BURSCOUGH PARISH NEIGHBOURHOOD PLAN
2017 - 2027

On behalf of
Burscough
Parish Council

AUGUST 2018
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Transport
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BPT3: Car Parking
BPT4: Sustainable Transport Routes

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BPD3: Microgeneration

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## Initialisms

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<tr>
<th>Abbreviation</th>
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<tr>
<td>BFG</td>
<td>Burscough Flood Group</td>
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<td>North West Region</td>
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1 Introduction

Neighbourhood Planning

1.1 The Burscough Parish Neighbourhood Plan (the BPNP) is part of the Government’s bottom-up approach to land use planning. The neighbourhood plan process enables communities to better shape their area, inform how development takes place and helps to influence the type, quality and location of that development, ensuring that change brings with it local benefit. The statutory requirements of neighbourhood planning are set out in the Localism Act 2011 that came into force in April 2012.

1.2 The Government’s intention through neighbourhood planning is for local people to have a greater say on what goes on in their area. However, the Localism Act sets out some important parameters. One of these is that all neighbourhood plans must be in general conformity with higher level planning policy. As such the BPNP must be in line with the National Planning Policy Framework (NPPF) and local policy. In this case the local policy (strategic, site allocations and development management policies) consists of the following:

- The West Lancashire Local Plan (WLLP) 2012 – 2027 Development Plan Document (DPD) (adopted October 2013) and

1.3 The latter documents have less direct relevance, as minerals and waste matters are outside the remit of neighbourhood planning. Nevertheless, their provisions have been considered in the production of this plan to ensure no conflict occurs.

1.4 The BPNP, when made (adopted) by West Lancashire Borough Council (WLBC), will form part of the statutory development plan for the Burscough Neighbourhood Plan Area (NPA). Decisions on planning applications by the Local Planning Authority (WLBC) will have to be made in accordance with the BPNP, other parts of the statutory development plan and other material considerations.

1.5 It is therefore important that the BPNP has followed due process and that it meets the statutory tests known as the ‘basic conditions’. The key basic conditions for neighbourhood plans include:

- having appropriate regard to national policy;
- contributing to the achievement of sustainable development;
- being in general conformity with the strategic policies in the development plan for the local area; and
- being compatible with European Union (EU) obligations, including human rights requirements.

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1 The Government published a new NPPF in July 2018 which replaces the 2012 version. Paragraph 214 of NPPF 2018 states that the policies in the previous Framework (i.e. the 2012 version) will apply for the purposes of examining plans, where those plans are submitted on or before 24 January 2019. For neighbourhood plans submission means where a qualifying body submit a plan proposal to the LPA in accordance with Regulation 15 of the Neighbourhood Planning (General) Regulations 2012.
1.6 The above will be tested through an independent examination and checked by WLBC prior to proceeding to a Referendum. A ‘Basic Conditions Statement’ has been produced at the Submission Stage (submission of the BPNP to the LPA for Examination) to demonstrate how the BPNP meets the above conditions.

1.7 A neighbourhood plan should be produced following proportionate community engagement and evidence base gathering. This is to make sure that it is based on a proper understanding of the local area and of the views, aspirations, wants and needs of local people.

1.8 Following an Examination of a neighbourhood plan, the Examiner will provide their assessment as to whether it meets the basic conditions and whether it needs any modifications to enable it to do so. The Examiner will also provide a recommendation on whether the plan should proceed to a public referendum. It is necessary to gain more than a 50% ‘Yes’ vote of those voting in the referendum for a neighbourhood plan to be brought into force.

Developing the Burscough Parish Neighbourhood Plan

1.9 The BPNP has been some four years in the making. Burscough Parish Council (BPC) resolved on 9 July 2014 to progress with producing a neighbourhood plan. In August 2014 the Parish Council applied for designation of the Parish as a Neighbourhood Plan Area (NPA). This designation was approved by WLBC on 11 November 2014.

1.10 BPC set up a Neighbourhood Steering Group (NSG) in 2014 with the task of overseeing the neighbourhood plan process and producing the BPNP on behalf of the community and the Parish Council. The NSG consists of Parish Councillors, and the Borough Councillors and County Councillors for the area. Nine Theme Groups were created which included members of the local community to look at specific issues such as:

- Industrial Estates
- Housing
- Tourism and Visitor Economy
- Leisure, Recreation, Community and Young People
- Village Centre
- Infrastructure
- Natural Environment
- Heritage
- Design.

1.11 BPC instructed consultants to assist the NSG in producing the BPNP in September 2015.

1.12 BPC have carried out a number of engagement and consultation exercises with the local community.

- 19 November 2014 – Business launch session
- 26 November 2014 – Community launch session
26 November 2014 – Natural Environment launch session
27 November 2014 – Built Environment launch session
21 January 2015 – Neighbourhood Planning Community Day at The Grove
Spring 2015 – Theme Group Meetings
October – December 2015 – Theme Group meetings.

1.13 In April 2016 BPC published the ‘Big Burscough Survey’. It was distributed to households in the NPA within the ‘Champion’ newspaper and by hand to those not within its distribution catchment. The survey was also on-line on BPC’s website. The survey was available for completion until May. The results of the responses to the survey were published at BPC’s Annual Parish Meeting on 25 May 2016.

1.14 In October 2016, WLBC produced a Joint Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) Screening Opinion of an initial draft of BPNP. This was sent to statutory consultees. The Opinion, as agreed by the consultees, concluded that an SEA and full HRA Screening was required. An SEA Report and HRA Report were produced and consulted on as part of the Regulation 14 consultation. These reports have been revised in light of the amendments made to the BPNP and are part of the suite of documents that are submitted to WLBC.

1.15 BPC undertook the Regulation 14 consultation on the draft BPNP for an 8 week period between 11 August 2017 and 6 October 2017. Both local residents and statutory consultees responded to this consultation. Their responses have been scheduled and analysed. Where it is considered relevant and necessary amendments have been made to the BPNP to address these responses and these have been included within this Submission Version document.

1.16 A ‘Consultation Statement’ has been produced which demonstrates how the local community has been able to engage in the process. It will also highlight how the community’s views have been taken into account in the preparation and production of the BPNP.

1.17 The next steps of the BPNP include:

- Submission of the BPNP to WLBC and statutory consultation by WLBC (Regulation 16 Consultation)
- Independent examination
- Referendum and adoption.

1.18 The BPNP covers the Parish of Burscough. This includes the communities within Burscough, Burscough Bridge, New Lane and isolated farmsteads and includes the Martin Mere Wildfowl and Wetland Trust facility. The NPA is shown at Figure 1.1.

1.19 The BPNP provides a Vision for the NPA for the period of 2015 – 2027. It covers this period to align with the adopted WLLP time period. It sets out planning policies to help realise this Vision. These policies are in general conformity with higher level planning policy, as required by the Localism Act, and with the NPPF.
1.20 The BPNP has been developed through extensive consultation with the people of the Parish and others with an interest in the Parish. It is based on sound research and analysis of the available evidence.

1.22 The BPNP will give local people further influence on decisions made on development within the Parish. Without the BPNP, WLBC would make these decisions on the basis of their adopted land use plans.
Figure 1.1 Burcough NPA
2 The Planning Policy Context

National Planning Policy Framework

2.1 The NPPF (March 2012) and associated Planning Practice Guidance (PPG) set out the Government’s planning policies for England and how these are expected to be applied. They set out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people can produce their own and distinctive neighbourhood plans, which reflect the needs and priorities of their communities.

2.2 Fundamental to the Government’s planning policy is the presumption in favour of sustainable development. The NPPF identifies three dimensions to sustainable development: economic, social and environmental. These give rise to the need for the planning system to perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy;
- A social role – supporting strong, vibrant and healthy communities; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

2.3 According to the NPPF these roles cannot be undertaken in isolation because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.

2.4 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including:

- Making it easier for local jobs to be created;
- Achieving net gains for nature;
- Ensuring better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.

Neighbourhood Plans

2.5 A neighbourhood plan must endeavour to support the strategic development needs set out in the local plan, which in itself has to take account of national policies, and plan positively to support local development.

2.6 Critically, this means that the Burscough community must:
• Develop a neighbourhood plan that supports the strategic development needs for the area. This is set out in the WLLP.

• Beyond the strategic elements of the above, plan positively to support local development, shaping and directing sustainable development in the area.

2.7 A neighbourhood plan’s policies once brought into force, will take precedence over existing non-strategic policies in a local plan for the NPA where there may be conflict.

Strategic Policies

West Lancashire Local Plan

2.8 The strategic policies for the NPA are set out within the West Lancashire Local Plan (October 2013). There are a number of strategic policies within the WLLP that are relevant to the NPA and in which policies within the BPNP have to be in general conformity.

Policy SP1: A Sustainable Development Framework for West Lancashire

2.9 New development in West Lancashire will be promoted in accordance with a Settlement Hierarchy that sees the settlements higher up the hierarchy taking the majority of the development. Burscough is identified as a Key Service Centre which along with Skelmersdale (Regional Town) and Ormskirk (Key Service Centre) will take the vast majority of new development. As a minimum Burscough will provide for 850 dwellings and 13ha of employment land. The majority of this development will be accommodated at the Yew Tree Farm Strategic Development Site.

Policy SP3: Yew Tree Farm, Burscough – A Strategic Development Site

2.10 This 74ha former Green Belt site will deliver:

• At least 500 new dwellings and includes safeguarded land for up to 500 or more dwellings post 2027.

• 10ha of new employment land as an extension to Burscough Industrial Estate and safeguarded land for up to 10ha more post 2027.

• A new town park alongside other Green Infrastructure including a linear park/cycle route.

• A new primary school and other local community facilities.

2.11 In addition to the above the policy also seeks the following infrastructure provision:

• Measures to address surface water drainage issues within the area.

• Appropriate highways access onto Liverpool Road South and Tollgate Road, traffic mitigation measures on the local highway network and the provision of a Travel Plan.

• Decentralised energy network facility.

2.12 Financial contributions will be required for a health care facility and other community facility provision and to improve public transport and cycling/walking facilities.
2.13 A masterplan is to be prepared in consultation with local residents and development of the site will be required to conform with the adopted masterplan.

**Policy GN1: Settlement Boundaries**

2.14 The boundaries of West Lancashire’s settlements are shown on the Policies Map. Development on brownfield land within settlement boundaries will be encouraged subject to other relevant Local Plan polices being satisfied. Development proposals on greenfield sites within settlement boundaries will be assessed against all relevant local plan policies.

2.15 Development proposals outside the Burscough settlement boundary will be within the Green Belt and will be assessed against relevant national policy and local plan policies.

**Policy GN2: Safeguarded Land**

2.16 Safeguarded land includes ‘Plan B’ land (to meet development needs in the plan period if allocated sites fail to deliver the required amount of development) and land that will only be considered for development after 2027. There are two sites within the NPA:

- ‘Plan B’ site – land at Red Cat Lane (60 dwellings)
- Safeguarded until 2027 – land at Yew Tree Farm (500 dwellings and 10ha of employment land).

**Policy EC1: The Economy and Employment Land (parts 1 and 2 excluding 2(d))**

2.17 The policy seeks the delivery of 75ha of new employment land (B1, B2 and B8 uses) in the Borough up to 2027. The majority of this (52ha) is within Skelmersdale. Of the remaining 23ha Burscough provides 13ha (3ha from existing allocations and remodelling of Burscough Industrial Estate and 10ha extension of the Burscough Industrial Estate as part of the Yew Tree Farm site).

2.18 The policy also seeks to manage development on Strategic Employment Sites by requiring a mix of industrial, business, storage and distribution uses (B1, B2 and B8 uses) and A1 retail warehouses on a like for like basis of existing A1 premises on the Burscough Industrial Estate. B1, B2 and B8 uses will be permitted on ‘Other Significant Employment Sites’ which includes within the NPA:

- Abbey Lane
- Platts Lane
- Briars Lane
- Orrell lane
- Red Cat Lane.

2.19 The policy advises that if proposals for other uses on individual employment sites come forward they will be assessed against the criteria in the viability policy and rural economy policies if relevant (Policies EC2 and EC3).

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2 The masterplan Supplementary Planning Document (SPD) for the site was approved and adopted by WLBC in January 2015.
Policy RS1: Residential Development (part a)

2.20 Within the Burscough settlement boundary residential development will be permitted on brownfield sites, and on greenfield sites not protected by other policies, subject to the proposals conforming with all other planning policy. In addition 500 dwellings are to be delivered on Yew Tree Farm.

Policy RS6: A ‘Plan B’ for Housing Delivery in the Local Plan

2.21 The ‘Plan B’ sites will only be considered for release under certain triggers relating to the delivery of housing against the Borough’s housing target.

Policy IF1: Maintaining Vibrant Town and Local Centres

2.22 Burscough is identified as a Town Centre within the Borough’s retail hierarchy. Retail uses will be supported within Town Centres followed by edge of centre locations. A ‘Primary Shopping Area’ (PSA) is identified within Burscough Town Centre where development for non-retail uses must satisfy a number of criteria. At least 70% of pedestrian level units within the PSA should remain in A1 use.

2.23 Within Town Centres a diversity of uses will be encouraged outside the PSA and above ground floor level within the PSA. The loss of community, leisure and cultural facilities within Town Centres will be resisted unless it can be demonstrated that the facility is no longer needed or that the services provided by the facility can be served in an alternative location that is equally accessible by the community.

Policy IF2: Ensuring Sustainable Transport Choice (Part 1)

2.24 The policy supports the delivery of the following transport and infrastructure with respect to Burscough:

- An appropriate rail link made between the Ormskirk – Preston line and the Southport – Wigan line.
- Electrification of the rail line between Ormskirk and Burscough.
- Provision of a linear park between Ormskirk and Burscough.
- Comprehensive cycle network for commuter and leisure journeys.
- Any potential park and ride schemes associated with public transport connections.

Policy EN2: Preserving and Enhancing West Lancashire’s Natural Environment (part 1)

2.25 This policy sets out the hierarchy of nature conservation sites which have varying levels of protection:

- International – RAMSAR sites; Special Areas of Conservation (SAC); Special Protection Areas (SPA) and candidate SAC or SPA sites – Martin Mere.
- National – National Nature Reserves (NNR) and Sites of Special Scientific Interest (SSSI) – Martin Mere.
- Local – Regionally Important Geological Sites; County Biological Sites; Local Nature Conservation Sites and Local Nature Reserves. There are eight sites in Burscough which are listed at Appendix 3.6.
Non-Strategic Policies

2.26 There are a number of non-strategic policies within the WLLP that are relevant to the NPA. A summary of these is provided in Appendix 2.1.
3 The Burscough Parish Neighbourhood Plan Area Issues and Considerations

HISTORICAL DEVELOPMENT

3.1 Burscough was reclaimed by human intervention. The low-lying land around West Lancashire was part of the Ribble Estuary and neighbouring coastline. When the Mere was at its full extent in 1692 a decision was made by Thomas Fleetwood (Squire of Bank Hall, Tarleton) to drain the Mere to gain agricultural land. While his efforts were wasted due to a failure of the seaward water gates; over the next 150 years the land had been completely drained using pumps apart from a small area near to Burscough, which is now a Nature Reserve with the same name as the original mere - ‘Martin Mere’. The watercourses that had been implemented to drain the Mere caused the clay channels to be surrounded by silt and wetland areas such as Hesketh Bank Moss, Tarleton Moss Mere Brow, Warpers Moss and Hoscar Moss.

3.2 The Domesday Book mentions the area around the mere as Merretun but mention of the name Burscough appears in the 12th Century as Burgastud, Buresco or Bureschou. The coming of the Industrial Revolution seems to have passed by as it remained largely a farming community.

3.3 Then came the canal in the early 19th Century (see Appendix 3.1). Burscough quickly developed as a staging post for the canal as well as the roads, and supplied food, drink and accommodation, for thirsty passengers on the packet boats and barges – as well as fodder for the horses. Many canal families took up residence in Burscough.

3.4 Alongside this came the growth of the railways in the mid-1800s with Burscough at the crossroads of the Southport to Manchester line and the Liverpool to Preston line (see Appendix 3.2). Local entrepreneurs were quick to take advantage of this and feed businesses, warehouses and farming businesses were established.

3.5 These developments drew more people into the village and housing was built for workers in the Mart Lane area, Square Lane area (where the terraces were known as Cockroach Row) and the ribbon development along the main A59 north to Preston, which follows the original track of olden days.

3.6 In wartime, Burscough has played a major role. During World War I a large Ordnance Depot opened on what is now the Heathfield Estate, only closing down in the 1980s (see Appendix 3.3).

3.7 Then in World War II the Admiralty built the Ringtail Aerodrome for the Fleet Air Arm on what is now the Burscough Industrial Estate. The village grew overnight from a small agricultural village to accommodate the 20,000 people who passed through the Air Base, which was a training base before aircrews were shipped out to the Far East and Europe. Appendix 3.4 provides a copy of a Map of Burscough in 1950.

3.8 Today Burscough is still referred to by its residents as a village, but now with over 3,800 homes and around 10,000 residents, in many ways it feels like a small town. Change is constant. The short to medium term future will bring significant change with the development of Yew Tree Farm and the new residents, employers and visitors that it will bring with it.
NEW RESIDENTIAL DEVELOPMENT

3.9 There has been a number of relatively large and small-scale residential development proposals granted planning permission since April 2012 that remain extant or have or are being developed:

- 55 Crabtree Lane – Renovate farmhouse and convert barns to dwellings (2015/1269/FUL – granted 08/02/2016).
- 6 Top Locks, Wheat Lane - Change of use of equestrian barn into one single storey dwelling (2017/0614/COU – granted 19/10/2017).
- 2 Lordsgate Lane – Change of use to convert the existing Children’s nursery to residential use (2016/0416/COU – granted 07/06/2016).

3.10 The above provides 934 no. dwellings within the NPA which meets the requirements of Local Plan Policy SP1. Within the Local Plan there is also safeguarded land at Yew Tree Farm and at land at Red Cat Lane for around 560 dwellings. These sites are not proposed to be needed for development before 2027.

EMPLOYMENT LAND

3.11 A number of large industrial estates, designated as strategic employment areas within the WLLP, which include a range of industrial, warehousing and other commercial operations are located within Burscough. This includes Burscough Industrial Estate and Guys Industrial Estate. The WLLP proposes through the Yew Tree Farm allocation to increase the employment land provision at these
Estates by 10ha with a further 10ha safeguarded for employment use post 2027. In addition the WLLP seeks an additional 3ha of employment land provision through existing allocations and remodelling of the industrial estates.

3.12 Burscough also includes a number of other important employment sites which are designated as ‘other strategic employment sites’ within the WLLP including:

- Abbey Lane Industrial Estate including Burscough Waste and Recycling Centre – multiple occupiers
- Platts Lane Industrial Estate – multiple occupiers
- Briar’s Lane – previously occupied by WCF Ltd
- Orrell Lane – occupied by LBH International and Victoria Mill, Victoria Street, Burscough
- Red Cat Lane – occupied by TRM Packaging Ltd

3.13 There are also a number of smaller non-designated employment sites within the NPA including:

- Wood End Business Park, Marsh Moss Lane (within the Green Belt)
- Barton’s Farm (Martlands Skip Hire), Burscough
- Waterside Business Park, New Lane, Burscough

3.14 The location of the above sites is shown at Figure 3.1.

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3 Planning permission granted for housing in August 2017 (2017/0416/FUL)
Figure 3.1: Main employment locations within the NPA

Burscough Industrial Estate

3.15 Burscough Industrial Estate and Guys Industrial Estate, which includes Tellethome Trading Estate, Merlin Park, Swordfish Business Park and Clayton Business Park was borne out of the former HMS Ringtail Aerodrome (RNAS Burscough). The Estates are in multiple-ownership. Some buildings and infrastructure date from when it was an aerodrome whilst newer development such as Merlin Park has more appropriate design and environmental standards to meet modern requirements.

3.16 There is a lack of coherency to the design and appearance of the Industrial Estates particularly in relation to the public realm. This results from its historical development, multiple-ownership and a lack of a coherent strategy for the design of the Estates’ public realm.
3.17 Feedback from The Industrial Estate’s Theme Group and other stakeholders cites issues including lack of pavements, landscaping, laybys, signage, drainage and bus services as particular problems that need to be resolved. This could be dealt with by developing a public realm design strategy for the Estates in consultation with the owners, occupiers and users. The Neighbourhood Plan includes a series of projects that the Parish Council and wider Community consider would make the Parish a more sustainable place to live, work and visit. Improvements to the public realm within Burscough Industrial Estate are one such project.

3.18 An additional issue raised by the Theme Group was ensuring acceptable land uses within the Estates. This results from the increasing amount of retail and sales areas that are appearing within the Estates. In some cases the retail area is ancillary to the principle use of the site for B1, B2 or B8 uses and therefore does not require planning permission in its own right. However, there is concern that there will be more pressure for retail uses which could mean the loss of employment land.

**Briar’s Lane**

3.19 WCF Ltd have vacated their Briar’s Lane site and relocated to a site on Ringtail Place in Burscough Industrial Estate. The business has cited problems of encroaching new housing development to its site as a contributory factor to its decision to relocate. In addition the Briar’s Lane site is oversized, antiquated and the buildings are in need of significant capital investment to meet modern requirements. The site was granted planning permission for 66 dwellings in August 2017 (ref. 2017/0416/FUL) and is being developed as Briars Lock.

**Orrell Lane**

3.20 The Orrell Lane site is occupied by Universal Bulk Handling (UBH) Ltd which manufactures intermodal transport vessels for the offshore, chemical and service industries. It measures around 1.82ha (4.5 acres) in area and includes approximately 100,000 sq. ft. factory and 20,000 sq. ft. office facility along with a large outdoor hardstanding storage area. UBH employs around 70 staff of which 10 come from Burscough, 40 from within West Lancashire and the remainder from the Merseyside and Preston Areas.

