities. Its potential for growth is constrained by the flood risk in and around the settlement.

Context

6.9 Located in the far north west of the Borough bordering Southport and the Ribble Estuary, Banks lies within a high flood risk area (mostly Flood Zone 3). It has a relatively small population and low density, with many properties having extensive gardens.

Services

6.10 There are limited range of facilities available within the village but these include a general store (Co-operative), a newsagents and a pharmacy, food take-aways, and hairdressers. There are two primary schools within the village but the closest secondary schools are located in Tarleton and Southport. The closest further education establishments are found in Southport.

6.11 There are a number of community facilities within the village including a leisure centre and community centre. A health centre is located on Hoole Road. There is also a church, undertaker, petrol station and garage services. Banks has access to playing
fields and areas of open space. There is a recreation ground adjacent to Schwartzmans Drive, and a sports ground at Aveling Drive.

6.12 67% of the population are economically active, 2.9% are unemployed. 87% of homes are privately owned.

6.13 Following the closure of the Southport – Preston railway in 1964, Banks does not possess any rail links, the closest station being Southport (approximately 5 miles / 8 kilometres away). A small number of bus routes run through the village, providing direct links to Preston and Southport whilst Chorley and Ormskirk can be accessed via connecting services in other settlements. There are also a number of school bus services. Banks residents travel an average of 17 kilometres (10 miles) to work.

6(3) Hesketh Bank

Hesketh Bank provides a small number of shops and basic services for its residents, with a very limited number of bus services and employment opportunities. At present, Hesketh Bank has restrictions on its infrastructure and transportation routes. Development in Hesketh Bank would be likely to have knock-on effects in terms of congestion in Tarleton.

Context

6.14 The village of Hesketh Bank is located in the north of the Borough, south of the River Ribble. The settlement has merged with Tarleton, although it has its own village centre. Whilst access to Hesketh Bank is possible from the west (Banks), the usual access is via a ‘spine road’ from the A59 / A565, passing through Tarleton. As a result, congestion can occur along this road, particularly at peak times.

Services

6.15 Hesketh Bank has a number of services, including a Booths supermarket, a post office (Station Road), veterinary practice, general store (Spar), butchers, hairdressers, off-licence, newsagents, pharmacy, Indian restaurant, bank and a petrol filling station. There are a number of community facilities including churches and two village halls. Hesketh Bank has one primary school; secondary school facilities are found in Tarleton, and the closest further education facilities are in Southport and Leyland.

6.16 Limited leisure facilities are available, with playing areas at Hesketh Road and Shore Road. There are plans to deliver a ‘Linear Park’ alongside the River Douglas, linking Hesketh Bank and Tarleton. The Hesketh Bank Light Railway is a small tourist attraction, running short steam engine rides adjacent to the former Alty’s Brickworks. North of Hesketh Bank is recently ‘reclaimed’ land, now an RSPB nature reserve accommodating over-wintering birds.
6.17 There are no rail links within the village with the closest railway stations being located at Rufford (5 miles / 8 kilometres) or Croston (5.5 miles / 9 kilometres). Only one public bus route runs through Hesketh Bank, routed between Southport and Longridge (via Preston). A number of school routes run through the village to nearby schools and places of higher education. Given the poor public transport provisions only 8% travel to work by bicycle or on foot and 66% drive to work.

6.18 The majority of surrounding land is agricultural / marshland. The majority of employment, as is the case in Tarleton, is provided by a number of firms associated with horticulture and agriculture. There are a small number of employment opportunities in the village centre. 67% of the Hesketh/Beaconsall population are economically active, travelling an average of 15 kilometres to work. 1.6% are unemployed.

6.19 86% of houses in Hesketh Bank are privately owned, reflecting a ‘settled’, relatively affluent area. The former Alty’s Brickworks site has been allocated for housing and other uses, and it is expected this site will provide over 250 additional homes over coming years.

---

6(4) Halsall

| Halsall has few shops and services, and relatively poor accessibility by public transport, although there are a small number of employment opportunities. As a result, the settlement is considered to have limited sustainability. |

Context

6.20 Halsall is a small rural settlement in the centre-west of the Borough, lying between Ormskirk / Aughton and Birkdale / Ainsdale. The settlement generally follows the north-south A5147 road, and lanes coming off this road (Summerwood Lane, Carr Moss Lane, etc.), leading towards the Leeds Liverpool Canal, parallel to the A5147. There are ‘gaps’ between the built-up areas, and some of the developed parts of Halsall lie within the Green Belt.

