Infrastructure Delivery Plan Update

(Local Plan Review Preferred Options)

October 2018

John Harrison DipEnvP, MRTPi Director of Development and Regeneration
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<table>
<thead>
<tr>
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<th>Description</th>
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<tr>
<td>ADSL</td>
<td>Asymmetric Digital Subscriber Line</td>
</tr>
<tr>
<td>CCG</td>
<td>Clinical Commissioning Group</td>
</tr>
<tr>
<td>CIL</td>
<td>Community Infrastructure Levy</td>
</tr>
<tr>
<td>CRT</td>
<td>Canal and River Trust</td>
</tr>
<tr>
<td>EA</td>
<td>Environment Agency</td>
</tr>
<tr>
<td>ENW</td>
<td>Electricity North West</td>
</tr>
<tr>
<td>GI</td>
<td>Green Infrastructure</td>
</tr>
<tr>
<td>IDP</td>
<td>Infrastructure Delivery Plan</td>
</tr>
<tr>
<td>IDS</td>
<td>Infrastructure Delivery Schedule</td>
</tr>
<tr>
<td>IP</td>
<td>Infrastructure Provider</td>
</tr>
<tr>
<td>JLMWDF</td>
<td>Joint Lancashire Minerals and Waste Development Framework</td>
</tr>
<tr>
<td>LCC</td>
<td>Lancashire County Council</td>
</tr>
<tr>
<td>LLFA</td>
<td>Lead Local Flood Authority</td>
</tr>
<tr>
<td>LPA</td>
<td>Local Planning Authority</td>
</tr>
<tr>
<td>LPR</td>
<td>Local Plan Review</td>
</tr>
<tr>
<td>LSOA</td>
<td>Lower Super Output Area</td>
</tr>
<tr>
<td>LTP</td>
<td>Local Transport Plan</td>
</tr>
<tr>
<td>MUGA</td>
<td>Multi Use Games Area</td>
</tr>
<tr>
<td>NGG</td>
<td>National Grid Gas</td>
</tr>
<tr>
<td>NPPF</td>
<td>National Planning Policy Framework</td>
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<tr>
<td>OFWAT</td>
<td>Office of Water Services</td>
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<tr>
<td>PO</td>
<td>Preferred Options</td>
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<tr>
<td>SDSL</td>
<td>Symmetric Digital Subscriber Line</td>
</tr>
<tr>
<td>SRN</td>
<td>Strategic Road Network</td>
</tr>
<tr>
<td>WLBC</td>
<td>West Lancashire Borough Council</td>
</tr>
<tr>
<td>WLLP</td>
<td>West Lancashire Local Plan 2012-2027</td>
</tr>
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<td>WLLPR</td>
<td>West Lancashire Local Plan Review</td>
</tr>
<tr>
<td>WWTW</td>
<td>Waste Water Treatment Works</td>
</tr>
</tbody>
</table>
Chapter 1 Introduction

1.1 The West Lancashire Local Plan 2012-2027 was adopted in 2013 and serves to guide development within the Borough over the fifteen year plan period. To ensure that the local plan for the area remains as up to date as possible, and to take account of the changing sub-regional context and new national planning policy, the Council started work in 2016 on preparing a review of the Local Plan. As with the 2012 Local Plan, the Local Plan Review must be informed by evidence. It is therefore vital that the Council update their evidence base, including the Infrastructure Delivery Plan (IDP).

1.2 The IDP provides important background evidence regarding the infrastructure required to support development in the Borough, advising on both current provision and delivery, and anticipated future requirements. Infrastructure is essential to support additional (as well as existing) housing provision and economic growth, to mitigate the current and anticipated effects of climate change, and to create thriving and sustainable communities.

1.3 The IDP has been prepared in close liaison with a range of infrastructure and service providers, and is designed to be an iterative process that continues to identify infrastructure opportunities and needs, and continues to develop close partnerships with providers. West Lancashire Borough Council would like to express its gratitude to all infrastructure providers who have liaised with Council officers in the preparation of this document by giving information about current infrastructure provision and future intentions.

1.4 The National Planning Policy Framework (NPPF) requires infrastructure planning to be undertaken as a fundamental part of delivering Local Plans. Paragraph 20 requires that strategic policies should make sufficient provision for (emphasis added):

a) housing (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

1.5 This IDP provides the evidence that West Lancashire LPA have liaised, and continue to liaise, with infrastructure providers, stakeholders and partners to address the need of infrastructure planning as part of the Local Plan preparation process.
Scope of this document

1.6 The 2018 IDP Update forms part of the evidence that underpins the emerging West Lancashire Local Plan Review (WLLPR), and will inform the overall direction and approach to development, based on existing capacity and deliverable improvements. It will also seek to identify, to some extent, how the local authority and its partners intend to fund infrastructure required to accommodate the planned growth in the Borough.

1.7 The IDP is a ‘living’ document and will be kept under review in its role as a key component of the LPA’s evidence base. The first iteration of the IDP was published in February 2017 alongside the LPR ‘Issues and Options’ consultation. It set out the latest available information regarding infrastructure provision in the Borough, providing any relevant updates on the plans and strategies of partners, and progress in terms of infrastructure delivery. At the ‘Issues and Options’ stage, the Council had only a range of possible growth options, and no specific site allocations in mind. The Council, therefore, was only able to give infrastructure providers (IPs) a broad idea of possible future development scenarios, and advised that additional details would be provided to them as they became apparent when the LPR progressed through its preparation stages.

1.8 The Council is now at the ‘Preferred Options’ stage, and has a much clearer indication of how much development is being planned for, and where this is likely to be located. This IDP update will look at the infrastructure required to support proposed levels of development in the preferred locations, and how this might be delivered. It must be stressed again that the preparation of the LPR is very much an iterative process – and proposals can, and no doubt will, change as information is shared and reviewed between the LPA and its consultees.

The West Lancashire Local Plan Review Preferred Options

1.9 The WLLPR Preferred Options document contains a set of proposed (‘preferred’) housing and employment land requirements, policies and site allocations. It covers the period 2012-2050, and reflects West Lancashire Borough Council’s (WLBC's) aspiration to be an ambitious council. Following consideration of two options for the Plan period at Issues and Options stage (namely a ‘standard’ period, to 2035, and a longer period, to 2050), the preferred end date of the LPR period has been set at 2050, as the longer period:

- allows the Council to plan for unmet needs from the Liverpool City Region;
- should create competition in the land market;
- means Green Belt should not need to be reviewed again for at least another 20 years;
- removes need for Safeguarded Land and reduces risk of planning by appeal on such land.

1.10 The annual housing requirement in the WLLPR has been calculated by combining a number of components, namely ‘ongoing’ household growth as set out in the government's Household Projections and standardised methodology, housing likely to be generated as a result of the proposed railway station at Skelmersdale, housing linked to large-scale Class B8 (storage and distribution / logistics) development, and meeting part of Sefton’s longer-term housing needs. Employment land requirements continue at the same annual rate as in the
West Lancashire Local Plan 2012-2027 ('WLLP'), the current adopted local plan for West Lancashire, taking account of opportunities likely to arise from the new Liverpool2 deep water terminal (the 'Superport') at Seaforth.

1.11 The housing and employment land requirements of the WLLPR are a minimum of 15,992 dwellings (net) and 190 hectares of land for employment uses over the period 2012-2050. These requirements will be divided between the different spatial areas of the Borough as follows:

<table>
<thead>
<tr>
<th></th>
<th>Housing</th>
<th>Employment Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skelmersdale and South-Eastern Parishes</td>
<td>8,572 dwellings</td>
<td>150 ha</td>
</tr>
<tr>
<td>Ormskirk and Aughton</td>
<td>3,003 dwellings</td>
<td>10 ha</td>
</tr>
<tr>
<td>Burscough and Central Parishes</td>
<td>1,495 dwellings</td>
<td>25 ha</td>
</tr>
<tr>
<td>Northern Parishes</td>
<td>1,435 dwellings</td>
<td>5 ha</td>
</tr>
<tr>
<td>Western Parishes</td>
<td>923 dwellings</td>
<td>-</td>
</tr>
<tr>
<td>Eastern Parishes</td>
<td>564 dwellings</td>
<td>-</td>
</tr>
</tbody>
</table>

1.12 Some of the WLLPR housing and employment land requirements will be met through development that has already taken place since 2012, and through land that has been allocated or safeguarded in the WLLP. However, on account of the much longer plan period, and the increased annual housing target, the LPR also proposes a number of new allocations, the release of Green Belt, and the creation of three new 'garden villages' (6,500 houses in total) to the west and south-west of Skelmersdale, a large logistics park adjacent the Junction 3 of the M58 south west of Skelmersdale, and a series of residential and mixed use sites (2,000 houses in total) to the south east of Ormskirk and east of Aughton.

1.13 The WLLPR does not propose to control the 'phasing' of the major site allocations. In principle, any site could come forward at any time. Part of the thinking behind this strategy is that by releasing several sites in each area, there is competition between landowners, which in theory should keep land prices at a reasonable level and result in more money being available to fund necessary infrastructure, as well as such things as affordable housing. However, a long plan period (30 years from the anticipated date of adoption) and a lack of control over phasing makes it a challenge to plan strategically for infrastructure delivery; this difficulty is reflected in this IDP update.

1.14 Details of the housing and employment quotas were sent to IPs for their comment, along with maps showing the locations and sizes of the proposed allocations. The IPs' responses are reported through this document, with commentary of how the Council intends to address, where possible, any identified issues.
Chapter 2 Context and Background

Infrastructure Priorities

2.1 The traditional view of infrastructure consists primarily of built infrastructure such as roads, utilities, schools and health care facilities. However, this view has broadened and now includes a wider range of services and features which play an important role in our daily lives and in improving the environment in which we live.

2.2 Chapter 3 of this document establishes the current levels of provision of infrastructure for the Borough. Table 2.1 gives an overview of the categories and types of infrastructure considered in this document.

Table 2.1 Infrastructure types covered in the IDP

<table>
<thead>
<tr>
<th>Physical</th>
<th>Social</th>
<th>Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Utilities and Waste - water supply, water</td>
<td>• Health – hospitals, GPs, dentists</td>
<td>• Natural and semi-</td>
</tr>
<tr>
<td>treatment</td>
<td></td>
<td>natural spaces</td>
</tr>
<tr>
<td>• Transport - highways, rail, bus, cycle</td>
<td>• Care - elderly care, children’s centres</td>
<td>• Outdoor sports and</td>
</tr>
<tr>
<td>network</td>
<td></td>
<td>leisure facilities</td>
</tr>
<tr>
<td>• Waste and recycling</td>
<td>• Education - primary schools, secondary</td>
<td>• Allotments</td>
</tr>
<tr>
<td></td>
<td>schools, higher / further education</td>
<td></td>
</tr>
<tr>
<td>• Flood management</td>
<td>• Emergency Services - police, fire,</td>
<td>• Play areas</td>
</tr>
<tr>
<td></td>
<td>ambulance</td>
<td></td>
</tr>
<tr>
<td>• Energy infrastructure</td>
<td>• Community - youth centres, libraries,</td>
<td>• Waterways</td>
</tr>
<tr>
<td></td>
<td>village halls</td>
<td></td>
</tr>
<tr>
<td>• Telecommunications and broadband</td>
<td>• Leisure - leisure and sports centres</td>
<td>• Corridors / footpaths</td>
</tr>
</tbody>
</table>

2.3 Not all aspects of infrastructure are of equal importance in terms of servicing a community. For example, it would be feasible to deliver housing without immediate access to a local leisure facility, whereas the requirement for water supply would be essential. This document will prioritise all infrastructure considered in order to indicate infrastructure that is critical to the fundamental delivery of development, infrastructure that is required but may be delivered at a later stage in the development process, and infrastructure that is desirable in order to create a sustainable community.
Standards

2.4 Since the abolition of national standards in 2000, there has been a void which makes it difficult to identify the quality of service provision. Given one of the primary functions of this document is to identify any deficits (or, conversely, any spare capacity) in infrastructure, it is important to understand what the level of standard is for each particular type of infrastructure. However, most providers now use performance indicators rather than nationally determined standards to determine their level of service so there is no clear standard to work to. Where a provider does have standards to adhere to, these will be referenced in the relevant section.

Growth Targets

2.5 The WLLP sets a requirement of a minimum of 4,650 new dwellings (net) and 75ha of employment land over 2012-2027. These have been apportioned across the Borough based on infrastructure capacity, environmental capacity and deliverability. The emerging LPR looks forward to 2050 and sets a requirement for a minimum of 15,992 new dwellings (net) and 190 hectares of employment land. This IDP reports on any identified implications on infrastructure with regard to supply and demand arising from the additional development being planned for.

Methodology

2.6 West Lancashire Borough Council Officers have worked with infrastructure and service partners to update the IDP. The results will help provide evidence on current and future infrastructure provision that will inform decision making through the Local Plan Review. Inevitably, data collected from partners and stakeholders regarding infrastructure will only be relevant for a limited time, and so the Council will continue to work with partners to provide regular updates on the IDP.

2.7 One of the fundamental parts of this process remains ensuring strong relations with the relevant contacts within partner organisations. This should help ensure a steady flow of information to enable the data to be updated as and when changes in circumstances occur. The ongoing support of partners is essential for the IDP to remain as a 'living document', and is gratefully acknowledged.

2.8 Evidence has been collected from infrastructure and service providers through a variety of different methods including gathering data from partner websites and available business plans and documents and also engaging with partners through direct email contact, and through face-to-face discussion. In this latest iteration of the IPD, infrastructure providers were sent details of the WLLPR PO growth figures and proposed site allocations for their comment, particularly in relation to likely impacts on the delivery of their specific infrastructure.
2.9 As was the case with the 2012 WLLP, as the Local Plan Review progresses through its various preparation stages, the IDP will be shared with partners at each stage in order to gain feedback regarding pressures upon, and capacity of, infrastructure. This ensures that the IDP and the LPR can be an iterative process. It should be borne in mind that the level of detail received back from partners can vary dependent upon the providers’ ability to forecast the impact of the growth on infrastructure. The length of the plan period (2012 to 2050) means that continued liaison between the LPA and infrastructure providers will be essential following the anticipated adoption of the WLLPR.

2.10 Notwithstanding any shortcomings in the ability of providers at present to predict the impacts of growth on infrastructure, this document identifies the existing level of provision and sets out feedback from partners regarding any known deficits or required improvements. The specific details of projects and schemes of infrastructure are listed within the Infrastructure Delivery Schedule (IDS), available separately on the Council’s website at [www.westlancs.gov.uk/IDS](http://www.westlancs.gov.uk/IDS). The IDS records information including:

- Infrastructure project name, description and type
- Project location
- Infrastructure category
- Local Plan policy / other strategy links
- Lead partners and any supporting partners
- Cost
- Funding sources
- Dependencies and requirements
- Delivery time period

2.11 The IDS is a live document, monitored and updated at regular intervals throughout the year.

**Monitoring and Review**

2.12 The delivery of infrastructure is monitored on a regular basis and will be reported annually through the Annual Monitoring Report, including updates to, and progress with, existing IDS projects and the identification of new projects.
Community Infrastructure Levy and Section 106

2.13 Traditionally, West Lancashire Borough Council has secured planning obligations through Section 106 of the Town and Country Planning Act (1990). The 'Section 106' monies collected were used to provide open space and highway improvements that arise as a result of new development. In September 2014, the Council implemented the Community Infrastructure Levy (CIL) which largely replaces Section 106 Agreements in the funding of infrastructure. However, Section 106 Agreements will still be used alongside CIL but will be limited to affordable housing and site-specific infrastructure requirements.

2.14 CIL allows the Council to raise funds from new developments in the Borough, with charges dependent on the use, location and size of each development. The revenue collected is then used to help fund and deliver infrastructure projects required to support new development across the Borough. The items funded by CIL must accord with those listed on the Council’s Regulation 123 (R123) list (a list of those projects or types of infrastructure that the Council intends to fund, or may fund, through CIL; CIL money can only be spent on projects in this List). The IDP and the Infrastructure Delivery Schedule (IDS) will help inform the identification and prioritisation of those projects most suitable for CIL expenditure.

Viability

2.15 At the time of writing this IDP update, an economic viability assessment is being prepared by consultants on the Council’s behalf to inform the WLLPR. The viability assessment will look at the financial implications of the proposed WLLPR policies combined with other necessary expenditure, and will advise on whether policies should be amended in order inter alia to ensure the delivery of necessary infrastructure. More information will be provided on this in future IDP updates.
Chapter 3 Baseline Infrastructure Assessment

3.1 Table 3.1 below lists the infrastructure considered as part of the LPR and categorises each type of infrastructure in terms of priority. As part of the development process, and as a consequence of resource limitations, it is necessary to identify which infrastructure types are “essential” to the delivery of overall development, which types are “required” in order to mitigate certain impacts and which types are “desirable” in order to deliver more sustainable communities. This process of prioritisation can assist in decision making when expenditure must be allocated to support various infrastructure schemes.

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Infrastructure Type</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical Utilities</td>
<td>Water supply</td>
<td>Essential</td>
</tr>
<tr>
<td>Waste and recycling</td>
<td>Foul water sewerage treatment</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Flood Management/drainage</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Waste and recycling</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Energy infrastructure</td>
<td>Essential</td>
</tr>
<tr>
<td></td>
<td>Communications</td>
<td>Essential</td>
</tr>
<tr>
<td>Transport</td>
<td>Highways network</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Bus network</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Rail Network</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Cycle Ways</td>
<td>Desirable</td>
</tr>
<tr>
<td>Social</td>
<td>Health</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GPs</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Hospitals</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Dentist</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Elderly Persons Care</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Children’s Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Primary schools</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Secondary Schools</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Further / Higher Education</td>
<td>Desirable</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Police</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Fire and Rescue</td>
<td>Required</td>
</tr>
<tr>
<td></td>
<td>Ambulance</td>
<td>Required</td>
</tr>
<tr>
<td>Community</td>
<td>Libraries</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Youth Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Village Hall</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Leisure Centres</td>
<td>Desirable</td>
</tr>
<tr>
<td>Green</td>
<td>Waterways</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Natural and semi-natural open spaces</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Outdoor sports and leisure facilities</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Allotments</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Play areas</td>
<td>Desirable</td>
</tr>
<tr>
<td></td>
<td>Corridors / footpaths</td>
<td>Desirable</td>
</tr>
</tbody>
</table>

3.2 The following sections of the IPD provide an up-to-date review of the existing infrastructure capacity across the Borough and set out any deficiencies and areas of spare capacity along with any basic standards which must be adhered to in relation to each type of infrastructure.
Physical Infrastructure

4.0 Water Supply and Wastewater

4.1 Access to drinkable ('potable') water supply and the fate of surface and foul water are considered an absolute constraint to development, particularly where aquifers are at capacity and supply cannot be guaranteed or where sewer systems are at or nearing physical capacity. A key consideration to the growth of an area is the ability of development to be served by mains sewerage and the creation of further capacity in the sewer network.

4.2 Within West Lancashire, United Utilities are responsible for water supply and managing waste water. Between 2015 and 2020, United Utilities are spending £6 billion on the water and waste water network and associated support services across their whole geographical area\(^1\). Of this expenditure, more than £3 million has been spent on maintaining water supply and a further £6 million on water quality in West Lancashire.

4.3 In terms of standards, United Utilities are appointed by the Secretary of State for the Environment, Food and Rural Affairs to provide water and wastewater services in the North West. Their activities are regulated by four independent bodies, namely:

- Office of Water Services (Ofwat)
- The Environment Agency
- The Drinking Water Inspectorate
- The Consumer Council for Water

4.4 Aside from regulation by the above bodies and United Utilities’ own commitments to customers, no other specific standards for water infrastructure are available.