3.21 At present, should there was a need for an increase in production, UBH have the infrastructure capacity to deal with this. The company has plans to increase the crane capacity within the factory unit and have plans to re-clad the factory building in the future. The main constraints operationally are transport along Orrell Lane with parking on both sides of the road causing problems for HGV movements (which average about 2-3 per day).

3.22 In 2012 the company sought to develop part of the site that was at that time surplus to requirement for housing. An outline planning application for 30 dwellings was refused planning permission due to the unacceptable standard of residential amenity for the future occupiers of the housing from the noise generated by the remainder of the UBH Ltd facility.
Red Cat Lane

3.23 The site at Red Cat Lane is occupied by TRM Packaging Ltd which prints and packages cartons and corrugated cases. It measures 3ha (7.5 acres) and includes 20,000sqm (215,000 sq. ft.) of manufacturing, storage and office buildings.

3.24 TRM employ around 270 staff of which a third came from the Burscough area with the remainder predominantly from Skelmersdale and north Liverpool.

3.25 The site lies adjacent to the Green Belt with part of its north western area located within that land use designation. TRM have stated that the lack of car parking is a problem and they are at the limits of their physical capacity. In 2009 TRM obtained planning permission for rear and side extensions and additional hardstanding areas. However, this wasn’t implemented and the permission has lapsed. The company has indicated that they may seek to renew the permission. In addition the company may also consider converting the storage building at the front of the site to a manufacturing/ production facility.

3.26 It is acknowledged that Policy EC1 of the WLLP seeks to protect sites such as the Industrial Estates for B1, B2 and B8 uses. This policy does allow for redevelopment of employment sites for other uses if there is a viability case which is in line with the NPPF. The WLLP policy GN4 puts forward criteria to demonstrate viability or the lack of viability. It is considered that the WLLP policies are sufficient to protect the majority of existing employment land provision within the NPA. However, due to specific issues identified within Burscough Industrial Estate the Neighbourhood Plan includes a policy relating to this area.

Employment Land Permissions

3.27 There have been a limited number of applications granted for new employment development since April 2012:

- Waterside Business Park, New Lane - erection of building to provide one B8 (storage) unit and associated car parking spaces (2011/1164/FUL- granted 22/5/12) and erection of 2 no. industrial units (replacement of those destroyed by fire) (2012/0020/FUL-granted 15/03/2016).
- Land at Firwood Timber, Burscough Industrial Estate - use of land for siting of 53 storage containers, including office and toilet and allocated car parking (2012-0429/COU- granted 21/06/2012).
- Hanger A2, Plantation Road, Burscough Industrial Estate - erection of a storage building (2012/0518/FUL-granted 17/07/2012).
- 6&8 Osprey Place, Guys Industrial Estate - replacement industrial building and extension to existing industrial building (2013/0583/FUL-granted 30/08/2013).
- 8 Tollgate Crescent, Burscough Industrial Estate - extension to existing industrial unit for vehicle servicing stores area (2013/1364/ FUL-granted 13/03/2014) and erection of building for commercial vehicle servicing (2014/1259/FUL – granted 27/01/2015).
• Land to the east of Unit 2 Ringtail Place, Tollgate Road – creation of haulage depot and offices with associated access, yard and parking (2015/1268/FUL – granted 03/02/2016).
• Bloom in Box, Unit 18 Swordfish Close – extension of existing workshop (2016/1248/FUL – granted 01/03/2017).

RETAIL

3.28 According to the WLLP Burscough is identified as a Town Centre for the purposes of the Borough retail hierarchy. The Local Plan also identifies a Primary Shopping Area (PSA) within Burscough Town Centre where planning policies seek to protect retail uses within it. However, many in the local community consider Burscough a Village with a Village Centre located around Liverpool Road North, Lord Street and Mart Lane (see Figure 3.2).

3.29 Burscough Centre includes a 25,000sq. ft. Tesco superstore with a 240 space surface car park. There are a number of independent retail units along Liverpool Road North providing both convenience and comparison shopping. There are also a number of other services within the Centre including pubs, restaurants, cafes, takeaways, estate agents, banks which one would normally associate with a retail centre.

3.30 The Centre is effectively severed on an east – west axis in two locations; the Leeds-Liverpool Canal to the south and the Southport-Manchester rail line to the north. Liverpool Road North runs on a north-south axis through the Town Centre. These major pieces of infrastructure effectively create significant barriers for pedestrian movement in the Town Centre as well as an unfavourable environment for shoppers and retailers.

3.31 There are a number of free to use car parks within the Town Centre; Tesco car park, Smithy Walk, Mill Lane and Bobby Langton Way. However, a lack of adequate car parking provision is considered to be a key issue for the town centre and visitor economy by the local community.

3.32 To the south of the NPA an out of town retail centre, known as Ringtail Retail Park, is being developed (see Figure 3.3). This is centred on a 30,000 sq. ft. Booths food supermarket. There are a number of multiple retailers including B & M and Pets at Home that will also have a presence at the Retail Park. An additional phase of development including a petrol filling station and A1, A3 and A5 uses was granted planning permission in November 2015.
Figure 3.2: Burscough Town Centre (as designated in the WLLP)
Figure 3.3: Ringtail Retail Park
VISITOR ECONOMY

3.33 According to an online article on the Southport Visitor’s website (March 2015)4 three of the top five tourist attractions in West Lancashire, as rated by visitors using Trip Advisor, are in the Burscough NPA:

- Martin Mere Wetlands Centre (First)
- Windmill Animal Farm (Second)
- Burscough Boats (Fifth)

3.34 Martin Mere attracts around 200,000 visitors a year. As well as making a significant contribution to the biodiversity of the NPA it is of huge importance to the local economy. The benefits to the local economy include (taken from a University of Lancaster study commissioned by WWT):

- Employing 65 local people, half of which are in full time positions
- Visitors inject around £5.8m to the local economy
- This supports a further 31 full time equivalent jobs in the local economy
- On average every visitor spent £4 outside of the Wetlands Centre in the local economy
- Those visitors that travel over one hour’s travel distance spent an average of £70 in the local economy.

3.35 Windmill Animal Farm attracts around 60,000 visitors a year. As well as the farm it includes an indoor play barn, farm train, outdoor play area and a coffee shop.

3.36 The Leeds-Liverpool Canal and the Rufford Branch which forms the eastern boundary of the NPA is a significant tourism resource. Burscough Boats is a key tourist attraction attracting around 6,500 visitors per year. As well as providing cruises, private hire and full day hire of narrow boats the company also builds boats. The Canal is also used by boaters on holiday as well as those that live on their boats. 2016 was the 200th year anniversary of the formal opening of the Leeds-Liverpool Canal. A heritage weekend took place in Burscough on 18 – 19 June. As well as boat users the Canal provides a route for walkers and for cyclists. The towpath links up with some of the national cycle routes as well as local routes.

3.37 There are a number of other facilities within the NPA that contribute to the visitor economy and tourism including:

- Burscough Wharf, which includes an Arts Centre, The Blue Mallard restaurant and other restaurants and cafes, shops, health and beauty and offices, is located in the Town Centre adjacent to the Leeds-Liverpool Canal.
- Brandreth Barn B & B, Tarlscough Lane – eight en-suite rooms and a tea room.
- The Farm Burscough, Martin Lane – farm shop, small retail and business units, three en-suite bed and breakfast rooms, tea room and campsite.
- Heskin Farm B & B, School Lane, includes bedrooms and apartments.

3.38 There are also a number of other tourism facilities within close proximity of the NPA. The most notable include:

- Briars Hall Hotel, Ring O’Bells.

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4 www.southportvisitor.co.uk/whats-on/whats-on-news/west-lancashire-top-five-tourist28763154
• Rufford Old Hall, Rufford.
• Rufford and Scarisbrick Marinas.
• Mere Sands Nature Reserve, Rufford.
• Rufford Arms Hotel, Rufford.
• Lathom Hall, Lathom.
• Mere Brow Leisure Lakes, Mere Brow.
• Abbey Farm Caravan Park, Ormskirk.
• Cedar Farm, Mawdesley.
• Taylor’s Farm, Ring O’Bells.

COMMUNITY FACILITIES

3.39 There are a range of community facilities and community groups and organisations within the Burscough NPA. These include a broad range of educational, health, social and recreational based facilities as listed at Appendix 6.3.

NATURAL ENVIRONMENT

3.40 The NPA includes a number of designated nature conservation sites that are of international, national and local importance. Some of these sites are legally protected through their designation whilst they are all protected through planning policies in the NPPF and the WLLP (Policy EN2 ‘Preserving and Enhancing West Lancashire’s Natural Environment’). The following designated sites are located (wholly or in part) within the NPA and shown in Figure 3.4:

• Martin Mere – RAMSAR, Special Protection Area, Site of Special Scientific Interest
• Windmill Farm Drain – Biological Heritage Site
• Martin Mere Mosslands – Biological Heritage Site
• Windmill Fields – Biological Heritage Site
• Leeds – Liverpool Canal, Rufford Branch - Biological Heritage Site
• Eller Brook and Hoscar Mossfields – Biological Heritage Site
• Abbey Lane Brick Pits – Biological Heritage Site/Local Nature Conservation Site
• Burscough North West Curve – Biological Heritage Site
• Platts Lane Pits – Biological Heritage Site/ Local Nature Conservation Site

3.45 It is understood there was a proposal to create Burscough Community Woodland Park (CWP) on the former Platts Lane landfill site which includes Platts Lane Brick Pits. The Neighbourhood Plan supports the provision of the community woodland park on the site as a key recreational and nature conservation resource for the area. This is included as a project within the Neighbourhood Plan that the Parish Council will seek to pursue over the plan period.
Figure 3.4: Nature Conservation Sites (not to stated scale)
3.46 Most of the NPA is within Grade 1, 2 and 3 Agricultural Land Classification (see Figure 3.5). Therefore it is considered best and most versatile agricultural land. The NPPF states that the LPA should, where significant development of agricultural land is demonstrated to be necessary, seek to use areas of poorer quality land in preference to that of higher quality. In this case the lower quality Grade 4 land is located on the Martin Mere RAMSAR, SPA and SSSI which provides additional constraints to development.

Figure 3.5: Agricultural Land Classification
(not to stated scale)
3.47 According to WLBCs Landscape Character Assessment, which is set out in the ‘Natural Areas and Areas of Landscape History Importance’ Supplementary Planning Guidance (1996, updated 2007), the NPA falls within three landscape character areas (see Figure 3.6):

- Ormskirk, Burscough and Lathom
- Martin Mere and Environ
- The Douglas Valley Mosses

Figure 3.6: Landscape Character Areas
(not to stated scale)
3.48 The Ormskirk, Burscough and Lathom Character Area is characterised by nucleated settlements with important historical centres set within undulating farmland and areas of woodland. The countryside consists of isolated farmsteads within large straight sided irregular shaped fields. Streams and ditches are prevalent and the canal provides an important landscape feature. This Character Area includes an Area of Regional Landscape History Importance centred on Burscough Priory, a religious house which along with its landscape has significant historical importance in Lancashire which is located just to the south of the NPA.

3.49 The Martin Mere and Environments Character Area is characterised by low lying flat and open countryside with no settlements and thinly scattered farmsteads. The area comprises large geometric arable fields on reclaimed mossland with few trees and hedges. There are many ditches and channels providing field boundaries. Most of the area is covered by an Area of County Landscape History Importance which refers to the historical interest of the drainage process of Martin Mere and the pre-drainage evidence for occupation.

3.50 This historic landscape is recognised and protected through the WLCP Policy EN2 ‘Preserving and Enhancing West Lancashire’s Natural Environment (Part 6, Landscape Character).

3.51 The Douglas Valley Mosses Character Area is characterised by low lying and flat countryside with gently undulating fringes. It consists of mixed arable and wet pasture on reclaimed mossland within a pattern of geometric fields of varying sizes bounded by drainage ditches. Woodlands, trees and hedges are mainly absent. There are no settlements and only a few farmsteads located to the south. The Area is covered by an Area of Local Landscape History Importance which also includes the area alongside the Leeds – Liverpool Canal within the Ormskirk, Burscough and Lathom Character Area.

**FLOOD RISK**

3.52 Parts of the NPA, Martin Mere, Langley Brook, Eller Brook and Abbey Brook are within Flood Zones 2 and 3 according to the Flood Risk maps (see Figure 3.7). The actual town is located within Flood Zone 1 which presents the lowest risk from fluvial flooding.

3.53 However, according to the Strategic Flood Risk Assessment Level 2 report (July 2012) Burscough has seen a high number of flood events in recent years that are attributed to non-fluvial flooding sources. This is, according to the SFRA, due primarily to under-capacity of the drainage infrastructure. Data shows that a large part of the northern part of the Yew Tree Farm site is at risk from surface water flooding. This risk also extends to much of the adjacent industrial estate. The SFRA states that ‘a solution would need to be built into development to ensure this risk is mitigated and the risk to surrounding areas is not increased as a result of development here’. The surface water drainage overview for the Yew Tree Farm site in Appendix 4 of the SFRA Level 2 report states that both the foul sewers and surface water pipes within the vicinity of the site are known to be at full capacity.

3.54 The SFRA Level 2 report states that United Utilities are aware of the situation and are currently reviewing their assets in the Borough in order to identify possible future funding requirements.

3.55 The development of the Yew Tree Farm site the SFRA goes on to add ‘represents an opportunity to address the issue of surface water flooding on the entire site, the adjacent industrial area and possibly areas in the rest of the settlement by alleviating pressures within the drainage system in general. This would comply with NPPF paragraph 100 bullet point 4 which states that using opportunities offered by new development to reduce the causes and impacts of flooding’.
3.56 The Environment Agency can designate a Critical Drainage Area (CDA) where surface water run-off has localised impacts on the Main River network. As there are no such surface water issues impacting on a Main River in the NPA, the Environment Agency would not be in a position to designate a CDA. However, the Local Authority may wish to designate their own CDA for other reasons such as surface water capacity issues or undersized culverts on an ordinary watercourse. It is therefore the duty of WLBC to investigate surface water flood risks in areas with known flooding problems and where appropriate designate areas as CDA. Although no areas are currently designated as a CDA it could be that areas within the NPA that suffer frequent surface water flooding could in the future be designated as a CDA.

3.57 The BPC helped set up the Burlescough Flood Group (BFG), an independent group of residents who have researched flooding in Burlescough and have compiled a comprehensive evidenced based register of incidents of flooding in Burlescough. These can be found on the Parish Council’s website. The BFG are investigating the potential for designating land within the NPA as CDA.

3.58 Management of surface water flood risk is the role of Lancashire County Council in its capacity as Lead Local Flood Authority. As part of its duties, a LLFA is required to investigate occurrences of flooding and prepare a Flood Risk Management Strategy (FRMS) for its area.

**Figure 3.7: Flood Risk Zones (not to stated scale)**
3.59 The Lancashire and Blackpool Local FRMS 2014 – 2017 shows how the LLFA intends to manage risk from local sources initially over the next three years with revised editions every 6 years. Within West Lancashire the FRMS identifies that the past flooding has been caused by asset failure, as well as inadequate capacity of culverts and drainage infrastructure. The Leeds – Liverpool Canal poses a medium risk of flooding. According to the FRMS there are just under 5,000 properties (the third highest of the 13 authorities) at risk of flooding within West Lancashire. This is not broken down into locations within the Borough.

3.60 Under the Flood and Water Management Act (2010) the LLFA have a duty to establish and maintain a register of assets which in its opinion are likely to have significant effect on flood risk in its area. The FRMS sets out a number of objectives including:

- Manage development so that it reduces flood risk (SFRM2)
- Promote the use of SUDS (SFRM3)
- Set out an asset management plan (SFRM5)
- Work with owners of assets with a flood management function (SFRM6)
- Define the approach to and opportunities for resourcing and funding local flood risk management activities (F1)
- Encourage beneficiaries to invest in local flood risk management (F2)

3.61 The Parish Council, through BFG will seek to work with LLFA on developing a Flood Risk Management Strategy for the Parish. As BFG have developed locally a point of contact for providing details on flooding issues and for collecting all types of flooding incidents details and maintaining a register of flooding events, BFG will pass to the LLFA this information to ensure the appropriate organisations are informed to ensure their documents and policies contain the relevant flooding information. It is an objective of BPNP to reduce flooding across Burscough through ensuring that all key stakeholders, the Flood Risk Management Authorities, work with BPC through the BFG.

AIR QUALITY

3.62 WLBC has an air monitoring station located on Liverpool Road South in Burscough. The monitoring station checks for eight key pollutants which can affect health in the long or short term:

- Nitrogen dioxide
- Sulphur dioxide
- Carbon monoxide
- PM10
- Benzene
- 1, 3 – Butadiene
- Lead
- Ozone

3.63 In most cases, the above pollutants are a result of incomplete combustion, the most common cause from vehicle emissions. The Council primarily monitors for nitrogen dioxide which enters the atmosphere mainly from vehicle emissions. As such monitoring stations are targeted in areas where traffic flows are high or standing traffic is predominant. According to Council records the annual
average level at the Liverpool Road South monitoring station is below the target limit. Therefore, there is no need to designate an Air Quality Management Area in Burscough.

3.64 The Parish Council consider that, due to the significant problems around traffic that additional air monitoring stations should be located within the area. It is also disappointed that only annual average levels of pollutants are being measured rather than peak levels. The Parish Council wish to ensure high levels of good air quality to ensure the health and well-being of residents within the NPA.

HERITAGE ASSETS

3.65 The NPA has a number of designated and non-designated heritage assets.

**Junction Lane Conservation Area**

3.66 West Lancashire Borough Council updated its Character Appraisal for this Conservation Area in November 2014. Part of the update included a minor extension to the Conservation Area boundary. The Conservation Area boundary is shown on the Key Diagram.

**Top Locks Conservation Area**

3.67 West Lancashire Borough Council produced a Conservation Area Appraisal for the Top Locks in 2006. The western side of the Conservation Area is located within the NPA and includes the Dry Dock and adjacent buildings as well as Runnel Brow Cottage. The Conservation Area boundary within the NPA is shown on the Key Diagram.

3.68 The location of the two Conservation Areas within the NPA is shown at Figure 3.8.

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Figure 3.8: Junction Lane and Top Locks Conservation Areas
Listed Buildings

3.69 There are no Grade I Listed buildings within the NPA. According to West Lancashire Borough Council’s records there are two Grade II* Listed buildings; St John the Baptist Church on School Lane and Martin Hall Farm Barn on New Lane. In addition there are 36 no. Grade II Listed buildings and structures within the NPA. These are listed in Appendix 3.5.

Scheduled Ancient Monuments (SAM)

3.70 There are no SAMs in the NPA. However, Burscough Augustinian Priory which is located close to the southern boundary of the NPA is a SAM. The remains of Burscough Priory are also Grade I Listed.

Non-Designated Heritage Assets

3.71 West Lancashire Borough Council has published a catalogue of locally important buildings, known as the local list, since 2005. These buildings or structures are considered to have historical or social importance and contribute to the character and appearance of their local area. The list was updated in November 2015. At present there are 11 no. buildings or structures within the NPA that feature on the local list. These can be found in Appendix 3.6.

TRANSPORT

3.72 The NPA has a significant amount of transport infrastructure running through it. Historically, the Leeds and Liverpool Canal would have been a key transport route for traders and farmers taking produce to Liverpool and other markets. The Rufford branch of the canal forms the eastern boundary of the NPA. This runs in a north-south axis and eventually connects with the River Douglas at Tarleton.

Rail

3.73 There are two railway lines running through the NPA. The current Ormskirk to Preston line, known as the Ormskirk branch, which runs in a north-south axis through the NPA was built in 1849. It is served by Burscough Junction Station. It is a single track rail line with hourly services between Ormskirk and Preston Mondays to Saturdays. Annual passenger usage for 2014/15 was 39,226⁶, up almost 4% on the previous year.

3.74 The Southport to Manchester line which runs in an east-west axis through the NPA was built in 1855. It is served by Burscough Bridge Station. It is a dual track rail line with half hourly services. Annual passenger usage for 2014/15 was 228,000⁷, up 3.6% on the previous year.

3.75 During the rail restructuring of the 1960s and 1970s, the Burscough curves which linked the two rail lines were removed. The formation still survives. The WLLP includes provision to protect the Burscough Curves with the aspiration of recreating a connection between the two lines.

Road

3.76 The A59 is a key vehicular route between Liverpool and Preston. It runs in a north-south axis through the NPA. It carries significant levels of HGV traffic and other through traffic that has an impact on its capacity and other local roads to accommodate flows particularly at peak times. Key junctions

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⁶ Based on sales of tickets in financial years which end or originate at Burscough Junction from Office of Rail and Road Statistics.
⁷ Based on sales of tickets from Burscough Bridge from Office of Rail and Road Statistics.
particularly at Square Lane (A5209) and Junction Lane (B5241) as well as more local junctions such as A59/Mill Lane and A59/School Lane are unable to cope with the levels of traffic, particularly at peak times, creating lengthy queues. It is understood that there is limited potential to increase capacity at these junctions to enable them to take significantly greater vehicle movements without impacting on highway safety.

3.77 The A5209 (Square Lane) is a key east-west route providing a direct link to Junction 27 of the M6 motorway. As a consequence it carries significant levels of HGV traffic as well as commuter traffic. This affects the junction at the A59/A5209 (Square Lane) and other junctions along its length within the NPA.

3.78 The B5242 (Pippin Street) is a secondary route to Scarisbrick and Southport. Commuter and HGV traffic use it as a short cut rather than the A570 (Southport Road) which runs from Ormskirk further to the south.