Services

6.21 Halsall has few services: a small general store / delicatessen within Gregory garage (4x4 sales, and a petrol filling station), a pharmacy / post office, community centre (village hall), a public house / restaurant, church and linked primary school, and a number of small business premises / business parks. There are playing fields at New Street including a cricket pitch, children’s play facilities, and war memorial. This is also the location of the Village Hall and pharmacy.

6.22 Halsall is not located near to any rail service with Bescar Lane (6km from Halsall Church) providing a very limited service; Ainsdale / Hillside Stations (7km) on the Southport-Liverpool line, and Ormskirk (7km). One bus route runs through Halsall, the 300 service.
linking to Southport and Bootle. A small number of school services pass through the village.

**6.23** 71.2% of Halsall residents are economically active and on average travel 16.5 kilometres (10 miles) to work. Just 0.4% are unemployed.

**6.24** The western parts of Halsall Parish (New Cut Lane and Segars Lane, located on the edge of Southport, 3-4 miles from ‘Halsall Village’) are considered separately later in this report.

### 6(5) Haskayne

Haskayne has a very limited range of shops and services, very few employment opportunities and poor accessibility to public transport. As such, it is considered to have relatively poor sustainability.

**6.25** Like Halsall, Haskayne is a small rural settlement, although it is more ‘compact’ in nature. Haskayne has few services; there is a parish hall and a primary school, public house (plus another public house along the Canal 500m outside the settlement boundary), small specialised furniture store, but no general store (the general store closed relatively recently) and no health facilities. The mobile library visits Haskayne. There is a very pleasant recreation area (recently enhanced by ‘Section 106’ funding) at School Lane and the Leeds-Liverpool Canal runs through the settlement. Farmer Ted’s, a significant tourist attraction, is located close to Haskayne.

**6.26** Haskayne is not located near to any rail services with Town Green (6km to the east) being the closest. One bus route to Southport and Bootle serves Haskayne, running along the A5147. A small number of services operate to nearby schools.

### 6(6) Mere Brow

Mere Brow is a small rural settlement situated on the A565 west of Tarleton. It has only a handful number of facilities, relying instead on Tarleton and other areas for many of its services.

**6.27** Mere Brow is a small rural settlement lying in the north of the Borough between Banks and Tarleton adjacent to the A565. Mere Brow relies on Tarleton for much of its service provision. The settlement provides a few local services including a small general store (Marshes Lane), some small businesses, a primary school, a village hall on The
Gravel, a public house, and a church (on Mere Brow Lane). There are areas of recreational open space within the settlement.

6.28 Lying on the edge of Mere Brow, and accessed from the B5246 running through the settlement, the privately owned Leisure Lakes complex is a thriving leisure and outdoor pursuits/holiday centre.

6.29 Mere Brow does not have any direct links to the rail network with Rufford providing the closest station (7km or 4 miles away). A limited service is provided by bus, with the 347 route running through the settlement between Southport and Chorley (2 hourly service), and the X2 express bus running along the A565.

6(7) Newburgh

| The village of Newburgh is situated between Burscough and Parbold. It has a limited range of shops and services, few employment opportunities and relatively poor accessibility by public transport. |

6.30 Newburgh is a small village with a historic core (designated a Conservation Area), bisected by the A5209. It relies on Parbold to provide the majority of basic services although it has a post office/general shop, off licence and tea-shop, and one public house - The Red Lion. Newburgh has a single primary school, a sports pavilion and public open space at King George’s field, a church, but few other community facilities. The settlement lies adjacent to an area of landscape history of regional importance.

6.31 The closest rail station is found at Parbold (1.5km / 1 mile away). Following cuts to rural bus services, there is just one public bus route (hourly service 3A: Appley Bridge – Skelmersdale – Burscough)

6.32 People travel an average of 18.9 kilometres to work. 49.1%, the fifth highest figure in the Borough, travel to work by car as there are very few public transport provisions to access within the settlement. Only 2% travel by foot. 87.5% of houses are privately
owned and 68.4% of the population are economically active, with an unemployment rate of 3.4%.