Potable Water Supply

4.5 The North West is classed as 'water-neutral' in that as much water is used as is received. Consequently the Borough does not suffer from water stress at the moment in terms of supply. However, this could change as a result of climate change, the Habitats Directive effects, and the demand of local development, which are predicted to diminish the yield of drinking water resources in the region. United Utilities encourage reduced water consumption for existing customers through means such as water metering, water butts, cistern displacement devices and general consumer awareness and education.

4.6 Water supply in the Borough comes from the River Dee in North Wales, serving the south and east of the Borough, and boreholes at Southport to serve the north and west of the Borough, with other boreholes across the Borough at various locations. Expenditure in

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\(^1\) 1 United Utilities "Investment in your area", accessed on 25 July 2016
United Utilities AMP5\(^2\) plan includes the upgrade of the Bickerstaffe water treatment works and the local borehole source in order to reduce the reliance on the River Dee supply. The upgrade of the water treatment works at Bickerstaffe, known as Royal Oak, was completed in 2017/18 and will help ensure water supply is secure across the Borough and the surrounding authority areas.

**4.7**

In general, water supply does not currently present an issue for most parts of West Lancashire with the exception of the Northern Parishes. Due to the topography of the area covering Banks, Mere Brow, Tarleton and Hesketh Bank, the flow of water is dependent upon pumping stations which can at times result in hydraulic issues as a result of the capacity of the pumping stations. Therefore, additional development which may increase the load to a pumping station at the end of the line would require upgrade work to all subsequent pumping stations involved in transporting the water through the system. This could be a costly and time-consuming exercise. In addition, and as a result of the market garden economy in the Northern Parishes, the area suffers from peak draw-offs where more water than would normally be required is taken out of the system. This results in drops in water pressure in certain parts of the area which are currently under investigation by United Utilities.

**4.8**

In summary, United Utilities have confirmed that from a water supply perspective there is currently no fundamental issue in meeting growth of the Borough. The following advice covers localised upsizing of water supply infrastructure that would need to be carried out at the time of development and through the planning application stage:

*Table 4.1 Water supply issues in West Lancashire*

<table>
<thead>
<tr>
<th>Water Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Skelmersdale and Up Holland</strong></td>
</tr>
<tr>
<td>Excellent capacity just some local infrastructure improvements required and pressure management to support individual developments as they come forward.</td>
</tr>
<tr>
<td><strong>Ormskirk and Aughton</strong></td>
</tr>
<tr>
<td>The Grove Farm site north of Ormskirk is currently supplied by a 6 inch main. This is ample for the current load but it would need up sizing to avoid bursts with the added pressure created by development here. However, 3km of mains run under fields to the north of Ormskirk so this would be easier to replace than in a built up area. This would be explored as development comes forward. The Edge Hill site would be best fed from the 12 inch main to the north of the site. Parr’s Lane is currently fed by a small diameter pipe and this would need up sizing if and when development comes forward.</td>
</tr>
</tbody>
</table>

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\(^2\) Asset Management Programme – these are prepared by utility companies for every 5 year period. AMP5 covers the period 2010-2015; AMP6 covers 2015-2020.
### Water Supply

<table>
<thead>
<tr>
<th>Burscough</th>
<th>No issues with supply in general. Due to the size of Yew Tree Farm, this would need modelling to ensure supply and engineering works will assist this.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Parishes</td>
<td>United Utilities have been investigating problems in this area but these are different to those reported by residents (through the Council consultation events). Further information is required from local residents to assist in resolving these localised pressure issues. There is no network infrastructure available for the Alty's Brickworks site in Hesketh Bank. The network feeding Alty's Brickworks site was made redundant around 20 years ago so the site would need a new connection possibly from South Ribble or possibly the up sizing of the Becconsall mains. Within the Northern Parishes, liaison between the horticultural industry and United Utilities has helped to reduce illegal draw offs of water alongside investment in water network reinforcement. This has addressed the poor pressure issues that were experienced in the area. United Utilities are aware of residents’ concerns relating to the process of fracking and contamination of the water source through bore holes. This is something United Utilities have stressed is extremely unlikely to happen. Furthermore, there are no supply issues for West Lancashire as water would be taken from South Ribble.</td>
</tr>
<tr>
<td>Eastern Parishes</td>
<td>No issues and area has favourable connections.</td>
</tr>
<tr>
<td>Western Parishes</td>
<td>Only localised issues but there is nothing major or fundamental that could not be resolved as development is brought forward. The Plan B site at Fine Jane's Farm in Halsall currently has no assets around the site other than a small diameter pipe on Moss Lane. As such, delivery of this site could be costly in terms of water supply.</td>
</tr>
</tbody>
</table>

### Waste Water

**4.9** United Utilities have confirmed that it is difficult to provide detailed records and predictions on waste water capacity issues, especially in predicting the local effects of proposed new housing over a large number of potential developments, although they can provide general guidance on this issue. In terms of data regarding waste water, this is also limited and work is currently underway in order to investigate sewer capacity issues in the Burscough area.

**4.10** Map 4.1 overleaf shows the drainage areas for West Lancashire and which Waste Water Treatment Works (WWTW) each catchment drains to.
4.11 Waste water originating from in and around the Burscough, Rufford and Scarisbrick settlement areas and from the majority of the built-up area of Ormskirk is treated at New Lane WWTW before discharging to Bow House Sluice (indicated in green on Map 4.1). This then feeds into the water course at Martin Mere. This is an extremely sensitive wetland, as recognised by its European Union designation as a Special Protection Area. United Utilities have advised that this WWTW is currently at capacity and that to treat any additional discharge, whilst maintaining accordance with Environment Agency (EA) standards, could be beyond financial and technical feasibility. There is likely to be further investment in the work to improve the quality of the treatment at New Lane WWTW, and this is currently anticipated to commence later in the UU AMP6 2015-2020 period or early in the AMP7 2020-2025 period.

4.12 In addition, the Burscough area suffers from capacity issues within the actual sewer network. As foul water is transported away from its source to the treatment facility it must pass through a narrow passage beneath the railway line. During periods of heavy downpours, the sewer network is inundated and unable to move the foul and surface water runoff through the network quickly enough resulting in a backlog of water and localised flooding of both surface and foul water which can be extremely unpleasant for residents.

4.13 Notwithstanding the existing hydraulic issues associated with the movement of both supply and waste water across the topography of the Northern Parishes, the remainder of the Borough, as a generality, does not suffer from any major waste water issues. Significant rebuilding works were completed at the Hesketh Bank Waste Water Treatment Works in 2017. United Utilities anticipate possible investment in the Mere Brow WWTW in the early part of the AMP7 2020-2025 period.
4.14 The capacity of the network in and around Skelmersdale is substantial given the new town infrastructure and the capacity of the treatment works at Hoscar. However, there are some limited localised flooding issues within Skelmersdale, of which United Utilities are seeking to gain a better understanding. However, these types of issues are not unusual and as long as the local problems are properly managed and surface water connections to the systems are minimised and controlled, this should not present an insurmountable problem.

4.15 The major constraint within the waste water system, affecting Ormskirk, Burscough and the surrounding area, is currently subject to early investigation by United Utilities. Due to regulation by OFWAT, United Utilities are unable to build speculatively and must have a degree of certainty before bidding for funding through the 5-yearly infrastructure investment cycle. The Council has engaged in ongoing dialogue with United Utilities to ensure this issue is addressed. The need for West Lancashire to accommodate development to meet growth pressures requires that Ormskirk and Burscough, as key service centres, should be the focus of development outside of Skelmersdale.

4.16 Investment at Royal Oak Water Treatment Works (Bickerstaffe) is aligned to the needs of future growth. The West Lancashire Water Strategy is rationalising water sources in this area, bringing them into one new treatment works at Royal Oak.

4.17 West Lancashire Borough Council has a good working relationship with United Utilities; the two organisations meet on a regular basis to discuss progress with the development planning process and how both parties can assist each other.

The emerging WLLPR Preferred Option

4.18 United Utilities' comments on the WLLPR Preferred Options for development are set out below.

4.19 United Utilities emphasise they are keen to continue working with the Council on technical matters relating to site specific development, such as site drainage, as more details on development proposals are reached through the planning application process. They recommended the inclusion of a development management policy within the emerging Local Plan in order to be able to time the delivery of any necessary infrastructure improvements. United Utilities' preference is to see specific allocations identified as part of the LPR, rather than the Council relying on windfall developments, which are harder to plan for in terms of infrastructure.

4.20 New development should manage surface water run-off in a sustainable and appropriate way, and the use of public sewers is the least preferable option for the discharge of surface water. Policies should consider the preferred body into which surface water should discharge from each allocation. New developments should incorporate genuine sustainable drainage systems on sites within flood risk locations and on any major development site.

4.21 United Utilities own a number of assets which are currently situated within some of the sites proposed for Green Belt release, and it is important that any upgrades or expansions to the assets can be made in the future. In addition, United Utilities recommend that sites in
multiple land ownership should be properly considered in line with any relevant drainage management frameworks. Within Skelmersdale, United Utilities wish for the allocations to drain to the Skelmersdale catchment. In developing land allocations, the LPA will ensure that this is considered appropriately.

Distribution of growth

4.22 Both the LPA and United Utilities are aware that Burscough was allocated significant growth during the current WLLP period (2012-2027), and therefore consider it is more appropriate to locate future growth to alternative settlements. Due to the growth targets set out in the neighbouring Sefton Local Plan, which places high levels of development in and around Southport, it is also considered appropriate to locate new development away from the edges of Southport and instead direct growth to alternative settlements to ensure that capacity is not exceeded. United Utilities note that future development proposed in these areas in the WLLPR PO is limited.

4.22 United Utilities have highlighted that some sites are affected by existing constraints and these should not be further exacerbated. These include the site BAC001 (WLLPR site HB1 – land at Red Cat Lane, Burscough) where only foul (not surface) water should flow to the public sewer. United Utilities also state that wastewater infrastructure is under pressure in the area close to TWP001 (WLLPR site HW3 – land between Bentham's Way and Moss Road, Birkdale) and therefore it may be appropriate to consider alternative locations, or, should the site be pursued, to undertake early engagement to address potential infrastructure impacts.

Key evidence:
- United Utilities Investment in West Lancashire Fact Sheet
- United Utilities Water Resources Management Plan 2015
- United Utilities AMP 5 Investment Plan 2010-2015
- United Utilities AMP6 Investment Plan 2015-2020
- Information from United Utilities
- Information from The Environment Agency
5.0 Flood Management

Fluvial flooding

5.1 The Environment Agency (EA) is responsible for managing flood defence infrastructure in relation to flooding from rivers and seas. River flooding happens when a river cannot cope with the amount of water draining into it from the surrounding land. Sea flooding happens when there are high tides and stormy conditions. Whilst the EA recognises that fluvial flooding cannot be completely eliminated, it can be managed. Planning policy directs development away from sites at risk from flooding in order to avoid unacceptable risks to development, people, the economy and the environment.

5.2 Flood zones are remapped frequently by the EA as new data and information becomes available and models are improved. Flood zones refer to the probability of river and sea flooding, ignoring the presence of defences.

<table>
<thead>
<tr>
<th>Flood Zone 1</th>
<th>Low probability</th>
<th>Land having a less than 1 in 1000 annual probability of river or sea flooding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood Zone 2</td>
<td>Medium probability</td>
<td>Land having between a 1 in 100 (or 1 in 200) and 1 in 1000 annual probability of river flooding</td>
</tr>
<tr>
<td>Flood Zone 3a</td>
<td>High probability</td>
<td>Land having a 1 in 100 (or 1 in 200) or greater annual probability of river flooding</td>
</tr>
<tr>
<td>Flood Zone 3b</td>
<td>Functional floodplain</td>
<td>This zone comprises land where water has to flow or be stored in times of flood. LPAs should identify in their SFRA areas of functional floodplain, in agreement with the EA. (This is not distinguished separately from Zone 3a on the EA Flood Map.)</td>
</tr>
</tbody>
</table>

Source: Para 065, PPG, CLG

5.3 The geographical landscape of West Lancashire is of a low-lying fluvial plain which historically makes large areas of land prone to flooding. However, much of this land is used for agricultural purposes and is sparsely populated, therefore the risk to people and properties is relatively low.

5.4 The Borough lies partly within the catchments of three river systems. These are the Alt to the south west, the Douglas - with its main tributary, the Tawd – centrally, and the estuarine Ribble along the northern fringe. The Crossens catchment is artificially drained by a constructed watercourse, The Sluice, and is linked to the Alt catchment. The Leeds-Liverpool Canal and its Rufford Branch are historic waterways that cut across these catchments, from east to west and north to south respectively.
5.5 Map 5.1 shows the locations of the indicative flood zones in West Lancashire. The areas of highest risk are to the north and west of the Borough where coastal flooding is the greatest threat. The only significant sizeable settlement within such a high flood risk zone is Banks, which consists of almost 1500 properties and a population of more than 3,300. Sea embankments that are built to withstand a 1 in 75 year event protect the settlement area of Banks and the land to the south. Other settlements in the north of the Borough including Hesketh Bank and Tarleton are not considered as being in a direct flood risk area.

Map 5.1 Indicative Flood Zones in West Lancashire

Source: WLBC 2016 (via Environment Agency 2016)
5.6 The Crossens and Altmouth pumping stations are considered to be two of the largest in Europe and operate in conjunction with several satellite pumping stations. Given the low lying nature of the area, the inoperability of pumping stations – particularly Crossens pumping station in Banks – would result in inundation of a large area of high quality agricultural land in the west of the Borough. However, the EA is moving away from investment in discretionary land drainage practices to prioritising the protection of life and property. Consequently, in September 2015, the EA served two years notice that they will no longer be able to operate five pumping stations at Banks Marsh, Boundary Brook, Clay Brow, Kew and Rufford Causeway, given these largely serve to drain farmland, and are therefore considered to be lower priority than protecting people and residential properties. This notice period has been further extended until the end of 2018 and partners are therefore currently seeking a sustainable long term drainage solution for beyond this time. The EA is continuing to work with stakeholders to find practical arrangements for the Lower Alt-with-Crossens Pumped Drainage Catchment. One possibility is that other bodies could choose to operate the pumps under alternative arrangements.

5.7 The EA does not fund new flood defences to enable new development. The key to protecting new development from the impacts of flooding is to follow the guidance within the National Planning Policy Framework, as this requires local planning authorities to steer development away from areas at risk of flooding. Any allocations proposed in such areas must satisfy the requirements of the Sequential Test and the Exception Test (where necessary) through a Level 2 Strategic Flood Risk Assessment or a Flood Risk Assessment for sites which have not been allocated for development.

5.8 Flooding across the North West in December 2015 had a major impact on the EA’s service delivery in the Cumbria and Lancashire area. The recovery is ongoing, with repairs to assets and reviews of EA plans for the area being undertaken.

5.9 Climate change will be an issue for future flood mitigation, as the higher probability of severe weather is likely to increase flood risk. New climate change allowances were published in February 2016 and it is important to direct development away from those areas at risk. Whilst climate change exists on a national and global level, and will therefore impact the Borough as a whole, the effects are likely to be greatest in those areas already designated as Flood Zones. The EA encourage LPAs to consider catchment areas in the identification of development areas, to allow development to be directed away from areas at risk of flooding.

5.10 The EA has a 5 year programme for flood risk investment which is detailed in Table 5.1 below.
## Table 5.1  5 year programme from the Environment Agency

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Location</th>
<th>Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altcar Pumping Station (PS)</td>
<td>Altcar</td>
<td>There are performance and reliability issues with Altcar PS. Amendments to the pumps would provide an efficiency saving and reduction in carbon footprint.</td>
</tr>
<tr>
<td>Boundary Brook PS</td>
<td>Southport</td>
<td>Replace all pumps, panels and flap valves</td>
</tr>
<tr>
<td>Fine Janes PS Phase 1</td>
<td>Formby</td>
<td>Disused pumping station asset and building decommissioning</td>
</tr>
<tr>
<td>Fine Janes PS Phase 2</td>
<td>Formby</td>
<td>A major refurbishment is required at Fine Jane POS to ensure these assets continue to operate for a further 10 years. The refurbishment is part of the agreed legal agreement.</td>
</tr>
<tr>
<td>Hey Cop PS Pump Replacement</td>
<td>Maghull</td>
<td>The current pumps at Hey Cop PS pump are failing and need replacement in order to meet EA legal requirements to pump flows at Hey Cop.</td>
</tr>
<tr>
<td>Crossens PS Refurbishment</td>
<td>Banks</td>
<td>Crossens PS drains a large low lying area. Major components are approaching the end of their design life. Replacement of 8 storm pumps and refurbishment of electrical pumps required.</td>
</tr>
<tr>
<td>Abbey Brook (The Pines), Ormskirk</td>
<td>Ormskirk</td>
<td>A flood alleviation scheme involving containment and diversion works would be the preferred solution to reduce flooding from Abbey Brook.</td>
</tr>
<tr>
<td>Hurlston Brook</td>
<td>Ormskirk West</td>
<td>Hurlston Brook / Sandy Brook, capacity of culverts and overtopping. Proposed to upgrade / upsize culverts, provide offline storage to attenuate flows, reprofile sections of the brook and provide / replace grating to culvert inlets.</td>
</tr>
<tr>
<td>West Lancashire Ordinary Watercourse Study</td>
<td>Borough wide</td>
<td>Undertake study</td>
</tr>
<tr>
<td>West Lancashire Level 2 SWMP</td>
<td>Borough wide</td>
<td>Detailed investigations at specific locations at a higher level of risk from Surface Water Flooding.</td>
</tr>
</tbody>
</table>

### 5.11

The EA encourages partnership working with WLBC and Lancashire County Council (LCC), as the Lead Local Flood Authority (LLFA), and the investigation of funding sources for flood management schemes. Some schemes already have improvements planned for delivery by WLBC or LCC, including:

- **Calico Brook, Appley Bridge (2016/17) – WLBC.** Improve current flood risk associated with a manage screen. After completion, the flood map for this area will be updated.
- **Hurlston Brook, Ormskirk (2017/18) – LCC**
- **Abbey Brook, Ormskirk (2019/20) – WLBC**
- **Surface Water Management Plan Studies for Ormskirk (2016/17) and Parbold (2016/17) – LCC**
Surface and ground water flooding

5.12 Lancashire County Council, as the Lead Local Flood Authority (LLFA), is responsible for managing flood risk from all local sources including surface water, groundwater and ordinary watercourses. As part of its role, LCC is required to take a proactive role in investigating surface water flooding issues and producing a local flood risk management strategy to set out how local flood risk in an area will be managed. LCC has been currently undertaking a Surface Water Management Plan Study focused on the Ormskirk area as well as a similar study in the Parbold area.

5.13 Surface water flooding occurs where high rainfall exceeds the drainage capacity in an area. Such events can lead to serious flooding of property and possessions. Climate change is likely to increase the risk of surface water flooding due to higher intensities and more prolonged periods of rainfall. Infrastructure planning can play a key part in managing surface water flooding through Sustainable Drainage Systems and other interventions. These must be secured as a fundamental requirement within all new development to ensure existing capacity issues are not worsened. Where possible, the development or redevelopment of sites should incorporate measures such that the overall drainage / runoff situation is improved.

5.14 Policies within both the adopted and emerging Local Plans promote Sustainable Drainage Systems (SuDS) and aim to minimise the impacts of new developments. Where impacts are likely to occur then the appropriate measures will be determined on an individual site by site basis and funded by the developer. Furthermore, the LLFA will progressively take a much more proactive role in investigating surface water flooding issues. Where these investigations may lead to projects or schemes which require funding for infrastructure, these will be included within the Infrastructure Delivery Schedule.

The emerging WLLPR Preferred Option

5.15 The EA notes that several of the potential development sites, and the optional development sites, are wholly or partly located in Flood Zones 2 and 3 and emphasise that where the sites satisfy the sequential test and part a) of the Exception Test, the responsibility for making each site safe rests with the developer and not the EA. The EA will not bring forward new flood defence schemes to specifically protect any of the proposed /preferred site allocations and therefore the Preferred Option should not cause the EA any problems in relation to infrastructure delivery.