3.79 Junction Lane (B5241) creates a triangle with the A59 and the A5209 (Square Lane) and is used by through traffic travelling east towards the motorway. Consequently, there are capacity issues and impacts on local junctions.

**Bus**

3.80 Burscough Bridge Interchange was opened in 2005 to provide a combined bus and rail facility interchange for the local community. In December 2014 Lancashire County Council announced the potential closure of the facility. It closed on 25 June 2016. Bus service provision within the area has also, from 2 April 2016, been reduced from four services to two services:

- 2A: Ormskirk – Tarleton – Longton – Preston (hourly services between 10.06 – 19.02 Monday to Friday and between 09.06 – 19.00 on Saturday). Stagecoach.

**Cycle**

3.81 There are a number of recognised cycle routes within the NPA:

- Lancashire Cycleway (NCNG1) runs along Merscar Lane, Gorst Lane, New Lane, Marsh Moss Lane and Fish Lane.
- Pier to Pier (Southport to Wigan) (NCN562) runs along Merscar Lane, Gorst Lane, New Lane and the Leeds – Liverpool Canal towpath.
- Ribble Coast and Wetlands Rufford and Martin Mere Cycle route – runs along Red Cat Lane, Curlew Lane, Fish Lane, Tarlscough Lane, Crabtree Lane and Orrell Lane.
- Lapwing Cycle route runs from Burscough Wharf via Martin Mere, Windmill Animal Farm, Curlew Lane, Crabtree Lane and the Leeds – Liverpool Canal.
- Moorhen Cycle route runs from Burscough Wharf east along the Leeds – Liverpool Canal beyond the NPA to Moscar then back.

3.82 The Leeds – Liverpool Canal towpath also provides a long distance cycle route for recreational cyclists.
MINERALS AND WASTE

3.83 The Minerals and Waste Local Plan for Lancashire was prepared by Lancashire County Council and the two unitary authorities of Blackpool Council and Blackburn with Darwen Borough Council. It consists of the Core Strategy Development Plan (February 2009) and the Site Allocations and Development Control Policies Local Plan (September 2013).

3.84 Burscough Industrial Estate is identified as a site for a ‘Local Built Waste Management Facility’. This facility would have a capacity for the recycling, transfer and materials recovery of around 50,000 tonnes per year. There is an existing Household Waste Recycling Centre on Abbey Lane in the south of the NPA.

3.85 Large areas of the NPA are included as Mineral Safeguarding Areas (see Figure 3.9). Policy M2 ‘Safeguarding Minerals’ seeks to protect deposits of limestone, sand and gravel, gritstone (sandstone), shallow coal, brickshales and salt from any form of development subject to a number of criteria relating to the extraction or sterilisation of the mineral.

Figure 3.9: Mineral Safeguarding Areas
(not to stated scale)
KEY STATISTICS

3.86 From an analysis of the Office for National Statistics ‘Neighbourhood Statistics’ Website, the following paragraphs provide a summary of some of the key social and economic indicators for the population within the Parish. Further information can be found at Appendix 3.7.

3.87 There has been a 6% increase in resident population between 2001 and 2011. This was a significantly larger increase than the West Lancashire Borough (2% increase) and a marginally larger increase than the North West as a whole (4.7% increase). Within the parish’s overall increase, there has been a substantial increase in the population of pensionable adults (25% increase). However, there has also been a small decrease (1.4% decrease) in the 0-17 age group. The increase in the pensionable adult population will have significant implications for health care in the parish.

3.88 There has been a 10% increase in the number of households within the parish between 2001 and 2011. The parish has seen significant increases in co-habiting, lone parent, one person and pensioner households during the 10 year period.

3.89 Over half the dwellings within the parish are semi-detached which is a higher percentage than in West Lancashire Borough and the North West Region. There is significantly lower proportion of terrace houses in the parish as compared with the Borough and the Region.

3.90 Over three quarters of households have 1 or more spare bedrooms. This is similar to the Borough figure. This suggests that there may be an issue of under-occupancy in the parish and the Borough.

3.91 Around 36% of households own their property outright and owner occupation is just over 75%. This is significantly higher than the Borough figure. The social rented sector at 11% is relatively low compared with the Borough (15%) and the Region (18%).

3.92 Levels of economically active people in the parish are lower than the Borough and the Region. There are consequentially higher levels of economically inactive people with higher levels of retired people than compared with the Borough and the Region. The majority of residents work within management and skilled trade occupations. Almost 45% of people work within the retail, health and social work and the education sectors. This is comparable with the Borough figure but larger than the Regional figure.

3.93 A slightly higher proportion of workers travel over 30kms to work than in the Borough. This relates to the rural nature of the parish. However, the majority (56%) travel less than 10kms or work from home. Over 78% travel to work in cars or vans which is higher than both the Borough and Regional figures.

3.94 Car ownership is higher (1.43 car/van per household) in the parish than in the Borough (1.33) and the Region (1.09).
4 Vision and Objectives

4.1 The vision and objectives are based on the spatial issues and considerations within the NPA along with the community’s views and opinions for the future of the Parish. These form the foundation of the Burscough Parish Neighbourhood Plan (BNP), its policies and proposals.

Vision

4.2 The Vision sets out what the people of Burscough wish their Parish to be like in 2027. It is based on the key spatial issues raised by the community through the Parish Council’s engagement with residents on the Neighbourhood Plan and through its other activities. The Vision helps shape the objectives and policies set out in the Neighbourhood Plan.

The Vision for the Burscough NPA is:

A vibrant, healthy, caring, safe, accessible and prosperous place where new development and its residents and occupiers are fully integrated into the fabric of the town and its community. There will be a diverse range of services and facilities to meet the everyday needs of the community along with an expansion of high quality employment premises and a broadening of the Area’s tourism assets providing jobs for the local economy. This growth will be managed through the appropriate improvements to infrastructure, services and utilities and within the context of the Area’s rural setting where the landscape, heritage and nature conservation assets will be retained, enhanced and celebrated. By aspiring to fulfil the above the Neighbourhood Plan will play an important role in ensuring that Burscough provides an outstanding quality of life for its current and future residents, visitors and workers.
Objectives

4.3 To achieve this Vision the Parish Council has identified ten objectives for the Neighbourhood Plan. These objectives have emanated from the spatial themes and issues raised through public engagement. Policies within the Neighbourhood Plan have been developed to ensure that the objectives and vision are fulfilled.

1. Retain the rural character of the Parish and the countryside setting of the settlement ensuring that new development enhances this local character and is fully integrated into the fabric and infrastructure of the settlement.

2. Provide new housing of high quality and sustainable design that responds to local character adding to the quality of the Area and meets local housing need for both the market and social sectors.

3. Provide a range of modern, sustainable and high quality agricultural, industrial and business premises which provide opportunities for economic and employment growth and create attractive and accessible environments.

4. Strengthen and support the Area’s tourism assets and associated infrastructure to increase the number of visitors to the NPA and provide additional employment opportunities.

5. Improvements in the existing infrastructure and utilities, particularly in respect of drainage and sewerage systems leading to a marked reduction in the extent and occurrences of flooding in the Area.

6. Ensure the wider integration of the existing transport infrastructure including improvements to the rail network and services to and from the Area; improvements to bus provision including bus shelters and bus stops; measures to reduce traffic congestion including promoting cycle provision, and protection and enhancement of parking provision in the Area.

7. Provide a diverse range of retail, leisure, education, health, recreation and social facilities to meet the everyday needs of the expanded community and enhance Burlescough Centre’s role as the retail, social and cultural hub for the Area.

8. Protect and enhance the Area’s heritage assets, nature conservation assets and green spaces and ensure new developments protect and enrich the Area’s existing townscape and landscape.

9. Sustain the vitality, health, wellbeing and safety for all in the community and protect and improve local facilities and services.

10. Promote sustainable development and reduce carbon-dependent activities.
5 Strategy

5.1 The strategic framework for future growth within the NPA has been established through the WLLP. Burscough is identified as Key Service Centre within the WLLP and therefore is identified as a location for accommodating significant growth to meet the objectively assessed need within the Borough. The BPNP’s strategy is to ensure that this growth and any other development provides sustainable and beneficial change to the environment and communities within the NPA. Underpinning the strategy is the continued protection of the Green Belt against inappropriate development. The West Lancashire Green Belt has been and continues to be an important planning mechanism for maintaining the high quality countryside around which the urban area of Burscough sits. The retention of the Green Belt is seen as a key priority for the community and the BPNP reflects this in attempting to ensure the majority of development is accommodated within the settlement boundary.

5.2 The strategy seeks to ensure the appropriate provision and phasing of infrastructure for new development. There should be no worsening of the existing situation and the BPNP seeks to use development, where appropriate, to make improvements to the existing provision. There is a particular need to improve capacity within the drainage and sewerage network; the road and rail infrastructure; bus and rail service, and the communication infrastructure within the NPA.

5.3 The strategy seeks to ensure that any proposed residential development is properly integrated into the NPA thereby maintaining its distinctive character and ensuring that there is appropriate infrastructure to support the growth in the demand from the new population in the NPA.

5.4 Burscough Centre will continue to provide the focus for facilities, services and social infrastructure for the local community. There are opportunities to transform areas on the fringe of the Centre through regeneration and redevelopment that will make a significant contribution to creating sustainable and beneficial change to the NPA.

5.5 Linked to Burscough Centre are the key visitor attractions of Martin Mere, Windmill Animal Farm, Burscough Wharf and the Leeds-Liverpool canal. The strategy seeks to maintain and enhance these facilities to help create a dynamic, prosperous and sustainable visitor offer within the NPA. Additional visitor facilities of an appropriate scale and in an accessible location will also be supported.

5.6 Housing growth is to be accommodated within the allocations in the WLLP. Windfall sites of an appropriate scale and in sustainable locations within the existing settlement boundary will also be supported. The BPNP seeks to resist any further development beyond the settlement boundaries with the exception of those proposals that meet national and local planning policy requirements for development in the Countryside and in the Green Belt.

5.7 Employment growth within the traditional employment sectors will be directed towards Burscough Industrial Estate and the employment land at Yew Tree Farm. The strategy also seeks to diversify the employment base by supporting the visitor economy and making provision for smaller scale businesses both within the urban and rural areas of the NPA.

5.8 Improvements to the transport infrastructure as a whole are promoted along with enhancements to public transport services. The strategy also seeks to make improvements to walking and cycling within both the urban and rural areas within the NPA. Existing car parks are to be protected and extended where possible within Burscough Centre.
5.9 The BPNP seeks to ensure high quality and sustainable design for new development and extensions. A number of key transport corridors are identified for landscape and public realm improvements.

5.10 Important green spaces are to be protected and opportunities for new green space will be investigated including a Country Park at Platts Lane.

5.11 The NPA contains a number of designated heritage assets (two Conservation Areas and a number of Listed Buildings). There are also a number of other locally important buildings and structures. These non-designated heritage assets will be protected through the nomination of these assets to WLBC for inclusion on the local list and an associated policy.

5.12 Local community facilities will be supported and protected through policy. The provision of a Community Hub adjacent to the Centre seeks to ensure high quality provision of sport, leisure, recreation and community facilities for all within the NPA.
6 **Policies**

6.1 **Infrastructure**

**Objectives**

1. Retain the rural character of the Parish and the Countryside setting of the settlement ensuring that new development enhances this local character and is fully integrated into the fabric and infrastructure of the settlement.

5. Improvements in the existing infrastructure and utilities, particularly in respect of drainage and sewerage systems leading to a marked reduction in extent and occurrences of flooding in the area.

**Community Views**

6.1.1 There were unanimous views on infrastructure provision from the local community through the responses to the Big Burscough Survey:

- 94% consider that the necessary infrastructure should be in place before new development is occupied
- 89% consider that a lack of adequate infrastructure has an unacceptable impact on the quality of life of residents and the economy of the Parish

6.1.2 The majority of respondents considered that there was insufficient capacity within the existing infrastructure to cope with current demand with the top three being:

1. Surface water drainage
2. Sewerage
3. Roads

6.1.3 Around half of those respondents who provided additional comments on infrastructure raised problems of drainage and sewerage. A number of specific areas were identified where there were problems affecting properties and roads.

6.1.4 Around 30% of respondents raised problems around the capacity and condition of the roads. Again, a number of specific roads were identified.

6.1.5 Around 16% of respondents raised issues around the poor coverage of broadband and mobile phone reception.

6.1.6 Around 10% of respondents raised issues around the lack of appropriate train and bus services particularly along the Ormskirk to Preston line.

6.1.7 Around 7% of respondents raised issues around capacity and waiting times to access local GP and dental practices and around 5% highlighted capacity issues to local schools.
Policies

BPI1: Development and Infrastructure

Development will be required to provide or contribute to the provision of infrastructure made necessary by that development or where it gives rise to the need for additional or improved infrastructure to mitigate its impact on existing provision.

The required infrastructure should be provided at the appropriate time during the construction of the development. It should normally be provided prior to the development becoming fully operational or occupied unless it is demonstrated that its provision after this will not have an unacceptable adverse impact on the amenity of residents and occupiers within and adjacent to the development. Larger developments may need to be phased to ensure this requirement can be met.

In order to ensure that infrastructure is being appropriately and adequately planned for, the following will be required to support planning applications for:

a. small scale major developments (between 10 and 199 houses; 1,000-9,999sqm of non-residential floorspace or a site measuring 0.5-3.99ha) - a statement outlining the infrastructure requirements, provision and delivery associated with that development including that which is being provided by the infrastructure provider;

b. large scale major development (over 200 houses; 10,000sqm of non-residential floorspace or a site measuring over 4ha) – an Infrastructure Delivery Statement as outlined in the Reasoned Justification.

A proposal that demonstrates it can provide or contribute towards the provision of appropriate infrastructure to meet its needs will be supported.

Reasoned Justification

6.1.8 NPPF states that the planning system in performing its economic role for promoting sustainable development should identity and co-ordinate development requirements including the provision of infrastructure (paragraph 7). One of planning’s core principles is to proactively drive and support sustainable economic development to deliver …… infrastructure and thriving local places that the country needs (paragraph 17). In relation to neighbourhood planning the NPPF states at paragraph 183 that it gives local communities direct power to …… deliver the sustainable development they need. There is no doubt that Government policy seeks to ensure that the provision of infrastructure contributes towards building a strong economy and delivering sustainable development.

6.1.9 Infrastructure includes a number of components which are important for the creation of sustainable places:

- Transport infrastructure including roads, rail, bus, cycle routes, pavements and footpaths sometimes referred to as grey infrastructure;

- Community infrastructure including schools, health care facilities, community centres, social clubs, etc;

- Green infrastructure including green spaces, green corridors, the countryside;
• Blue infrastructure such as rivers, canals, lakes and other waterbodies; and

• Utilities such as water supply, wastewater, energy, waste and telecommunications.

6.1.10 It is recognised that not all the above have land use planning implications and that there are statutory obligations on utility providers to make the necessary connections to new developments. However, it is also recognised that the provision of new development without the delivery of appropriate infrastructure is not sustainable development, as set out in NPPF. The economic role of sustainable development states that the planning system should identify and coordinate development requirements including the provision of infrastructure. This policy seeks to ensure the right type of infrastructure is available in the right places and at the right time to accommodate new development.

6.1.11 There is also significant concern amongst the local community about the condition and capacity of the local infrastructure. This is corroborated from some of the statutory authorities and utility providers by evidence within WLBC’s Infrastructure Delivery Plan Update 2016/17 (Part 1) March 2017. The local community’s concerns are intensified by the development planned through the WLLP and other recent developments that are alleged to have suffered from poor infrastructure provision.

6.1.12 This policy seeks to ensure that the existing infrastructure provision can support new development without it having a detrimental impact on the amenity of residents and businesses within the NPA. Where the existing infrastructure provision is inadequate then applicants will need to show how proposals will make or contribute towards making the necessary improvements so that the proposed development does not worsen the existing situation. The assessment of the adequacy of infrastructure provision should be made clear within planning applications. For small scale major applications this assessment should be provided through providing relevant details within the Design & Access Statement. For large scale major proposals, including phased or staged developments on the Strategic Development Site, an Infrastructure Delivery Statement should be submitted with the planning application. The IDS should be proportionate to the scale, type and size of the proposed development and provide, where appropriate, the following details:

i. A description of the proposal;

ii. An overview of infrastructure provision and capacity or lack of capacity in the area through engagement with the relevant providers;

iii. A review of planned and proposed infrastructure improvement works by the relevant providers or other parties;

iv. A description of the infrastructure requirements arising from the development and where it gives rise to the need for additional or improved infrastructure to mitigate its impact on existing provision an overview of the infrastructure to be provided or the contributions to be made to improve the existing infrastructure; and

v. Where appropriate, the programme for delivery of infrastructure in relation to its associated development.
6.1.13 New development, where appropriate will be required subject to the requirements of the relevant Regulations, to contribute towards the West Lancashire Borough Council Community Infrastructure Levy (CIL) and/or S106 Agreements. A proportion of funding from CIL, in line with the relevant Regulations, will go towards the delivery of projects and initiatives identified by the local community.

6.1.14 The Parish Council, through engagement with the local community, has identified a list of projects that it believes will help to make the NPA a more vibrant, viable and sustainable place to live, work and visit. These projects are identified at Chapter 7 of the Neighbourhood Plan. This list will be reviewed and updated as part of the Parish Council’s monitoring framework as highlighted in Chapter 8. In line with the Community Infrastructure Levy Regulations 2010 and the Planning Act 2008 (as amended) the Parish Council will receive 25% of CIL revenues arising from chargeable development that takes place within the NPA. The Parish Council will seek to use some of this revenue to help deliver those projects.

6.1.15 In addition, the Parish Council will expect statutory authorities to assess the infrastructure requirements for the area and ensure a robust assessment of the impact of new development on infrastructure provision. The Parish Council will seek to ensure that statutory authorities request and obtain the necessary improvements to infrastructure, where necessary, through new development. In addition it is important that infrastructure is delivered in a timely manner and adequately provides for the delivery of its associated development.
BPI2: Surface Water Drainage

The approach to surface water drainage should be considered in liaison with the Lead Local Flood Authority, the Local Planning Authority, the public sewerage undertaker and where appropriate the Environment Agency. Surface water should be discharged in the following order of priority:

- An adequate soakaway or some other form of infiltration system.
- An attenuated discharge to watercourse or other water body.
- An attenuated discharge to public surface water sewer or highway drain.
- An attenuated discharge to public combined sewer.

The treatment and processing of surface water is not a sustainable solution. Surface water should be managed at source and not transferred. Every option should be investigated before discharging surface water into an existing public sewerage network. A discharge to groundwater or watercourse may require the consent of the Environment Agency or Lead Local Flood Authority. Applicants wishing to discharge to a public sewer will need to submit clear evidence demonstrating why alternative options are not available. The preference will normally be for new development to include genuine sustainable drainage systems as opposed to underground tanked storage systems for surface water. Approved development proposals will be expected to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes.

On greenfield sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked. On previously developed land, applicants should target a reduction of surface water discharge in accordance with the non-statutory technical standards for sustainable drainage produced by DEFRA. In demonstrating a reduction, applicants should include clear evidence of existing positive connections from the site with associated calculations on rates of discharge.

Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge. This can include hard and soft landscaping such as permeable surfaces.

In respect of all major developments it may be necessary to ensure the foul and surface water drainage proposals are part of a wider, holistic strategy which coordinates the approach to drainage between phases, between developers, and over a number of years of construction. The applicant will be expected to include details of how the approach to foul and surface water drainage on a phase of development has regard to interconnecting phases within a larger site. The strategy should ensure infrastructure in earlier phases is constructed with regard to interconnecting later phases.

When preparing the detailed layout for new development sites, the applicant should consider whether they wish to offer the site for adoption by the public sewerage undertaker. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. When discharging to a watercourse, the detail of the design of a development should ensure that it is possible to achieve a discharge to watercourse having regard to the level of the outfall necessary to meet the requirements of the Lead Local Flood Authority, the Local Planning Authority, the Environment Agency and the public sewerage undertaker.
Reasoned Justification

6.1.16 Surface water flooding within the NPA is a significant issue. The incidence of heavy rainfall has over recent years increased in regularity and severity. It is widely acknowledged that the existing drainage infrastructure is unable to cope with peak rainfall and storm runoff leading to flooding of roads, property including farms, stables and agricultural buildings, and land in the area. It is clear from recent events the flooding is not just an urban problem but that it affects the rural areas of the NPA as well. It has a significant impact on the local economy and jobs as well as local resident’s quality of life.

6.1.17 The Burscough Flood Group (BFG), an independent group of residents, has researched flooding in Burscough and has compiled a comprehensive evidenced based register of incidents of flooding within Burscough. BPC have also commissioned drainage consultants to assess aspects of the drainage network. This evidence can be found on BPC’s website under the ‘Flooding and Drainage’ Page’.

6.1.18 The local community, through the Neighbourhood Plan wish to ensure that new development incorporate drainage measures that will not make the existing situation worse and, where possible, provide opportunities to improve the surface water drainage in the area.

6.1.19 Where SuDs are designed as an integral part of the Green Infrastructure (Gi) and the street network proposals will need to demonstrate that they:

- Are of high quality design;
- Include safety measures particularly where there may be areas of standing water, and
- Incorporate maintenance and management arrangements including the adoption of the SuDs, and a programme and delivery of the SuDs in relation to planning of the development.

BPI3: Foul Water Drainage

Applicants should engage with the public sewerage undertaker at the earliest opportunity so that early consideration can be given to the proposed approach to foul water flows. This could include additional consideration of the point of connection to the public sewer and the approach to any foul water pumping. It may also be necessary to co-ordinate the delivery of new development with the delivery of infrastructure improvements.