6.33 Newburgh has some of the highest house prices in the Borough and so there is a pressing need for affordable housing in the area. 53.8% of housing consists of semi-detached properties.

6(8) Parbold

Parbold is a Local Service Centre, providing a few shops and basic services for its residents with reasonable public transport services to local areas. It has limited employment opportunities and is predominately used as a commuter settlement. It has a reasonable level of sustainability.

Context

6.34 The village of Parbold lies in the Douglas Valley. It extends from the River Douglas and nestles into the hillside and the wooded slopes of Parbold Hill, which form an attractive backcloth when the settlement is viewed from the west. The village is built on the low ground which slopes to the River Douglas; it has expanded from a small hamlet based around the Leeds-Liverpool canal.

Services

6.35 Parbold has its own parade of shops, including a post office, a general store, newsagents, take-aways, estate agent, bakery, pharmacy, bank, delicatessen, florist and DIY store as well as a small range of community facilities. These include a village hall, health centre, churches, and several public houses. The library is marked for closure as part of County Council cuts. Within the village centre, there are two primary schools but the nearest secondary schools are in Skelmersdale and Burscough.

6.36 There are some public open spaces, including a playing field at Alder Lane, but green space provision is relatively low for the population in Parbold. There are no indoor facilities. However, there is an abundance of informal recreation facilities around the settlement, including the Leeds Liverpool Canal, the River Douglas, Parbold Hill, Harrock Hill, and public footpaths.

6.37 Parbold is predominately a commuter settlement, with little local employment. It has a railway station, providing a 30 minute service to Southport and Wigan / Manchester and is linked by the A5209 to Burscough and the M6, and by unclassified roads to
Skelmersdale. It has a public bus route to Skelmersdale and Burscough, as well as school buses.

6.38 The level crossing within the village centre can cause mild congestion at times. The main road through Parbold is busy, including with traffic heading to the M6, and contains a bottle neck at the canal bridge.

6.39 Parbold has a low unemployment rate of 2.3%. Despite the rail links only 3.6% commute to work by train, with 48.3% choosing to travel by car. The average distance to work is 18.2 kilometres. 68.4% of the settlement are economically active, 88.3% own their own houses.

6.40 Just over 50% of housing in Parbold consists of semi-detached properties. House prices are considerably higher than household income and amongst the highest in the Borough. There is a need for affordable housing.

6.41 A number of wildlife corridors converge at Parbold, including the Leeds-Liverpool Canal and the Southport-Wigan railway. The village has ten listed buildings and two conservation areas. The old windmill and the canal are the main features of historical importance as well as the church and Convent on Lancaster Lane. Part of the village has some archaeological potential and the canal has some archaeological interest.

6(9) Rufford

Rufford has a very limited range of shops and services, few employment opportunities and limited accessibility by public transport. As a result, it is considered a less sustainable settlement. It provides the rural community with limited services.

Context

6.42 Rufford is a small settlement located along the A59, the main north-south route through the Borough. It lies 5km (3 miles) north of Burscough, and looks toward Burscough for many of its services. Rufford is located alongside the Ormskirk-Preston railway.

Services

6.43 The village lacks many basic services although the local petrol filling station does provide a limited range of goods. Adjacent to the garage is a gunsmiths, pharmacy and hair salon. On Causeway Lane, there is a car wash and garage. Rufford also
contains the Hesketh Arms Public House, and there are cafés at the two canal marinas. The village has one primary school; the closest secondary school is in Burscough and higher education facilities in Ormskirk. There is a village hall on Flash Lane, and a church.

6.44 Due to its location, Rufford is reasonably well served by public transport, with its own rail station providing a limited (typically hourly to 90 minute) service between Ormskirk and Preston. Rufford has two regular public bus services including routes to Preston, Ormskirk, Burscough, and Tarleton (2A), and Southport and Chorley (347). There are also a variety of school services operating.

6.45 68.6% of the settlement are economically active. The average commuting distance is 20 kilometres. 7.7% travel by bus, train, foot or bike and 48.7% by car.

6.46 Rufford contains a large conservation area, is within an Area of Landscape History of Regional Importance, and contains a number of historic and listed buildings, including Grade 1 Listed Rufford Old Hall which is maintained by the National Trust and open to visitors, and Rufford Church.