5.16 With regard to the Alt Crossens catchment, there are no proposed allocations in areas that would be directly impacted if existing pumping operations in the catchment were reduced, although there would be a small number near land which would be affected. Surface water run-off from these sites and others that drain to the Alt Crossens catchment would need to be managed so as to ensure that flood risk does not increase off-site as a result of development. The EA advised that the effects of the Alt Crossens strategy on other aspects of the Local Plan, such as transport and the economy, should also be considered.
5.17 The EA highlights that several sites border or include designated 'Main River' watercourses, and appropriate regulations, permits and consent would need to be obtained from the Environment Agency for development affecting those watercourses. Where relevant, developers will be required to ensure that they obtain the necessary consents as part of the planning application process.

Key evidence:
- The West Lancashire Strategic Flood Risk Assessment (SFRA) Level 1 (2016/17) and Level 2 (Preliminary Draft 2018)

The SFRA is in turn directly influenced by the following key pieces of evidence:
- Catchment Flood Management Plans
- Flood Maps
- Known or possible non-fluvial sources of flooding e.g. groundwater, sewer surcharges, canals, reservoirs, etc.
- Discussion with United Utilities
- Discussion with the Environment Agency
- Discussion with the Lead Local Flood Authority (Lancashire County Council)
6.0 Waste and Recycling

6.1 In Lancashire, minerals and waste planning is the responsibility of the joint authorities of Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Borough Council. These joint authorities adopted *The Joint Lancashire Minerals and Waste Development Framework Core Strategy Development Plan Document* in 2009, which sets out the future of minerals and waste development in Lancashire until 2021.

6.2 From 2014, the authorities began to prepare a review of the plan. The review is intended to extend the plan period to 2032 (15 years from the anticipated date of adoption). LCC published for consultation purposes the draft revised Joint Lancashire Minerals and Waste Local Plan in September 2018. The draft revised plan sets out strategic and development control planning policies for minerals and waste developments within Lancashire.

6.3 In the absence of a more up-to-date adopted plan, the *Joint Lancashire Minerals and Waste Development Framework (JLMWDF) Core Strategy DPD, Managing our Waste and Natural Resources*, February 2009, has been used to inform this section of the report.

6.4 The JLMWDF Core Strategy sets the broad direction for minerals and waste planning in Lancashire to 2021, the amount of new minerals expected to be extracted, the waste management capacity that will be needed over this period, and the areas that are likely to be the focus for development.

6.5 The JLMWDF Core Strategy also sets out how waste capacity will be managed in Lancashire. Key components are the promotion of waste minimisation, increasing the awareness of waste, and managing waste as a resource by maximising recycling, re-use and composting. In addition, Lancashire’s Municipal Waste Management Strategy will be delivered through the identification and release of sites for waste management facilities.

6.6 Policy CS8 of the JLMWDF Core Strategy confirms that the plan area will be net self-sufficient in waste management capacity by 2021. Criteria will be identified for considering proposals for waste management facilities (including landfill) for hazardous and radioactive waste, to include such proposals’ contribution to achieving net self-sufficiency.

6.7 The document also confirms that provision will be made for sufficient new waste management facilities to meet predicted waste capacity requirements for the Plan area to 2020. Provision will also be made, as necessary, for the predicted total landfill capacity requirements for non-hazardous waste during the plan period. The allocated sites include land at Pimbo Industrial Estate, land at Hillhouse Waste Water Treatment Works (WWTW) at Great Altcar, and land at Burscough and Simonswood Industrial Estates.

6.8 Development consent was granted by central government in 2015 for the extension of landfilling activities at Whittemoss Landfill Hazardous Waste site. This was under the Nationally Significant Infrastructure Projects framework, bypassing the JLMWDF Core Strategy and Site Allocation documents.
6.9 Whilst mineral extraction is not entirely relevant to the IDP, waste and recycling capacity is relevant and is considered to be an essential part of infrastructure given the likely health implications associated with a lack of waste management provision.

6.10 Although minerals and waste planning is a function of LCC, the actual day-to-day operation of the waste collection and recycling service is carried out by the Borough Council. Discussion with the waste collection and recycling team indicates that additional development would result in additional Council Tax income which could in turn assist in funding the increased requirement for waste and recycling collections.

Map 6.1 Sites in West Lancs. allocated for waste management in the JLMWDF Core Strategy 2009

Source: JLMWDF Core Strategy 2009
The emerging WLLPR Preferred Option

6.11 The EA notes that there is a significant amount of development proposed around / adjacent to the Whitemoss Landfill site in Skelmersdale. This is a hazardous waste landfill site that is regulated by the EA. Given the proximity of the allocations to the boundary of the operational landfill site, the community at the proposed development could be exposed to odour, noise, dust and pest impacts. The severity of any impacts on the regulated site will depend on the size of the facility, the nature of the waste it takes and prevailing weather conditions. If the operator can demonstrate that they have taken all reasonable precautions to mitigate these impacts, the facility and community will co-exist, with some residual impacts.

6.12 To minimise the impacts on future occupants, the EA recommends that the effects of the regulated site on the potential allocations be fully assessed at the earliest opportunity. Any mitigation measures to support operation and community co-existence, would need to be provided by developers. Any mitigation required (such as a standoff zone between the developments) should be established through the Local Plan process and secured through appropriately worded planning policies. Where investigations conclude mitigation cannot be provided by the developer to protect future occupants, then the EA advise the Council reconsider the suitability of these allocations given the proximity to the existing regulated site.

Key evidence

7.0 Energy Infrastructure

7.1 Energy Infrastructure within the Borough is displayed in Map 7.1 below. National Grid, through Entec, must be consulted on all development plans in order to ascertain the potential impact on any major infrastructure which runs through West Lancashire. National Grid are responsible for the high voltage cable which runs overhead or underground through the east of the Borough and the high pressure gas pipeline which also passes through the east of the Borough before bending round the south west of Skelmersdale.

Map 7.1 Energy Infrastructure

Source: WLBC 2016

7.2 Essar Oil (formerly Shell UK) has pipeline interests running from north to south through the Borough supplying oil and gas from the North Sea through their Ethylene Pipeline. The route of the pipeline is displayed in purple in Map 7.1 above and must be safeguarded from future development for health and safety reasons. Through the development plan process, all operators of strategically important energy infrastructure are consulted to ensure any development plan proposals do not conflict with the infrastructure or consultation zones.
The emerging WLLPR Preferred Option

7.3 The British Pipeline Agency (BPA) has advised that sites SSE014, SSE015, SSE024 and SSE030 (the proposed 'garden village' sites, the proposed logistics park, and land to the west of Pimbo Industrial Estate) are affected by the BPA pipeline. Any developments on the land must keep the easement (3 metres each side) clear, with minimal works allowed across the 6 metre strip. All works within the easement area must be supervised by a BPA technician.

7.4 National Grid owns and operates both the high voltage electricity transmission system and the gas transmission system in England and Wales. Some of the proposed development sites are crossed by, or are in close proximity to National Grid infrastructure. (Electricity transmission affects SSE014, SSE015 and gas transmission affects SSE025, SSE024, SSE027 and SSE28. (SSE027 and SSSE028 are the sites adjacent to White Moss Business Park.)) The location of the transmission systems are not prohibitive to development, but National Grid requires that the statutory clearances between overhead lines, the ground and built structures are not infringed, and that access to overhead lines be maintained.

7.5 National Grid policy is to retain existing overhead lines in situ. The relocation of existing high voltage overhead lines will only be considered for projects of national importance which have been identified as such by central government. To comply with statutory safety clearances, the live electricity conductors for the power lines are designed to be at least a minimum height above ground, and any proposed changes to ground levels must not result in safety clearances being infringed. National Grid seeks to encourage high quality and well planned development in the vicinity of its high voltage overhead lines and suggests that the land beneath and adjacent to the overhead line route be used to make a positive contribution to the development of the site, for example nature conservation, open space or landscaping areas.

7.6 Any High Pressure Major Accident Hazard Pipelines (MAHP) should be taken into account when site options are developed in more detail. National Grid will seek to retain these pipelines in situ. National Grid may have a deed of easement for each asset which will prevent the erection of buildings or structures, changes to ground levels etc. The Land Registry should be checked in the first instance, for details of these easement strips.

7.7 The locations of the proposed 'garden villages' to the west and south west of Skelmersdale takes into account the existence of the underground pipelines and the high voltage electricity transmission lines. A 'green gap' is left between the western edge of Skelmersdale and the proposed 'garden villages' to accommodate the necessary easements around the pipelines. This green gap is intended to be used for open and / or recreational space.
Electricity

7.8 National Grid operates the national electricity transmission system across Great Britain. However, the company does not distribute electricity to individual premises – that is the role of local distribution companies. Customers receive and pay for electricity from supply companies who in turn pay distribution network operators (DNOs) for the use of the electricity distribution network. Both underground cables and overhead lines are utilised to distribute electricity. Generally, underground cables are used to supply dense urban areas, a mix of both underground and overhead cables are used to supply smaller towns and semi-urban areas whereas rural areas are predominantly supplied by overhead lines. Overhead lines are most prevalent within West Lancashire due to the rural nature of the Borough.

7.9 Specific development proposals within the Borough are unlikely to have a significant direct effect upon National Grid’s electricity transmission infrastructure. Any impacts on the local distribution network are likely to be as a result of overall regional demand growth rather than site-specific developments.

7.10 Responsibility for the local electricity distribution network now lies predominantly with Electricity North West (ENW), who were formerly part of the United Utilities Group. Now a separately owned operator, ENW currently serve 2.3 million customers in the North West of England and their coverage is displayed in Map 7.2.

Map 7.2 Electricity North West Network Coverage

Copyright of Electricity North West Limited - [source]
Specific information has been obtained from ENW in reference to their 33kV substations within West Lancashire. The information identifies the capacity of the substation and the recorded maximum demand for 2015/16. It also provides a forecast of demand for a five-year period (2016-2021) for each of the substations.

Table 7.1 Electricity North West Network Capacity

<table>
<thead>
<tr>
<th>ENW Name</th>
<th>Substation</th>
<th>Voltage level</th>
<th>Historical maximum demand</th>
<th>Forecast Demand (MVA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burscough Bridge</td>
<td>33</td>
<td>17.5</td>
<td>12.4</td>
<td>12.4</td>
</tr>
<tr>
<td>Ormskirk</td>
<td>33</td>
<td>22.9</td>
<td>13.1</td>
<td>13.1</td>
</tr>
<tr>
<td>Pimbo</td>
<td>33</td>
<td>30</td>
<td>19.8</td>
<td>19.8</td>
</tr>
<tr>
<td>Scarisbrick</td>
<td>33</td>
<td>6</td>
<td>5.5</td>
<td>5.6</td>
</tr>
<tr>
<td>Skelmersdale</td>
<td>33</td>
<td>22.9</td>
<td>16.5</td>
<td>16.5</td>
</tr>
<tr>
<td>Tarleton</td>
<td>33</td>
<td>22.9</td>
<td>16.1</td>
<td>16.1</td>
</tr>
<tr>
<td>Willow Hey</td>
<td>33</td>
<td>22.9</td>
<td>12.8</td>
<td>12.8</td>
</tr>
<tr>
<td>Woodfield Rd</td>
<td>33</td>
<td>22.9</td>
<td>18.8</td>
<td>18.9</td>
</tr>
<tr>
<td>Wrightington</td>
<td>33</td>
<td>22.9</td>
<td>12.4</td>
<td>12.4</td>
</tr>
</tbody>
</table>

Source: ENWL 2016

It should be borne in mind that the above table does not take into account any of the proposed additional new development in the WLLPR. The table shows that, with the exception of Scarisbrick, all other substations have spare capacity of 4MVA or more. There are no ENW schemes which will increase capacity for any of the substations in the forecast period. For Scarisbrick, should capacity be exceeded, load would be transferred to nearby stations which have spare capacity. Electricity North West have not identified any improvement projects or schemes for the distribution network infrastructure within West Lancashire.

Scottish Power Manweb are responsible for the distribution of electricity in a small area in the south west of the Borough lying to the west of the A5147 up to the boundary of Sefton covering Shirdley Hill, Barton, Downholland and Great Altcar. There are no known capacity issues in this south western part of the Borough.

National Grid is also responsible for high level infrastructure that carries gas and electricity across the country. Within West Lancashire, infrastructure that forms an essential part of the electricity transmission network in England and Wales includes:

- Electricity - Washway Farm substation – 275kV
- Electricity - ZU line – 275kV route from Kirkby substation in Knowsley to Penwortham substation in South Ribble via Washway Farm substation.
Gas

7.15 National Grid Gas (NGG) owns and operates the local gas distribution network in the North West. Any changes to the local network will arise from the mains replacement programme as well as requests for customer connections and/or significant changes in demand requiring reinforcements to the local network as required. NGG has two high pressure gas transmission pipelines within the Borough:
- FM15 – Bretherton to Warburton
- FM21 – Treales to Burscough

7.16 Most urban areas of West Lancashire (84% of residential properties) are served by the gas network. However, outside those areas, the gas network generally only follows the main roads leaving a large number of isolated pockets without supply. 15% of residential properties in the Borough are off the gas grid and 6% are more than 200m from the grid. This 6% of properties presents the best economic opportunities for micro-generation heating such as biomass boilers.

7.17 Other than the coverage issues referred to above, there are no identified constraints to gas capacity, and developments will request their own connections which will be managed by NGG as and when required. NGG is confident that, with correct management and timing, there are not expected to be any issues that would affect future delivery.

Decentralised, Renewable and Low Carbon Energy

7.18 Over 2009 and 2010, West Lancashire Borough Council, along with the other local authorities within the Liverpool City Region engaged a study to assess the capacity of each authority area to deliver renewable energy. The Liverpool City Region Renewable Energy Capacity Study identified that a strategic approach to delivering energy needs through development planning would be the most effective in meeting renewable energy targets and reducing carbon dioxide emissions.

7.19 The first stage of the Study concluded that West Lancashire had a substantial wind energy resource with the capability of delivering both small to medium scale wind energy projects and larger scale commercially viable projects. The Study also advised that, owing to the low density of built development, heat and energy network opportunities would be limited.

7.20 The second stage of the Study identified Ormskirk Town Centre as having capacity for a decentralised heat and energy network. However, this was mainly identified as a result of key anchor loads (such as the swimming pool and hospital) which would ensure enough demand for energy, and not in relation to new large scale development (which would be established through the development planning process). Retrofitting decentralised heat networks can be costly and constrain delivery of this option when planning for decentralised energy infrastructure. A more appropriate option would be to consider where the amount of
new development proposed in one area would be enough to create a “critical mass” and then to apply a co-ordinated approach to delivering energy demand.

7.21 Stage 2 of the Study identified two areas of least constraint (taking into account policies such as the Green Belt) with potential for commercial scale wind energy projects. The Study recommended that further analysis into the suitability of recommended areas take place, including site-specific wind studies in the event that development proposals come forward.

7.22 The Lancashire Renewable Energy Potential Study 2011 provides an estimate of the technical potential of renewable energy types, rather than the deployable potential. Lancashire as a whole has a potential accessible resources of 10,612 MW, of which the largest resource comes from wind (65%), followed by microgeneration (33%). Of this Lancashire total, West Lancashire has a potential renewable energy capacity of 1,630MW which equates to 15% of the total capacity identified for Lancashire. This is the greatest proportion of all the Lancashire authorities.

7.23 However, notwithstanding the potential wind energy capacity of West Lancashire, the likelihood of delivery of wind energy in West Lancashire Borough (and elsewhere in England) is constrained by national policy, which has been amended by central government, making it very difficult to obtain planning permission for onshore wind energy developments.

7.24 The findings of the Lancashire study concur with those of the Liverpool City Region Study, identifying considerable potential for renewable energy generation from wind reflecting West Lancashire’s rural characteristics and low population density. The Borough also has the potential to generate around 270MW of renewable energy from waste and 17% of its total potential renewable energy capacity through microgeneration.

7.25 The Study also identified a number of potential waste heat sites (15 with high, 100 with medium and 305 with low heat demands). The relatively rural nature of West Lancashire and the low heat densities lowers the potential for these sites to be located near to end users.

7.26 The Study found no significant issues for West Lancashire concerning grid infrastructure and connections that could constrain future renewable energy development.

7.27 The Borough Council has commissioned consultants to undertake a new study into Renewable and Low Carbon Energy through the Local Plan Review. The results of this study will be reported through the next iteration of the IDP. The Council anticipates that the study should provide further analysis into the suitability of locations including any area for a wind energy designation.

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<td>• <a href="http://example.com">Electricity North West Long Term Development Statement 2015 (Annual revision)</a></td>
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<td>• GIS information relating to major infrastructure</td>
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<tr>
<td>• Liverpool City Region Renewable Energy Capacity Study, Stages 1 and 2, October 2010</td>
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<tr>
<td>• <a href="http://example.com">Lancashire Renewable Energy Potential Study - April 2011</a></td>
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8.0 Digital Infrastructure and Communications

8.1 Broadband access is a growing factor in the UK economy, and is critical in attracting knowledge based employment. Due to infrastructure costs and relatively small numbers of customers, telecommunications companies have historically been reluctant to invest in new equipment in rural areas, creating a large disparity between rural and urban quality of broadband provision. As a key requisite for any successful economic area, it is critical to ensure that both residential and employment areas in the Borough have access to high speed broadband connections.

8.2 Map 8.1 shows the broadband coverage across West Lancashire. The majority of the Borough benefits from broadband coverage of 8Mb and above, even in the more rural parishes although issues around low speed and poor reliability of supply occur in Banks and the Mere Brow area, in rural Downholland (north of Lydiate) and at Westhead. Speeds around Ashurst and Pimbo are not as fast as elsewhere in Skelmersdale.

Map 8.1 Broadband Coverage in West Lancashire (ADSL2+)

Source: http://maps.thinkbroadband.com
- 0-2Mbps (megabits per second)
- 2-8Mbps
- 8+ Mbps
8.3 There are 9 exchanges located in West Lancashire and a further 9 located outside of the Borough with coverage into the peripheral areas. All exchanges are ADSL\(^3\) enabled but only two (across the borders) are currently SDSL\(^4\) enabled. The importance of SDSL is in relation to the availability of quality broadband that enables fast download and upload speed. ADSL technology provides fast downloads but is much slower at uploading data to the Internet. SDSL enables equally fast upload and download speeds, and allows businesses and individuals to run their own mail server and Internet services directly from their own office rather than hosting with an Internet service provider. Across Lancashire and the North West SDSL is being rolled out, with 16\% of exchanges in Lancashire and 23.6\% of exchanges in the North West already SDSL enabled. 100\% of exchanges in Liverpool are already equipped for SDSL.

8.4 Next Generation, ultra-fast broadband, is available in some parts of West Lancashire, including parts of Appley Bridge, areas of West Lancashire adjacent to Southport and other areas on the periphery of the Borough. However it is not available in Skelmersdale & Up Holland, Burscough or Ormskirk, where most of West Lancashire’s homes and businesses are located.

8.5 Local Loop Unbundling (LLU) is the process of opening up a telephone exchange so that it can be used by a number of different broadband providers. These broadband providers are then able to use connections from the exchange through to the customer’s homes to deliver home broadband. The more LLU operators the more competitive the broadband market. Within West Lancashire, there are 10 LLU exchanges - Ormskirk, Up Holland, Appley Bridge, Burscough, Parbold, Aughton Green, Rufford, Hesketh Bank, Skelmersdale and Halsall.

8.6 The Lancashire Local Broadband Plan (January 2012) acknowledges the importance of superfast broadband to the economy. Lancashire County Council, supported by commercial providers BT, used public money in a joint venture to roll out superfast broadband across the county, including in West Lancashire, to address gaps in superfast broadband provision. The LCC Superfast Lancashire Project worked to deliver fibre broadband to 97\% of properties in Lancashire by 2015.