In accordance with Policy BPI2, surface water should only connect with the public sewer as a last resort after all other alternatives have been investigated. This is particularly important to manage the impact on the public sewerage system as surface water flows are much larger than foul flows.

Major developments should be brought forward in accordance with an agreed overall site-wide drainage strategy submitted with the planning application. The drainage strategy should be agreed prior to the commencement of development on the site. Development proposals which are brought forward on a phased basis should have regard to interconnecting infrastructure. The strategy should ensure infrastructure is constructed with regard to interconnecting later phases. A proliferation of pumping stations on phased developments should be avoided.

7 www.burscough.co.uk/flooding-and-drainage-in-burscough.html
Reasoned Justification

6.1.20 The West Lancashire Infrastructure Delivery Plan Update 2016/17 (Part 1) March 2017 highlights capacity issues with the sewer network and at the New Lane Waste Water Treatment Works (WWTW). In terms of the former there is a bottleneck in the system as the sewer narrows beneath the railway line. During intense rainfall the combined sewer network is unable to move the foul and surface water runoff through the network quickly enough leading to flooding of both surface and foul water. This is an unacceptable situation leading to public health issues as well as costs to people’s properties and livelihoods. It is therefore of great importance that the Water Hierarchy (see below) is followed to reduce the impact of new development in the area.

a) An adequate soak away or some other adequate infiltration system, (approval must be obtained from local authority/building control/Environment Agency); or, where that is not reasonably practicable;

b) Attenuated discharge to watercourse (approval must be obtained from the riparian owner/land drainage authority/Environment Agency); or, where that is not reasonably practicable;

c) Attenuated discharge to surface water sewer (approval must be obtained from United Utilities); or, where that is not reasonably practicable;

d) Attenuated discharge to combined sewer (approval must be obtained from United Utilities).

6.1.21 This policy seeks to ensure that proposed new development does not worsen this existing situation and brings about improvements where necessary. Reference should be made to BFG’s flooding database6 and the EAs surface water flooding maps when demonstrating capacity before connections are made to the existing foul/surface water drainage systems.

6.1.22 Applicants should note that United Utilities offers a free pre-development enquiry service to discuss the detail of development proposals. As with all infrastructure provision and development proposals the Parish Council expects applicants to implement the relevant conditions in respect of all infrastructure and utilities in a timely fashion and in line with the planning of development. In addition the Parish Council expects that the relevant Statutory Authorities take appropriate and proactive steps including enforcement action to ensure that the agreed details for the provision of infrastructure and utility provision are implemented in an appropriate timeframe.

6 http://www.burscoughpc.co.uk/flooding-and-drainage-in-burscough.html
BPI4: High Quality Communications Infrastructure

Development of high speed broadband infrastructure to serve the Parish will be supported. The area in which the works have been carried out should be, so far as reasonably practicable, reinstated to its condition before the infrastructure was laid.

Where planning permission is required, new infrastructure to support telecommunications installations will be permitted provided that the proposal meets all of the following criteria:

1. The siting and appearance of equipment does not have an unacceptable adverse impact on the character and appearance of the surrounding area and/or amenity of local residents;
2. Equipment sited on existing buildings and structures is sympathetically designed;
3. Where new masts are proposed it is demonstrated that there are no viable options for siting the equipment on existing buildings or structures; and
4. The equipment meets International Commission guidelines for public exposure.

Reasoned Justification

6.1.23 Broadband internet connections are slow in the NPA. This affects the ability of residents to access information and the performance of businesses that rely on broadband as a key means of communication in a rural area. High speed broadband serving mobile devices as well as hard-wired systems will help to address these issues and bring with it a range of new opportunities, such as better remote and home working and access to more online applications and services and the rapid transmission of high volumes of data. In a time when the internet and digital media is continuing to grow as an important means of communication the provision of fast broadband is a key asset for existing and new businesses within the NPA and will improve the wellbeing of its residents.

6.1.24 According to the WLLP Infrastructure Delivery Plan Update Update 2016/17 (Part 1) March 2017 there is limited high speed broadband for uploading data within the Parish. However, there is no access to the Next Generation Ultra-Fast Broadband within Burscough.

6.1.25 According to the WLLP IDP Update, as of Mobile Operators Roll-Out Plan, October 2011, no new installations were proposed in Burscough, however, mobile phone coverage within the parts of the NPA is considered to be variable. This affects local businesses and residents alike. The infrastructure provision for telecommunications should be the minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used unless the need for a new site has been justified. It will need to be demonstrated that the relevant guidelines on exposure of non-ionising radiation have been met. The siting, appearance and design of equipment and masts will be an important consideration in relation to its impact on the character of the area.

Local Plan Compliance

6.1.26 The Infrastructure Policies comply with the following relevant strategic Local Plan Policies:

- SP1: A Sustainable Development Framework for West Lancashire
- IF2: Enhancing Sustainable Transport Choice
6.1.27 The above policies also complement and provide a local prospective to the following Local Plan Policies:

- IF3: Service Accessibility and Infrastructure for Growth
- IF4: Developer Contributions
6.2 Housing

Objectives

2. Provide new housing of high quality and sustainable design that responds to local character adding to the quality of the Area and meets local housing need for both the market and social sectors.

Community Views

6.2.1 There are some fairly strong views on housing from the local community as highlighted in the Big Burscough Survey:

- 45% of respondents did not feel there was a shortage of housing in the Parish whereas 25% felt there was;
- Semi-detached houses and bungalows were the type of housing that respondents felt was most needed, flats were least needed;
- Over 65% of respondents considered that more housing is needed for local people that is affordable either to buy or rent;
- Over 70% of respondents believed that new homes should be designed to accommodate changing circumstances (i.e. lifetime homes standards);
- Around 35% of those respondents who provided additional comments on housing stated that the current infrastructure is inadequate and needs to be improved before any more new homes are built;
- Around 24% of respondents stated that any new housing should be prioritised for local people and should be affordable both in terms of the market and social sectors; and
- Around 20% of respondents stated that Burscough had enough housing and that no further housing was needed.
Policies

BPH1: New Residential Development

New residential development within the existing settlement boundary of Burscough will be supported providing it meets, where relevant, the following criteria:

1. It has good access or the potential to improve access by alternative modes of travel to local services and facilities;

2. It includes housing of a mix, tenure and size that meets identified needs in line with policy BPH2: Housing Mix;

3. It is appropriate in scale and design to its local context and adjacent properties;

4. It provides or contributes towards the provision of infrastructure made necessary by the development or where it gives rise for a need for additional or improved infrastructure in line with Policy BP11: Development and Infrastructure; and

5. It provides adequate vehicular and non-vehicular access arrangements.

Proposals for further new residential development beyond the existing settlement boundary of Burscough will be resisted unless it meets the requirements of Local Plan Policies relevant to ‘Development outside the Settlement Boundaries’ and policies relating to the development of isolated homes in the countryside within the NPPF.

Reasoned Justification

6.2.2 The Government seeks through the planning system to significantly boost the supply of housing (NPPF paragraph 47) and deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (NPPF para 50).

6.2.3 Policy SP1: ‘A Sustainable Development Framework for West Lancashire’ within the WLLP states that a minimum of 4,860 new dwellings (net) is needed in the Borough for the period 2012-2027. The minimum target for Burscough is 850 dwellings. Yew Tree Farm provides for 500 dwellings within the plan period with the remainder to be provided through existing commitments (i.e.: those sites with planning permission and units under construction) and windfalls. There is also safeguarded land at Yew Tree Farm for 500 dwellings and 60 dwellings at land at Red Cat Lane. The former is only to be released for development after the end of the plan period. The latter site, known in the WLLP as a Plan B site, will only come forward if allocated sites fail to deliver the required amount of development.

6.2.4 The scale and location of housing growth within the Parish has been established through the WLLP. This local plan process examined the housing requirements for the Borough as a whole and produced a strategy for the distribution of future housing to meet this need. Burscough as a Key Service Centre is fulfilling its role in providing for growth. As such, it is considered unnecessary for the BPNP to make additional allocations for housing development. Instead, the BPNP seeks to influence the type and design of housing to ensure that it provides for local housing need as well as for the wider housing market area and delivers high quality and inclusive places for people to live.
6.2.5 It is clear that Government Policy seeks to increase housing provision and that requirement figures are set as minimums and not maximums. The BPNP seeks to allow additional sustainable residential development within the existing settlement limits of Burscough providing it meets certain criteria aimed at ensuring that new housing is sustainable including the provision of infrastructure to meet the needs of that development. The strategic site at Yew Tree Farm and the Plan B site at Red Cat Lane are now part of the settlement. The BPNP will not support additional housing development beyond the settlement boundary during the plan period unless it is demonstrated that the tests within the policy and relevant national and local policy can be met.

**BPH2: Housing Mix**

In order to support and maintain a balanced and sustainable community within the NPA proposals for new residential development of 10 or more units should demonstrate that they provide a mix of house types, tenures and sizes taking account of local housing needs identified within an up to date Local Housing Needs Assessment or Strategic Housing Market Assessment. An assessment of how the proposals meet local housing needs as well as wider housing need should be provided in the form of a Local Housing Provision Statement and submitted to support relevant planning applications.

**Reasoned Justification**

6.2.6 The NPPF seeks to ensure the delivery of a wide choice of housing including market and affordable housing of different sizes and types to reflect local demand (para 50). This is reflected for affordable and specialist housing within policy RS2 of the WLLP.

6.2.7 The local community has been clear in its view that new housing should meet local need alongside providing for the wider housing market area. The Strategic Housing Market Assessment (SHMA) (2009) does not provide information on the specific housing need (both market and social housing). It is understood that WLBC have commissioned an update to the SHMA and a Housing Need Survey which are due to be completed by the end of October 2017. The Parish Council commissioned a Housing Needs Assessment (HNA)9 for the NPA. This will form the basis of the Parish Council’s and, it is anticipated, the Local Planning Authority’s views on the mix of house types, tenures and sizes that are required within the NPA over the plan period. Applicants for residential development will be expected to demonstrate how their proposals meet local need as identified in the HNA.

**Local Plan Compliance**

6.2.8 The Housing Policies comply with the following relevant strategic local plan policies:

- **SP1:** A Sustainable Development Framework for West Lancashire
- **SP3:** Yew Tree Farm, Burscough
- **RS1:** Residential Development
- **EN2 (part 1):** Preserving and Enhancing West Lancashire’s Natural Environment.

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9 The Housing Needs Assessment is available at http://www.burscoughpc.co.uk/neighbourhood-plan.html
6.2.9 The above neighbourhood plan policies also complement and provide a local perspective to the following Local Plan Policy:

- RS2: Affordable and Specialist Housing
6.3 **Employment Land**

**Objectives**

3. Provide a range of modern, sustainable and high quality agricultural, industrial and business premises which provide opportunities for economic and employment growth and create attractive and accessible environments.

**Community Views**

6.3.1 The community through its response to the Big Burscough Survey provided the following comments on 'Industry and Business':

- 68% of respondents agreed there was enough land in the Parish for new business and industry to develop. 10% disagreed;

- 40% of respondents considered that vacant/redundant industrial sites should be protected from other forms of development (i.e. retail, leisure or housing). 27% disagreed thereby inferring that these sites should not be protected for its previous use;

- 69% of respondents considered that improving the appearance of Burscough Industrial Estate will encourage investment and further development in the Estate. Less than 10% disagreed;

- 43% of respondents considered there should be a limit on the amount of retail and leisure uses within the NPA’s industrial estates. 27% disagreed;

- 21% of respondents providing additional comments stated that there is a need to encourage more local businesses and encourage new types of business into the NPA;

- 12% of respondents stated that empty premises should be redeveloped for businesses and/or leisure; and

- 10% of respondents stated that having the right infrastructure, and in particular roads, needs to be considered when thinking about new industry and businesses.
Policies

BPE1: Burscough Industrial Estate

A. Proposals for employment development and redevelopment within the Burscough Industrial Estate, including Guys Industrial Estate, Tollgate Crescent (as shown on Figure 6.1) and at the Yew Tree Farm Strategic Development Site, will be supported provided that it meets all of the following criteria:

1. Is for development within the Use Classes B1, B2 and B8 and appropriate sui generis uses (such as Waste disposal installations) unless the criteria for part B or C of this policy can be met;

2. Is of high quality design reflecting high standards of sustainability and of a scale compatible with the Industrial Estate and adjacent uses;

3. Is appropriate in terms of its impact on the capacity and safety of the local highway network including providing sufficient car parking and delivery space within the curtilage of the site;

4. Provides opportunities to travel by non-car modes for visitors and employees; and

5. Does not have an unacceptable adverse impact on the amenity of neighbouring residents and occupiers.

B. Development for non-B1, B2 and B8 Use Classes at Burscough Industrial Estate will only be allowed in where it can be demonstrated that the proposal meets all the following criteria:

1. The continued use of the premises or site for employment use is no longer commercially viable and that the site or premises has been marketed for at least 12 months for that or any other suitable employment use;

2. Would be compatible with existing retained employment uses;

3. Would not prejudice the range, choice and quality of employment land available to meet future employment needs to an unacceptable degree; and

4. If for A1-A5 Use Classes the proposal is for a like-for-like replacement of an existing A1-A5 Use or allows for a small scale ancillary use to meet the needs of those employed and working within the Estate.

C. Proposals for a like-for-like replacement of an existing non-B1, B2 and B8 established use within the BIE will be acceptable providing all the following criteria are met:

1. It should be of a scale and design compatible with the character of its surroundings;

2. It should have sufficient parking and servicing provision and appropriate vehicular access arrangements, and

3. It should create opportunities to provide improvements to non-car modes of travel to and from the site including pedestrian, cycle and/or public transport provision.

Reasoned Justification

6.3.2 Burscough Industrial Estate (BIE) is the largest employment area within the Burscough NPA. It is due to be expanded by 10ha with the allocation of the employment land at Yew Tree Farm and a further 10ha of employment land within the Safeguarded Land portion of the site. It is home to a diverse
range of manufacturers, distribution companies, industrial concerns and other businesses some in sui generis use\textsuperscript{10}.

6.3.3 The Estate, formed from HMS Ringtail (Royal Navy Air Service Burscough), has been developed incrementally over successive time periods and in different land ownerships. There is a lack of coherence, legibility and quality to development and the public realm in the Estate.

6.3.4 Improvements to the quality of the public realm including the landscape, pavements and boundary treatments are considered to be of benefit to both the occupiers of units and visitors to the Estate. These improvements could also engender additional investment from occupiers and landowners on individual sites and may also lead to rationalisation and the opportunity for regeneration and redevelopment. As such the improvement of BIE is highlighted as a key project within Section 7 of this document.

6.3.5 There is concern amongst some in the community of the growth of non-traditional employment development within BIE. In some cases these may be ancillary to the principle use. This concern is heightened by the ongoing development at Ringtail Retail Park to the south of BIE and the potential for this to be extended into Guys Industrial Estate. This would not only impact on the availability of traditional employment land in BIE but also have an adversely harmful impact on the vitality and viability of Burscough Centre. The Neighbourhood Plan will seek to resist non-B1, B2 and B8\textsuperscript{11} uses in the BIE unless the applicant can demonstrate strict compliance with the criteria in part B and C of the policy.

6.3.6 In terms of criterion B1 above the applicants should refer to policy GN4 Demonstrating Viability for the requirements of the evidence needed to demonstrate that an appropriate marketing exercise has been undertaken.

6.3.7 The Neighbourhood Plan will support new B1, B2 and B8 Use Class development provided the criteria in part A of the policy is adhered to.

Local Plan Compliance

6.3.8 The Employment Land policy complies with the following relevant strategic local plan policies:

- EC1: The Economy and Employment Land
- EN2 (Part 1): Preserving and Enhancing West Lancashire’s Natural Environment

\textsuperscript{10} Sui generis use class: certain uses do not fall within any use class and are considered ‘sui generis’. Such uses include: scrap yards, petrol filling stations and shops selling and/or displaying motor vehicles.

\textsuperscript{11} B1: Office, light industrial and research and development, B2: general industrial and B8: warehouse and storage.
Figure 6.1: Burscough Industrial Estate
6.4 Retail

Objective

7. Provide a diverse range of retail, leisure, education, health, recreation and social facilities to meet the needs of the extended community and enhance Burscough Centre’s role as the retail, social and cultural hub for the Area.

9. Sustain the vitality, health, wellbeing and safety for all in the community and protect and improve local facilities and services.

Community Views

6.4.1 The community through its response to the Big Burscough Survey provided the following comments on Burscough Centre:

- 48% of respondents felt that the Centre provides sufficient shops and amenities to meet their needs. 32% disagreed;
- 46% of respondents felt that the Centre is an attractive place to shop and browse. 21% of respondents disagreed; and
- 50% of respondents felt that there is not enough car parking in the Centre. 33% of respondents felt that there was enough car parking.

6.4.2 In relation to the question regarding opportunity sites in the Centre many people felt that there was no need or room for further development in the Centre. In some cases respondents felt that current premises needed to be occupied before new development was considered. Where respondents did identify potential opportunities three broad areas where highlighted:

1. Land behind Tesco, the Sports Centre and The Grove for leisure, sports, recreation and health facilities

2. Land to the south and north of the railway at Burscough Bridge railway station and land between The Grove and the railway station for further youth facilities, business units and car parking.

3. Land at Lord Street for a youth club, small heritage museum and affordable small retail units

6.4.3 Of the respondents that provided additional comments on Burscough Centre the following key issues were raised:

- 22% of respondents considered that a greater variety of shops were required including independents and multiples;
- 16% of respondents felt there were too many takeaways, hairdressers/beauty salons, charity shops and betting shops;
- 12% of respondents felt that more parking was required;
- 10% of respondents commented that the traffic along the A59 made the Centre unattractive; and
• 10% of respondents also commented that recent work to the Centre including tree planting, hanging baskets and lighting had improved the environment.

Policies

**BPR1: Burscough Centre**

Support will be given for new centre uses (Use Classes A1-A5) and social, cultural and leisure uses (Use Classes D1 Non-Residential Institutions and D2 Assembly and Leisure Uses) of an appropriate scale within the Burscough Centre boundary as defined on Figure 6.2 provided the proposal:

1. does not have an unacceptable adverse impact on the amenities of residents living within or adjacent to the Centre;
2. does not lead to a reduction in the number of car park spaces within the Centre, and
3. meets the requirements of Local Plan Policy IF1: Maintaining Vibrant Town and Local Centres in relation to the primary shopping areas (PSA).

Development, including change of use, should assist where possible in achieving the objectives for improvements to the Centre as identified in Section 7 of the Neighbourhood Plan.

**Reasoned Justification**

6.4.4 Burscough is identified, within the WLLP hierarchy of centres, as a Town Centre. This is the highest order of centre within the Borough and Burscough sits alongside Skelmersdale and Ormskirk. Burscough Centre is dominated by the Tesco Food Superstore and the WLLP acknowledges the importance of supporting the small units with the Centre’s primary shopping area (which includes the shops on Liverpool Road from the roundabout at Bobby Langton Way to Smithy Walk adjacent Lord Street) to ensure the vitality and viability of the Centre.

6.4.5 The Centre is split in a north-south axis by Liverpool Road and on an east-west axis by the Leeds-Liverpool canal. This has a number of effects on the environment and connections within the Centre. In 2008 a programme of public realm works to the Centre was carried out including the creation of small-interlinked squares and pedestrian routes, bespoke furniture, paving, artworks, lighting, signage and a village clock. This has helped the local environment and provided a platform for further investment including the redevelopment of Burscough Wharf. However, further work needs to be undertaken to ensure that Centre provides an attractive and safe environment for shoppers and visitors and those working within it.

6.4.6 The Parish Council will support proposals for main town centre uses of an appropriate scale within the Centre. It will also ensure that proposals have regard to providing opportunities to improve the environment within the Centre.
6.4.7 The Centre boundary, as shown on Figure 6.2, is the same as that within the WLLP with three additional areas:

1. The car park at Stanley Court
2. The car park on School Lane adjacent to the Hopvine public house
3. The Burscough Bridge railway station, Interchange and car park

6.4.8 It is considered that these areas should be included within the Centre boundary as they are important for the continued vitality, viability and accessibility of the Centre. The existing car parks within and adjacent to the Centre are considered an important asset for the settlement as is the rail station. The car parks should be protected from development in line with Policy BPT3 ‘Car Parking’.
Figure 6.2: Burscough Centre
BPR2: Lord Street Opportunity Area

Proposals for a care village with a mix of residential care, extra care sheltered housing and community centre provision at the Opportunity Area site identified on Figure 6.3 will be supported provided it meets all the following criteria:

1. It is of an appropriate scale to the Centre and its surroundings;
2. It is of a high quality and sustainable design providing improvements to the public realm and townscape within this part of the Centre;
3. Provides sufficient parking provision including the retention of existing residents parking areas and opportunities for public car parking;
4. Provides access and appropriate servicing and refuse zones;
5. Does not have an unacceptable adverse impact on the amenity of nearby residents; and
6. Alternative provision is made within or adjacent to the Centre for the loss of the existing community facilities on the site if not retained on site.

Reasoned Justification

6.4.9 There is land adjacent to the Centre measuring 0.43ha that is currently occupied by the Lathom and Burscough Old Peoples Club and the Lathom & Burscough Royal British Legion Club along with associated surface car parking. The land is located between Lord Street and Stanley Court. Both premises are operational. The eastern section of the site consists of car parking for residents on Stanley Court.

6.4.10 The buildings on the site are single storey. It is considered that, the layout, scale and type of development is an inefficient use of land in a relatively central location close to the Centre. It is considered that the land could be used for a care village with a mix of uses including residential care (Use Class C2), extra care housing (Use Class C2) and Community Centre (Use Class D1). The central location of the site in close proximity to the services and amenities of Burscough Centre makes this an ideal location for this mix of uses. It is located adjacent the main health centre and within walking distance of shops and Burscough Bridge railway station. The proposed uses also meet a need identified within the Housing Needs Assessment for specialist housing for the elderly.