6.47 The Leeds-Liverpool canal winds through the settlement, with marinas at Fettlers Wharf and St Marys Wharf on Station Road. Mere Sands Wood nature reserve can be accessed from Tootle Lane. Windmill Animal Farm, and Martin Mere are reasonably close by (although not within easy walking distance). A recreation area exists on Liverpool Road.
6(10) Scarisbrick

The size and dispersed nature of Scarisbrick means that distances between individual services are generally too great for the settlement as a whole to be considered sustainable. Instead, it is only those hamlets that are close together or those hamlets on the edge of Southport (such as Brown Edge / Pool Hey) that are considered to be reasonably sustainable.

Context

6.48 Scarisbrick is located in the west of the Borough and covers a significant area. On its western side, Scarisbrick borders Southport, in Sefton Borough. Scarisbrick does not have a defined settlement centre, but instead consists of a number of small dispersed ‘hamlets’ as well as areas of development ‘washed over’ by Green Belt (for example, Pinfold, and Smithy Lane running from Pinfold towards Heaton’s Bridge). This section of the Study looks both at Scarisbrick as a whole, and at some of the individual ‘hamlets’.

Services

6.49 Scarisbrick as a whole contains a station*, part-time post office (open one half day per week), three primary schools (two in the Green Belt), an independent school* (Scarisbrick Hall School, covering ages 3-18), a village hall*, churches and parish centre, restaurants / public houses, two caravan parks*, a crematorium* (although this serves Sefton Council area), a small business park*, various other small businesses, two garages, and a canal marina and café*. There are no shops within Scarisbrick. (* denotes facilities located within the Green Belt.)

6.50 Scarisbrick’s location adjacent to the Sefton boundary means that residents in the west of the settlement (Brown Edge / Pool Hey area) can readily access services in Kew, Southport, which include a large supermarket, retail park, hospital, primary school, secondary school, and public transport services to Southport town centre.

6.51 The A570 runs through Scarisbrick between Ormskirk and Southport, and is served by three bus routes providing regular services to Southport, Ormskirk, Skelmersdale and Wigan. Further bus services are provided for schools and further education establishments. Scarisbrick residents have access to Bescar Lane rail station, although this is situated in a relatively remote location, away from bus routes, and only has a limited service, with the majority of trains not stopping at the station and no services on Sundays.

6.52 2.7% of Scarisbrick residents commute by train and bus, 3.6% by foot and 46.8% by car. Scarisbrick has an unemployment rate of 4.4%, and 67.7% of residents are economically active.
Individual Scarisbrick ‘hamlets’

**Bescar**

6.53 ‘Bescar’ includes Bescar Lane, the parts of Drummersdale Lane / Pool Hey Lane at the ‘Bescar Lane crossroads’, and Bescar Brow Lane. These ‘settlements’ (effectively built-up frontage on rural lanes) are located in the west of the Borough and provide very few services for their residents. There is a primary school, a post office (open one half day per week), a parish centre, two churches and the railway station.

**Brown Edge / Pool Hey**

6.54 Brown Edge and Pool Hey are contiguous, and located close to the boundary of Sefton (Kew, Southport). The area has few services of its own (car showrooms, a restaurant, crematorium and small caravan site), but is on a bus route on the A570 and parts of this area are within easy walking distance of the wider variety of services at Kew. This ease of access to nearby facilities means Brown Edge may be considered more sustainable.

**Otterstye / Carr Cross - Snape Green / Morris Dancers**

6.55 These settlements are located in the western part of the Borough along the A570, reasonably close to the boundary of Sefton. It is acknowledged that breaks do exist between the settlements but their close proximity to each other means that they have been examined together for the purposes of this study. The hamlet around Otterstye Bridge has only a bus stop and garden centre. Snape Green has no basic services and limited accessibility to public transport. The hamlet at the junction of Jacksmere Lane and the A570 has a church, primary school, independent garage and restaurant. The area around the Morris Dancers has no services of its own, other than bus stops and the pub / restaurant, although it is close to Scarisbrick Hall School. There are few other services within 1km of the hamlets.

6.56 Whilst Scarisbrick as a whole may contain, or have access to, a reasonable number of facilities or services, it is considered that the settlement’s constituent ‘hamlets’ are not individually sustainable, except for Brown Edge, which is within walking distance of Kew, Southport. A significant number of Scarisbrick’s services are in the Green Belt.