**Telecommunications**

8.7 Mobile Operator Associations used to circulate Annual Roll-out Plans to Local Authorities once a year to support the planning of such infrastructure. The MOA no longer exists and so this data is no longer provided.

8.8 As there are currently no set standards to be achieved for telecommunication coverage, no infrastructure deficit or requirements are known at this stage. This will continue to be monitored through the infrastructure delivery process.

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\(^3\) Asymmetric Digital Subscriber Line  
\(^4\) Symmetric Digital Subscriber Line
The emerging Preferred Option

8.9 Broadband providers request that developers engage early (at least three months prior) with operators to enable enough time for them to carry out and co-ordinate works, and developers should be required to consult with multiple providers in order to ensure consumer choice. Any policies should aim to require that developers seek to procure full fibre connections, as far as it is feasible to do so. However, there are currently no identified constraints to delivery.

Key evidence

- West Lancashire Economy Study 2014
- West Lancashire Economic Development Strategy 2015-2025
- Lancashire Broadband Plan - January 2012
9.0 Transport

9.1 West Lancashire has a variety of transport issues and opportunities, with reasonably high levels of commuting in many areas and a generally high level of car usage. Map 9.1 shows the location of West Lancashire and its settlements, neighbouring authorities, and the main transport corridors, including the motorways (M58 and M6), main roads (A59, A565 and A570) and railways linking the Borough to outlying areas.

Map 9.1 Transport Links in West Lancashire

Source: WLBC 2016

9.2 West Lancashire shares limited interaction with the rest of Lancashire and instead its most significant economic links are with the Liverpool City Region. Strong travel to work flows are evident with Sefton and Liverpool, particularly from Ormskirk, whilst the eastern parts of the Borough and Skelmersdale have strong links with Wigan and beyond that Manchester.

9.3 The Borough’s strategic location between the Liverpool, Manchester and Central Lancashire City Regions requires strong road and rail links with both Central Lancashire and Merseyside. With a population of 110,700 spread over an area of 347 square kilometres, West Lancashire has a relatively low population density of 319 people per square kilometre. As a result, parts of the Borough suffer from rural isolation whilst some of the larger settlements have often grown around the road network and now suffer from localised congestion.
Transport Planning and Delivery

9.4 Within West Lancashire, transport planning is the responsibility of Lancashire County Council who set out the vision and objectives for future transport in the Borough within the Lancashire Local Transport Plan 2011-2021 (‘LTP3’). A series of targets relating to priority areas of activity and an Accessibility Strategy and Bus Strategy are key to the delivery of the vision and objectives of the LTP.

9.5 Lancashire LTP3 was formally adopted in May 2012 and runs until 2021, setting out the strategy for the future of transport in Lancashire by 2021. It explores how LCC will support regeneration in places like Skelmersdale by creating better connections and links both inside and outside of Lancashire. The document also acknowledges that existing public transport connections within Skelmersdale are poor and present a challenge for the plan.

9.6 In terms of activity to drive these improvements, LTP3 identifies Skelmersdale Town Centre regeneration as a focus for activities such as;

- Work with public transport operators to reduce journey times to strategic employment sites and key employment areas and improve timetables and fare structures.
- Work with employers to ensure work times are co-ordinated with public transport availability.
- Work with partners to bring about improvements to connections and links between key employment centres in Lancashire, Greater Manchester and Merseyside.
- Work to provide affordable public transport to disadvantaged and isolated communities.
- Promotion of more joined-up and coherent public transport services.
- Delivery and implementation of travel plans with major employers, secondary schools, colleges and universities, and in clusters of small employers to deliver more journeys by sustainable transport.
- Expansion of networks of footways and cycleways.

9.7 LTP3 identifies the need to develop innovative schemes to improve access for rural communities to services for all members of the community; this may be through new transport provision or by changing where or how a service is delivered. This priority is key to a large part of West Lancashire due to the rural nature of the Borough.

9.8 The LTP3 Implementation Plan sets out how Lancashire County Council will invest £34.8 million on highways and transport services in West Lancashire, with £10.8 million of capital funding and £24 million of revenue support by 2014. This will be targeted at:

- Tackling deprivation and worklessness in Skelmersdale
- Improving conditions for non-car journeys into and around Ormskirk
- Exploring affordable solutions to deficient rural road infrastructure serving the agricultural business sector in Tarleton/Hesketh Bank

9.9 Details of the schemes and expenditure are included within the Infrastructure Delivery Schedule, which accompanies this document.
9.10 In order to further aid the delivery of transport within West Lancashire and the wider Lancashire sub-region, following approval of the LTP3 Implementation Plan, LCC has focused on two primary study areas to make link between actual needs and deliverable schemes.

9.11 LCC has produced a set of five highways and transport masterplans to cover all 12 districts of Lancashire, and where necessary, neighbouring areas. The plans set out major changes to the highways, public transport, walking and cycling facilities which would bring economic benefits across the county. These changes will help unlock planned housing developments, create new jobs and provide the network needed to make sure the predicted increase in traffic does not cause gridlock on the County’s roads.

9.12 The West Lancashire Highways and Transport Masterplan was adopted October 2014 and outlines an ambitious plan to transform the transport network in the Borough. The plan sets out options for major improvements to railways, highways, public transport and walking and cycling facilities to ensure the Borough can realise its potential for economic growth and avoid its distinctive rural character being choked by congestion. The Plan includes:

- Production of a West Lancashire Route Management Strategy to identify measures for improving the highway network, and how it functions, across the Borough.
- Preparation of a ‘Movement Strategy’ for Ormskirk that will focus on measures to reduce traffic, especially in the town centre, and to review and improve how the remaining traffic is managed.
- Delivery of a new rail station in Skelmersdale, linking it to Manchester and Liverpool, and the development of a linked bus interchange in the town centre.
- Transformation of the way people in Skelmersdale travel by redesigning roads, removing underpasses and making it easier for people to walk, cycle and use public transport within the town, and to access wider job opportunities.
- A multi-user path between Burscough and Ormskirk to provide a direct off-road route between the two settlements via a new linear park.
- Investigation of options and preparation of a business case for the electrification of the Ormskirk to Preston railway line to fulfil its potential as a commuter route. This would include the reinstatement of the Burscough curves railway line.
- Ambitious plans to improve cycling, including the development of strategic cycle routes linking the main towns within West Lancashire.

However, plans to build a by-pass of Ormskirk will no longer be pursued. This is because traffic congestion in Ormskirk is caused predominately by local traffic and so a bypass would be unlikely to alleviate the congestion.

9.13 In 2009, Atkins produced a Sub-Regional Transport Framework for Lancashire. The report identified clear variations in quality of road and rail service across the Borough. These include Skelmersdale, which has good strategic road links (via the M58 and M6), but does not have a railway station. Conversely, Ormskirk benefits from high frequency rail services to Liverpool, but suffers significant congestion due to the levels of traffic within the town. In addition, rail connections from Ormskirk to Preston and Southport are limited due to the low frequency service and the lack of a direct connection between the Ormskirk to Preston and Southport to Wigan / Manchester services.
As a summary, the Atkins report concluded that transport policy in West Lancashire should support regeneration in Skelmersdale by unlocking the potential for redevelopment of the town centre. Key to this redevelopment is the need to improve public transport links to the surrounding residential areas, and to adjacent urban areas. It also identified that new housing development in West Lancashire should be in locations with high accessibility by public transport, and good walking and cycling links to key destinations.

Road Network

The road network is "required" infrastructure to facilitate development. Although it may not be considered essential infrastructure, without road access that is not unacceptably congested, it is extremely difficult for growth to occur as the impact on the highway would be considered an absolute constraint. Highways planning for the Borough is carried out by Lancashire County Council, and, to some extent, Highways England (in relation to the major road network, e.g. M58, M6).

Vehicle ownership is relatively high in West Lancashire, most likely as a result of the rural nature of the Borough and the affluence of certain areas. At the 2011 Census, 41% of households in the Borough own 1 vehicle and a further 30% own two. The highest users of cars are in the commuting settlements adjacent to the M6 corridor, such as Parbold and Wrightington. Conversely, the lowest users of cars are in Skelmersdale, where car ownership is significantly lower than the rest of the Borough. An average of 36% of households in Skelmersdale do not own a vehicle, compared to 20% across the rest of the Borough. (Source: Census 2011, ONS)

In terms of travel patterns, West Lancashire has a higher proportion of residents commuting to work by car than the regional and national averages. Although the main settlements are reasonably well-served by public transport, the rural areas have a lack of services. 16% of the working population use ‘sustainable’ / public transport (bus, train, cycle or on foot) to travel to work. A slightly higher than average number of people choose to work from home; 10% compared to 8% in the North West and 9% in England. (Source: Census 2011, ONS)

Initial discussions with the highways authority (LCC) have indicated that any further stress on the network around the key service centres (Ormskirk and Burscough) would need to be limited and mitigated where possible. The one-way system around Ormskirk is a particular ‘bottleneck’ and congestion on part of this system has resulted in the designation of an Air Quality Management Area. Avoiding the need to travel across Ormskirk via the one-way system is one of the reasons for the proposed allocation of development to the south east of Ormskirk, rather than to the west or north west of the town.

In addition, Edge Hill University contributes to periodic spells of increased congestion through Ormskirk, usually at the beginning of the academic year with an influx of students.
registering. This issue has been explored and actions such as better car park provision and management have helped reduce congestion, but the issue is subject to ongoing monitoring.

9.20 In order to assist in tackling the stresses on the network around Ormskirk, there has been a longstanding proposal for a new road to bypass the town. This proposal was considered as part of the A570/M58 to Southport Corridor Study and the Lancashire Highways and Transport Masterplan. It has been decided that the bypass will no longer be pursued as the study showed that current congestion is largely caused by local traffic, limiting the benefit of a bypass and meaning that a combination of other proposals as outlined in the Masterplan will be more effective and funded more quickly. The Thornton Link Road (A5758 Brooms Cross Road) is now operational and should result in the diversion of some through traffic (Southport to the motorway network) away from Ormskirk town centre.

9.21 In Burscough, congestion can be caused by the traffic flow along the A59 being disrupted. New development, including that at the Yew Tree Farm strategic site, needs to mitigate for the added disruption it would cause by improving the nearby junctions so that flow is better maintained. The new roundabout at Pippin Street, associated with the Ringtail Retail park development, has improved traffic flow along the A59 in that southern part of Burscough and is a good example of how traffic improvements can be delivered through development.

9.22 Improvements to the wider highway network in Burscough, and improved sustainable transport measures are required to accommodate the strategic development site at Yew Tree Farm and it is expected that these will be delivered at least in part through developer contributions relating to the Yew Tree Farm site. The development must also integrate into the town and encourage high quality, active and sustainable travel links such as cycling and walking. Footpath improvements along the A59 into the centre of Burscough and junctions incorporating pedestrian/cyclist facilities will be vital. Public realm improvements could bring benefits to Burscough through ‘green tourism’.

9.23 The rural road network which predominates in the Borough, accommodates a sizeable number of agricultural and distribution vehicles. Conflicts between passing heavy goods vehicles servicing the employment and market garden areas occur on several residential and inadequate roads, especially in the Northern Parishes area. This issue could threaten the long term viability of businesses unless solutions are found. The Lancashire LTP3 has provided funding to explore options for a new road relieving agricultural traffic currently travelling through Hesketh Bank and Tarleton in order to access the main road network.

9.24 The output of the traffic assessment, undertaken by Aecom in 2010, predicts traffic flows and points of stress. This output was submitted to LCC, which has analysed the findings in line with its own understanding of the road network. The outcome of the work has been reported in a detailed transport technical paper prepared by LCC. This work indicates that LCC considers the local road network is likely to continue to function and operate safely, even with the level of development proposed in the adopted WLLP. As part of the evidence for the Local Plan Review, a transport and traffic assessment has been commissioned from consultants in summer 2018, looking at the possible effects of the proposed WLLPR development. The findings of this Study will be reported in future updates of the IDP.
The 'New Town' / 'Radburn' style road network serving Skelmersdale has the greatest network capacity in the Borough. Beyond Skelmersdale, the main settlements of Ormskirk and Burscough, both key service centres, generally have less spare highways capacity, but are served by a wider range of transport modes including a frequent rail service at Ormskirk and a less frequent service at Burscough, albeit with two stations and options for travel north/south and east/west. Therefore, although the rail services are less frequent through Burscough, the critical infrastructure is in place to offer potential for improved services to meet growing demand. This is explored further in the rail section below.

9.26 LCC supports the proposal to focus the majority of housing and employment growth in Skelmersdale and the South-Eastern parishes as this will increase the demand for rail travel to the Liverpool and Greater Manchester regions and therefore support the business case for the Skelmersdale rail link (see Rail section below). LCC has proposals for a new river crossing over the River Ribble, and it is considered that this scheme would benefit regional connectivity and widen the reach of the housing market and economic areas north and south of the Ribble and benefit the constrained transport network in and around Preston. It is expected that such a scheme, should it go ahead, would provide further opportunities for growth and improvements in West Lancashire. The timescales for the impacts may fall sometime in the future, although WLBC should be aware of the aspirations to include them in plan-making.

9.27 Highways England are responsible for the strategic road network (SRN), including motorways, and are supportive of the emerging Preferred Option although they highlight that the preferred option has the potential to cause issues, particularly on the M58, M57 and M6 motorways given that the majority of development is planned in Skelmersdale and the South Eastern Parishes. Outside of Skelmersdale and the South Eastern Parishes, the proposed level of development is more modest and spread across the Borough although there remains the potential for localised impacts on the strategic road network as a result of individual development sites or clusters of sites. Highways England are committed to work with WLBC to produce a Traffic Impact Assessment (TIA) and understand the impacts so that a view can be formed on appropriate infrastructure provision to address identified issues. One particularly important component of the TIA is to look at the cumulative effects of planned development, not just in the Borough in question, but in neighbouring authorities as well.

9.28 Highways England recognise that the potential removal of policies for ‘phasing’ of development sites should encourage competition in the market and remove barriers to development of a number of sites. However, as a result, they consider it would be considerably more difficult to plan for strategic infrastructure to meet the needs of the likely demands upon it. Consequently, in order to improve the level of certainty around planning for demands on the strategic road network, Highways England ask that consideration be given to phasing of key allocated employment sites (the employment sites in Skelmersdale and the South Eastern Parishes are all alongside the M58 motorway) as these would be likely to have the most immediate highway impacts upon completion. In any case, as part of the traffic modelling, they recommend that careful consideration be given to growth
assumptions applied in the future year modelling scenarios, particularly given the long period of the Local Plan up to 2050. These considerations are being dealt with through the commissioned Transport and Traffic Assessment Study.

Skelmersdale

**9.29** With a small number of exceptions, the majority of site allocations are located to the west of Skelmersdale both north and south of the M58, with the key entry point Junction 3 of the M58. It is possible that access to the large mixed use site SSE024 (Garden Village / logistics site) and employment site SSE025 (i.e. the proposed logistics site) would be taken from Junction 3, which would further increase any traffic impact. Additionally, there are large employment sites located south of Junction 4 of the M58 (SSE027 and SSE028, or WLLPR sites EC1.3/EC1.4) which may be accessed from this junction. Highways England advise that the traffic impact will need to be assessed as part of the Transport Assessment. There may be potential for the adjoining site SSE024 to also have direct access onto this junction.

**9.30** Appropriate infrastructure and sustainable transport measures should be considered to ensure appropriate and effective connectivity with the existing urban area of Skelmersdale and to reduce private car trips. This may include, but is not limited to, the provision of high quality links for non-motorised users, extension of existing bus routes and new bus facilities, connections to the proposed Skelmersdale rail station and effective Travel Planning for the proposed sites. The provision of any local road links should be planned in such a way that minimises the need for local traffic to use the M58 and its junctions.

**9.31** Owing to the location of the M58 ‘in between’ the existing town and several of the large proposed site allocations to the south of the motorway, it will be important to plan infrastructure in a way which reduces the risk of severance and the need for local traffic to use the M58, for example the provision of new grade separated routes passing over the M58 that avoid the existing junctions. In addition to localised impacts on Junction 3 and 4 of the M58, the scale of development proposed in Skelmersdale would be expected to result in a significant traffic impact at the terminus junctions of the M58: the Orrell interchange and Switch Island (Maghull), along with potential impacts at other junctions. Again, the Transport Assessment which is currently being progressed will assess the cumulative impacts on the strategic road network in Skelmersdale and other parts of the Borough. This will include the identification of any infrastructure required to support the growth proposals.

Other areas

**9.32** Some of the preferred sites are located in the Northern Parishes and Scarisbrick, some distance from the strategic road network and therefore there is greater potential for traffic dissipate through the local highway network before reaching the strategic network, however the cumulative impact of these sites, in conjunction with other areas, remains an important consideration. The site allocations, including their cumulative impact, will again be considered as part of the Traffic Assessment which will identify any issues, and any infrastructure required to support the growth proposals, including any improvements to the strategic road network.
Rail

9.33 West Lancashire benefits from a high frequency rail service from Liverpool to Ormskirk running every 15 minutes. Consequently, rail use is most popular with those residents based along the rail lines in Aughton and Ormskirk.

9.34 The Southport to Manchester rail line provides a reasonably well used link for access from Burscough, Parbold and Appley Bridge to Wigan, Manchester and Southport to the west. However, recent alterations to the rail network in central Manchester have resulted in a significant reduction in direct rail services from Southport and West Lancashire stations to central Manchester (Deansgate, Oxford Road and Piccadilly) and Manchester Airport. The Ormskirk to Preston line provides a limited service through Burscough’s second station (Burscough Junction). Recent timetable alterations to this service mean that there is now an hourly service, which is a significant improvement over the previous timetable, although the introduction of this more frequent service coincided with a prolonged period of significant disruption across the Northern Rail network in spring / summer 2018.

9.35 The Kirkby-Wigan line which serves Up Holland station is less well used. This is because the line operates an irregular service which does not run late and the station is difficult to access, located away from the main settlement area.

9.36 In terms of connections to the wider North West Region, the Borough is well placed, having critical infrastructure to connect to two of the principal centres. However, one of the main issues relating to rail connectivity in the Borough is the lack of a rail station in Skelmersdale, West Lancashire’s largest settlement and the focus for regeneration in the Borough.

9.37 The nearest station to Skelmersdale is at Up Holland which, as mentioned above, is isolated from the Skelmersdale settlement area and town centre and not within comfortable walking distance, even from the village of Up Holland itself. Providing a rail link to Skelmersdale has been a longstanding aspiration for the Council. The Lancashire Highways and Transport Masterplan identifies the need to provide a new rail station within or close to Skelmersdale town centre, integrating with the public transport network and cycling and walking provision, as well as car parking.

9.38 References to the proposed rail link to Skelmersdale have also been made within the Lancashire Local Transport Plan LTP3. In addition, the Merseyside LTP3 identifies the regeneration of Skelmersdale as a priority for the neighbouring areas to Merseyside to provide improved connectivity to the Liverpool City Region. The scheme is also outlined in the Liverpool City Region Long Term Rail Strategy (2014) which identifies connecting Skelmersdale as a scheme to progress as part of the Kirkby-Wigan line improvements package.
West Lancashire Borough Council, Lancashire County Council, Merseytravel and other partners (comprising the Skelmersdale Rail Link Board) are conducting investigatory work, as part of Network Rail’s Programme for Control Period 6 (2019-2024), towards a railway station in Skelmersdale Town Centre, and a 'spur' connecting to the Kirkby to Wigan line, thereby linking Skelmersdale to both Liverpool and to Wigan / Manchester. A feasibility study considered potential station locations within Skelmersdale, and a preferred site has been agreed (the site of the former Glenburn High School). Work has progressed to detailed appraisal of the scheme's land acquisition and engineering requirements and likely costs. LCC has authorised the funding of the GRIP3 study (Guide to Rail Investments Process), and preliminary work is currently being undertaken.