6.4.11 The existing social and community uses could be rationalised on part of the site or relocated elsewhere within or adjacent to the Centre. It is also considered that new development could be of a greater scale and density than the current built form. A key issue within any redevelopment proposal is that the existing quantum of car parking should be retained along with the required parking for the new development. Opportunities should be taken to increase the parking provision alongside providing alternative sustainable travel modes such as secure cycle parking, bus shelters and safe and efficient walking routes.

6.4.12 Proposals should ensure that parking provision for residents of Stanley Court is retained. This could either be in its existing location or reconfigured elsewhere providing that it is within close proximity to the resident’s properties. In addition any redevelopment proposals should look to make
improvements to the environment and public realm of the Centre. This could include the provision of a public space as a focal point for the Centre.

Local Plan Compliance

6.4.13 The retail policies comply with the relevant strategic local plan policies:

- IF1: Maintaining Vibrant Town and Local Centres
- EN2 (Part 1): Preserving and Enhancing West Lancashire’s Natural Environment

Figure 6.3: Lord Street Opportunity Area
6.5 Visitor Economy

Objective

4. Strengthen and support the Area’s tourism assets and associated infrastructure to increase the number of visitors to the NPA and provide additional employment opportunities.

Community Views

6.5.1 As part of the Big Burscough Survey respondents provided the following responses and comments relating to ‘Tourism and Visitor Economy’:

- 83% of respondents felt that tourism is important to the parish’s local economy. 5% disagreed;
- 85% of respondents agreed that the neighbourhood plan should support enhancements to the existing tourism facilities. 5% disagreed;
- 65% of respondents agreed that a marina in the parish would help boost tourism and the local economy. 11% disagreed; and
- 61% of respondents agreed that the neighbourhood plan should support the provision of additional overnight accommodation (i.e.: hotels, B&B’s, camp/ caravan sites, etc.) in the parish. 15% disagreed.

6.5.2 The Big Burscough Survey asked respondents to identify facilities that would increase tourism to the area:

- Transport related improvements were identified with some respondents stating that there shouldn’t be any further tourism facilities due primarily to traffic considerations.
- The canal is seen as a key tourism asset and a number of respondents considered it could be enhanced by provision of cruises and boat hire and improvements to the towpath.
- A heritage centre celebrating the canal was also cited by some respondents.

6.5.3 There were a number of responses related to the need for better publicity and advertising and organising more events within the NPA for the local community and tourists.
Policies

BPVE1: Visitor Economy

Proposals to enhance the existing tourism assets and the creation of new tourism opportunities within the NPA will be supported where it meets all of the following criteria:

1. The proposal will enhance the role of the NPA as a tourist and visitor destination;
2. It is of a suitable scale and design to its surroundings and context;
3. It conserves and enhances biodiversity and will minimise and mitigate for any adverse impact on nature conservation interests on the site or adjacent sites; and
4. It does not have an unacceptable adverse impact on the amenities of residents living within or adjacent to the proposal.

Reasoned Justification

6.5.4 The NPA already has some notable attractions that bring visitors, jobs and prosperity to the area. Martin Mere WWT, Windmill Farm and Burscough Cruises are three of the top five tourist destinations in West Lancashire. Outdoor activities including walking and cycling are increasingly prominent. The canal and Burscough Wharf are also important tourist attractions.

6.5.5 These facilities are important to the local economy in terms of direct and indirect jobs and spend within other sectors within the local economy. The BPNP will look to support new tourism facilities and enhancements to existing facilities where it can be demonstrated that they will enhance the role of the NPA as a tourist and visitor destination along with a number of site related criteria that seeks to ensure that the proposal is suitable to its context and conserves and enhances biodiversity and nature conservation interests.

Local Plan Compliance

6.5.6 The visitor economy policy complies with the relevant strategic local plan policy:


6.5.7 The visitor economy policy complements and provides a local perspective to the following local plan policies:

- EN2 (Parts 2-6): Preserving and Enhancing West Lancashire’s Natural Environment
- EN4: Preserving and Enhancing West Lancashire’s Cultural and Heritage Assets
- EC2: The Rural Economy
- GN3: Criteria for Sustainable Development.
6.6 Transport

Objective

6. Ensure the wider integration of the existing transport infrastructure including improvements to the rail network and services to and from the Area; improvements to bus provision including bus shelters and bus stops; measures to reduce traffic congestion including promoting cycle provision, and protection and enhancement of parking provision in the Area.

10. Promote sustainable development and reduce carbon-dependant activities.

Community Views

6.6.1 Respondents provided the following comments and responses to the Big Burscough Survey on Transport and Travel.

- 75% of respondents agreed that a pedestrian bridge over the canal would provide improved access for residents in the Heathfields area to the centre of Burscough. 6% disagreed;
- 61% of respondents agreed that a bridge over the Ormskirk to Preston rail line off Junction Lane would improve access and safety for residents to Burscough Junction rail station and the Village Centre. 11% disagreed;
- 56% of respondents agreed that there are opportunities to provide cycle lanes and improvements to pavements on existing roads in Burscough. 20% disagreed; and
- 95% of respondents agreed that all new roads should have pavements of an appropriate standard for all users. 2% disagreed.

6.6.2 Of the more general comments respondents made the following remarks:

- 30% considered a by-pass is needed to deal with existing traffic let alone additional traffic generated by new development.
- 16% considered that improvements were needed to public transport including rail and bus services.
- 38% made comments in relation to managing traffic on the existing roads including re-routing HGVs away from the village, better programming of road works and provision of traffic signals at key junctions.
Policies

BPT1: Transport and Development

Proposals for all new major development, as defined in the relevant Town and Country Planning (Development Management Procedure) (England) Order, including change of use, must meet all of the following criteria:

1. It has adequate vehicular access arrangements onto the highway;
2. It is appropriate in terms of its impact on the local highway network in terms of capacity and road safety;
3. It provides adequate vehicular and cycle parking in accordance with standards adopted by West Lancashire Borough Council;
4. It is, or can be, appropriately accessed by public transport or alternative non-car modes of travel; and
5. The design of proposed roads, pavements and cycle routes create a safe and efficient layout for all users including the mobility impaired, pedestrians and cyclists and for emergency service and refuse vehicles.

Relevant planning applications will be supported by a statement, either within a Design and Access Statement or a Transport Statement, depending on the scale of development, which sets out how the proposal meets the above requirements.

Reasoned Justification

6.6.3 The Parish Council recognises that the transport impacts associated with new development cause a significant amount of concern for local residents. It is important that proposals demonstrate to residents in a clear and objective way the impact that new development will have on the local highway network. Where the network will be unacceptably impacted, proposals will need to demonstrate how they will be mitigated for in order to reduce this impact so there is no adverse harmful impact on highway safety and the amenity of local residents.

6.6.4 Proposals should also demonstrate how they have incorporated sustainable transport measures. In particular, the integration of pedestrian and cycle provision will be seen as an important contributor to sustainability and accessibility. In addition, proposals will need to demonstrate that the development is or can be appropriately accessed by public transport. Proposals will need to demonstrate they have provided safe and efficient access arrangements for all highway users. Parking should be provided as per Appendix F: Parking Standards in the WLLP and any future amendments to those standards.

6.6.5 The current Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out in Part 2 ‘Interpretation’ the meaning of major development which involves any one or more of the following relevant to neighbourhood planning:

- 10 or more dwelling houses of a residential development site of 0.5ha if the number of units is unknown;
• A non-residential building of 1,000 sq m or more;

• Development on a site of 1ha or more.

**BPT2: Environmental Improvement Corridors**

A. Major development proposals along identified transport corridors, as shown on the Key Diagram and at Figure 6.4, should include a scheme for landscape and public realm improvements that meet, where relevant, the following criteria:

1. It does not have an unacceptable adverse impact on highway capacity and safety along the corridor;

2. It makes provision to ensure that safe and efficient movement of all highway users including motorists, cyclists and pedestrians;

3. The works respond to and reinforce the character and landscape of the local area;

4. It provides a positive relationship with active frontages to the road and canal Corridors;

5. It brings improvements to the corridors’ Green Infrastructure through bio-diversity and flood risk management enhancements; and

6. It does not have an unacceptable adverse impact on the amenity of neighbouring residents.

B. Proposals for innovative landscape and public realm improvements along the following Corridors within the NPA will be supported:

1. A59
2. A5029 Square Lane / A5209 Briars Lane
3. B5241 Junction Lane
4. B5242 Pippin Street
5. Tollgate Road / Ringtail Road / Langley Road within the Burscough Industrial Estate
6. Leeds-Liverpool Canal and Rufford Branch
7. Southport to Manchester rail line
8. Ormskirk to Preston rail line

**Reasoned Justification**

6.6.6 Key transport corridors within the NPA should be attractive and interesting for those who regularly pass through or live adjacent to them. Certain routes within the NPA carry large volumes of traffic and their immediate environment has a major impact on the image of the NPA to visitors and residents.

6.6.7 The corridors listed in the policy have been identified as they are the main routes into and out of the NPA and they are areas where there are opportunities for improving the public realm, landscape and
general environment. A key consideration for any proposal is that traffic capacity and highway safety should not be adversely harmed by the improvements.

Figure 6.4: Environmental Improvement Corridors
BPT3: Car Parking

A. Proposals for uses within the A1-A5 and D1-D2 Use Classes on land used or previously used for car parking within Burscough Centre as listed at Appendix 6.1 and as shown on Figure 6.5 will be supported provided that:

1. Replacement car parking of equivalent quantity and accessibility can be provided elsewhere within or adjacent to the Centre or the proposal can demonstrate that the loss of car parking will not cause an unacceptable adverse impact on the vitality and viability of the Centre;

2. The proposal makes provision for sustainable transport modes including cycling, walking and safe and secure links to public transport facilities; and

3. Car parking is provided for the development in accordance with adopted car parking standards.

B. Proposals for non-A1-A5 and D1-D2 Use Class uses, on land used or previously used for car parking within Burscough Centre as listed at Appendix 6.1 and as shown on Figure 6.5, will be supported provided that replacement car parking on an equivalent basis in terms of quantity and accessibility can be provided and car parking is provided for the development in accordance with adopted standards.

C. Proposals to increase the amount of car parking within the Centre will be supported provided they meet all of the following criteria:

1. It does not have an unacceptable adverse impact on highway safety and the amenity of neighbourhood properties;

2. It includes provision for sustainable transport measures such as links with the existing pavements and provision for cycle parking;

3. It provides high quality planting and landscape appropriate to its surroundings and context; and

4. It provides a safe layout for all car park users including motorists, pedestrians and cyclists.

Reasoned Justification

6.6.8 Burscough Centre benefits from the provision of free parking, some with time restrictions, at Tesco Supermarket, Smithy Walk, Mill Lane and Bobby Langton Way. There are also other car parks with more restricted access. The general consensus is that the parking provision is important to the vitality and viability of the Centre. The loss of car parking would therefore harm the health of the Centre. Additional parking would be of benefit to the Centre and also to the visitor economy of the NPA.

6.6.9 The Parish Council therefore will investigate additional car park facilities through the provision of new car parks should land become available or intensify the use of existing car parks to increase provision.
Figure 6.5: Burscough Centre car parks
BPT4: Sustainable Transport Routes

Proposals to protect, provide, improve and extend Sustainable Transport Routes (STR) across the NPA, as shown on the Key Diagram and at Figure 6.6, will be supported provided that it meets all of the following criteria:

1. It provides a safe and efficient Route for users;
2. It is appropriately integrated with existing and proposed development and open space with active frontages onto the Route to ensure activity and natural surveillance;
3. It is appropriate in terms of existing landscape and provides mitigation for the loss of any existing planting as part of the works; and
4. It does not have an unacceptable adverse impact on the amenity of adjacent residents.

New major development within the NPA adjacent to a STR will be encouraged to provide an appropriate dual use (pedestrian and cycle) route from the development to the STR. Major development within close proximity of a STR which has the potential to result in an increase in usage of the STR may be required to provide enhancements to the STR to assist in its long term viability.

Reasoned Justification

6.6.10 A STR is an off-road or segregated and safe on road transport corridor primarily for cyclists and pedestrians. Non-vehicular travel is important for the sustainability of the NPA. In particular it provides health benefits through exercise and physical activity for those cycling and walking. It provides environmental benefits particularly in relation to air quality and noise.

6.6.11 There are a couple of routes within the NPA that provide opportunities for sustainable commuter and recreational travel. These include:

- Leeds-Liverpool Canal towpath
- Cycle routes such as the Pier to Pier Route (NCN 562)

6.6.12 The WLLP makes provision for a linear park between Burscough and Ormskirk. This is to be provided as part of the Grove Farm development. This development and the linear park is located outwith the NPA. However, as part of the Yew Tree Farm Strategic Development Site the WLLP and the Masterplan SPD seek to extend the linear park along Abbey Lane through to the Yew Tree Farm site. There is no route shown on the WLLP policies map. This park should provide the same opportunities for sustainable travel as the STRs identified in the BPNP.

6.6.13 The above Routes have the potential to link key settlements with employment opportunities to Burscough residents. They also provide opportunities for recreational cycling.

6.6.14 It is important to provide sustainable transport routes within new developments and ensure that these are connected to existing routes to maximise usage.

6.6.15 Waterways are recognised as unique multi-functional assets that perform a number of other important functions such as water resourcing (drainage and flood alleviation); waterbome transport functions (passengers and leisure); use of towing path as a healthy and sustainable transport route
for walking, jogging and cycling; a wildlife corridor; and an integrated part of new, waterside developments. Furthermore, canals are a type of “economic development” linked to the visitor economy and tourism.

6.6.16 Waterside development and regeneration schemes by third parties are exploiting the waterside settings to maximise development value uplift generated by waterside location, yet these third party schemes are not always being obliged to contribute to the development, improvement, restoration and maintenance of waterways.

6.6.17 The BPNP will seek to maximise opportunities to secure funding and request developer funding from planning applications where appropriate to upgrade canal towpaths where additional usage is likely to result from a specific development.

![Figure 6.6: Sustainable Transport Routes](image)

**Local Plan Compliance**

6.6.18 The travel and transport policies comply with the following relevant strategic local plan policies:

- IF2: Enhancing Sustainable Transport Choice
- EN2 (Part 1): Preserving and Enhancing West Lancashire’s Natural Environment

6.6.19 The above policy also complements and provides a local perspective of the following local plan policy:

- IF3: Service Accessibility and Infrastructure Growth
- GN3: Criteria for Sustainable Development
- EN2: Preserving and enhancing West Lancashire’s Natural Environment (Part 2)
6.7 Environment

Objectives

8. Protect and enhance the Area’s heritage assets, nature conservation assets and local green spaces and ensure new developments protect and enrich the Area’s existing townscape and landscape.

Community Views

6.7.1 The following comments were provided by respondents to the Big Burscough Survey on the environment:

- 93% of respondents agreed it was important to protect and enhance the parish’s heritage and nature conservation;
- 40% of respondents agreed that the parish would be an appropriate location for renewable energy schemes. 28% disagreed and 32% were neutral on the issue; and
- 78% of respondents agreed that new buildings should be energy efficient and include small scale renewable energy generation. 3% disagreed.

6.7.2 In relation to the identification of important greenspaces the following were listed as the top ten:

1. Richmond Park
2. Platts Lane
3. Victoria Park (Burscough FC)
4. Burscough Cricket Club
5. Canal towpaths
6. Rear of Burscough Sports Centre
7. Mere Avenue Park
8. Junction Lane Memorial Garden
9. Rees Park
10. Manor Road Park

6.7.3 In relation to the identification of important buildings the following were listed as the top five:

1. Churches - St. Johns CE, John the Baptist, Methodist Church and St. Andrew’s Mission all being identified
2. Library
3. Ainscough Mill
4. Burscough Wharf
5. Old Burscough Bridge Station and Old Burscough Junction Station buildings.

6.7.4 In relation to the identification of sites/areas that are considered important for nature conservation the following were identified as the top five:

1. Platts Lane ponds and adjacent land
2. Canals, canal towpaths and canal margins
3. Martin Mere
4. Yew Tree Farm
5. Green Belt around the village.

6.7.5 There was a wide variety of additional comments made on the Environment including:

- Put solar panels on all new development
- Ensure all new development is energy efficient.

6.7.6 There was no clear view on renewable energy farms with some expressing support and others considering they were totally unacceptable within the NPA.

Policies

BPEV1: Green Space

A. Development on sites designated as Local Green Spaces on the Key Diagram and as listed in Appendix 6.2 and shown at Figure 6.7 will not be permitted unless it is considered appropriate to its function as a special area of green space within the NPA or there are very special circumstances that demonstrate that the harm to the Local Green Space is clearly outweighed by other considerations.

Development considered appropriate on a Local Green Space would be:

1. Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries providing it preserves the function and value of the Local Green Space

2. The extension or alteration of an existing building providing it does not result in disproportionate additions over and above the size of the original building and does not have an unacceptable adverse impact on the function and value of the Local Green Space; and

3. The replacement of a building, provided the new building is in the same use, not materially larger than the one it replaces and does not have an unacceptable adverse impact on the function and value of the Local Green Space

B. Proposals for development on Neighbourhood Green Space sites as identified on the Key Diagram and as listed at Appendix 6.2 and shown at Figure 6.7 will only be permitted provided the following criteria, where relevant, are met:

1. It can be demonstrated by the applicant, through an objective assessment, there is a surplus of green space provision in the NPA and no need for green space in the future;

2. The recreational function of the site is retained on site or provided off-site and is of an equivalent or better provision in terms of quantity and quality and is in an equivalent or better location relative to the existing site;

3. Improvements are made to the visual appearance and/or landscape value of any retained Neighbourhood Green Space or at a nearby Neighbourhood Green Space site that provides an overall benefit to the character of the local area;

4. Mitigation measures for the loss of habitat and greenfield drainage provided by the site are delivered within the new development and/or provided on a nearby Neighbourhood Green Space so that there is no overall loss in terms of biodiversity and permeable area; and

5. It retains, where relevant, physical links with other Neighbourhood Green Space sites, Local Green Space sites or the wider countryside.
Reasoned Justification

6.7.7 The NPA is predominantly rural in character with significant elements of open countryside all designated as Green Belt. However, the NPA includes the relatively sizable settlement of Burlescough, which is set to expand over the next 10-15 years. Although it is surrounded on all four sides by countryside designated as Green Belt, it has an urban character with a relatively densely developed built environment.

6.7.8 Within and around the edge of the village are a number of green spaces that contribute to the character of the area, provide opportunities for informal and formal recreation and have ecological and biodiversity value. These green spaces and the Area’s countryside are an essential part of its Green Infrastructure (GI). They are important in underpinning the overall sustainability of the NPA by performing a range of functions including flood risk management, the provision of accessible green space, climate change adaptation and supporting biodiversity.

6.7.9 In accordance with the NPPF the community wishes to see their green spaces protected for the future. Accordingly and in line with paragraph 76 of NPPF the most important green spaces will be afforded protection from new development unless very special circumstances demonstrate proposals should go-ahead. These spaces will be designated Local Green Spaces. A list of Local Green Space sites is provided at Appendix 6.2.

6.7.10 In addition, there are other green spaces that the community also wish to see protected such as school playing fields, play areas, allotments, amenity open spaces, church yards and semi-natural green spaces. The plan sets out a criteria-based policy to seek the protection and enhancement of these spaces. These spaces are listed in Appendix 6.2 as Neighbourhood Green Spaces (NGS). The location of LGS and NGS are shown on the map at Figure 6.7.

6.7.11 The Parish Council will support opportunities to expand the network of green spaces and in particular where they can be linked to create a robust GI network within the NPA.
Figure 6.7: Local Green Space and Neighbourhood Green Space
(see Appendix 6.1 for list of sites)
BPEV2: Local Heritage Assets

Proposals requiring consent which affect a non-designated heritage asset, including a building or structure on the Local List (following adoption by West Lancashire Council), must demonstrate how they protect or enhance the heritage asset.

The renovation or alteration of a non-designated heritage asset (building or structure) should be designed sensitively, and with careful regard to the heritage asset’s historical and architectural interest and setting.

Where a proposal would result in harm to the significance of an asset the extent of the harm and the significance of the asset should be balanced against the benefits of the proposal.

Reasoned Justification

6.7.12 The NPA includes a number of designated heritage assets including two Grade II* and 26 Grade II listed buildings (see Appendix 3.5). There are two designated Conservation Areas: Junction Lane and Top Locks (part). Designated heritage assets are afforded significant protection under national planning policy within the NPPF and local planning policy within the WLLP (Policy EN4: Preserving and Enhancing West Lancashire’s Cultural and Heritage Assets).

6.7.13 There are a number of buildings within the Parish that have been assessed by WLBC for their local historic and architectural importance. These have been included on a ‘Local List’ by WLBC. Details of the buildings on the ‘Local List’ within the Parish are included at Appendix 3.6.

6.7.14 The Community consider there are a number of other buildings within the NPA that have local heritage value which could be locally listed and the Parish Council will facilitate an exercise in identifying buildings and structures for special protection in recognition of their significance and the important contribution they make to the locally distinctive character of the Parish. Once completed the Parish Council will commend them to WLBC for inclusion on the ‘Local List’ of heritage assets. As non-designated heritage assets these buildings will be afforded some protection through national and local planning policy. The policy above seeks to provide a localised policy for the locally identified heritage assets.