---

**6(11) Other Areas**

**Edge of Southport**

**Moss Road (east of Birkdale)**

6.57 Moss Road has no services of its own other than one bus stop at Town Lane / Birkdale Cop. However, it does have access through the adjoining boundary of Sefton to three primary schools, a secondary and ‘sixth form’ school, a GP, health centre, hospital, business park, and post office as well as a supermarket, all of which are within 1km of the settlement as the crow flies (further by road).
New Cut Lane (Birkdale)

6.58 New Cut Lane, whilst having no services of its own, is within 1km of a primary school, bus routes, a public house, a small number of shops and a post office, all of which are located within neighbouring Sefton Borough.

Segars Lane (Ainsdale)

6.59 Segars Lane is within 1km of Ainsdale ‘village’ centre in Sefton Borough, which provides a good variety of shops and other services, a railway station with regular services to Liverpool and Southport, a petrol filling station and bus routes. Residents can also access a primary school, GP, health centre and post offices within 1km in Sefton.

6.60 The ‘settlements’ of Moss Road, Segars Lane and New Cut Lane, despite consisting only of small ‘ribbons’ of housing and lacking any services, are reasonably close to facilities and services within neighbouring Sefton. Thus, these three small ‘settlements' can be considered reasonably sustainable.

Crawford (Up Holland)

6.61 Crawford is a small rural settlement which contains no services for its residents other than a primary school; instead it is dependent on surrounding settlements for the provision of its needs.

Hilldale (Parbold)

6.62 Hilldale is located to the north of Parbold and does not contain any services other than a public house and small church. There are playing fields off Chorley Road.

Shirdley Hill (Halsall Parish)

6.63 Shirdley Hill is a small rural settlement in the west of the Borough and has very few services. There is a ‘village green’ and village hall on Renacres Lane. The hamlet has recently lost its bus service (due to a route diversion), and its post office closed in the early 2000s.

Stanley Gate

6.64 Stanley Gate has a public house but no other services. It is within walking distance of a petrol filling station, shop, and fast food take-away at Four Lane Ends, and the limited services (primary school, playing fields, and church) at Bickerstaffe village.

Tontine (Up Holland)

6.65 Tontine forms part of the larger settlement area of Orrell, which is located within Wigan Borough; consequently, many of the services for this area are located within Wigan. Tontine residents have access to a post office and general store as well as a
primary school and some basic services through the Orrell settlement. Tontine contains Up Holland Secondary school.

Westhead

6.66 Westhead lies to the south east of Ormskirk, and has two public houses, a school (St James Primary School), a community hall and church. It is reasonably well served by bus (routes 310, 375, 385)

Wrightington ‘hamlets’

Hunger Hill (Wrightington)

6.67 Hunger Hill is located on the eastern edge of West Lancashire Borough, adjacent to the M6 (north of junction 27). It has a primary school but few other services. The Wrightington Hotel and Country Club and Wrightington Hospital is 1 kilometre away.

Mossy Lea (Wrightington)

6.68 Within Mossy Lea, there is a primary school and a post office. It has little in the way of shops, with no general store but only a tanning salon. There is a small business park, a petrol filling station, where very basic groceries can be obtained, a church, public house, and playing fields.

Wrightington Bar

6.69 Wrightington Bar has very limited services, with only a public house.
Chapter 7  Tables of Settlements and Services / Facilities

7.1  The tables below show the services and facilities that exist in each settlement at the time of writing this report. The ‘Five key services’ (bus stop, post office, food shop, primary school, and GP / health centre) are highlighted in bold.

Table 7.1  Services within settlements (population over 5000) in West Lancashire

<table>
<thead>
<tr>
<th></th>
<th>Aughton</th>
<th>Burscough</th>
<th>Ormskirk</th>
<th>Skelmersdale</th>
<th>Tarleton</th>
<th>Up Holland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stops</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Rail Station</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Bank</td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>General Store</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Specialist Store</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Supermarket</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Garage/ Filling Station</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary School</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Secondary School</td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>Further Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health and Leisure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GP/ Health Centre</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Library</td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Leisure Facilities</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Open Green Spaces</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Church</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Community Centre</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Public House</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Restaurant</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Station</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Court</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total number of services</td>
<td>14</td>
<td>19</td>
<td>22</td>
<td>20</td>
<td>18</td>
<td>13</td>
</tr>
<tr>
<td>5 key services (in bold above)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Table 7.2 Services within settlements (population under 5,000) in West Lancashire