The Greater Manchester LTP3 also identifies the following issues and opportunities for West Lancashire:

- Electrification on the Kirkby – Wigan line to increase opportunities for Wigan. This would provide benefits for the station at Up Holland and also for the potential links into Skelmersdale.
- Limited additional parking at the stations on the Southport to Manchester line. These would include Burscough Bridge, Parbold, and, in particular, Appley Bridge. (Appley Bridge is within the Transport for Greater Manchester area, and rail tickets to Manchester from Appley Bridge are considerably cheaper than from Parbold.)
- Local accessibility improvements at Appley Bridge Station. This is to ensure the station is compliant with the requirements of the Equality Act.

Although the above opportunities have been identified, only the Appley Bridge station improvements have been highlighted for action. Transport for Greater Manchester has entered the station into the top ten list of stations where they will work with the rail industry to make access improvements, largely relating to the delivery of a step free scheme. However, the support for the Skelmersdale rail link raises the profile of this scheme within the North West Region.

As previously stated, rail links to Ormskirk from the Liverpool City Region are strong, providing a 15 minute frequency service operated by Merseytravel and a journey time of only 30 minutes from Ormskirk to Liverpool City Centre. Likely future pressure associated with this line will relate to car parking at stations and more will need to be done to encourage cycling to the stations, e.g. through better cycle storage. A number of automated cycle hire stations have already been installed at locations across West Lancashire and Sefton, including many of the rail stations, to encourage sustainable travel to and from the rail network.

Burscough benefits from two rail stations on two separate lines. The east to west line links Southport with Manchester through Burscough Bridge station, and the north to south rail line links Ormskirk (and Liverpool) with Preston through Burscough Junction station. However, there is a 10 or more minute walk between the two stations, and services on the two lines are generally not co-ordinated. The reopening of the 'Burscough Curves' (which could enable direct services between Southport and Ormskirk) has been mooted for decades, but there is no funding committed to this project.
Feasibility work has also been carried out to consider the business case for, and cost of, extending the Merseyrail line from Ormskirk to Burscough Junction through electrification of the rail line. This proposal is supported through the Lancashire Highways and Transport Masterplan. Currently the service from Liverpool terminates at Ormskirk, where the third rail electrified track ends. Services north up to Preston are provided by Northern Rail who operate a single or two car diesel train on a single track. As with the ‘Burscough Curves’, there is currently no funding committed to this project.

The emerging WLLPR Preferred Option

Network Rail have provided only limited feedback on the WLLPR PO. They have requested that consideration be given in Transport Assessments for the potential for increased footfall at railway stations as a result of proposals for residential / employment development in the area. This should consider the location, accessibility and density of the development and trip generation data.

Bus

Bus services in West Lancashire are mixed. Good quality services operate along the main highway routes:

- 375 / 385 Southport – Ormskirk – Skelmersdale – Wigan
- 300 Southport – Halsall – Maghull – Liverpool
- 310 Liverpool - Holborn Hill – Ormskirk-Skelmersdale
- 2A Ormskirk – Burscough – Rufford – Preston
- X2 Southport – Banks - Preston

Elsewhere in the Borough services can be poor, particularly in rural areas and internally within Skelmersdale. Funding for subsidised bus services in rural areas was subject to considerable cuts in 2016, leading to the loss of several services. Unfortunately, rural bus services are often not commercially viable and delivering services is much more challenging without additional funding being made available. Moving forwards, there is a need to explore innovative ways to ensure access to services. A variety of measures and packages are currently utilised within West Lancashire in order to ensure both urban and rural areas receive a good quality service. LCC is seeking to provide the best overall mix of fixed bus services, flexible bus services, and voluntary / community transport to meet the needs of local residents and provide access to employment, services and the countryside.

The main bus operators in West Lancashire are Arriva – covering the majority of the Borough, in particular the centre, south and west – and Stagecoach who operate some services in the Northern and Eastern Parishes. Some smaller operators also provide link services such as school buses. A detailed list of the services currently operating within West Lancashire is available in Appendix A.2.
Due to significant budget reductions, LCC has reduced the number of services it supports. Services are no longer supported in the evenings and on Sundays, affecting a number of rural locations. Arriva and Stagecoach continue to operate services in the Borough, although Arriva have also been forced to reduce a number of their commercial services in and around the Skelmersdale area.

Map 9.2 Bus stops and routes in West Lancashire

LCC has revised its bus service assessment criteria to move away from a purely financially based approach to that of looking at services in a more holistic way: what is their purpose and whom do they serve, etc. However, this is based on having some funding available and funding is very limited throughout West Lancashire and Lancashire as a whole.

LCC continues to support community transport / Dial-a-Ride services in the Borough and to aid those who experience difficulties accessing regular public transport services. LCC is also supporting local parish / community groups by offering them the ability to run their own public transport services to meet the local transport needs of their community.

In Ormskirk, the rail station and bus interchange are less than 300 metres apart along a direct path. However, the path is less well used than it should be due to its nature: it is sloping, not subject to natural surveillance, and is flanked by bushes, potentially creating a
perception of being dangerous. The current Ormskirk bus station is outdated and buses serve only 5 of the 8 bus stops.

9.52 To address these issues, the Lancashire Highways and Transport Masterplan proposes an upgrade of the route between the rail and the bus stations. A new bus station is also being worked on by WLBC and LCC. New traffic signals at the A577/A570 (Moor Street / St Helens Road) junction should make it easier for buses, cyclists and pedestrians to get in and out of the bus station. Furthermore, a package of measures to improve facilities at Ormskirk bus station, including the pedestrian link to the rail station, should improve public transport accessibility to the town centre and to Edge Hill University. This should help provide viable alternatives to the private car so as to help reduce congestion in the town centre. Proposals are being drawn up to make improvements to the linear connection between the rail and bus stations using funding from developer contributions.

9.53 In Skelmersdale, without any rail connection, the Concourse bus interchange plays a pivotal public transport role in linking Skelmersdale to Ormskirk, Southport, Liverpool and Wigan. However, direct bus services to Liverpool are unattractive with journey times in excess of 90 minutes. It is hoped to deliver a new purpose built bus station that will provide a dedicated interchange with the proposed rail station. The facilities will include secure cycle storage to encourage cycling as part of longer distance travel. The redevelopment of Skelmersdale Town Centre provides the opportunity to site the bus station in the most appropriate place for the town and for the proposed rail station.

9.54 One of the key priorities for both the Borough and County Councils is to work with local bus operators to extend bus services in Skelmersdale through its 'Routes into Work' initiative. It is hoped that the initiative will enable services to link local communities directly into the town's employment areas. Any specific infrastructure requirements arising out of this programme will be detailed within the IDP and IDS at a later time.

9.55 LCC is committed to supporting other means of improving services through schemes such as the smartcard travel concessionary scheme. In particular, LCC is involved in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. However, support for such schemes becomes more challenging with reduced budgets.

9.56 The West Lancashire Dial-A-Ride Association is a community transport service for residents in West Lancashire who experience difficulties using regular public transport. This service operates to residents' doors and all vehicles are accessible to the disabled.

9.57 The need for existing and future bus services to be sustainable results in a difficulty in planning for public transport as a form of infrastructure. Travel demand-generating development would need to be in situ first, ensuring the population increase and the potential for a customer base. Therefore, rather than planning for new bus services to serve developments, it is necessary to direct development to areas which either have quality existing public transport links (for example, Ormskirk), or would benefit from additional population growth to support the sustainability of existing or new services. Skelmersdale,
and to some extent Burscough and parts of the Northern Parishes, are prime examples of settlements with struggling bus services which would benefit from increased patronage to strengthen the case for public transport and potentially improve the available services. However, other constraints and policy consideration may limit how much development can be directed to these areas.

**Taxi**

9.58 Owing to a lack of public transport in rural areas and low levels of car ownership in Skelmersdale, the taxi network forms an integral part in the provision of local transport. Skelmersdale in particular has higher than average taxi usage levels.

9.59 There are no limits to the amount of licences that can be issued. In 2015, WLBC issued 362 private hire and 32 hackney carriage vehicle licences. These figures have remained similar for a 10 year period.

9.60 The Borough Council has funded a Demand Responsive Transport Service, administrated by Lancashire County Council, to provide subsidised taxi services to Skelmersdale and Up Holland residents registered on the scheme. Its purpose was to connect residents with employment opportunities on the Pimbo Employment estate. Due to funding restrictions, the scheme had conditional criteria for membership and could not be extended to other areas. The scheme has now been discontinued.

**Cycle Network**

9.61 Cycling and walking to the workplace are most popular amongst residents of Ormskirk, Skelmersdale and Burscough, where a range of employment opportunities exist in close proximity to residential areas, thereby reducing the need to commute long distances.

9.62 Skelmersdale has its own specific deterrent to walking due to the 'Radburn' layout of the town, with main roads effectively segregating different neighbourhoods, and a perception of a fear of crime in many of the town’s underpasses and subways which discourages usage. The Council is looking to support cycling and walking through a variety of initiatives including working with Lancashire County Council to provide additional cycle paths and providing appropriate links to employment areas.

9.63 Connectivity between Skelmersdale and Ormskirk is relatively poor with the main road linking the settlements (A577), proving busy and unattractive to cyclists / pedestrians. The Council has aspirations of opening up the former Ormskirk-Skelmersdale rail line as a linear park providing an off road cycle/ public footpath between the two settlements, However, the scheme has made little progress to date owing to funding and land ownership issues.
Within Ormskirk, the Borough and County Councils continue to explore various options to improve cycling within and across the Town Centre, which, with its busy one-way system, is currently an off-putting environment for cyclists. Options include better linkages between the Town Centre, Ormskirk bus and rail stations and Edge Hill University. Cycling has recently been permitted through the pedestrianised town centre, giving cyclists a safer environment and more direct route across the town. The adopted West Lancashire Local Plan sets out the Council’s aims to deliver a new off road cycle/pedestrian link between Ormskirk and Burscough through a linear park, paid for via developer contributions from allocated housing sites in the WLLP, in particular Grove Farm and Yew Tree Farm.

The Borough Council, along with Hesketh with Becconsall and Tarleton Parish Councils, also has aspirations to deliver a Linear Park along the banks of the River Douglas and Leeds-Liverpool canal in Tarleton and Hesketh Bank. This route should provide an alternative route between Tarleton and Hesketh Bank to the narrow and congested Station Road and Hesketh Lane. The delivery of this park could benefit from funding through the Community Infrastructure Levy or other planning obligations if it were considered necessary to support development.

Many opportunities exist to improve / provide new cycle paths within West Lancashire and to link these in to the visitor economy. WLBC was part of a successful Local Sustainable Transport Fund (LSTF) bid with Sefton Metropolitan Borough Council to promote the visitor economy by sustainable means of transport. Under this initiative, which finished in 2015, the Council explored a number of ways to improve links between Southport and many of the Borough’s attractions, and to be part of wider cross-border cycle routes which provide attractions in their own right. This resulted in the creation of the ‘Pier to Pier Route’ between Southport and Wigan, using existing cycle paths, quiet rural lanes, and the Leeds Liverpool Canal Towpath.

LSTF funding has also delivered cycle hire facilities in a number of locations around the Borough and in Sefton. The Council continues to explore funding routes to deliver improvements to the canal towpath between Burscough and the Wigan boundary, parts of which have been in a poor condition. There are also a number of other routes which are being considered by the Council and it is hoped they will be delivered over coming years. However, not enough detail is currently available in order to include any of these routes as possible schemes within the IDP and IDS at this stage. Any infrastructure programmes which evolve will be included within the IDP at a later time.

A comprehensive cycle strategy forms part of the Council’s Green Infrastructure (GI) and Cycling Strategy, adopted September 2017, showing how the existing and proposed cycle network will link up, providing a cycle network for commuter and leisure journeys. In particular, the GI and Cycling Strategy (and the West Lancashire Economic Strategy) propose the 'West Lancashire Wheel', a network of cycle routes / footpaths linking the main settlements and leisure facilities of the Borough.
Key evidence

- West Lancashire Highways and Transport Masterplan 2014
- Lancashire Strategic Transport Prospectus, Jan 2016
- Lancashire Local Transport Plan 3 (LTP3) 2011 - 2021
- Lancashire Local Transport Plan Implementation Plan 2012/13 2014/15
- Liverpool City Region Long Term Rail Strategy, 2014
- Greater Manchester’s Local Transport Plan 3 - 2011/12- 2015/16
- Merseyside’s Local Transport Plan 3 - A New Mobility Culture for Merseyside
- West Lancashire Green Infrastructure and Cycling Strategy 2017
- Ormskirk Town Centre Cycle Study- Assessment 2006
- Liaison with Network Rail
- Liaison with Lancashire County Council
- Liaison with Highways Agency
- Liaison with Merseytravel
- Lancashire & Cumbria Route Utilisation Strategy - August 2008
- Merseyside Route Utilisation Strategy - March 2009
- Connecting Communities Expanding The Rail Network (Association of Train Operating Companies) - June 2009
- Feasibility Study for the Linear Park at Tarleton-Hesketh Bank - Gillespies - 2010
- Ormskirk-Skelmersdale Linear Park Feasibility Study- Bowles Green - 2006
- Aecom data set & Aecom Technical Note (West Lancashire Borough Council Traffic Impact Assessment Tool)
- Ormskirk Evaluation of Smaller Scale Schemes -Mouchel - August 2009
Social Infrastructure

Social infrastructure includes health care, social care, education, emergency services, community facilities and leisure facilities. In addition, the provision of retail and local convenience services such as post offices, local stores and service stations should be considered. These have been reviewed within the West Lancashire Sustainable Settlement Study, but given the commercial nature of these latter facilities and the limited capacity to plan for their delivery, they are excluded from the IDP.

10.0 Health

10.1 Whilst generally good, the health of the population of West Lancashire varies and there are distinct inequalities. For example, men in the least deprived areas of the Borough can expect to live almost ten years longer than men in the most deprived areas\(^5\). In terms of how West Lancashire compares to the rest of England, hip fracture in over-65s, hospital stays for alcohol related harm and road injuries and deaths are all worse than the England average. However, the estimated percentage of adults who smoke and the violent crime rate are both better than the national average. Work is underway to address inequalities and it is clear that interventions are beginning to have some impact. For example, in the last ten years there has been a fall in death rates in men within West Lancashire, from all causes.

10.2 One of the most significant challenges to health care facing the Borough is the expected increase in the number and proportion of older people who will be dependent on the provision and accessibility of health and care services with which to support them.

Hospitals

10.3 The principal hospital located in West Lancashire is Ormskirk Hospital. Southport Hospital, located at Kew in neighbouring Sefton (less than 1km from the Borough boundary), is also a key hospital serving West Lancashire residents. These two hospitals come under the umbrella of the Southport and Ormskirk NHS Hospital Trust. Ormskirk hospital currently offers many services including maternity and women's health, cancer services and many more. However, the hospital only provides accident and emergency care for children, relying on Southport Hospital for adult A&E.

10.4 Within West Lancashire, there is also a smaller hospital at Wrightington (part of the Wrightington, Wigan and Leigh NHS Foundation Trust), specialising in orthopaedic surgery. Renacres Hospital is a small private facility located near Halsall.

10.5 In terms of future delivery of services, there have been no comments received from NHS representatives to highlight any issues with infrastructure delivery although the NHS are invited to submit updates to this position at any time.

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\(^5\) West Lancashire Health Profile 2015 – Public Health England (June 2015)
Over recent years, the structure of the health organisations has changed considerably. The Central Lancashire Primary Care Trust was dissolved and replaced in West Lancashire by the West Lancashire Clinical Commissioning Group (CCG) from 1 April 2014. The NHS West Lancashire CCG is made up of 20 GP practices that are responsible for designing and buying local health services, together serving a population of around 112,000 patients. Each of the 20 practices elects one doctor to sit on a Membership Council and that Council determines what the CCG’s priorities should be. The work of the CCG is overseen by a governing body formed of GPs and health clinicians, a chief officer and chief financial officer.

A fundamental key task of the new organisation has been to review the commissioning strategy for the CCG; this was completed in 2016. It reflected the health challenges of an increasing population and more people living longer, many of whom have long term health conditions. Added to this is the need to reduce costs and improve the quality of outcomes delivered. The plan identifies three key aims of the CCG and its partners:

- Right care, right time, safely delivered
- Preventing people from dying prematurely
- Integrated working for better patient experience, safety, quality of life

The aim is to transform the way that services are delivered – many of which will be delivered closer to home – and assuming integrated care across the Borough; organising primary, community, social care, specialist, mental and physical services together. These will be delivered through three to five neighbourhood teams.

West Lancashire’s five potential general practice neighbourhoods will be:

- Tarleton, Hesketh Bank and Banks
- Burscough and Parbold
- Ormskirk and Aughton
- New Skelmersdale and Up Holland
- Old Skelmersdale and Beacon Primary Care

Within West Lancashire, facilities for health are generally located within the main settlements of Skelmersdale and Up Holland, Ormskirk and Aughton and Burscough and in the larger villages of Parbold, Banks, Tarleton and Hesketh Bank. The distribution of health facilities is displayed in Maps 10.1 and 10.2 below.

To support the proposed future pattern of health care delivery in the CCG area, NHS West Lancashire has developed a Strategic Estates Plan that identifies they key infrastructure required to develop and support the proposed future pattern of health care delivery in the CCG area. It accounts for the different geographical neighbourhoods, the primary care teams, the growth in population and the relatively high proportion of older persons, and funding constraints. Its recommendations include the integration of services, developing sufficient community based capacity in each locality, developing buildings and facilities in each locality, and maximising new technology.
Map 10.1 Health Facilities within West Lancashire

Source: WLBC 2016 (LCC Mapzone 2016)

Map 10.2 Health facilities in West Lancashire

Source: NHS West Lancashire CCG (2017)
10.12 The Estates Strategy makes the following key recommendations:

- Upgrade specific GP premises;
- Upgrade and increase capacity and quality at Burscough and Tarleton health centres;
- Invest in Hillside Health Centre to develop community hub areas, including drop in, café and community gardening in line with Well Skelmersdale proposals;
- Rebuild Birleywood Health Centre;
- Develop a primary care hub in Ormskirk;
- Develop a primary care hub in Skelmersdale.

10.13 Map 10.2, sourced from NHS Property Services, shows the locations and catchment populations of the different health centres in West Lancashire.

The emerging WLLPR Preferred Option

10.14 Proposals for 16,000 dwellings will impact on the current primary health care provision in terms of capacity, but NHS England cannot comment on infrastructure at this time due to the changes in the way that healthcare will be provided in the future through new models of care.

10.15 NHS England anticipates that the changing needs of the population, including as a result of new development, will be identified in the Pharmaceutical Needs Assessment and service provision would alter accordingly. The CCG note the WLLPR PO reaffirm their commitment to work closely with the council to understand and respond to health requirements arising from new developments.
Dentists, Pharmacies and Optometrists

10.16 Having reviewed the data available regarding the location of dentists, pharmacies and optometrists, it is clear to see the distribution is spread well across the Borough with pharmacies in particular featuring in many of the rural areas. As the decision to locate many of these supporting health services is generally commercially driven, little can be done at this stage of planning to facilitate this.

10.17 Dental services in West Lancashire are not currently perceived as problematic. As new housing is introduced, and the needs of the local population change, NHS will work with the Borough Council to ensure that where funding is available it will be targeted at the areas of greatest need.

Map 10.3 Dentists, pharmacies and optometrists in West Lancashire

Source: WLBC 2016 (LCC Mapzone 2016)
11.0 Care facilities

**Elderly care**

11.1 In West Lancashire, the general population is expected to increase by 3.8% between 2014 and 2039. However, the proportion of people aged 60-74 is expected to rise by 5.5% whilst the proportion of people aged over 75 is expected to rise more dramatically by 76.5%. As a result of this disproportionate increase, planning for infrastructure for the ageing population in terms of care facilities and access to services is an important task for the Council.