Local Plan Compliance

6.7.15 The environment policies comply with the following relevant strategic local plan policy:

- EN2 (Part 1): Preserving and Enhancing West Lancashire’s Natural Environment

6.7.16 The above policy also complements and provides a local perspective to the following local plan policies:

- EN2 (Parts 2 – 6): Preserving and Enhancing West Lancashire’s Natural Environment
- EN3: Provision of Green Infrastructure and Open Recreation Space
- EN4: Preserving and Enhancing West Lancashire’s Cultural and Heritage Assets.
6.8 Design

Objectives

1. Retain the rural character of the Parish and the countryside setting of the settlement ensuring that new development enhances this local character and is fully integrated into the fabric and infrastructure of the settlement.

10. Promote sustainable development and reduce carbon-dependant activities

Community Views

6.8.1 The following responses were made by respondents on Design matters within the Big Burscough Survey:

- 91% of respondents agreed that it is important that the design of new development responds to local character and adds to the quality of the area;
- 33% of respondents agreed that recent housing development in the Parish had added to the quality of the area. 30% disagreed and 35% were neutral;
- 94% of respondents agreed that the appearance of key transport routes through the Parish are important; and
- The majority of people considered roads and parking were the most important factors of the design of new development. This was closely followed by appearance and materials, safety and security and landscape and open space.
Policies

BDP1: Design and Accessibility Principles

Major development proposals should demonstrate through a Design and Access Statement that they achieve high quality and inclusive design and integrate into the existing area in terms of landscape, character, design and density by meeting, where relevant, the following criteria.

1. The development responds to and reflects the local character integrating positive attributes within the area into their design;

2. Is of an appropriate scale and mass to its surroundings;

3. Makes efficient use of land whilst ensuring that the amenity of the area and neighbouring residents is not unacceptably impacted;

4. Creates a safe and accessible environment that integrates into the existing environment through the application of current national, County Council and West Lancashire Borough Council guidance on highway design and layout and makes provision for:
   a. pavements with an appropriate width and surface treatment including tactile paving where necessary and dropped kerbs suitable for all pedestrian users including the mobility impaired;
   b. sufficient off-street car parking for the development to minimise on-street parking where it may cause a highway safety issue to other highway users, and
   c. the safe and effective movement of pedestrians and cyclists whilst ensuring that motor vehicles are accommodated without conflicting with other road users.

5. Takes into account and reinforces the existing landscape character and biodiversity assets of the site;

6. Provides landscaping and public realm that reinforces and promotes the NPA’s character; and

7. It takes account of the water environment by provided sustainable drainage to help manage surface water run-off and provides an agreed strategy for dealing with foul water to help reduce flood risk and incorporates measures to improve water efficiency.

Reasoned Justification

6.8.2 The physical environment of the NPA is important at many levels. It can generate a sense of belonging and pride amongst the local community, attract new residents and visitors into the area and encourage investment from landowners and businesses.

6.8.3 Good quality design is not just about what buildings look like. It is also about how new development is designed to relate to nearby buildings and spaces. New buildings and developments should respond to the local character and history. They should reflect the identity of the local surroundings and the materials used in the past that contribute to creating a positive environment. A Heritage Character Assessment\[12\] has been undertaken for the NPA. This should be referred to by applicants.

\[12\] The HCA can be found at http://www.burscoughpc.co.uk/neighbourhood-plan.html
to help assist them in identifying the elements of local character that new development should respect and respond to.

6.8.4 Accessible and safe environments are important to all members of the community and specifically young families, children and young persons, elderly residents and those that have impaired mobility through a disability. Ensuring that new development is accessible and safe for all users is an essential component of creating a sustainable environment.

6.8.5 In relation to criteria 4 the relevant guidance at present, which may be superseded at a later date, includes:

- Joint Lancashire Local Transport Plan 3 (May 2011)
- Appendix F ‘Parking Standards’ of the WLLP (October 2013)

6.8.6 For relevant proposals applicants should demonstrate in a Design and Access Statement (DAS) how their proposed development reinforces the character of Burscough and its particular location and creates a safe and accessible environment for all users. The DAS and accompanying drawings should provide sufficient details so that the proposals can be properly assessed.

6.8.7 The current Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out in Part 2 ‘Interpretation’ the meaning of major development which involves any one or more of the following relevant to neighbourhood planning:

- 10 or more dwelling houses of a residential development site of 0.5ha if the number of units is unknown;
- A non-residential building of 1,000 sq m or more;
- Development on a site of 1ha or more.
BPD2: Detailed Design Elements

For relevant development proposals the following elements should, where appropriate, be considered early in the design process and integrated into the overall scheme:

1. Bin stores and recycling facilities;
2. Cycle Storage;
3. Street and other external lighting;
4. Flues and ventilation ducts;
5. Gutter and pipe work;
6. CCTV; and
7. Permeable paving

Reasoned Justification

6.8.8 The following are all too easily forgotten about until the end of the design process. By considering them early, it will be possible to meet the following design requirements:

- Bin stores and recycling facilities should be designed to screen bins away from public view, whilst being easily accessible for occupants. Bin stores must be placed in a position that meets the County Council’s Highways standards.

- Cycle Stores should be integrated into the overall design so that they are secure, safe and easily accessible. The provision of cycle parking must meet the Borough Council’s standards in Appendix F of the WLLP.

- Lighting should be designed so that it is unobtrusive and does not impact on either residential amenity or the rural character of the Parish. Lighting assessments should be submitted with relevant applications to show how the design and light spillage has been taken into consideration within the proposals. These assessments’ should also show that energy-efficient lamps have been used within the provision of lighting.

- Carefully position flues and ventilation ducts, ensuring they are as unobtrusive as possible. Use good quality grilles that fit in with the approach to materials for the building as a whole.

- Ensure that gutters and pipes fit into the overall design approach to the building and aim to minimise their visual impact.

- CCTV equipment and masts should be sensitively located so as they do not harm residential amenity and integrate with the overall design approach.

- Permeable paving is an important design feature to assist with rainwater runoff. As drainage is a significant issue in the NPA it is important that hard landscaping associated with development includes the use, where possible, of permeable materials.
BPD3: Microgeneration

Proposals for microgeneration schemes including those on dwellings and other small scale buildings will be supported providing it meets the following criteria:

1. It does not have an unacceptable adverse impact on nature conservation interests and in particular the local wildfowl and migratory bird populations;

2. It does not in itself or cumulatively have an unacceptable or adverse impact on the character of the local area; and

3. It does not in itself or cumulatively have an unacceptable adverse impact on the amenity of neighbouring residents and occupiers.

Reasoned Justification

6.8.9 Microgeneration is the small-scale generation of heat and electricity by individuals, small businesses and communities to meet their own needs as alternatives or supplements to the traditional centralised grid-connected power supplies. The technologies include small-scale wind turbines, micro hydro, solar PV and thermal systems, air and ground source heat pumps, biomass boilers and micro combined heat and power systems.

6.8.10 Designs should incorporate and maximise the use of sources of renewable energy and include energy-efficient methods of heating, lighting and ventilation. The choice of location, materials and design are also important considerations.

6.8.11 All developments should demonstrate how they have taken sustainable design, improving energy efficiency and energy generation into consideration.

Local Plan Compliance

6.8.12 The design policies comply with the relevant strategic local plan policy:


6.8.13 The design policies complement and provides a local perspective to the following local plan policies:

- GN3: Criteria for Sustainable Development
- EN1: Low Carbon Development and Energy Infrastructure.
6.9 Community

Objectives

7. Provide a diverse range of retail, leisure, education, health, recreation and social facilities to meet the everyday needs of the expanded community and enhance Burscough Centre’s role as the retail, social and cultural hub for the area.

9. Sustain the vitality, health, wellbeing and safety for all the community and protect and improve local facilities and services.

Community Views

6.9.1 The following views were expressed by respondents to the Big Burscough Survey on leisure, recreation, community and young people issues:

- 86% of respondents agreed that existing community facilities should be protected from other forms of development;
- 42% of respondents agreed that the Parish needs more allotments. 12% disagreed and 45% were neutral on the matter;
- 78% of respondents agreed that the Parish needs more facilities for young people; and
- 88% of respondents agreed with developing the area around the existing leisure centre and the Grove as a sports, youth and community hub with a range of facilities for the whole community.

6.9.2 The following additional comments were provided by respondents:

- Many people felt that having a swimming pool would be a significant benefit.
- Some people stated that facilities should be provided for all ages not just young people.

Policies

BPC1: Community Infrastructure

A. The loss of important and valued social and community facilities, such as those registered (but not exclusively) as an Asset of Community Value, will be resisted unless it can be demonstrated that the continued use of the premises has been marketed for at least 12 months for that or any other suitable community use or where alternative appropriate provision is made within a similar catchment area; and.

B. New residential development, should where applicable and possible, provide appropriate and proportionate new community related facilities and infrastructure on site or make appropriate and proportionate contributions to related off-site facilities and infrastructure.

Reasoned Justification

6.9.3 Paragraph 70 of the NPPF advises that policies should plan positively for the provision and use of community facilities and other local services to enhance the sustainability of communities and guard against the unnecessary loss of valued facilities and services.
6.9.4 There are a wide variety of clubs and societies within the NPA alongside community facilities, local leisure facilitates and other similar venues. A list of these facilities is included at Appendix 6.3. To promote the ongoing social and cultural activities of the NPA it is essential that it retains and enhances where possible local services that will sustain the vitality of the community.

6.9.5 Social and community facilities cover a wide range of uses provided by the public, voluntary and private sectors. These can include C2 Uses (residential institutions), D1 Uses (non-residential institutions), D2 Uses (assembly and leisure) and some Sui Generis Uses as identified in the Town and Country (Use Classes) Order 1987 as amended. They can include the following uses:

- Education
- Health
- Sports and Leisure
- Childcare
- Social Care
- Libraries
- Emergency Services
- Community venues
- Youth centres
- Places of worship
- Public toilets.

6.9.6 The Parish Council will support and facilitate applications to designate, where appropriate, such facilities as Assets of Community Value. Additionally, the Parish Council will seek to obtain receipts, where appropriate and in accordance with relevant Regulations, from the New Homes Bonus and the Community Infrastructure Levy (CIL) to help deliver improvements to existing community facilities or to deliver new community infrastructure. The Parish Council may also request the use of S106 agreement receipts, following WLBC’s protocol\(^6\), to provide community infrastructure where it can be demonstrated that they are needed as a result of the development.

6.9.7 The occupiers within new residential development will generate additional demand for social and community facilities. It may be that the existing facilities can accommodate this growth in demand. However, where it is demonstrated that there is a need for additional provision of social and community facilities resulting from new residential development, that development may be required to provide contributions through a S106 agreement (providing that this type of facility is not on the Regulation 123 list for CIL) towards these new facilities or if the proposed development is of large enough scale make the provision within the development itself.

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BPC2: Community Hub Opportunity Area

A. Proposals for a mixed use development including leisure, recreation and community uses at the Community Hub Opportunity Area as identified on the Key Diagram and in Figure 6.8 will be supported provided it meets all of the following criteria:

1. It improves and enhances leisure, recreation and community provision for all within the NPA;
2. It is of an appropriate scale to the Centre and its surroundings;
3. It is of high quality and sustainable design providing improvements to the public realm and townscape within this part of the Centre;
4. It retains or mitigates any loss of existing car parking on the site and ensures sufficient provision for non-car modes of travel and links with existing pedestrian and cycle routes;
5. It provides adequate and appropriate servicing and refuse zones; and
6. It does not have an unacceptable adverse impact on the amenities of neighbouring residents or occupiers.

B. Proposals for non-leisure, recreation and community uses will only be supported provided it meets all of the following criteria:

1. It enables the delivery of enhanced leisure, recreation and community uses elsewhere within the Opportunity Area;
2. The existing facilities lost within the Opportunity Area as a result of the proposed development are, where it is demonstrated there is a need for these facilities, replaced and are of an equivalent or better provision in terms of quantity and quality and is in in an equivalent or better location relative to the existing site;
3. Does not prejudice the use of existing facilities within or adjacent to the Opportunity Area; and
4. Criteria A2 to A6 above.

C. Any development within the Green Belt element of the Opportunity Area must comply with relevant Green Belt policies within NPPF and the West Lancashire Local Plan.

6.9.8 The Community Hub Opportunity Area (CHOA) to the north of Bobby Langton Way, measuring 3.42ha, already includes sport, recreation and community facilities. However it is considered that the land is not efficiently used and that there are opportunities to reconfigure the existing developments and provide additional development incorporating leisure, recreation and community uses. The above policy provides a framework of criteria upon which to assess any future proposals that may come forward in the Area. Proposals for leisure, recreation and community uses will be supported providing certain criteria are met. Proposals for non-leisure, recreation and community uses will only be supported providing that the development enables improvements to leisure, recreation and community uses elsewhere on the site, where it is demonstrated that there continues to be a need
for that use, or is replaced elsewhere subject to the alternate provision be acceptable in terms of quantity, quality and location.

6.9.9 The CHOA is located adjacent to the Centre and to Burscough Bridge rail station and Interchange. It is therefore in a sustainable and accessible location. It is not located adjacent to housing and therefore intensifying the area for these types of uses should not have an impact on the amenities of residents within the local area. In addition, the CHOA is within public sector ownership and it is anticipated that the various stakeholders will wish to promote the health and wellbeing benefits that it provides.

6.9.10 Part of the CHOA includes the existing Burscough Football Club’s ground known as Victoria Park. The Club has planning permission\textsuperscript{14} to relocate the ground along with a two storey stand and club house and a single storey stand on a site to the west of the existing Burscough Leisure Centre. This site is within the Green Belt and outwith the CHOA. There are currently no proposals for development of the existing ground.

6.9.11 The majority of the CHOA is within the existing settlement boundary. However, part of it is in the Green Belt (see Key Diagram). Any development within this part of the CHOA will need to be appropriate development as set out in the NPPF and the PPG. Any proposals for inappropriate development within the Green Belt will need to demonstrate very special circumstances that outweigh the harm that the development causes to the purposes of the Green Belt.

Local Plan Compliance

6.9.12 The design policies comply with the relevant strategic local plan policy:

- EN2 (Part 1): Preserving and Enhancing West Lancashire’s Natural Environment

6.9.13 The community policies complements and provides a local perspective to the following local plan policies:

- IF 3: Service Accessibility and Infrastructure for Growth
- IF 4: Developer Contributions.

\textsuperscript{14} Application ref. 2015/0904/FUL granted 11 August 2017.
Figure 6.8: Community Hub Opportunity Area
7 Plan delivery and Implementation

Delivery and implementation

7.1 The BPNP will be delivered and implemented over a 10 year period and by different stakeholders and partners. It is not, nor can it be, a rigid ‘blueprint’. It is instead a spatial framework and set of policies that will help guide incremental and sustainable growth within the NPA. The BPNP provides an indication of the hopes and aspirations of today’s community. New challenges and opportunities will arise over the BPNP period and the BPNP needs to be flexible enough to respond to these.

7.2 There will be three principle sectors of activity which will direct delivery of the BPNP. These do not act in isolation and for it to succeed and the NPA to prosper these sectors need to work together.

1. Investment in, and management of, public services, assets and facilities to support the provision of local services. This will help to provide and maintain the appropriate environment and circumstances for investment from other sectors. Within the existing economic and public sector budgetary position this is and will continue to be a challenging proposition.

2. Investment and sustainable development from the private sector will help the NPA prosper and deliver the objectives of the BPNP. The BPNP will provide as part of the statutory planning process, the framework to guide development of an appropriate scale and design to the right locations within the NPA.

3. The third sector (voluntary and community) has a strong role to play in delivery. They have made a significant contribution to the realisation of the BPNP. Their continued involvement will be necessary to realise the aims and objectives of the BPNP. In many respects it will be difficult to achieve this without their continued support.

7.3 The following summarises the Parish Council’s approach to delivery and implementation of each of the key issues and policy themes identified within the BPNP.

Infrastructure (Policies BPI1-4)

7.4 The Parish Council will work with the Environmental Agency, Lancashire County Council, United Utilities, West Lancashire Borough Council and other key stakeholders involved in dealing with flooding to deliver benefits to the drainage and sewerage network and reduce incidences of flooding. The Parish Council will also work with other infrastructure and utility providers to ensure that appropriate provision is made to serve new development and is properly phased. The Parish Council will lobby the appropriate agencies to ensure that developers provide the required infrastructure and that the necessary enforcement action is taken if it is inadequately provided.

Housing (Policies BPH1 and 2)

7.5 The Parish Council will work with all those in the housing industry (including Registered Social Landlords, housebuilders, developers and WLBC) and the local community to deliver high quality and sustainably built housing to meet identified local need.
Employment Land (Policy BPE1)

7.6 The Parish Council will work with local businesses, landowners and relevant economic development agencies to improve local employment opportunities. The continued development and enhancement of Burscough Industrial Estate will be a key objective.

Retail (Policies BPR1 and 2)

7.7 Over the plan period the Parish Council will work with retailers, businesses and landowners to improve and widen the offer in the Centre. The Centre will continue to be the focus for social and community activity within the NPA.

Visitor Economy (Policy BVE1)

7.8 The Parish Council will work with local businesses, landowners and tourism agencies to enhance and develop the NPA’s key visitor attractions. A key aspect of this is to improve access, particularly by non-car modes of travel, to and parking at these attractions.

Transport (Policies BPT1-BPT4)

7.9 The Parish Council will work with the Local Highway Authority, public transport infrastructure and service providers and developers to improve road safety and capacity and address issues around the NPA’s public transport provision.

Environment (Policies BPEV1-2)

7.10 The Parish Council will work with landowners and managers to ensure that the NPA’s green spaces, countryside and wildlife are protected and enhanced. It will also work with stakeholders to ensure the NPA’s designated and non-designated heritage assets are identified, protected and enhanced.

Design (Policies BPD1- BPD3)

7.11 The Parish Council will work with developers and owners of land and buildings to ensure that new and existing development makes a positive contribution to the character or the area, is sustainable in construction and is energy efficient.

Community Infrastructure (Policies BPC1 and 2)

7.12 The Parish Council will work with local organisations, LCC and WLBC to improve facilities and services for local people. The Parish Council will also work with LCC, WLBC, NHS West Lancashire CCG, primary care providers and public health services to improve the sports, leisure, recreation and health provision within the NPA.

Projects

7.13 The Parish Council has identified a range of projects that will help to make the NPA a more sustainable place to live, work and visit. These projects will in part be delivered through policies within the BPNP.

Flood Risk and Sewerage Infrastructure

7.14 The Parish Council will work with all the key stakeholders, the EA, LLFA, WLBC, United Utilities, the Canals and Rivers Trust, Network Rail, the Wildfowl and Wetlands Trust and landowners to reduce
incidences of flooding and make management improvements to the surface water and foul water sewerage infrastructure. To improve the management of the surface water flooding issues BPC would want the LLFA or other delegated body to lead on implementing and establishing with all relevant parties, Surface Water Management Plans (SWMP) for Burscough. SWMP have an important role in developing a coordinated strategic approach to managing surface water drainage and reducing flood risk with the findings from investigations being regularly fed into the SFRA. The SWMP should reflect the future proposals of all key stakeholders and provide a clear delivery plan.

7.15 A SWMP should establish a long-term action plan to manage surface water in an area and should influence future capital investment, drainage maintenance, public engagement and understanding, land-use planning, emergency planning and future developments. SWMPs are the DEFRA recommended way of managing local flood risks and they present a method of how these studies should be progressed.

7.16 The EA, LLFA, UU, WLBC and consultants should ensure that clear, comprehensive, accessible and available data registers are provided as an essential element of future SFRAs and other flood management studies (e.g. SWMPs). This will help avoid duplication of effort and ensure that the maximum benefit is derived from data sets collated during previous studies. SFRAs are proving a pivotal vehicle for containing all flooding information, which will allow WLBC to promote its local and important role in local flood management, issues of ownership, content, multi-agency objectives, integrated infrastructure investment and enhanced scope to introduce surface water management, communication and range of influence (including emergency planning and preparedness). SFRAs initially feed into SWMPs and thereafter there needs to be an exchange of information between the two documents.

7.17 The Parish Council has established a Burscough Flood Group (BFG) that will take the lead in obtaining the relevant evidence base and lobbying for the necessary improvements.

**Burscough Centre**

7.18 The Parish Council will support proposals to improve the offer and the environment within the Centre such as:

- Measures to reduce the speed of motor vehicles along the A59 and to create a more pedestrian friendly environment.
- Retention, enhancement and increase in car parking.
- A programme of public realm improvements including the provision of an outdoor focal point.
- Improved signage and interpretation.
- Improved shop front design including fascia, signage and security.

7.19 Over the period of the plan the Parish Council will also lobby for the appointment of a Burscough Centre Manager to develop a detailed strategy for the Centre and oversee necessary improvements.

7.20 The Parish Council will work with key stakeholders including landowners to bring forward appropriate proposals for the Lord Street and the Community Hub Opportunity Areas.
Library

7.21 The long term future of the library on Mill Lane remains under consideration by LCC. It is understood that a library service could operate out of the Grove Community Centre. The former library building itself is owned by WLBC. It is also understood that the upper floors of the building have been refurbished and let to a local business. The Parish Council wish to see the ground floor of the building be retained for community or economic development related uses.

Burscough Industrial Estate

7.22 The Parish Council will support proposals to enhance, upgrade or redevelop parts of Burscough Industrial Estate to include:

1. Provision of landscape and environmental improvements.
2. Improved access to and within the site including wayfinding and signage; pavements and cycle lanes for walking and cycling, and the provision of bus routes, bus shelters and real time information for public transport users.
3. Enhancement to the safety and security of occupiers and users.
4. Provision of lay-bys and overnight parking for HGVs along with ancillary facilities such as toilets and showers.
5. There should be no net loss of employment provision as a result of the proposals.
6. Proposals should not have an unacceptable adverse impact on the amenity of neighbourhood properties.

