

**MEMBERS INTERESTS 2012**

A Member with a disclosable pecuniary interest in any matter considered at a meeting must disclose the interest to the meeting at which they are present, except where it has been entered on the Register.

A Member with a non pecuniary or pecuniary interest in any business of the Council must disclose the existence and nature of that interest at commencement of consideration or when the interest becomes apparent.

Where sensitive information relating to an interest is not registered in the register, you must indicate that you have an interest, but need not disclose the sensitive information.

Please tick relevant boxes

Notes

	General		Notes
1.	I have a disclosable pecuniary interest.	<input type="checkbox"/>	<i>You cannot speak or vote and must withdraw unless you have also ticked 5 below</i>
2.	I have a non-pecuniary interest.	<input type="checkbox"/>	<i>You may speak and vote</i>
3.	I have a pecuniary interest <b>because</b> it affects my financial position or the financial position of a connected person or, a body described in 10.1(1)(i) and (ii) <b>and</b> the interest is one which a member of the public with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice my judgement of the public interest or it relates to the determining of any approval consent, licence, permission or registration in relation to me or a connected person or, a body described in 10.1(1)(i) and (ii) <b>and</b> the interest is one which a member of the public with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice my judgement of the public interest	<input type="checkbox"/>          <input type="checkbox"/>	<i>You cannot speak or vote and must withdraw unless you have also ticked 5 or 6 below</i>          <i>You cannot speak or vote and must withdraw unless you have also ticked 5 or 6 below</i>
4.	I have a disclosable pecuniary interest (Dispensation 16/7/12) or a pecuniary interest but it relates to the functions of my Council in respect of:  (i) Housing where I am a tenant of the Council, and those functions do not relate particularly to my tenancy or lease.  (ii) school meals, or school transport and travelling expenses where I am a parent or guardian of a child in full time education, or are a parent governor of a school, and it does not relate particularly to the school which the child attends.  (iii) Statutory sick pay where I am in receipt or entitled to receipt of such pay.  (iv) An allowance, payment or indemnity given to Members  (v) Any ceremonial honour given to Members  (vi) Setting Council tax or a precept under the LGFA 1992	<input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>          <input type="checkbox"/>	<i>You may speak and vote</i>          <i>You may speak and vote</i>          <i>You may speak and vote</i>          <i>You may speak and vote</i>          <i>You may speak and vote</i>          <i>You may speak and vote</i>
5.	A Standards Committee dispensation applies (relevant lines in the budget – Dispensation 20/2/13 – 19/2/17)	<input type="checkbox"/>	<i>See the terms of the dispensation</i>
6.	I have a pecuniary interest in the business but I can attend to make representations, answer questions or give evidence as the public are also allowed to attend the meeting for the same purpose	<input type="checkbox"/>	<i>You may speak but must leave the room once you have finished and cannot vote</i>

**'disclosable pecuniary interest'** (DPI) means an interest of a description specified below which is your interest, your spouse's or civil partner's or the interest of somebody who you are living with as a husband or wife, or as if you were civil partners and you are aware that that other person has the interest.

**Interest**

**Prescribed description**

Employment, office, trade, profession or vocation

Any employment, office, trade, profession or vocation carried on for profit or gain.

Sponsorship

Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by M in carrying out duties as a member, or towards the election expenses of M.

	This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority— (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to M's knowledge)— (a) the landlord is the relevant authority; and (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where— (a) that body (to M's knowledge) has a place of business or land in the area of the relevant authority; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

*"body in which the relevant person has a beneficial interest" means a firm in which the relevant person is a partner or a body corporate of which the relevant person is a director, or in the securities of which the relevant person has a beneficial interest; "director" includes a member of the committee of management of an industrial and provident society;*

*"land" excludes an easement, servitude, interest or right in or over land which does not carry with it a right for the relevant person (alone or jointly with another) to occupy the land or to receive income; "M" means a member of a relevant authority;*

*"member" includes a co-opted member; "relevant authority" means the authority of which M is a member;*

*"relevant period" means the period of 12 months ending with the day on which M gives notice to the Monitoring Officer of a DPI;*

*"relevant person" means M or M's spouse or civil partner, a person with whom M is living as husband or wife or a person with whom M is living as if they were civil partners;*

*"securities" means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.*

**'non pecuniary interest'** means interests falling within the following descriptions:

- 10.1(1)(i) Any body of which you are a member or in a position of general control or management and to which you are appointed or nominated by your authority;
- (ii) Any body (a) exercising functions of a public nature; (b) directed to charitable purposes; or (c) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union), of which you are a member or in a position of general control or management;
- (iii) Any easement, servitude, interest or right in or over land which does not carry with it a right for you (alone or jointly with another) to occupy the land or to receive income.
- 10.2(2) A decision in relation to that business might reasonably be regarded as affecting your well-being or financial position or the well-being or financial position of a connected person to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the ward, as the case may be, affected by the decision.