11.2 Planning for elderly care in West Lancashire is undertaken through a partnership approach and includes organisations such as Lancashire County Council, West Lancashire Borough Council, NHS Central Lancashire and several third sector agencies such as Age Concern. There are no required standards or baseline to work to.

11.3 With an ageing population, specialised accommodation is required to provide the necessary levels of care for the elderly. The proportion of people aged over 65 in West Lancashire living in care homes is predicted to increase by 81% from 851 in 2014, to 1544 in 2030. (Source: POPPIS 2016)

*Map 11.1 Care Homes in West Lancashire*

Source: WLBC 2016 (LCC Mapzone 2016)
11.4 Map 11.1 (previous page) shows the location of the majority of the care homes for the elderly in West Lancashire. There is a good spread of facilities across the Borough, with care homes in all of the major settlements, larger villages and even in some of the smaller villages and rural areas. The facilities include Brookside, near Ormskirk town centre, a private development which consists of 111 self-contained one and two bedroom flats and an integrated health and wellbeing centre, which brings together services provided by health, social care and the voluntary sector. The extra care housing scheme provides a flexible home care and support service for people living in the Brookside development and elsewhere in Ormskirk.

11.5 Although Brookside was funded through a partnership bid by Lancashire County Council, NHS Central Lancashire, West Lancashire District Council and Arena Housing Association for a government grant of £7.32 million, the development totalled £20 million and was supported by private investment. This demonstrates how the delivery of care homes is largely based on commercial decisions and that the Council has limited capacity to plan for this.

11.6 There remain no Council-identified projects to be included within the Infrastructure Delivery schedule. However, this area of planning will require an increasing focus in order to ensure that spatial planning can influence the quality of life for West Lancashire's ageing population.

The Emerging WLLPR Preferred Option

11.7 The WLLPR, in recognition of the ageing population, seeks to ensure the provision of sufficient accommodation for older people. Policy H4 requires that all new 1, 2, and 3-bedroom dwellings meet Building Regulation M4(2) (Accessible and Adaptable Dwellings), and requires that a certain number of sites deliver care homes or extra care developments as part of larger residential allocations.

Key evidence
- An Ageing Population in West Lancashire 2016 (WLBC)
12.0 Community Facilities

County Level Changes

12.1 In August 2016, Lancashire County Council announced the need to save £200 million by 2020. As part of cost-saving measures, LCC will reduce the number of buildings it owns and rents and will bring services together to form a network of multi-functional buildings known as Neighbourhood Centres which will provide a base for a range of different services in one place. Community groups and other organisations may take on responsibility for running some of the affected buildings and services. As a result, many buildings will now house adult social care, children’s social care, library services, welfare rights and children’s centres. These are considered together below.

12.2 When considering where the neighbourhood centres should be located, LCC has looked at where the need for services is greatest so they can be accessed by all. The resulting location of the neighbourhood centres will allow communities to have a library service within three miles of where they live and 94% of the most deprived 0-4 year olds will have a children’s centre within 1.5 miles of their home. Neighbourhood centre buildings will be equipped to meet the needs of the services provided in them and some will offer increased flexibility such as extended opening hours, meeting rooms and private rooms for interviews and consultations.

12.3 Where communities want to run their own library, LCC is proposing an independent community library model that gives a package of support to help them become established. Initial assessments of the business cases are being undertaken, but LCC stresses that the process is not quick or easy, as the Council needs to be confident the community has the resources to make sure these community libraries work in the long term.

Children’s Centres

12.4 LCC oversees the delivery of Children’s Centres in West Lancashire. The centres are designed to be multi-functional and offer a “core” range of facilities based on local need. The facilities, whilst mainly for children, also focus on family health, education, training and employment. Due to funding cuts, LCC has recently closed a number of children’s centres in the Borough, or relocated them to Neighbourhood Centres. Closures include:

- Hesketh with Becconsall Children’s Centre, Shore Road, Hesketh Bank
- Children’s Social Care, Fairlie, Birch Green, Skelmersdale
- Up Holland Children’s Centre, Mill Lane, Up Holland
- Moorgate Children’s Centre, Moorgate Nursery, Ormskirk

There remain six Children’s Centres, located in Skelmersdale, Ormskirk and Burscough.
Child Care Centres

12.5 In terms of planning for the future, the IDP can offer little in the way of ensuring child care provision is delivered due to the market forces at play and the effective ending of government funding for Sure Start Children’s Centres. However, this item will continue to feature in the event that funding does become available again, and to allow for the engagement of third sector bodies or functions which support the community.

12.6 Whilst LCC is responsible for ensuring that existing childcare is sustained, there is still an element of commercial influence as its role involves identifying need and stimulating interest of the third sector or open market to encourage uptake.

12.7 In addition there are almost 20 private day nurseries, most of which are in Skelmersdale, Ormskirk, Burscough. About a third are located in the rural parishes, indicating there is a commercial demand for such facilities in some of the Borough’s rural areas.

Libraries

12.8 As a result of the changes implemented at County level, Burscough library is to relocate and services will no longer be delivered from the premises at Mill Lane, Burscough (leased from WLBC). Instead, the library is to relocate to The Grove, Station Approach, as a satellite branch, and will share the building with other services including welfare rights and the wellbeing, prevention and early help service (young people and children’s centre (0-19+years)).

12.9 The West Lancashire Local Plan 2012-2027, and Yew Tree Farm Masterplan, include an aspiration to provide a new library, possibly co-located with other community facilities and close to Burscough centre. Based on the cost of building a similar sized library at Heysham, a budget of around £950,000 would be required. (However, this Heysham figure does not include project fees or land acquisition as the site was already in LCC ownership, nor does it account for the potential for co-locating a library in a possible shared facility that might meet broader community needs including health and leisure.) Such an aspiration may be difficult given current funding issues. WLBC will strive to work with LCC to consider a solution to the problems around library provision in Burscough, including identifying an appropriate site and investigating what funding is available.

12.10 Up Holland and Parbold libraries closed in September 2016. There may be scope in the future for these to be run by the community although this is subject to further investigation by LCC.

12.11 Ormskirk library will become a Neighbourhood Centre to provide a library service and wellbeing, prevention and early help service. Skelmersdale and Tarleton libraries will continue unaffected.
12.12 In terms of library provision, Skelmersdale Library has been subject to significant upgrade and improvement of facilities including a new IT suite with over 40 PCs and fully accessible toilet facilities for the public as a result of the County Council's Young Peoples Service relocating their West Lancashire Local District Office. Ormskirk library has also been refurbished as part of the LCC library "Regenerate" programme and now offers 30 PCs for public use, a public toilet, self-service facilities and a bright and flexible environment. No further improvements are identified for the Borough as the provision is generally regarded as good.

12.13 Community facilities are planned to be provided as follows:

Table 12.1  Library provision across West Lancashire

<table>
<thead>
<tr>
<th>Most recent provision</th>
<th>Status</th>
<th>Provision moving forward</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarleton library</td>
<td>Retained</td>
<td>Library</td>
</tr>
<tr>
<td>The Grove Young People and Children’s Centre</td>
<td>Neighbourhood Centre</td>
<td>Library satellite Welfare rights Wellbeing, prevention &amp; early help service (0-19 years)</td>
</tr>
<tr>
<td>Station Approach, Burscough</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ormskirk library</td>
<td>Neighbourhood Centre</td>
<td>Library Wellbeing, prevention &amp; early help service (0-19 years)</td>
</tr>
<tr>
<td>Burscough Street, Ormskirk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park Children’s Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
</tr>
<tr>
<td>Barnes Road, Skelmersdale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Zone</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (12-19 years)</td>
</tr>
<tr>
<td>Southway, Skelmersdale</td>
<td></td>
<td>Youth offending team</td>
</tr>
<tr>
<td>West Lancashire Adult Disability Day Services</td>
<td>Retained</td>
<td>Adult disability day services</td>
</tr>
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<td>Spencer’s Lane, Skelmersdale</td>
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<td></td>
</tr>
<tr>
<td>St Johns Children’s Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
</tr>
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<td>Flamstead, Birch Green, Skelmersdale</td>
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<td></td>
</tr>
<tr>
<td>First Steps Children’s Centre</td>
<td>Retained</td>
<td>Wellbeing, prevention &amp; early help service (0-11 years)</td>
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<td>Eavesdale, Skelmersdale</td>
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<tr>
<td>Ormskirk Mere Brook Day Centre</td>
<td>New/Retained</td>
<td>Older People’s Daytime Support Service</td>
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<tr>
<td>Brookside, Aughton</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Source:** LCC, 2016

*Note: At the time of writing, some of the above are still subject to further consultation*
Community centres and village halls

12.14 Map 12.1 shows the location of all community centres and village halls across the Borough. As with LCC services, the future may see the co-location of several types of facilities including health, training, libraries and faith centres in one location creating “community hubs”. At this stage limited information is known about what facilities could be brought forward to support emerging development. This area of the IDP will be expanded in future reviews as more information becomes available.

Map 12.1 Community Centres and Village Halls in West Lancashire


Source: WLBC 2016 (LCC Mapzone 2016)
13.0 Education

13.1 Lancashire County Council is responsible for the provision of education within West Lancashire to ensure that every child living in the County is able to access a mainstream school place in Lancashire. Some children have special educational needs that mean they may require access to school provision outside of Lancashire.

13.2 Map 13.1 shows the distribution of schools across West Lancashire. The primary schools feature mainly in the larger settlement areas but are also located in some of the smaller villages and rural areas. Secondary schools are concentrated in the main settlements of Skelmersdale, Ormskirk and Burscough and in the Key Sustainable Village of Tarleton.

Map 13.1 Schools in West Lancashire

Source: WLBC 2016 (LCC Mapzone 2016)

13.3 Over the coming years, Lancashire County Council and its local authority partners will need to address a range of issues around school organisation in order to maintain a coherent system that is fit for purpose, stable, and delivering the best possible outcomes for children and young people. Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the school places demands of a new development there is the potential for adverse impact on the infrastructure of the local
community, as well as unsustainable transport patterns, with children having to travel greater distances to access a school place.

13.4 LCC Education (School Planning Team) operates 5 year planning periods for forecasting; its assumptions are based on birth rates, migration rates and the anticipated delivery of new housing.

13.5 When considering the impact of new developments, assessments take into account the number of bedrooms of each proposed dwelling, as this affects the anticipated number of school-age children likely to arise from a particular development. Typically, at a pre-application/outline application stage, the dwelling bedroom information is not generally available and, therefore, LCC has made the assumption that all dwellings will have 4 bedrooms so a 4 bedroom pupil yield is thereby applied. The rate for each new 4 bed dwelling is 0.38 pupils for primary schools and 0.15 pupils for secondary schools. Yields reduce with smaller house sizes. In order to assess the impact of a development, the School Planning Team consider demand for places against the capacity of primary schools within 2 miles, and secondary schools within 3 miles. These distances are in line with LCC’s Home to School Transport Policy.

13.6 When providing an education impact assessment for a development, LCC examines the impact within 5 years, which is considered a reasonable timescale for a development to come forward. In order to provide a longer term assessment, LCC makes a number of assumptions to allow it to project forward, namely that the birth rate will remain the same for future years, the migration of births into schools will continue at the same rate, and that demand in years 5 to 10 will remain unchanged. LCC’s comments on the proposed Local Plan period running to 2050 are set out in paragraphs 13.18 – 13.26 below.

Primary Schools

13.7 When forecasting primary school requirements, LCC uses a number of named 'planning areas' in each district to assess the impact of development on a range of schools in that area. A 'planning area' reflects a group of schools in an area and natural travel to school routes.

13.8 Based on the August 2016 LCC forecasts, factoring in birth rate and migration rates, there should be a surplus of 1,716 (2016-2021) and 1,366 (2021-2027) primary school places in West Lancashire as a whole, meaning that there are sufficient primary school places to address demand over the next 9 years.

13.9 However, the pupil projections indicate that before 2027 there is expected to be a shortfall of 74 places in the Burscough planning area. Other planning areas are projected to have sufficient places up to 2027, but there may be small pockets where a shortage of places is identified due to the distance away from schools that have surplus places. This will be monitored and kept under review. Table 13.1 below provides an indication of the potential demand for primary places expected to come forward in West Lancashire.

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6 This rate has been updated since the 2012 IDP.
13.10 The Yew Tree Farm development in Burscough will require careful monitoring as more specific information regarding the number of dwellings and bedrooms and phasing comes forward as the scheme is built out.

**Table 13.1: Primary School Projections West Lancashire**

<table>
<thead>
<tr>
<th>West Lancashire Planning Area Primary</th>
<th>Existing Capacity</th>
<th>2016-2021</th>
<th>2021-2027</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Projected Capacity</td>
<td>Surplus / Shortfall of Places +/-</td>
<td>Projected Capacity</td>
</tr>
<tr>
<td>Burscough</td>
<td>912</td>
<td>735</td>
<td>177</td>
</tr>
<tr>
<td>Parbold &amp; Wrightington</td>
<td>1152</td>
<td>1067</td>
<td>85</td>
</tr>
<tr>
<td>Scarisbrick &amp; Downholland</td>
<td>457</td>
<td>420</td>
<td>37</td>
</tr>
<tr>
<td>Skelmersdale</td>
<td>3905</td>
<td>3063</td>
<td>842</td>
</tr>
<tr>
<td>Up Holland &amp; Crawford Village</td>
<td>540</td>
<td>460</td>
<td>80</td>
</tr>
<tr>
<td>Ormskirk</td>
<td>2236</td>
<td>1867</td>
<td>369</td>
</tr>
<tr>
<td>Tarleton Banks &amp; Rufford</td>
<td>1312</td>
<td>1186</td>
<td>126</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10514</strong></td>
<td><strong>8798</strong></td>
<td><strong>1716</strong></td>
</tr>
</tbody>
</table>

* Please note that the above figures include 5 year housing projections
* Please note also that the Projected Demand including Housing is based on a pupil yield that assumes that all housing will be 4 bedroom and smaller dwellings will result in reduced demand.
* Projections above assume that births and migration rate will remain as detailed in the 5 year projections.

*Source: LCC Education Team (Aug 2016)*

**Secondary schools**

13.11 Secondary education planning is based on the whole Borough, rather than on individual planning areas, accepting that older children are able to travel independently and there is greater parental preference in terms of freedom to travel. Therefore, regardless of where growth is predicted within the Borough, capacity is measured as a total of all secondary schools combined. The secondary projections consider migration of primary pupils accessing secondary school places.

13.12 Based on the August 2016 forecasts, factoring in birth and migration rates, there should be a surplus of 361 (2016-2021) and 705 (2021-2027) secondary school places meaning that there are sufficient secondary school places to address demand up to 2027, although there may be small pockets where a shortage of locally-accessible places is identified due to the distance away from schools that have surplus places. This will be monitored and kept under review. (Demand beyond 2027 is discussed in paragraphs 13.18 – 13.26.)
Table 13.2: Secondary School Projections 2016-2027

<table>
<thead>
<tr>
<th></th>
<th>Existing Capacity</th>
<th>2016-2021</th>
<th>2021-2027</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Projected Capacity</td>
<td>Surplus / Shortfall of Places</td>
<td>Projected Capacity</td>
</tr>
<tr>
<td>West Lancashire</td>
<td>6370</td>
<td>6009</td>
<td>361</td>
</tr>
</tbody>
</table>

* Please note that the above figures include 5 year housing projections.

Source: LCC Education Team (Aug 2016)

13.13 Demand across district borders can have a negative and positive effect. However, there are no immediate issues with neighbouring authorities that would cause significant concern to West Lancashire going forward with the developments set out in the WLLP. Developments coming forward close to Borough boundaries require careful assessment and have the potential for inward or outward migration. With regard to pupils accessing education, it should be noted that West Lancashire is mainly an exporter of pupils across boundaries rather than an importer of pupils into the Borough.

General Comments on Education Provision to 2027

13.14 Currently West Lancashire does not have any major concerns regarding the provision of school places for either primary or secondary education, based on the housing figures from the WLLP up to 2027. Beyond the initial 5 year planning period for education there may be a requirement for additional primary school places within Burscough as a result of the planned growth. This will most likely be met through developer contributions via planning obligations associated with the developments in question. Similarly, due to the proximity of developments to schools with surplus places and the fact a development catchment may straddle more than one planning area, education contributions may still be sought from specific housing developments. There may also be ‘bulge years’ when high cohorts may require a temporary solution to be found within the existing capacities of schools. Existing capacity issues within the planning areas will be monitored by the County Council, as will birth and migration rates.

13.15 Over the period of both the current and emerging Local Plans, the aspirations of the WLBC may result in the number of homes built exceeding predicted levels as new development land and windfall sites come forward. For this reason LCC has reserved the right to revisit this school place information, which only provides a position at this point in time.

13.16 The government's policy on academy and free schools has the potential to change the service delivery. Currently all new schools coming forward will be free (academy) schools. The School Planning Team involvement in the management of pupil places reduces significantly in free schools and has an overall effect on the remaining LCC managed schools. Changes in the political landscape at Borough, County and national level may change or challenge current legislation and policy. The academy programme is still at an early stage and therefore difficult to report on how this affects mainstream schools. Parental school
choice may also cause fluctuations in physical numbers within West Lancashire and also cause migration in or out of the Borough based on parental choice, if schools within their area fall below expected standards.

13.17 A Department for Education Planning Regulation, Section 77 of the Schools Standards and Framework Act, restricts the use of playing fields to facilitate the expansion of existing schools, and may restrict the ability of schools to expand where a significant development is coming forward.

The emerging WLLPR Preferred Option

13.18 Forecasting school places beyond the five year housing land supply is difficult without the delivery rate and information on the phasing of developments. Whilst the WLLPR Preferred Options document sets out the preferred sites for development, the absence of development phasing and bedroom mix across the term of the plan makes it difficult for LCC, as Education Authority, to accurately predict the extent of the ability of existing schools to meet long term demand. Strategic sites will require careful planning to ensure that the impact on local schools is assessed, in particular developments sites in Skelmersdale, the South-Eastern Parishes and the M58 corridor. The proposed rail station and employment infrastructure will require a strategic approach and masterplanning involving all Infrastructure Providers.

13.19 Based on the number of new homes to be brought forward in West Lancashire before 2022, the current school capacity across both primary and secondary schools would meet the expected yield of school places from new housing developments. Currently secondary schools will be taking a 'bulge year' in 2019 to address need. However after this period the capacity starts to reduce up to 2036/37. The district is taken as a whole, although individual schools may be closer to capacity than others. Beyond 2036/37 there is the potential to establish new schools to meet demand, both primary and secondary. Any new school to come forward would be a free school commissioned by LCC.

13.20 A hypothetical forecast for the next twenty years (2036/37) found that there is capacity in primary schools for the average yield of school places from new housing developments. However, the Skelmersdale and Burscough spatial areas will require additional capacity before 2036/37.

13.21 The hypothetical forecast for secondary schools is based on the Borough as a whole and not the defined spatial areas. Based on the emerging figures, there is capacity for secondary school provision, but the location and phasing of developments in the spatial areas will require monitoring to understand the impact. The LCC Pupil Access Team have advised some caution across the Burscough and Central Parishes spatial area that may push pupils towards Tarleton or Ormskirk schools which will already be affected by new developments in their areas.
13.22 The hypothetical forecasts consider the indicated number of homes in each spatial area, subtract the housing that has already been delivered, and then average this out over five year periods up to 2036/37.

13.23 Forecasting up to 2050 will require further investigation by LCC as more details of the direction of the Local Plan Review emerge. There may be the potential requirement for a new school in the key spatial areas as school capacity reduces beyond 2036/37. The schools planning preferred option would be to expand existing schools to meet housing demand, as this is the most cost-effective option. However, expansion is dependent on the willingness of a school, and whether the school has the capacity to expand under Section 77 legislation. Schools Planning would look to WLBC to secure the necessary developer contributions to facilitate any expansion of existing schools and / or securing a suitable site for the provision of a new school.