Local Heritage Assets

7.23 The Parish Council will seek to work with key stakeholders on initiatives to manage and enhance the character and distinctiveness of the Local Heritage Area. The Parish Council will also undertake work to nominate buildings and structures to WLBC for local listing as non-designated heritage assets.

Green Space

7.24 The community will support opportunities to expand the network of green spaces and in particular where they can be linked to create a robust Green Infrastructure network within the NPA.

7.25 In particular the community wish to see the development of the land at Platt’s Lane Lakes into a Country Park as a key recreational and green space resource.

Neighbourhood Design Review Panel

7.26 Where appropriate on larger scale applications, of 10 dwellings or more over 1,000sq m for non-residential development, applicants will be requested to present their proposals to a Neighbourhood Design Review Panel set up by the Parish Council. The views of the Panel will form part of the Parish Council’s response to its consultation on the application.

Community Infrastructure

7.27 The Parish Council will support and facilitate applications to designate facilities for inclusion on the register of Assets of Community Value. Additionally, the Parish Council will obtain 25% receipts from the Community Infrastructure Levy (CIL) on applicable development within the NPA. The Parish
Council will also seek receipts from S106 obligations (where it is not on the Regulation 123 list and it complies with WLBC protocol) to help deliver improvements to existing community facilities or to deliver new community infrastructure. The Parish Council will work with the local community to identify the additional needs for community facilities. In addition the Parish Council will discuss with WLBC opportunities for allocating New Homes Bonus monies from development within the NPA on projects identified by the local community which will help Burscough be a sustainable place to live, work and visit.

Feasibility Studies

7.28 The Parish Council will lobby for feasibility studies to be carried out on key infrastructure and development that are considered to be extremely beneficial to the local community and to make the NPA a more sustainable place to live, work and visit. These studies include:

- Increased capacity at New Lane WWTW and on the drainage and sewage infrastructure within the NPA.
- The electrification of the Ormskirk to Preston rail line.
- The provision of a pedestrian and cycle bridge over the canal adjacent to Heathfields.
- The provision of a pedestrian and cycle bridge over the Ormskirk to Preston rail line adjacent to Burscough Junction rail station.
- The provision of a by-pass around the Burscough urban area.
- The provision of a canalside marina with ancillary facilities and overnight accommodation in an appropriate location.

Delivery Action Plan

7.29 The Parish Council will produce an annual Delivery Action Plan that will provide information on how the BPNP’s objectives and aspirations will be achieved. This will be monitored on an annual basis to demonstrate what has been undertaken. Examples of activities could be:

- Nominating facilities as Assets of Community Value to WLBC.
- Nominating buildings and structures for inclusion on a ‘Local List’ to WLBC.
- Use of the Parish’s ‘neighbourhood’ portion of CIL and any receipts from the New Homes Bonus on community infrastructure.
- Applications for external funding based on the BPNP towards community infrastructure.
- The formation of a Neighbourhood Design Review Panel.
- Creation of working groups with local residents to bring forward projects within the Parish.
8 Plan Monitoring and Review

8.1 The Parish Council will ensure that the BPNP is pro-actively monitored and reviewed over its lifetime. The BPNP will be monitored on an annual basis following its adoption. The results of this will be reported annually at the meeting of the Parish Council. This will monitor the progress of the aims and objectives of the BPNP and the success or otherwise of the various policies and progress with the implementation of the projects identified within the BPNP.

8.2 The BPNP will also be monitored on a monthly basis by the Parish Council’s Planning and Footpath’s Committee. This Committee currently monitors and makes representations on planning applications submitted to the WLBC. It will continue to do this but with the benefit of applying the policies within the BPNP to its responses. The WLBC Officer’s reports in relation to the application of the BPNP policies, the decisions by the LPA and any appeal decisions will be monitored and reviewed on a monthly basis by this Committee. This information will provide the key data to be included in the report to the annual meeting.

8.3 Additionally, it is proposed to establish a Neighbourhood Design Review Panel for large scale applications that come forward in the NPA. The Panel will consist of a couple of Parish Councillors and members of the local community who have a professional background in planning, urban design, architecture, landscape architecture, engineering, surveying and environmental fields. These members will provide their time and expertise on a voluntary basis.

8.4 This Panel will monitor the changes resulting from its review of proposals and report on an annual basis to the Planning and Footpath’s Committee. This will be included in the monitoring report presented at the annual meeting.

8.5 WLBC started a review of the WLLP in September 2016. This is in line with new Government requirements that local plans should be updated every five years. The Council consulted on the ‘Scope of the Plan’ and ‘Issues and Options’ between 16 March and 28 April 2017. It intends to consult on the ‘Preferred Options’ in October/November 2018 (this is two quarters later than shown in the Local Development Scheme [LDS]).

8.6 According to WLLP’s LDS (September 2017)\(^6\) it is anticipated that the publication version of the WLLP Review document (i.e. the document to be submitted for Examination) will go out for consultation in Q1 2019 (this will probably be Q3 2019 due to slippage in timetable as indicated above). At this point the Parish Council will assess the need to carry out a review of the BPNP. A new Neighbourhood Plan Working Party within the Parish Council will be established with the remit to take this forward.

\(^6\) http://www.westlancs.gov.uk/media/457692/lds_sept2017_cb.pdf
Appendices

2.1 West Lancashire Local Plan Non-Strategic Policies

3.1 1848 Ordnance Survey

3.2 1898 Ordnance Survey

3.3 1928 Ordnance Survey

3.4 1950 Ordnance Survey

3.5 Listed Buildings

3.6 Locally Listed Buildings

3.7 Key Statistics Tables

6.1 Burscough Centre car parks

6.2 Local Green Spaces and Neighbourhood Green Spaces

6.3 Community Facilities
Policy GN3: Criteria for Sustainable Development

This policy sets out a range of criteria to be fulfilled under the following key themes:

1. Design/setting
2. Accessibility and Transport
3. Reducing Flood Risk
4. Landscape and the Natural Environment
5. Other environmental considerations.

Policy GN4: Demonstrating Viability

This policy seeks information from applicants to demonstrate that where development proposals seek the loss of certain uses including commercial/industrial and retail premises that viability and marketing exercises have been carried out.

Policy GN5: Sequential Tests

Sequential tests for certain types of development will be required with the onus on the applicant to demonstrate that there are no alternative sites in preferable locations.

Policy EC2: The Rural Economy

This policy seeks to protect the continued employment use of existing employment sites in the rural area such as Wood End Business Park at New Lane.

The policy seeks to encourage the promotion and enhancement of tourism and the natural economy through agricultural diversification to create small scale sensitively designed visitor attractions and accommodation.

Policy RS1: Residential Development (Parts b to f)

Development outside of the Burscough settlement boundary will be limited to small scale affordable housing (i.e. up to 4 units) provided it is proven that there are no suitable non-Green Belt sites.

The policy also includes criteria around development on garden land, density, provision for all ages and management of housing land supply.

Policy RS2: Affordable and Specialist Housing

Affordable and specialist housing will be required for all new residential development of 8 or more dwellings. Viability will be taken into account. Very limited affordable housing developments (i.e. up to 4 units) may be allowed in the Green Belt provided a sequential search for sites within areas excluded from the Green Belt has been carried out.
Specialist housing for the elderly will be provided in sustainable locations. In schemes of 15 dwellings or more 20% of new residential units should be designed specifically as accommodation suitable for the elderly.

**Policy RS3: Provision of Student Accommodation (part b Houses in Multiple Occupation)**

If there is evidence that HMOs are becoming an issue in settlements outside of Ormskirk and Aughton and Article 4 Directions are implemented to cover such areas then this policy which seeks to restrict the proportion of HMOs in certain areas will apply.

**Policy RS5: Accommodation for Temporary Agricultural / Horticultural Workers**

This policy allows for the re-use of existing buildings and the provision of non-permanent accommodation for temporary agricultural and/or horticultural workers subject to national Green Belt policy and other listed criteria.

**Policy IF2: Ensuring Sustainable Transport Choice (parts 2 and 3)**

The policy also sets out parking standards for the Borough:

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<thead>
<tr>
<th>Type of Development</th>
<th>Car parking/Dwelling</th>
<th>Cycle Parking Provision</th>
<th>Disabled Parking Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings with 1 Bedroom</td>
<td>1</td>
<td>1 space/5 dwellings</td>
<td>1 space/10 dwellings</td>
</tr>
<tr>
<td>Dwellings with 2–3 Bedrooms</td>
<td>2</td>
<td>1 space/5 dwellings</td>
<td>1 space/10 dwellings</td>
</tr>
<tr>
<td>Dwellings with 4+ Bedrooms</td>
<td>3</td>
<td>1 space/5 dwellings</td>
<td>1 space/10 dwellings</td>
</tr>
</tbody>
</table>

Non-residential development policy standards are set out in Appendix F of the Plan.

Proposals for above or below the recommended parking standards should be supported by evidence detailing the local circumstances that justify a deviation from the Policy. Developments are also required to provide Electric Vehicle Recharging (EVR) points and a Low Emissions Strategy Statement.

**Policy IF3: Service Accessibility and Infrastructure for Growth**

Development must provide essential site service and communications infrastructure and demonstrate that it will support infrastructure requirements as set out in the IDP. This includes mitigating any negative impacts to the quality of the existing infrastructure and where appropriate contributes towards improvements to existing infrastructure and the provision of new infrastructure, as required to meet the needs of the development.

The policy identifies that there are limitations on waste water treatment in areas of Burscough. New development in those areas will need to be considered in liaison with the statutory authorities and may need to be phased to ensure that it coincides with an appropriate solution agreed with United Utilities and the Environment Agency.

**Policy IF4: Developer Contributions**

New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. Contributions may be secured through planning obligations and the CIL when WLBC has an adopted Charging Schedule.
Policy EN1: Low Carbon Development and Energy Infrastructure

This policy supports a variety of low carbon and energy efficient measures including:

- Low carbon design including CSH, BREEAM and Sustainable Drainage Systems.
- Low and zero carbon energy infrastructure including district heating and decentralised energy systems.
- Wind energy development provided that certain criteria are met.

Policy EN2: Preserving and Enhancing West Lancashire’s Natural Environment (parts 2 – 6)

These parts of the policy seek to protect:

- Priority species and habitats.
- Woodlands and trees of significant amenity, screening, wildlife or historical value.
- The best and most versatile agricultural land and the Borough’s deep peat resources.
- The coastal zone.

Development should seek to maintain or enhance the character of the Borough’s various landscape character and any important historical landscape character.

Policy EN3: Provision of Green Infrastructure and Open Recreation Space

The Council will provide a green infrastructure strategy for the Borough. All development should, where appropriate, contribute to the GI strategy by:

- Enhancing and safeguarding existing GI network.
- Providing open space and sports facilities in line with an appraisal of local context and community need.
- Seeking the delivery of the proposed linear park between Burscough and Ormskirk.

The policy seeks to protect the delivery of informal countryside recreational activities proposed at Platts Lane and Mill Dane Lane in Burscough.

Policy EN4: Preserving and Enhancing West Lancashire’s Cultural and Heritage Assets

This policy puts forward a presumption in favour of the conservation of designated heritage assets including their settings. There is also a presumption in favour of the protection and enhancement of existing non-designated heritage assets. Those assets will be identified through a local list which will be adopted by the Council.
APPENDIX 3.2

1898 OS MAP
<table>
<thead>
<tr>
<th>GRADE</th>
<th>DESCRIPTION</th>
<th>ADDRESS 1</th>
<th>ADDRESS 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade II*</td>
<td>St Johns Church</td>
<td>St John the Baptist Church</td>
<td>School Lane</td>
</tr>
<tr>
<td>Grade II*</td>
<td>Barn approx. 100m SW of Martin Hall Farmhouse</td>
<td>Martin Hall Farm</td>
<td>New Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Thatch Cottage</td>
<td>Thatch Cottage</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Lathorns Farmhouse</td>
<td>Lathorns Farm</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Bartons Farmhouse</td>
<td>20 Moss Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Cottage in Field approx. 300m NW of Anchor Farmhouse</td>
<td>Cottage at Anchor Farm</td>
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</tr>
<tr>
<td>Grade II</td>
<td>Baldwin’s Lock and Bridge</td>
<td>Baldwin’s Lock and Bridge</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Forshaws Farmhouse</td>
<td>Forshaws Farmhouse</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Forshaws Farmhouse Barn approx. 10m South</td>
<td>The Brick Barn</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>German’s Lock and Bridge</td>
<td>German’s Lock and Bridge</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Hurst Cottage</td>
<td>Hurst Cottage</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Hurst Cottage Barn approx. 5m</td>
<td>Mossville</td>
<td>Moss Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Burscough Hall Farmhouse</td>
<td>Burscough Hall Farm</td>
<td>Chapel Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Roman Catholic Church of St John with Presbytery</td>
<td>St Johns RC Church</td>
<td>Chapel Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>172 Liverpool Road South</td>
<td>172 Liverpool Road South</td>
<td></td>
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<tr>
<td>Grade II</td>
<td>172A Liverpool Road South</td>
<td>Finch House Cottage</td>
<td>Liverpool Road South</td>
</tr>
<tr>
<td>Grade II</td>
<td>Square House</td>
<td>105 Square Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Crabtree Farmhouse</td>
<td>Crabtree Farm</td>
<td>8 Crabtree Lane</td>
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<td>Grade II</td>
<td>Mill Dam Lane End Farmhouse</td>
<td>71 Liverpool Road South</td>
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<tr>
<td>Grade II</td>
<td>Mill Dam Lane End Farmhouse No. 73</td>
<td>73 Liverpool Road South</td>
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<tr>
<td>Grade II</td>
<td>Yew Tree House</td>
<td>143 Liverpool Road South</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Martin Lane Bridge</td>
<td>Martin Lane Bridge</td>
<td>Leeds Liverpool Canal</td>
</tr>
<tr>
<td>Grade II</td>
<td>Woodhouse Farmhouse</td>
<td>Woodhouse Farm</td>
<td>40 New Lane</td>
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<tr>
<td>Grade II</td>
<td>Barn approx. 15m south of Woodhouse Farmhouse</td>
<td>Woodhouse Lane</td>
<td>40 New Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Burscough Bridge Railway Station building on north side of track</td>
<td>Burscough Bridge Railway Station</td>
<td>Red Cat Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Ainscough’s Mill</td>
<td>Ainscough’s Mill</td>
<td>Mill Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Offices at Ainscough’s Mill</td>
<td>Ainscough’s Mill</td>
<td>Mill Lane</td>
</tr>
<tr>
<td>Grade II</td>
<td>Railway Bridge over Leeds and Liverpool Canal at Ainscough’s Mill</td>
<td>Railway Bridge at Ainscough’s Mill</td>
<td>Leeds Liverpool Canal</td>
</tr>
<tr>
<td>Grade II</td>
<td>Hatherleigh</td>
<td>4 Briars Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Nos 2 and 4</td>
<td>Merscar Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Merscar House</td>
<td>24 Merscar Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Canal Lock approximately 50m</td>
<td>Runnel Brow Bridge</td>
<td></td>
</tr>
<tr>
<td>GRADE</td>
<td>DESCRIPTION</td>
<td>ADDRESS 1</td>
<td>ADDRESS 2</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------------------------------</td>
<td>--------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Grade II</td>
<td>Top Locks (lower lock)</td>
<td>Wheat Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Top Locks (upper lock)</td>
<td>Wheat Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Junction Bridge at Top Locks</td>
<td>Wheat Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Junction Bridge Canal Basin and Former Dry Dock</td>
<td>Wheat Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Runnel Brow Bridge</td>
<td>School Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Mill Heights</td>
<td>Fish Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Prescott Bridge</td>
<td>Meadow Lane</td>
<td></td>
</tr>
<tr>
<td>Grade II</td>
<td>Latham and Burscough War Memorial</td>
<td>Garden of Remembrance</td>
<td>Liverpool Road North</td>
</tr>
</tbody>
</table>
## LOCAL LIST

<table>
<thead>
<tr>
<th>AREA</th>
<th>ADDRESS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>LLB33</td>
<td>Windmill Farm Heights, Fish Lane</td>
<td>Windmill near to Martin Mere converted to dwelling</td>
</tr>
<tr>
<td>LLB34</td>
<td>1 Junction Lane</td>
<td>Victorian house with attached brick “folly”</td>
</tr>
<tr>
<td>LLB35</td>
<td>Burscough War Memorial, Junction Lane</td>
<td>Stone WW1 and WW2 memorial cross</td>
</tr>
<tr>
<td>LLB36</td>
<td>Burscough Wharf (range fronting Leeds Liverpool Canal), Liverpool Road North</td>
<td>Former canal wharf warehouse</td>
</tr>
<tr>
<td>LLB37</td>
<td>Old Police Station, 3 – 5 Liverpool Road North</td>
<td>Late Victorian/Edwardian former police station</td>
</tr>
<tr>
<td>LLB38</td>
<td>Packet House Hotel, Liverpool Road North</td>
<td>Canal-side pub/hotel</td>
</tr>
<tr>
<td>LLB39</td>
<td>123 Liverpool Road South</td>
<td>Former farmhouse</td>
</tr>
<tr>
<td>LLB40</td>
<td>Burscough Library, Mill Lane</td>
<td>Brick built early 20th Century Library</td>
</tr>
<tr>
<td>LLB41</td>
<td>White Dial Farmhouse, Moss Lane</td>
<td>Farmhouse</td>
</tr>
<tr>
<td>LLB42</td>
<td>St Andrews Mission Church, Crabtree, New Lane</td>
<td>Early 20th Century corrugated metal church</td>
</tr>
<tr>
<td>LLB43</td>
<td>HMS Ringtail War Memorial, Pippin Street</td>
<td>Memorial to HMS Ringtail base</td>
</tr>
</tbody>
</table>
### APPENDIX 3.7

#### KEY STATISTICS TABLES

<table>
<thead>
<tr>
<th>Age</th>
<th>2001 No.</th>
<th>2001 %</th>
<th>2011 No.</th>
<th>2011 %</th>
<th>Gain/Loss</th>
<th>Gain/Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–4</td>
<td>527</td>
<td>5.9</td>
<td>561</td>
<td>5.9</td>
<td>+34</td>
<td>+6.5</td>
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<tr>
<td>5–15</td>
<td>1307</td>
<td>14.6</td>
<td>1,256</td>
<td>13.2</td>
<td>-51</td>
<td>-3.9</td>
</tr>
<tr>
<td>16–17</td>
<td>239</td>
<td>2.7</td>
<td>228</td>
<td>2.4</td>
<td>-11</td>
<td>-4.6</td>
</tr>
<tr>
<td>All children</td>
<td>2,073</td>
<td>23.2</td>
<td>2,045</td>
<td>21.5</td>
<td>-28</td>
<td>-1.4</td>
</tr>
<tr>
<td>18–24</td>
<td>624</td>
<td>6.9</td>
<td>649</td>
<td>6.8</td>
<td>+25</td>
<td>+4.0</td>
</tr>
<tr>
<td>25–44</td>
<td>2,540</td>
<td>28.3</td>
<td>2,447</td>
<td>25.8</td>
<td>-93</td>
<td>-3.7</td>
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<tr>
<td>45–59</td>
<td>1,865</td>
<td>20.8</td>
<td>1,920</td>
<td>20.2</td>
<td>+55</td>
<td>+2.9</td>
</tr>
<tr>
<td>60–64</td>
<td>474</td>
<td>5.3</td>
<td>692</td>
<td>7.3</td>
<td>+281</td>
<td>+46.0</td>
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<tr>
<td>Working age adults</td>
<td>5,503</td>
<td>61.3</td>
<td>5,708</td>
<td>60.1</td>
<td>+268</td>
<td>+4.9</td>
</tr>
<tr>
<td>65–74</td>
<td>783</td>
<td>8.7</td>
<td>960</td>
<td>10.1</td>
<td>+3177</td>
<td>+22.6</td>
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<tr>
<td>75–84</td>
<td>428</td>
<td>4.8</td>
<td>586</td>
<td>6.2</td>
<td>+158</td>
<td>+36.9</td>
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<tr>
<td>85–89</td>
<td>125</td>
<td>1.4</td>
<td>119</td>
<td>1.3</td>
<td>-6</td>
<td>-4.8</td>
</tr>
<tr>
<td>90 and over</td>
<td>60</td>
<td>0.6</td>
<td>75</td>
<td>0.8</td>
<td>+15</td>
<td>+25.0</td>
</tr>
<tr>
<td>Pensionable adults</td>
<td>1,396</td>
<td>15.5</td>
<td>1,740</td>
<td>18.4</td>
<td>+344</td>
<td>+24.6</td>
</tr>
</tbody>
</table>

**Total**

<table>
<thead>
<tr>
<th></th>
<th>2001 No.</th>
<th>2001 %</th>
<th>2011 No.</th>
<th>2011 %</th>
<th>Gain/Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age</td>
<td>8,972</td>
<td></td>
<td>9,493</td>
<td></td>
<td>+521</td>
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<tr>
<td>West Lancashire</td>
<td>108,378</td>
<td></td>
<td>110,685</td>
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<td>+2,307</td>
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<tr>
<td>North West</td>
<td>6,729,764</td>
<td></td>
<td>7,052,177</td>
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<td>+322,413</td>
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</table>