**'a connected person'** means

- (a) a member of your family or any person with whom you have a close association, or
- (b) any person or body who employs or has appointed such persons, any firm in which they are a partner, or any company of which they are directors;
- (c) any person or body in whom such persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or
- (d) any body of a type described in sub-paragraph 10.1(1)(i) or (ii).

**'body exercising functions of a public nature'** means

Regional and local development agencies, other government agencies, other Councils, public health bodies, council-owned companies exercising public functions, arms length management organisations carrying out housing functions on behalf of your authority, school governing bodies.

A Member with a personal interest who has made an executive decision in relation to that matter must ensure any written statement of that decision records the existence and nature of that interest.

**NB** Section 21(13) of the LGA 2000 overrides any Code provisions to oblige an executive member to attend an overview and scrutiny meeting to answer questions.

**CABINET**

**HELD: 11 NOVEMBER 2014**

**Start: 7.30pm**

**Finish: 8.15pm**

**PRESENT:**

Councillor: D Westley (Leader of the Council, in the Chair)

Portfolio

Councillors:	P Greenall	Deputy Leader & Street Scene
	M Forshaw	Planning and Development
	D Griffiths	Town and Village Centres
	Mrs J Houlgrave	Housing and Transformation
	D Sudworth	Health, Leisure and Community Safety
	D Whittington	Resources

In attendance: Councillors Oliver and Pendleton  
Councillors

Officers: Managing Director (People and Places) (Mrs G Rowe)  
Managing Director (Transformation) (Ms K Webber)  
Assistant Director Housing & Regeneration (Mr B Livermore)  
Assistant Director Community Services (Mr D Tilleray)  
Assistant Director Planning (Mr J Harrison)  
Assistant Director Street Scene (Mr G Concannon)  
Borough Treasurer (Mr M Taylor)  
Strategic Planning & Implementation Manager (Mr P Richards)  
Principal Member Services Officer (Mrs S Griffiths)

**34. APOLOGIES**

There were no apologies for absence.

**35. SPECIAL URGENCY (RULE 16 ACCESS TO INFORMATION PROCEDURE RULES)/URGENT BUSINESS**

There were no items of special urgency.

**36. DECLARATIONS OF INTEREST**

The Leader declared a non-pecuniary interest in agenda item 5(g) (Use of Section 106 monies for sustainable transport measures in Burscough West and Scott Wards) in view of his membership of Lancashire County Council.

**37. MINUTES**

RESOLVED That the minutes of the Cabinet meeting held on 16 September 2014 be approved as a correct record and signed by the Leader.

**38. MATTERS REQUIRING DECISIONS**

Consideration was given to the reports relating to the following matters requiring decisions as contained on pages 2101 - 2332 and 2368 - 2372 of the book of reports.

**39. SEPARATE COLLECTION OF RECYCLABLE WASTE**

Councillor Greenall introduced the report of the Assistant Director Street Scene which outlined forthcoming regulatory changes for the collection of recyclable waste and how they will be managed.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

RESOLVED That the report be noted and that the Assistant Director Street Scene, in consultation with the relevant Portfolio Holder, be authorised to take all appropriate action to ensure that the Council's waste collection arrangements meet the updated requirements for the collection of recyclable waste.

**40. FULWOOD & DOUGLAS AVENUE TARLETON AND JUNCTION LANE BURSCOUGH CONSERVATION AREA CHARACTER APPRAISALS UPDATES**

Councillor Forshaw introduced the report of the Assistant Director Planning which considered the adoption of updated conservation area character appraisals for the above-mentioned sites following a public consultation on these documents.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

RESOLVED A. That the decision to adopt the Fulwood and Douglas Avenue Conservation Area Character Appraisal (Appendix A) and the Junction Lane Conservation Area Character Appraisal (Appendix B) be delegated to the Assistant Director Planning in consultation with the Portfolio Holder for Planning and Development.

B. That the decision to extend the boundary of the Fulwood and Douglas Avenue Conservation Area designation by the inclusion of the area marked extension 1 on plan 2 at Appendix A be delegated to the Assistant Director Planning in consultation with the Portfolio Holder for Planning and Development.

- C. That the decision to extend the boundary of the Junction Lane Conservation Area designation by the inclusion of the area marked extension 2 on plan 2 at Appendix B be delegated to the Assistant Director Planning in consultation with the Portfolio Holder for Planning and Development.
- D. That in exercising the delegations at A, B and C above, the Assistant Director Planning be authorised, in consultation with the Portfolio Holder for Planning and Development, to make any necessary amendments to the Appraisals and Conservation Area designations in the light of agreed comments made by Planning Committee.

#### **41. REVISED CAPITAL PROGRAMME AND MID YEAR REVIEW 2014/2015**

Councillor Whittington introduced the report of the Borough Treasurer which sought agreement of a Revised Capital Programme for 2014/15 and provided an overview on the progress against it at the mid-year point.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the Revised Capital Programme, including the reprofiling, virements and budget adjustments contained within Appendix A, be approved for consideration by Council.
  - B. That the progress against the Revised Capital Programme at the mid-year point be noted.
  - C. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 27 November and Council on 17 December.