13.24 Until such information is available, the School Planning methodology would assume that all dwellings are 4 bedroom providing a worst case scenario of pupil yield from developments. The pupil yield will potentially reduce as the actual bedroom mix is confirmed through the planning process. School Planning use West Lancashire’s 5 year housing supply data to forecast the education capacity. Beyond 5 years, and beyond the term of the WLLP (i.e. beyond 2027) would require WLBC to provide accurate housing mix across all of their strategic sites to enable more accurate forecasting. School Planning would like to see an amendment to ensure that masterplanning of all strategic developments takes places at the earliest opportunity, with the work involving School Planning as one of the major infrastructure providers. This would then enable the School Planning team to effectively plan education places.

13.25 LCC considers that the intention to remove the phasing policy from the Local Plan is a cause for concern, as it would hinder the ability to accurately predict impact on local schools and when action is required. WLBC will work with LCC and developers to understand, as much as possible, when housing comes forward, and its phasing to effectively plan expansion of existing schools or the commissioning of new ones.

13.26 The School Planning Team have no issues with the preferred or optional sites for development, although they emphasise that the scale of strategic sites requires significant planning. The expansion of existing schools must meet Section 77 of the Schools Standard Framework Act 1998 to ensure that a school has the land to expand, and the statutory consultation process would mean the timing of the process is critical to deliver school places to meet the demand. The School Planning Team have requested regular dialogue with WLBC to provide updates on how they plan to deliver new housing and other infrastructure projects.
14.0 Emergency services

14.1 As a result of amendments to national planning policy through the National Planning Policy Framework, there is no longer a requirement to consider the provision of the emergency services as infrastructure to support development. This is likely to be due to the fact that these services do not necessarily follow physical development patterns and that service provision depends on other key considerations such as crime rates and fire risk, which are usually lower within new developments. However, given there could be potential for co-locating such services through new development, particularly where larger scale development is proposed, this topic remains in the IDP.

Map 14.1 Emergency Services in West Lancashire

- Ambulance stations
- Fire stations
- Police stations

Source: WLBC 2016
Police

14.2 Lancashire Constabulary is responsible for the police service within West Lancashire and has 2 police stations in West Lancashire:
- Burscough Street, Ormskirk
- Southway, Skelmersdale

14.3 Development is not directly related to police demand and infrastructure and it is more usual for crime levels to dictate police deployment. However as a result of funding cuts, Lancashire Constabulary has, over recent years, been forced to reduce the number of police stations across the Borough.

Fire

14.4 West Lancashire has 3 fire stations at the following locations;
- Ormskirk Fire Station, County Road, Ormskirk
- Skelmersdale Fire Station, Tanhouse Road, Skelmersdale
- Tarleton Fire Station, Hesketh Lane, Tarleton

14.5 The Lancashire Integrated Risk Management Plan 2013-2017 sets out the priorities of the fire service and illustrates how they will measure and assure performance. Rather than being development driven, service improvements are based on risk and response. To quantify fire risk, a profile is created for critical fires, fire casualties and deprivation for the Lower Super Output Area (LSOA)\(^7\) under analysis. A formula is then applied which allows the determination of a score and subsequent risk grade for each. This risk score is then used to determine appropriate attendance times within each LSOA for the first and second fire engine, then the average time taken to attend incidents in each area is measured.

14.6 Therefore, although new development may be proposed in a given area, this may not necessarily increase the likelihood of fire risk which would result in Lancashire Fire and Rescue reviewing services available in the Borough. Furthermore, new residential development generally has better levels of fire and risk prevention built into its design, thereby avoiding the need for major service improvements.

Ambulance

14.7 The North West Ambulance Service is responsible for ambulance provision within West Lancashire and has two ambulance stations at the following locations;
- Skelmersdale Ambulance Station, 8 Westgate Industrial Area,
- Burscough Ambulance Station, Junction Lane, Burscough

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\(^7\) A Lower Super Output Area is a grouping of between 400 and 1200 households (1,000 – 3,000 people) used for statistical analysis of population, etc. characteristics.
14.8 The North West Ambulance Service (NWAS) acknowledge that an increased population will have an impact on responses and resources. The location of developments is important for NWAS to ensure they are able to be on a scene within 8 minutes of receiving a genuine emergency call. The location of development is required to determine where best to position vehicles to achieve the required response time.

14.9 So far, NWAS has not indicated that proposed development in the WLLP would impact on service delivery or result in a requirement for infrastructure improvements. However, the Council will continue to liaise with NWAS, as with other infrastructure providers, as the likely sizes, locations and timings of future developments become clearer.

The emerging WLLPR Preferred Option

14.10 NWAS cannot accurately predict the effect of the WLLPR proposals on service provision as the specific details of locations, numbers and timings are not yet known. The likely impact of the WLLPR will be the potential need for additional resources in terms of frontline emergency vehicles and patient transport requirements along with appropriate staffing. Initial thoughts are that the expected impact will be minimal but this cannot be confirmed until further details are received. Developer obligations should be used to help develop infrastructure to support new development.

Key evidence

- Discussion with Lancashire Fire and Rescue and Lancashire Constabulary
- Central Lancashire Commissioning Strategic Plan - 2010 – 2014
- West Lancashire Health Profile 2015 – Public Health England
- Liaison with Central Lancashire NHS
- Southport and Ormskirk Hospital Trust Annual Business Plan 2012 / 2013
- Discussion with Southport and Ormskirk Hospital Trust
- Discussion with Lancashire County Council Social Services and Education.
- LCC Closures Map 2016 (link)
15.0 Leisure facilities and natural / open space

15.1 West Lancashire Borough Council leisure facilities are managed in partnership with the West Lancashire Community Leisure Trust. There are four community leisure facilities: Banks Leisure Centre, Burscough Leisure Centre, Park Pool (Ormskirk) and Nye Bevan Pool (Skelmersdale). The centres each offer the following services:

### Table 15.1 Facilities at WLBC leisure centres

<table>
<thead>
<tr>
<th>Facility</th>
<th>Banks</th>
<th>Burscough</th>
<th>Park Pool, Ormskirk</th>
<th>Nye Bevan, Skelmersdale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swimming pool</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td>YES</td>
</tr>
<tr>
<td>Health Suite</td>
<td></td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gym</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Workout studio</td>
<td></td>
<td>YES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sports Hall</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Squash Courts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All weather pitch</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Café/bar</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car park</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Activity rooms</td>
<td>YES</td>
<td>YES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

15.2 In addition to the above leisure facilities there are several privately owned and managed health and leisure venues across the Borough. These operate on a commercial basis and are out of the control of the Council. Map 15.1 overleaf shows the location of all sports and leisure facilities across the Borough, including Council and private leisure centres, sports clubs and recreational fields.

15.3 WLBC has indicated a desire to replace the existing leisure facilities in Skelmersdale and Burscough. The sports centre in Skelmersdale was on a separate site from the swimming pool facility, and was in such a poor state of repair that it closed in 2012. The Council’s aspirations for a new wet and dry leisure centre have been documented in the IDS and will be updated as and when more detail is available.
Map 15.1 Sports and Leisure Facilities in West Lancashire

Source: WLBC 2016
Green Infrastructure

16.1 Due to the rural nature of West Lancashire, much of the leisure offer relates to activities associated with the countryside. The Borough has several wildlife sites including Martin Mere near to Burscough and Mere Sands Wood, near to Rufford.

16.2 The Wildlife Trust for Lancashire, Manchester and North Merseyside has confirmed that there is an urgent requirement to extend and improve the visitor centre at Mere Sands Wood in order to provide additional, much needed public space, improvements to public facilities and a café and dining area to improve the offer and enhance the financial sustainability of the visitor centre. Initial project plans indicate that the cost would be in the region of £600,000. £3,000 of CIL money has been spent on Phase 1 of the works, and a further £25,000 has been committed to Phase 2. The Wildlife Trust is currently assembling finance (via various bids for funding) for Phase 2.

16.3 West Lancashire contains a significant proportion of best and most versatile agricultural land (indeed, it contains the majority of the North West's grade 1 agricultural land) and the largest area of designated Local Wildlife sites amongst the Lancashire authorities. The Borough is home to internationally significant ornithological wildlife sites such as Martin Mere and the River Ribble Estuary.

16.4 The largely rural landscape of West Lancashire is dominated by open arable and market gardening land on drained mosslands in the north, west and south of the Borough with lightly wooded pastoral farmed ridges to the east, and a coastal and fluvial plain through the centre. The major part of the Borough lies in the Lancashire and Amounderness (northern Fylde) Plain Landscape Character Area.

16.5 West Lancashire also has a number of private open space / nature reserve / recreational areas. These include freely accessible sites such as The Wildlife Trust's Mere Sands Woods and RSPB's Hesketh Out Marsh; and others for which an access charge is levied such as the National Trust's Rufford Old Hall and the Wildfowl and Wetland Trust's Martin Mere Wetland Centre. Martin Mere has experienced problems with flooding, which is an issue for their service delivery, and which needs to be addressed in order to protect the reserve and its tourism.

16.6 In total the Borough Council owns and manages over 300 hectares of parks, playgrounds, open space, golf courses and outdoor facilities across the Borough. These include Beacon Country Park on the edge of Skelmersdale (which includes a golf course), and Coronation...
Park in Ormskirk, both of which benefit from ‘Green Flag’ status. There are also 66 parks / playgrounds managed by WLBC. Over recent years the Council has improved provision within parks and implemented projects to provide skateboarding facilities, multi-use games areas, teen shelters and new play areas.

16.7 In recent years there has been a national recognition of the importance of parks and green spaces as they:
   - Contribute significantly to social inclusion because they are free and accessible to all;
   - Can become a centre for community spirit;
   - Contribute to child development through scope for outdoor, energetic and imaginative play;
   - Offer numerous educational opportunities;
   - Provide a range of health, environmental and economic benefits.

16.8 Through the current and emerging Local Plans, and through the Green Infrastructure and Cycling Strategy, the Council will seek opportunities to maximise green infrastructure through development. Green and open space, and sports and recreation provision can be used to address surface water and climate change issues. The multi functionality of green infrastructure should be recognised and enhanced where possible through development. The integration of green assets within development can be used to assist with flood storage, recreational provision and biodiversity and should therefore be encouraged through the Local Plan Policies. Furthermore, SuDS solutions that incorporate irrigation systems will help support and maintain allotments, parks and garden areas.

16.9 In 2018 a full assessment of open space, sports and recreational facilities across the Borough was undertaken. This comprised an Open Space Study and a separate Playing Pitch Strategy. Both documents updated previous studies. Each typology of open space (excluding playing pitches) was assessed using the following 3 standards:
   1. Quantitative standards (providing an understanding of the existing level of provision including deficiencies);
   2. Accessibility Standards (identifying how accessible sites are);
   3. Quality (identifying whether sites are of higher or lower quality) and value (context of the site, level and type of use, wider benefits it generates for people) scores.

16.10 The map overleaf shows the provision of Green Infrastructure and recreational facilities across West Lancashire in 2009. There is no more up-to-date map available at present.
Natural and Semi Natural Spaces

16.11 Natural and Semi Natural Open Space is one of the most frequently visited and valued types of recreational space in the Borough; it includes woodlands, urban forestry, scrubland, grassland, wetland, nature reserves and wastelands with a primary purpose of wildlife conservation and biodiversity enhancement within settlement boundaries.

16.12 There is an abundance of natural and semi natural open space in West Lancashire covering around 200ha across 12 different locations in the Borough. However, there is an uneven distribution with a disproportionate amount in the east and Skelmersdale and Up Holland.

16.13 Following the application of quantity standards, no current deficiency was identified across the Borough. However, deficiencies do exist by spatial area and are highest in Ormskirk and Aughton and Skelmersdale and the south eastern parishes. Burscough, the Northern Parishes and the Eastern Parishes have a current surplus of provision.

Future Projects

16.14 Although there are no definite planned future projects, the Council does have aspirations to create four future linear parks along former disused railway lines and also for the rationalisation of existing provision. (See the 'Corridors / Footpaths' section below.)

16.15 Through the Skelmersdale Town Centre SPD the Council hope to see improvements to the quality of open space surrounding the Town Centre. In particular, improved management of the wooded cloughs in the Town Centre would be valuable, ensuring that the environmental and ecological features are protected and enhanced, as well as their recreational value.

16.16 In addition, WLBC has prepared a Masterplan for a proposed Tawd Valley Park, an area of green open space of approximately 65 hectares running from Skelmersdale town centre and following the line of the River Tawd as it heads northwards to join the River Douglas. Consultation has taken place on the Masterplan in summer 2017 and, with partners, in early 2018. The Masterplan includes:

- New cycle paths, wetland habitat areas
- Improvements to the amphitheatre to create an informal event space
- Creation of a heritage trail
- New picnic spaces close to the town centre
- Access and improvement work to footpaths and landscapes
There is also potential for a new visitor centre, new play area and a BMX track as well as a fishing lake. Partners in the scheme include Groundwork, the EA, the River Douglas Catchment Partnership, and West Lancs CVS.

**Outdoor Sports Facilities**

Outdoor sports facilities function as both recreational and amenity space and as formal sports facilities. Facilities within West Lancashire include:

- Playing pitches
- Artificial turf pitches (ATPs)
- Tennis courts
- Bowling greens
- Golf courses
- Athletics track

There are a total of 99 grass football pitches in the Borough, 90 of which are available for community use. The majority of these (62) are of standard quality. In terms of other sports, there are 12 grass cricket pitches, 10 senior rugby union pitches, 2 rugby league pitches, 2 sand based ATPs for hockey use and 28 crown green bowling greens. In terms of artificial turf pitches, there are 3 full sized 3Gs and 15 small sized 3Gs and sand based ATPs.

Across the Borough there are currently adequate grass playing pitches provided to cater for current demand for match play across all pitch sports with the exception of rugby union, which has insufficient provision. However, on the basis of demand for football training (as calculated using the methodology endorsed by the Football Association) there is a current deficiency for one full sized 3G ATP in the Ormskirk, Aughton and Western Parishes area. In addition, the existing disused full sized ATP at the former Glenburn Sports College would also need to be re-provided in accordance with national planning policy guidance.

Assuming the WLLPR Preferred Options housing growth takes place over the period 2018-50 there would be an additional need for the following pitch provision Borough wide:

- 28 football pitches comprising 9 adult pitches, 9 youth pitches and 10 mini football pitches;
- 4 senior rugby union pitches;
- 1 senior rugby league pitch;
- 3 cricket pitches;
- No hockey pitches;
- 1 additional full sized 3G ATP (this is additional to those identified at paragraph 16.20).

(Source: Playing Pitch Strategy 2018)

**Future Projects**

There are many opportunities for improvements to facilities across West Lancashire as well as the provision of new facilities. Possible options to be explored will include securing the use of school facilities for community use, or securing provision through strategic sites with sporting facilities that can benefit the wider community.
**Allotments**

16.23 Allotments are one of the most valued types of open space as they provide a number of benefits to the community enabling people to grow their own produce as well as providing a social and recreational facility, especially for older people, and improving health and wellbeing.

16.24 West Lancashire currently has 24 allotment sites with a total of 370 plots. Of those, 8 sites (124 plots) are owned by the Council, and the remainder are private. The location of allotments in the Borough is displayed in Map 15.3.

*Map 15.3 Allotments in West Lancashire*

*Source: WLBC 2017*
Despite the current provision, there is a deficit of allotments in West Lancashire and, due to increasing demand, the Council’s waiting list has grown, particularly in Skelmersdale. The existing sites do not have the capacity to meet the expected level of demand and there is no room for further expansion. The findings of the 2018 Open Space Study are as follows:

- There are 14 allotments sites in West Lancashire, equating to over 10 hectares in total;
- Current provision of 0.09 hectares per 1,000 population is below the recommended amount (0.25 hectares per 1000 people). However, the Western Parishes Area exceeds the standard with 0.63 hectares per 1,000 population.
- Catchment mapping does not highlight any significant gaps in allotment provision.
- Waiting list figures for allotments across the area suggest supply is not meeting demand.

The Council is working to deliver new allotments in Skelmersdale using CIL funding. A number of further allotments schemes are registered on the IDS awaiting funding, appropriate land and/or delivery.

**Play Areas**

The right to play and informal recreation for all children and young people up to 18 years of age is enshrined in Article 31 of the UN Convention of the Rights of the Child. Play is an essential aspect of their development, culture and quality of life. Play areas allow children to interact with their peers; keep them healthy and active; and allow children to experience and encounter boundaries and assess risk, understand people and places, and promote their learning.

There is a distinct difference between play facilities for children and young people. These differences include the size and types of facilities and can be defined as provision for children under 12 and provision for young people who are 12 and over. Provision for under 12 years old typically includes swings, roundabouts and climbing frames, whilst that for over 12 year olds includes skate parks, BMX tracks, basketball courts, youth shelters, multi-use games areas (MUGAs) and informal kick-about areas.

The 2014 WLBC Play Area Strategy states there are currently 91 play facility sites in West Lancashire, equating to more than 4 hectares in total. Area-wise, over half the sites are located in Skelmersdale with the least total area of sites being located in the Northern Parishes. Of the 91 sites, 39 sites are in Skelmersdale / Up Holland, 25 sites are in Ormskirk / Aughton and the Western Parishes and 27 are in the Northern Parishes. All three areas have a similar current standard per 1,000 population. Although over half of all sites are in Skelmersdale this is also the area with the greatest level of dissatisfaction by residents due to population size and quality of facilities.
Since the 2014 Play Area Strategy, “The Zone”, opened in Skelmersdale Town Centre in 2015. This is a £2 million youth zone which includes an outdoor MUGA along with a studio, performance workshop area, gaming areas and youth support services.

The Council’s Play Area Strategy 2014 favours the provision of fewer but bigger and better play sites, instead of a greater number of small sized play areas. This is to help ensure an efficient and effective framework of play facilities across the Borough, particularly during current economic challenges. Larger play sites offer a greater range and diversity of equipment which has stronger appeal to a variety of users. It is acknowledged that individuals must be willing to travel further in order to access such sites. Consequently, diverse equipment to cater for all age ranges is also essential on key sites. Equally, opportunities to expand provision catering towards older age ranges, such as fitness equipment, should also be explored and encouraged.

Waterways

Waterways are multi-functional and offer a wide range of benefits to local communities, including improving health and well-being, providing sustainable transport infrastructure, aiding nature conservation, and supporting flood alleviation, drainage and water supply. Enhancing towpaths and linkages from development sites to waterways is therefore beneficial. West Lancashire has a number of waterways including the River Douglas to the north of the Borough and the Leeds and Liverpool canal from Appley Bridge in the east to Haskayne in the west. In addition, the Rufford Branch of the Canal provides a navigable connection to the Lancaster Canal to the north via the Millennium Ribble Link.

There are several private canal marinas in the Borough providing recreational opportunities including Fisherman’s Wharf and St Marys Marina in Rufford, and the Scarisbrick Marina in Scarisbrick.

The Canal and River Trust (CRT) are responsible for the canals which flow through the Borough. Canals are recognised as a form of open space for wildlife and recreation but have broader functions in terms of providing flood alleviation and drainage along with sustainable transport infrastructure.
The CRT operate a ‘steady state programme’ which uses the majority of the financial budget to ensure that the waterway network remains safe and operational and that basic maintenance is carried out. In addition to the General Works Programme of maintenance and vegetation management, reactive repairs are carried out through a rolling programme to replace lock gates and other operational structures. However, the CRT are unable, at present, to fund large scale enhancement and improvement projects and therefore rely on developer contributions, such as CIL, to maintain and improve the condition of the infrastructure.

Dependent on funding, the following work to the canal infrastructure is planned within West Lancashire:

- Works to Crabtree Lane Swing Bridge near Burscough,
- Main line dredging near Scarisbrick Bridge, and
- Improvements to Aqueduct 12 at Briars Lane, Lathom.