#### Table 3.1: Burscough NPA Population Profile 2001 and 2011

ONS Ref: Age Structure 2061 KS02 and Age Structure 2011 KS102EW

<table>
<thead>
<tr>
<th>Ethnic Group</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>White; English, Welsh, Scottish, Northern Irish, British</td>
<td>9,214</td>
<td>97.06</td>
</tr>
<tr>
<td>White; Irish</td>
<td>45</td>
<td>0.47</td>
</tr>
<tr>
<td>White; Gypsy or Irish Traveller</td>
<td>1</td>
<td>0.01</td>
</tr>
<tr>
<td>White; Other</td>
<td>74</td>
<td>0.78</td>
</tr>
<tr>
<td>Mixed Race</td>
<td>47</td>
<td>0.49</td>
</tr>
<tr>
<td>Asian/Asian British</td>
<td>81</td>
<td>0.85</td>
</tr>
<tr>
<td>Black/African/Caribbean/Black British</td>
<td>16</td>
<td>0.17</td>
</tr>
<tr>
<td>Other Ethnic Group</td>
<td>15</td>
<td>0.17</td>
</tr>
<tr>
<td>Total Residents</td>
<td>9,493</td>
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</tbody>
</table>

#### Table 3.2: Ethnic Group

ONS Ref: Ethnic Group, 2011 KS201EW
<table>
<thead>
<tr>
<th>Household Type</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Family Households</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Married Couple (with or without children)</td>
<td>1,556</td>
<td>40.2</td>
<td>37.1</td>
<td>31.5</td>
</tr>
<tr>
<td>Same sex civil partnership (with or without children)</td>
<td>5</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Co-habiting (with or without children)</td>
<td>340</td>
<td>8.8</td>
<td>8.3</td>
<td>9.8</td>
</tr>
<tr>
<td>Lone parent</td>
<td>413</td>
<td>10.7</td>
<td>11.5</td>
<td>12.0</td>
</tr>
<tr>
<td>All Pensioner (ie. aged 65 and over)</td>
<td>399</td>
<td>10.3</td>
<td>10.1</td>
<td>7.8</td>
</tr>
<tr>
<td><strong>One Person Households</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lone Pensioner</td>
<td>445</td>
<td>11.5</td>
<td>12.9</td>
<td>12.8</td>
</tr>
<tr>
<td>One person other</td>
<td>532</td>
<td>13.7</td>
<td>14.0</td>
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<tr>
<td><strong>Other Households</strong></td>
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<tr>
<td>Student</td>
<td>2</td>
<td>0.1</td>
<td>0.8</td>
<td>0.5</td>
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<tr>
<td>Other</td>
<td>178</td>
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<td>5.2</td>
<td>6.1</td>
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<tr>
<td><strong>Total</strong></td>
<td>3,870</td>
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</table>

Table 3.3: Household Composition – Burscough, WLB and the NWR
ONS Ref: Household Composition – Households, 2011 QS113EW

<table>
<thead>
<tr>
<th>Household Type</th>
<th>2001</th>
<th>%</th>
<th>2011</th>
<th>%</th>
<th>Gain/Loss %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td></td>
<td>Number</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Family Households</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Married Couple (with or without children)</td>
<td>1,613</td>
<td>45.9</td>
<td>1,556</td>
<td>40.2</td>
<td>-3.5</td>
</tr>
<tr>
<td>Same sex civil partnership (with or without children)</td>
<td>N/A</td>
<td>N/A</td>
<td>5</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Co-habiting (with or without children)</td>
<td>262</td>
<td>7.5</td>
<td>340</td>
<td>8.8</td>
<td>+29.8</td>
</tr>
<tr>
<td>Lone parent</td>
<td>300</td>
<td>8.5</td>
<td>413</td>
<td>10.7</td>
<td>+37.7</td>
</tr>
<tr>
<td>All Pensioner (ie. aged 65 and over)</td>
<td>333</td>
<td>9.5</td>
<td>399</td>
<td>10.3</td>
<td>+19.8</td>
</tr>
<tr>
<td><strong>One Person Households</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lone Pensioner</td>
<td>454</td>
<td>12.9</td>
<td>445</td>
<td>11.5</td>
<td>-2.0</td>
</tr>
<tr>
<td>One person other</td>
<td>395</td>
<td>11.2</td>
<td>532</td>
<td>13.7</td>
<td>+34.7</td>
</tr>
<tr>
<td><strong>Other Person Households</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Student</td>
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<td>0.1</td>
<td>2</td>
<td>0.1</td>
<td>-33.3</td>
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<tr>
<td>Other</td>
<td>152</td>
<td>4.3</td>
<td>178</td>
<td>4.6</td>
<td>+17.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,512</td>
<td></td>
<td>3,870</td>
<td></td>
<td>+10.2</td>
</tr>
</tbody>
</table>

Table 3.4: Household Composition Burscough Change 2001 – 2011
ONS Ref: Household Composition – Households, 2001 UV65 and Household Composition – Households, 2011 QS113EW
<table>
<thead>
<tr>
<th>Category</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>All household spaces</td>
<td>4,027</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At least 1 resident</td>
<td>3,870</td>
<td>96.1</td>
<td>94.6</td>
<td>95.5</td>
</tr>
<tr>
<td>Vacant spaces</td>
<td>157</td>
<td>3.9</td>
<td>5.4</td>
<td>4.5</td>
</tr>
<tr>
<td>Detached</td>
<td>940</td>
<td>23.3</td>
<td>29.2</td>
<td>17.7</td>
</tr>
<tr>
<td>Semi-detached</td>
<td>2,180</td>
<td>52.4</td>
<td>36.3</td>
<td>35.7</td>
</tr>
<tr>
<td>Terraced</td>
<td>558</td>
<td>13.9</td>
<td>22.6</td>
<td>30.0</td>
</tr>
<tr>
<td>Flats – purpose built</td>
<td>339</td>
<td>8.4</td>
<td>8.2</td>
<td>13.0</td>
</tr>
<tr>
<td>Flats – conversions</td>
<td>41</td>
<td>1.0</td>
<td>0.8</td>
<td>2.4</td>
</tr>
<tr>
<td>Flats in commercial building</td>
<td>34</td>
<td>0.8</td>
<td>0.6</td>
<td>1.0</td>
</tr>
<tr>
<td>Caravan, etc.</td>
<td>7</td>
<td>0.2</td>
<td>2.2</td>
<td>0.3</td>
</tr>
</tbody>
</table>

Table 3.5: Household Spaces and Accommodation Type – Burscough, WLB and the NWR
ONS Ref: Dwellings, Household Spaces and Accommodation Type, 2011 KS401EW

<table>
<thead>
<tr>
<th>Occupancy Rating</th>
<th>Burscough %</th>
<th>WLB %</th>
<th>North West %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with 2 or more spare bedrooms</td>
<td>41.4</td>
<td>42.2</td>
<td>34.5</td>
</tr>
<tr>
<td>Households with 1 spare bedroom</td>
<td>37.0</td>
<td>36.4</td>
<td>37</td>
</tr>
<tr>
<td>Households with no spare bedrooms</td>
<td>19.5</td>
<td>19.2</td>
<td>25</td>
</tr>
<tr>
<td>Households in need of 1 bedroom</td>
<td>1.9</td>
<td>1.9</td>
<td>3</td>
</tr>
<tr>
<td>Households in need of 2 or more bedrooms</td>
<td>0.2</td>
<td>0.3</td>
<td>0.5</td>
</tr>
</tbody>
</table>

Table 3.6: Occupancy Rating (Bedrooms) – Burscough, WLB and NWR
ONS Ref: Occupancy Rating
### Table 3.7: Housing Tenure – Burscough, WLB and the NWR

<table>
<thead>
<tr>
<th>Category</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>All households</td>
<td>3,870</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned outright</td>
<td>1,384</td>
<td>35.8</td>
<td>35.9</td>
<td>31.0</td>
</tr>
<tr>
<td>Owned mortgage or loan</td>
<td>1,584</td>
<td>40.9</td>
<td>37.1</td>
<td>33.5</td>
</tr>
<tr>
<td>Part loan/part rent</td>
<td>13</td>
<td>0.3</td>
<td>0.6</td>
<td>0.5</td>
</tr>
<tr>
<td>Social rented Council</td>
<td>284</td>
<td>7.3</td>
<td>12.6</td>
<td>7.7</td>
</tr>
<tr>
<td>Social rented other</td>
<td>142</td>
<td>3.7</td>
<td>2.1</td>
<td>10.6</td>
</tr>
<tr>
<td>Private rented from landlord/agency</td>
<td>369</td>
<td>9.5</td>
<td>9.4</td>
<td>14.1</td>
</tr>
<tr>
<td>Private rented Other</td>
<td>46</td>
<td>1.2</td>
<td>1.1</td>
<td>1.3</td>
</tr>
<tr>
<td>Living rent-free</td>
<td>48</td>
<td>1.3</td>
<td>1.3</td>
<td>1.3</td>
</tr>
</tbody>
</table>

Table 3.7: Housing Tenure – Burscough, WLB and the NWR
ONS Ref: Tenure, 2011 KS402EW

### Table 3.8: Economically Active and Inactive – Burscough, WLB and the NWR

<table>
<thead>
<tr>
<th>Employment Type</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economically active(^6)</td>
<td>4,929</td>
<td>64.7</td>
<td>68.2</td>
<td>67.8</td>
</tr>
<tr>
<td>Full time</td>
<td>2,757</td>
<td>34.9</td>
<td>36.3</td>
<td>37.5</td>
</tr>
<tr>
<td>Part time</td>
<td>1,072</td>
<td>15.3</td>
<td>14.1</td>
<td>13.9</td>
</tr>
<tr>
<td>Self employed</td>
<td>685</td>
<td>9.1</td>
<td>9.6</td>
<td>8.2</td>
</tr>
<tr>
<td>Full time student(^7)</td>
<td>211</td>
<td>2.3</td>
<td>4.3</td>
<td>3.5</td>
</tr>
<tr>
<td>Unemployed</td>
<td>204</td>
<td>3.0</td>
<td>3.9</td>
<td>4.7</td>
</tr>
<tr>
<td>Economically inactive</td>
<td>1,967</td>
<td>35.3</td>
<td>31.8</td>
<td>32.2</td>
</tr>
<tr>
<td>Retired</td>
<td>1,194</td>
<td>21.9</td>
<td>17.0</td>
<td>14.8</td>
</tr>
<tr>
<td>Student(^8)</td>
<td>237</td>
<td>5.5</td>
<td>5.7</td>
<td>5.6</td>
</tr>
<tr>
<td>Carer</td>
<td>891</td>
<td>7.9</td>
<td>3.3</td>
<td>3.9</td>
</tr>
<tr>
<td>Long Term Sick</td>
<td>287</td>
<td>4.2</td>
<td>4.3</td>
<td>5.6</td>
</tr>
<tr>
<td>Other</td>
<td>74</td>
<td>1.1</td>
<td>1.4</td>
<td>2.2</td>
</tr>
<tr>
<td>All residents aged 16-74</td>
<td>6,896</td>
<td></td>
<td>81,601</td>
<td></td>
</tr>
</tbody>
</table>

Table 3.8: Economically Active and Inactive – Burscough, WLB and the NWR
ONS Ref: Economic Activity, 2011 KS601EW

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\(^6\) Census data collects information on Economic Activity for all people usually resident in the area aged 16–74.

\(^7\) Full time students who were either in employment or unemployed.

\(^8\) Students, including full time students, who were not in employment and did not meet the criteria to be classified as unemployed.
<table>
<thead>
<tr>
<th>Occupation</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Managers, Directors and Senior Officials</td>
<td>497</td>
<td>10.6</td>
<td>11.1</td>
<td>9.9</td>
</tr>
<tr>
<td>Professionals</td>
<td>868</td>
<td>18.5</td>
<td>17.0</td>
<td>16.3</td>
</tr>
<tr>
<td>Associate professionals</td>
<td>541</td>
<td>11.5</td>
<td>10.6</td>
<td>11.5</td>
</tr>
<tr>
<td>Administrative and Secretarial</td>
<td>537</td>
<td>11.5</td>
<td>11.3</td>
<td>11.8</td>
</tr>
<tr>
<td>Skilled trades</td>
<td>595</td>
<td>12.7</td>
<td>11.7</td>
<td>11.3</td>
</tr>
<tr>
<td>Caring, leisure and other services</td>
<td>496</td>
<td>10.6</td>
<td>10.3</td>
<td>10.1</td>
</tr>
<tr>
<td>Sales and Customer Service</td>
<td>323</td>
<td>6.9</td>
<td>7.5</td>
<td>9.4</td>
</tr>
<tr>
<td>Process, plant and machine operatives</td>
<td>383</td>
<td>8.2</td>
<td>8.3</td>
<td>8.1</td>
</tr>
<tr>
<td>Elementary</td>
<td>445</td>
<td>9.5</td>
<td>12.2</td>
<td>11.6</td>
</tr>
</tbody>
</table>

Table 3.9: Occupation Type – Burscough, WLB and the NWR
ONS Ref: Occupation, 2011 KS608EW

<table>
<thead>
<tr>
<th>Sector</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>786</td>
<td>16.8</td>
<td>17.0</td>
<td>16.7</td>
</tr>
<tr>
<td>Health and Social Work</td>
<td>750</td>
<td>16.0</td>
<td>13.8</td>
<td>13.9</td>
</tr>
<tr>
<td>Education</td>
<td>556</td>
<td>11.9</td>
<td>11.5</td>
<td>9.7</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>453</td>
<td>9.7</td>
<td>10.5</td>
<td>10.3</td>
</tr>
<tr>
<td>Construction &amp; Real Estate</td>
<td>420</td>
<td>9.0</td>
<td>8.5</td>
<td>5.6</td>
</tr>
<tr>
<td>Public Admin &amp; Defence</td>
<td>263</td>
<td>5.6</td>
<td>5.5</td>
<td>6.0</td>
</tr>
<tr>
<td>Transport &amp; Storage</td>
<td>229</td>
<td>4.9</td>
<td>3.6</td>
<td>5.0</td>
</tr>
<tr>
<td>Accommodation and Food</td>
<td>203</td>
<td>4.3</td>
<td>4.9</td>
<td>5.9</td>
</tr>
<tr>
<td>Professional, Scientific &amp; Technical</td>
<td>217</td>
<td>4.6</td>
<td>4.9</td>
<td>5.6</td>
</tr>
<tr>
<td>Administrative &amp; Support Services</td>
<td>196</td>
<td>4.2</td>
<td>5.2</td>
<td>4.9</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>171</td>
<td>3.6</td>
<td>4.9</td>
<td>3.5</td>
</tr>
<tr>
<td>Information and Communications</td>
<td>103</td>
<td>2.2</td>
<td>2.3</td>
<td>2.9</td>
</tr>
<tr>
<td>Agriculture, Forestry and Fishing</td>
<td>83</td>
<td>1.8</td>
<td>2.7</td>
<td>0.7</td>
</tr>
<tr>
<td>Others</td>
<td>255</td>
<td>5.4</td>
<td>5.5</td>
<td>5.8</td>
</tr>
</tbody>
</table>

Table 3.10: Employment Sector – Burscough, WLB and the NWR
ONS Ref: Industry, 2011 QS605EW
<table>
<thead>
<tr>
<th>Distance</th>
<th>Burscough</th>
<th>%</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work from home</td>
<td>456</td>
<td>9.7</td>
<td>11.1</td>
<td>9.1</td>
</tr>
<tr>
<td>Less than 10km</td>
<td>2,092</td>
<td>44.5</td>
<td>46.3</td>
<td>57.8</td>
</tr>
<tr>
<td>10km to &lt;30km</td>
<td>1,493</td>
<td>31.8</td>
<td>28.5</td>
<td>19.4</td>
</tr>
<tr>
<td>Over 30km</td>
<td>292</td>
<td>6.2</td>
<td>6.8</td>
<td>6.4</td>
</tr>
<tr>
<td>Other</td>
<td>372</td>
<td>7.9</td>
<td>7.3</td>
<td>7.3</td>
</tr>
</tbody>
</table>

**Table 3.11: 2011 Distance to Travel to Work – Burscough, WLB and the NWR**

**ONS Ref:** Distance Travelled to Work by Age, 2011 LC7102EW

<table>
<thead>
<tr>
<th>Method of Travel</th>
<th>Burscough %</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work mainly from home</td>
<td>4.5</td>
<td>5.4</td>
<td>4.4</td>
</tr>
<tr>
<td>Car/van (driver and passenger)</td>
<td>78.1</td>
<td>74.3</td>
<td>68.7</td>
</tr>
<tr>
<td>Bus</td>
<td>1.8</td>
<td>2.8</td>
<td>8.3</td>
</tr>
<tr>
<td>Train</td>
<td>4.2</td>
<td>3.3</td>
<td>2.8</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.8</td>
<td>1.7</td>
<td>2.2</td>
</tr>
<tr>
<td>On foot</td>
<td>7.6</td>
<td>9.9</td>
<td>10.9</td>
</tr>
<tr>
<td>Underground, Metro, Light Rail, Tram</td>
<td>0.1</td>
<td>0.2</td>
<td>0.7</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.7</td>
<td>0.6</td>
<td>0.6</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.5</td>
<td>1.2</td>
<td>0.8</td>
</tr>
<tr>
<td>Other</td>
<td>0.7</td>
<td>0.7</td>
<td>0.6</td>
</tr>
</tbody>
</table>

**Table 3.12: 2011 Method of Travel to Work – Burscough, WLB and NWR**

**ONS Ref:** Method of Travel to Work, 2011 QS701EW

<table>
<thead>
<tr>
<th>Car or Van Availability</th>
<th>Burscough %</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>None in household</td>
<td>13.9</td>
<td>19.8</td>
<td>28.0</td>
</tr>
<tr>
<td>One in household</td>
<td>43.2</td>
<td>41.0</td>
<td>42.5</td>
</tr>
<tr>
<td>Two in household</td>
<td>33.4</td>
<td>29.8</td>
<td>23.5</td>
</tr>
<tr>
<td>Three in household</td>
<td>6.9</td>
<td>7.0</td>
<td>4.6</td>
</tr>
<tr>
<td>Four or more in household</td>
<td>2.6</td>
<td>2.4</td>
<td>1.4</td>
</tr>
<tr>
<td>Average car/van per household</td>
<td>1.43</td>
<td>1.33</td>
<td>1.09</td>
</tr>
</tbody>
</table>

**Table 3.13: 2011 Car or Van Availability – Burscough, WLB and NWR**

**ONS Ref:** Car or Van Availability, 2011 QS416EW
<table>
<thead>
<tr>
<th>Household Deprivation Dimensions</th>
<th>Burscough %</th>
<th>WLB %</th>
<th>NWR %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not deprived in any dimension</td>
<td>46.5</td>
<td>43.1</td>
<td>40.5</td>
</tr>
<tr>
<td>Deprived in 1 dimension</td>
<td>31.7</td>
<td>32.6</td>
<td>31.7</td>
</tr>
<tr>
<td>Deprived in 2 dimensions</td>
<td>17.7</td>
<td>19.6</td>
<td>20.8</td>
</tr>
<tr>
<td>Deprived in 3 dimensions</td>
<td>3.8</td>
<td>4.4</td>
<td>6.4</td>
</tr>
<tr>
<td>Deprived in 4 dimensions</td>
<td>0.3</td>
<td>0.3</td>
<td>0.6</td>
</tr>
</tbody>
</table>

Table 3.14: 2011 Household Deprivation Dimensions – Burscough, WLB and NWR
ONS Ref: Households by Deprivation Dimensions, 2011 QS119EW
APPENDIX 6.1
BURSCOUGH CENTRE CAR PARKS

BCP01 - School Lane car park
BCP02 - Mill Lane car park
BCP03 - Smithy Walk car park (adjacent Burscough Wharf)
BCP04 - Tesco car park, Bobby Langton Way
BCP05 - Burscough Bridge rail station car park
Local Green Space

LGS01 Richmond Park

Neighbourhood Green Space

NGS01 Burscough Priory Science College Playing Fields
NGS02 Burscough Lordgates Township CE Primary School Playing Fields
NGS03 Burscough Village Primary School Playing Fields.
NGS04 St John’s CE Primary School Playing Fields
NGS05 St John’s Catholic Primary School Playing Fields
NGS06 Burscough Cricket Club
NGS07 Burscough Football Club
NGS08 Burscough Fitness & Racquets Leisure Centre
NGS09 St John the Baptist Church
NGS10 St John’s RC Church
NGS11 Mere Avenue Public Open Space
NGS12 Rees Park Public Open Space
NGS13 Elm Road Public Open Space
NGS14 Richmond Court Allotments
NGS15 Land Adjacent Leeds-Liverpool Canal
NGS16 Burscough War Memorial Garden
NGS17 Furnival Drive Public Open Space
NGS18 Hesketh Road Public Open Space
NGS19 Harding Road Public Open Space
NGS20 Vicarage Gardens Public Open Space
NGS21 Truscott Road Public Open Space
NGS22 Manor Avenue Public Open Space
NGS23 Manor Road Public Open Space
NGS24 Mill Dam Lane Brick Pit Open Space
NGS25 Abbey Lane Open Space
NGS26 Richmond Court/Square Lane Open Space
NGS27 Richmond Court Open Space
NGS28 Mill Lane Public Open Space
NGS29 Burscough Bowls Club
APPENDIX 6.3
COMMUNITY FACILITIES

Education
- Burscough Priory Science College (secondary school)
- St John’s Catholic Primary School
- Burscough Lordsgate Township CE Primary School
- Burscough Village Primary School
- St John’s CE Primary School
- Burscough Bridge Methodist Controlled Primary School

Health
- Burscough Family Practice
- Lathom House Surgery
- The Family Dental Practice
- Synergy Dental Clinic

Youth and Community
- Grove Youth and Community Centre

Sports, Recreation and Social
- Burscough Racquet and Fitness Centre
- Burscough Football Club
- Burscough Cricket, Sport and Social Club
- The Stanley Club
- The Royal British Legion
- Lathom and Burscough Old People’s Club

Religious
- St John the Baptist Church
- Burscough Methodist Church
- St John the Evangelist RC Church
- St Andrews Mission Church