<table>
<thead>
<tr>
<th></th>
<th>Appley Bridge</th>
<th>Banks</th>
<th>Halsall</th>
<th>Haskayne</th>
<th>Hesketh Bank</th>
<th>Mere Brow</th>
<th>Newburgh</th>
<th>Parbold</th>
<th>Rufford</th>
<th>Scarisbrick</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stops</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td>•</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Rail Station</td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td>•</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Store</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialist Store</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supermarket</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garage/ Filling Station</td>
<td></td>
<td>•</td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary School</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Secondary School</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>•</td>
</tr>
<tr>
<td>Further Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health and Leisure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GP/ Health Centre</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leisure Facilities</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Green Spaces</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Church</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Community Centre</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Public House</td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total number of services</td>
<td>10</td>
<td>11</td>
<td>9</td>
<td>5</td>
<td>15</td>
<td>8</td>
<td>6</td>
<td>15</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>5 key services (in bold above)</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

2 This Table shows Ward data, and includes only settlements lying in wards with a population less than 5,000 people. In the case of Appley Bridge and Scarisbrick, facilities within 1km in adjacent urban areas are counted (cells shaded). For Scarisbrick, all constituent hamlets are included, as well as Green Belt facilities between the hamlets, e.g. Scarisbrick Hall School. It depends on external areas to provide the five key services.
Table 7.3  Services and facilities within, or accessible from, small rural settlements in West Lancashire

<table>
<thead>
<tr>
<th>Bescar / Bescar Station</th>
<th>Brown Edge / Pool Hey*</th>
<th>Otterstye, Carr Cross / Snape Green, Morris Dancers</th>
<th>Crawford</th>
<th>Hilldale</th>
<th>Hunger Hill</th>
<th>Mere Brow</th>
<th>Moss Road*</th>
<th>Mossy Lea</th>
<th>New Cut Lane*</th>
<th>Segars Lane*</th>
<th>Shirdley Hill</th>
<th>Stanley Gate</th>
<th>Tontine*</th>
<th>Westhead</th>
<th>Wrightington Bar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Stops</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Station</td>
<td>•</td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td>•</td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Store</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specialist Store</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Supermarket</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garage/ Filling Station</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary School</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary School</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Further Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health and Leisure</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GP/ Health Centre</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leisure Facilities</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Green Spaces</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Church</td>
<td></td>
<td></td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Centre</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public House</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Station</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
<td>•</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total number of services</td>
<td>6</td>
<td>9</td>
<td>6</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>8</td>
<td>9</td>
<td>6</td>
<td>8</td>
<td>12</td>
<td>2</td>
<td>2</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>5 key services</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

* For settlements marked with an asterisk, facilities within 1 km in adjacent urban areas are counted (cells are shaded).

44
Chapter 8 Conclusion

Sustainable Settlement Hierarchy

8.1 Based on the information set out in this report, the diagram below illustrates the relative sustainability of all settlements within West Lancashire at present, taking into account the availability of services and facilities in the settlement, and, where relevant, facilities in adjacent urban areas outside West Lancashire, as well as the overall population of the settlement.

8.2 Although Skelmersdale, Up Holland, Ormskirk, Aughton, Tarleton and Hesketh Bank have been analysed individually in this report, the settlements have been paired together in the above diagram, in line with how they are treated in the West Lancashire Local Plan 2012-2027. In the case of Scarisbrick, the “combined area” (all constituent hamlets plus facilities in the Green Belt between the hamlets) has been shown, as well as the individual hamlets. Other than for Scarisbrick, facilities in the Green Belt have generally not been taken into account.
8.3 The results of this study do not consider how future development may affect a settlement area. Any proposed development, particularly residential, will place a demand on services and may have an effect on the sustainability of a settlement, positively or negatively. (The Infrastructure Delivery Plan considers this matter.) However, by focusing resources on the most sustainable settlements, that is, those with established, wide-ranging service provision, infrastructure and accessibility, the negative effects of new development can be minimised and the best made of growth and improvement opportunities.
Director of Development and Regeneration
PO Box 16, 52 Derby Street, Ormskirk
Lancashire, L39 2DF
Tel: 01695 577177