The CRT have identified a number of sections of towpath at Burscough, and towards the Wigan Borough boundary, that would benefit from improvement. In addition, they have identified further towpath sections within the Borough that would benefit from upgrading, including the River Douglas Linear Park scheme, although funding has not been secured at this stage. Ultimately, the proximity of development sites to the waterways, and the repercussions of increased use, will dictate the issues on a case-by-case basis. Some CIL monies have already been used to help deliver towpath improvements in Burscough (between the Wharf and Glovers Swing Bridge during 2017-18).

Corridors / footpaths

West Lancashire has a good supply of green corridors and a large number of footpaths and cycle ways. The rural nature of the area and existing public footpaths ensure most residents have relatively easy access to the countryside. These types of green corridors also help to facilitate wildlife migration as well as providing opportunities for walking and cycling to improve health and wellbeing.

In recent years the creation of new footpaths and cycle paths has been a focus within West Lancashire, particularly in Skelmersdale, in order to assist in linking settlements to outlying rural areas. The Council hopes to increase and improve this network and has several plans including:

- Significant improvement planned in Skelmersdale through the Skelmersdale Town Centre Regeneration, linking residents with the town centre through footpaths and cycleways.
- The provision of 4 linear parks linking Ormskirk to Skelmersdale:
  - A Linear Park along the Canal and River Douglas at Tarleton and Hesketh Bank (work is being co-ordinated by WLBC, LCC, Tarleton Parish Council and Hesketh with Becconsall Parish Council).
- A linear park between Ormskirk and Skelmersdale along the former railway line. A Feasibility Study undertaken in 2005 indicated overall support for the idea, but little progress has been made since, mainly due to financial and land ownership constraints.
- A linear park to connect Burscough-Ormskirk running to the west of the railway line, largely funded and delivered through the development of the Yew Tree Farm (Burscough) and Grove Farm (Ormskirk) allocated sites, and linking to Yew Tree Farm via Abbey Lane.
- A linear park in Banks along the disused railway line.

- The creation of a “West Lancashire Wheel” comprising the above 4 linear parks, as well as other sections of footpath / cyclepath, enabling access by sustainable non-motorised transport between the main settlements, facilities, and rural attractions of the Borough. The West Lancashire Wheel is referred to in the West Lancashire Economic Development Strategy 2015-2025 and the Green Infrastructure and Cycling Strategy.

<table>
<thead>
<tr>
<th>Key evidence</th>
</tr>
</thead>
<tbody>
<tr>
<td>• WLBC Open Space Study – April 2018</td>
</tr>
<tr>
<td>• Green Infrastructure and Cycling Strategy 2017, WLBC</td>
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<tr>
<td>• West Lancashire Economic Development Strategy 2015-2025</td>
</tr>
<tr>
<td>• Play Area Strategy 2014, WLBC</td>
</tr>
<tr>
<td>• Discussions with Canal and River Trust</td>
</tr>
<tr>
<td>• Discussion with Lancashire Wildlife Trust</td>
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</tbody>
</table>
Chapter 4 Delivery

17.1 The infrastructure planning process involves a co-ordinated focus from both the Borough Council and from its partners in order to consider, at a strategic level, the nature of infrastructure provision within the Borough. The previous chapters of this document outline the existing provision of infrastructure types within the Borough and where deficiencies currently exist. They also identify infrastructure which may be required to support future development, when this will be delivered, and whether there are any committed funds for the infrastructure.

17.2 This document will support the emerging West Lancashire Local Plan Review. The most important part to the infrastructure planning process and the main outcome is the Infrastructure Delivery Schedule which supplements the IDP and can be found on the Infrastructure Planning page of the Council's website. The IDS identifies what is required, who will deliver it, how it will be delivered and any costs, funding, risks and contingencies associated with delivery. This will assist with the monitoring process, and in the assessment and prioritisation of infrastructure projects for CIL funding.

Infrastructure Highlights

17.3 The paragraphs below summarise the key IDP information for each of the settlement areas.

Skelmersdale and Up Holland

17.4 Skelmersdale is the largest settlement area within the Borough, benefiting from new town infrastructure following its designation and construction as a New Town in the 1960s. Skelmersdale was originally designed to accommodate a much larger population – around double the existing 40,000. The layout of the town ensures congestion free roads and excellent road links with the strategic road network through the M58 running to the south of the town. There is also significant capacity within the sewer network.

17.5 One of the main issues for Skelmersdale in terms of infrastructure is the lack of sustainable transport links. The town’s rail station was closed in the 1950's leaving it the second largest town in the North West without a railway station. WLBC, LCC and rail operators have aspirations to see a rail link to Skelmersdale delivered here and funding has been committed to do a 'GRIP3’ study to examine the finer details of the rail route. In addition, electrification of the Kirkby – Wigan line is also an aspiration which could improve the efficiency of rail links to Wigan, Liverpool and Manchester.

17.6 In terms of bus links, these are limited due to the need for sufficient patronage to ensure bus routes are financially viable. As the demand for bus services to employment areas and other parts of the town has never been significant or sustained, delivering sustainable bus links has always been problematic. Rather than providing additional heavily subsidised bus services with ever-diminishing funds, LCC is considering ways of advertising existing bus routes and incentivising people to use them.
Through the infrastructure planning process, a need for improving health facilities to serve an increasing population has been identified. Both Central Lancashire NHS and Lancashire County Council are aware of potential future needs for education and health facilities and will work with WLBC to ensure delivery of necessary infrastructure.

WLBC’s Leisure Strategy identifies the need to replace the Nye Bevan Leisure Centre in Skelmersdale and proposals for the delivery of a new wet and dry leisure centre in Skelmersdale are being considered.

Provision for getting around Skelmersdale by means other than the car is generally poor. This is recognised by both WLBC and LCC. As such a programme of works to improve cycle and footpath links and accessibility through the Tawd Valley has been identified as a key infrastructure requirement and part of the Local Transport Plan.

**Ormskirk and Aughton**

Ormskirk (including Aughton) has the second largest population in the Borough after Skelmersdale. The town benefits from being located on the strategic road network (the A59 (Liverpool-Preston) and the A570 (St. Helens-Southport)). However, good road connections to the town also result in congestion within the town, at a number of pinch points on the one-way system around Ormskirk Town Centre. Plans to build a bypass around Ormskirk are no longer being pursued.

Softer measures will need to be considered in order to lessen some of the congestion in the town; these are being explored in more detail within supplementary transport and movement studies carried out by LCC as the Highway Authority for West Lancashire. In recognition of the constraints associated with the one-way system, the WLLPR proposes its site allocations for Ormskirk and Aughton to the south / east of the town, to minimise the need for new residents to cross Ormskirk by car on a regular basis.

Both Ormskirk and Aughton are well placed in terms of sustainable transport. The Liverpool – Ormskirk rail line provides a 15 minute frequency service into Liverpool, with the journey taking 30 minutes. Trains also run north to Preston on an hourly service, and connections can be made to Manchester through the Burscough Junction – Burscough Bridge bus link. Ormskirk has a bus station, but this is currently in poor condition with limited stands, and a sub-optimal connection to the nearby rail station.

In terms of the provision of key services, Ormskirk has a reasonable primary shopping area, several supermarkets, good health and education facilities (including Ormskirk Hospital and Edge Hill University), and good leisure and cultural facilities. The main concern in terms of infrastructure provision is the constraint on waste water treatment which also affects Burscough, Scarisbrick and Rufford (see Section 4 of this document). Excessive development would put pressure on the wastewater infrastructure and this is an issue which is currently under investigation by United Utilities. The waste water capacity issue does not affect Aughton or any part of the settlement south of the ridge which runs east to west through Ormskirk (~ Holborn Hill).
**Burscough and the Central Parishes**

17.14 Burscough, located on the A59, is the Borough’s third largest settlement. The village of Rufford also lies on the A59; it has far fewer services than Burscough, and its residents tend to look to Burscough to meet their day-to-day needs. Burscough benefits from two rail stations: Burscough Bridge, which provides links to Manchester and Southport, and Burscough Junction, with links to Ormskirk / Liverpool and Preston. The rail service linking Burscough with Manchester is half hourly; on the Ormskirk - Preston line, services are hourly, but with no service on Sundays. Rufford has a station on the Ormskirk – Preston line. Potential rail improvements which have been investigated include the continuation of the electrified Liverpool - Ormskirk line (Merseyrail service) to Burscough Junction, and the reinstatement of the 'Burscough Curves'.

17.15 The main infrastructure-related concern for Burscough and Rufford is the waste water capacity issue (this also constrains north Ormskirk as set out in Section 4). In addition to the treatment of waste water, Burscough suffers from surface water flooding in parts during storm surges and periods of heavy rainfall. WLBC, United Utilities and the EA aim to avoid exacerbation of this issue through the implementation of sustainable drainage systems and other related measures. Improvements to the existing situation may also be secured by removing surface water from the sewerage system or by building surface water attenuation into any significant new development sites.

17.16 Another significant infrastructure concern for Burscough is the impact of congestion on the A59 and the need for schemes which will assist in tackling existing issues and avoiding future exacerbation of the issues as a result of new development. The road network through Burscough generally flows reasonably unless a vehicle such as a bus, refuse vehicle or HGV stops on the carriageway, causing a blockage on one lane. The highways authority is aware of this and there may be opportunities to improve junctions, introduce lay-bys and other soft measures which will allow a continuous flow of traffic through the settlement centre and around the industrial area. The opportunity for road bypass routes is constrained by a lack of funding, and by physical barriers such as the canal and rail lines, so this option is not being investigated.

17.17 The need for an extension to one of the existing health centres and one of the primary schools in Burscough has been identified in order to accommodate an increasing population and the pressure on existing services that may be associated with the development proposed in the WLLP. In recognition of *inter alia* infrastructure constraints, the WLLPR does not propose allocating any additional housing to Burscough over and above the WLLP allocations and safeguarded land at Yew Tree Farm and Red Cat Lane. Through the planning process, infrastructure requirements will continue to be discussed with IPs and key developers / landowners who may assist in the delivery of necessary improvements.
Northern Parishes

17.18 The principal villages in the Northern Parishes are Tarleton with Hesketh Bank, and Banks, along with some smaller settlements such as Mere Brow. Infrastructure provision is reasonably good in Tarleton and Hesketh Bank in terms of community and shopping facilities; there is a more restricted offer in Banks, which tends to look to Southport for much of its needs.

17.19 In terms of highways and transport, Tarleton with Hesketh Bank is located north of the A565 and A59, which provide a good link to Southport, Preston and Ormskirk. However, the settlement has a linear form which has grown organically around a 'spine road' through the area, Church Road / Hesketh Lane / Station Road. This one route in and one route out arrangement causes issues with congestion, primarily at peak hours, and does not present significant opportunities for improvement. A proposed scheme to link Green Lane (west of Tarleton) directly to the A565, to reduce the amount of HGV traffic currently travelling through Tarleton / Hesketh Bank, has been under consideration by LCC for some time, but there is no funding committed to the scheme at present.

17.20 None of the villages in the Northern Parishes benefit from sustainable transport links other than a small number of bus routes which pass through Banks and Tarleton.

Eastern and Western Parishes

17.21 Both of these areas are predominantly made up of villages with limited local services, sustainable public transport links and other infrastructure. The Southport – Manchester rail line passes through Parbold and Appley Bridge in the Eastern Parishes making these villages slightly more accessible. There are also railway stations at Bescar Lane and New Lane (Scarisbrick) on the same line, but these are in relatively remote locations and have an infrequent rail service, with not all of the Southport – Wigan – Manchester trains stopping there, and no services on Sundays. Road links are predominantly rural in the Eastern and Western Parishes, with issues such as HGV traffic already impacting the A5209 in the east and through-traffic to Southport causing some issues on the A570 in the far west of the Borough.

17.22 Only Parbold in the Eastern Parishes has a reasonable range of shops and services. Scarisbrick tends to look to Ormskirk and Southport for its services. Opportunities may exist in the Western Parishes for the areas along the Sefton boundary to tap into the facilities within Southport, but these areas are subject to environmental constraints. The settlement of Appley Bridge is adjacent to Shevington and has strong links with Wigan.

17.23 Within the Western Parishes, Scarisbrick is limited by the waste water treatment capacity issue affecting Ormskirk, Burscough and Rufford. Electricity North West information shows that the electrical network covering Scarisbrick still has spare capacity.
Cross-Boundary Infrastructure Priorities

17.24 In relation to West Lancashire, due to the location of the main settlement areas away from the Borough’s ‘borders’, very few of West Lancashire’s infrastructure requirements fall outside of the authority area. Exceptions to this include the possibility of development on the strategic road network, the impact of any development on the Sefton or Wigan borders on services in Sefton or Wigan, and shared hospital facilities as a result of the Ormskirk and Southport Hospital Trust arrangements. (This issue is picked up within Section 10 of this document.)

17.25 During the preparation of the WLLP, the Council engaged with Highways England, who carried out some modelling work looking beyond West Lancashire’s borders. The conclusion of this work was that there should be no unacceptable negative impacts upon the strategic road network as a result of the proposed growth within the WLLP. A Transport Assessment is currently being undertaken in relation to the significant additional development proposed in the WLLPR Preferred Options; the results of this will be reported in future iterations of the IDP.

Current Infrastructure Priorities

17.26 The main identified infrastructure priorities at present are as follows:
- Waste water treatment capacity within the Ormskirk, Burscough, Scarisbrick and Rufford area;
- Highways capacity in or around the main settlements of Ormskirk / Aughton and Burscough and in some 'hotspot' locations within the rural parishes such as Tarleton and Hesketh Bank;
- Poor sustainable transport links in Skelmersdale, most notably the lack of a railway station.

17.27 WLBC will continue to work with key infrastructure providers such as United Utilities and LCC to address current infrastructure priorities.

The emerging WLLPR and Future Infrastructure Priorities

17.28 This IDP update has outlined some of the infrastructure priorities, including wastewater, transport, and education, which are emerging through the preparation of the preferred option. It also highlights some of the areas that require detailed infrastructure consideration, such as the proposed 'garden villages' west and south west of Skelmersdale.

17.29 Given the length of the WLLPR period, WLBC’s ambitious plans for growth, policies such as the proposed 'garden villages', and the intended removal of control in terms of phasing of sites, there are clearly significant infrastructure challenges that need to be addressed if the WLLPR were to be adopted. As a general Planning principle, development should only go ahead if all the essential infrastructure is guaranteed to be delivered in time.
17.30 The WLLPR Preferred Options document remains a draft plan and is subject to public consultation and ongoing liaison with infrastructure and service providers. The Council will consider the comments received thus far, and through the forthcoming preferred options consultation, to help inform decisions on the Local Plan Review as it progresses.

Next Steps

17.31 This Infrastructure Delivery Plan provides an update of the infrastructure-related situation at October 2018. WLBC will continue to consult, liaise and work with infrastructure and service providers throughout the remainder of the Local Plan Review’s preparation.

17.32 The corresponding Infrastructure Delivery Schedule will continue to be monitored and reported on as part of the Council’s Annual Monitoring Report.
APPENDIX A Bus services operating in West Lancashire

Due to funding cuts LCC have been unable to continue to subsidise many routes, resulting in the withdrawal of bus services across the Borough. This has particularly affected rural services, as they have fewer users to support the continuation of the service. Up to date information on bus services, including timetables, can be found at [http://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables](http://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables).

Table A2.1  Bus Services operating in West Lancashire (as at October 2016)

<table>
<thead>
<tr>
<th>Service</th>
<th>Operator</th>
<th>Route</th>
<th>Operating</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>113</td>
<td>Stagecoach</td>
<td>Preston- Wrightington Bar-Standish-Wigan</td>
<td>Monday-Saturday</td>
<td>Wholly LCC subsidised</td>
</tr>
<tr>
<td>152</td>
<td>HTL Buses</td>
<td>Ormskirk-Edge Hill-St Helens</td>
<td>Monday to Saturday</td>
<td>3 services a day</td>
</tr>
<tr>
<td>2</td>
<td>Stagecoach</td>
<td>Preston-Longton-Tarleton-Hesketh Banks – Banks – Southport Preston-Longton-Tarleton-Rufford-Burscough-Ormskirk</td>
<td>Monday to Saturday</td>
<td>LCC subsidise extension from Tarleton to Ormskirk</td>
</tr>
<tr>
<td>2A</td>
<td>Stagecoach</td>
<td>Liverpool-Formby-Southport-Crossens-Banks-Tarleton-Preston</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>X2</td>
<td>Stagecoach</td>
<td>Liverpool-Formby-Southport-Crossens-Banks-Tarleton-Preston</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>3A</td>
<td>Rotala Preston Bus (on behalf of LCC)</td>
<td>Burscough-Newburgh-Parbold-Ashurst-Skelmersdale-Hall Green-Roby Mill-Appley Bridge</td>
<td>Monday to Saturday</td>
<td>Wholly LCC subsidised. Revised service to operate between Burscough, Skelmersdale and Appley Bridge, changing from 3 to 2 buses. Connections made with commercial Service 2A at Burscough for through journeys to Ormskirk. Wrightington unable to be served within timetable and direct between Skelmersdale and Highgate Estate for reliability.</td>
</tr>
<tr>
<td>300</td>
<td>ARM</td>
<td>Southport-Halsall-Bootle-Liverpool</td>
<td>Monday-Sunday</td>
<td>LCC part subsidise extension from Lydiate to Southport</td>
</tr>
<tr>
<td>Service</td>
<td>Operator</td>
<td>Route</td>
<td>Operating</td>
<td>Notes</td>
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</tr>
<tr>
<td>310</td>
<td>ARM</td>
<td>Skelmersdale-Ormskirk-Aughton-Liverpool</td>
<td>Monday-Sunday</td>
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<tr>
<td>313</td>
<td>ARM</td>
<td>Skelmersdale-Ashurst-Skelmersdale</td>
<td>Monday-Saturday</td>
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<tr>
<td>347</td>
<td>Holmeswood Coaches (on behalf of LCC)</td>
<td>Southport-Churchtown-Banks-Mere Brow-Rufford-Chorley</td>
<td>Monday to Saturday</td>
<td></td>
</tr>
<tr>
<td>347</td>
<td>Holmeswood Coaches (on behalf of LCC)</td>
<td>Chorley-Rufford-Mere Brow-Banks-Southport</td>
<td>Monday-Saturday</td>
<td>Wholly LCC subsidised. Service maintained with single vehicle operation on two hour frequency</td>
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<tr>
<td>351</td>
<td>South Lancs Travel</td>
<td>Appleby Bridge-Roby Mill-Tontine-Wigan</td>
<td>Monday, Wednesday, Thursday</td>
<td>One service a day</td>
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<tr>
<td>375 385 395</td>
<td>Arriva</td>
<td>Southport-Ormskirk-Skelmersdale-Hall Green-Orrell-Wigan</td>
<td>Monday to Sunday</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rotala Preston Bus (on behalf of LCC)</td>
<td>Ormskirk-Aughton Town Green Circular</td>
<td>Monday to Saturday</td>
<td>Service maintained and continue to interwork with other Ormskirk Town Service 6. Single vehicle operation</td>
</tr>
<tr>
<td>6</td>
<td>Rotala Preston Bus</td>
<td>Ormskirk-Scott Estate Circular</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
<tr>
<td>635</td>
<td>South Lancs Travel</td>
<td>Wigan-Standish-Wrightington Hospital</td>
<td>Monday to Sunday</td>
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<tr>
<td>762 / 763</td>
<td>Holmeswood Coaches</td>
<td>Runshaw College-Southport</td>
<td>Monday to Friday</td>
<td>1 service a day each way</td>
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<tr>
<td>EL1</td>
<td>South Lancs Travel</td>
<td>Ormskirk-Edge Hill circular</td>
<td>Monday-Saturday</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Stagecoach</td>
<td>Croston-Adlington</td>
<td>Monday-Saturday</td>
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