#### **42. REVIEW OF THE DISABLED ADAPTATIONS POLICY**

Councillor Sudworth introduced the report of the Assistant Director Community Services which reviewed the current Disabled Adaptations Policy in order to ensure its compatibility with legislative and economic changes.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons in it.

- RESOLVED
- A. That the Disabled Adaptations Policy attached as an Appendix to the report be approved.

- B. That the Assistant Director Community Services, in consultation with the relevant Portfolio Holder, be given delegated authority to review and make future changes to the policy in light of any legislative or economic changes.

**43. HOUSING RENEWAL ASSISTANCE POLICY REVIEW**

Councillor Sudworth introduced the report of the Assistant Director Community Services which considered an update to the current Housing Renewal Assistance Policy.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the revised Housing Renewal Assistance Policy attached as an Appendix to this report be approved.
  - B. That the Assistant Director Community Services, in consultation with the relevant Portfolio Holder, be given delegated authority to review and make future changes to the policy in light of any legislative or economic changes.

**44. LIFTS AT EVENWOOD COURT AND MARLBOROUGH COURT**

Councillor Mrs Houlgrave introduced the report of the Assistant Director Housing and Regeneration which advised on tenders received for the installation of additional lifts at Evenwood Court and Marlborough Court and considered whether to proceed with replacement lifts or to take alternative actions.

Minute no. 15 of the Landlord Services Committee (Cabinet Working Group) held on 6 November 2014 was circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group) the comments of Councillor Mrs Houlgrave and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- That an additional lift be installed at Marlborough Court and that the decision to install an additional lift at Evenwood Court be deferred pending a full option appraisal and tenants with mobility issues be offered ground floor accommodation within the scheme were possible.

**45. USE OF SECTION 106 MONIES FOR SUSTAINABLE TRANSPORT MEASURES IN BURSCOUGH WEST AND SCOTT WARDS**

Councillor Forshaw introduced the report of the Assistant Director Planning which sought authority to allocate Section 106 monies from planning application 2012/0080/FUL for expenditure on suitable transport measures to improve accessibility to the application site by means other than the private car.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the allocation of the £100,000 of Section 106 monies from application 2012/0080/FUL to the design, costing and delivery of the section of the Ormskirk-Burscough Linear Park between the eastern end of Abbey Lane, across the A59 Liverpool Road South and to the northern end of Lordsgate Lane, with a connection from this route directly into the application site be approved.
  - B. That authority be delegated to the Assistant Director Planning in consultation with the Portfolio Holder for Planning and Development to undertake all matters related to the implementation of this project.

**46. HOUSING REVENUE ACCOUNT (HRA) AND HOUSING CAPITAL INVESTMENT PROGRAMME MID YEAR REVIEW**

Councillor Mrs Houlgrave introduced the joint report of the Assistant Director Housing and Regeneration and the Borough Treasurer which provided a projection of the financial position on the Housing Revenue Account (HRA) and the Capital Investment Programme at the end of the financial year and recommended options to reinvest the savings identified in the Capital Investment Programme.

Minute no. 16 of the Landlord Services Committee (Cabinet Working Group) held on 6 November 2014 was circulated at the meeting.

A motion from Councillor Mrs Houlgrave was circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group), the comments of and the motion from Councillor Mrs Houlgrave and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the financial position of the Revenue Account and the Capital Investment Programme be noted.
  - B. That the agreed comments of the Landlord Services Committee be noted.

- C. That the proposal to refurbish 192-198 Ennerdale not be supported at this time and the funding be made available for use in the 2015/16 budget.
- D. That £28,800 from the potential savings identified at table A in paragraph 7.2 (c) of the report, be used to replace windows and doors at Beacon Crossing, Parbold and the residual savings of £62,200 be made available for use in the 2015/16 budget.
- E. That Capital Investment be built into leasehold properties in Beacon Crossing, Parbold and Stoneygate/Graham Avenue, Appley Bridge as part of the Asset Management of properties and that Council be requested to endorse this approach.
- F. That the revised Capital Investment Programme including the re-profiling, virements and budget adjustments contained in Appendix A updated with C & D above, be approved for consideration by Council.
- G. That call-in is not appropriate for this item as the report is being submitted to the next meeting of the Executive Overview and Scrutiny Committee on 27 November 2014

#### **47. APPLICATION FOR THE DESIGNATION OF A NEIGHBOURHOOD AREA IN BURSCOUGH**

Councillor Forshaw introduced the report of the Assistant Director Planning which sought approval of the application from Burscough Parish Council for the designation of a neighbourhood area covering the entire Parish of Burscough which would enable the preparation of a neighbourhood plan by the Parish Council for that neighbourhood area.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the application for designation of the neighbourhood area applied for by Burscough Parish Council, provided in Appendix A to the report, which covers the Parish of Burscough, be approved.
  - B. That authority be delegated to the Assistant Director Planning, in consultation with the Portfolio Holder for Planning and Development to consider any future applications for neighbourhood areas made in West Lancashire and, where the neighbourhood area is considered appropriate, to designate those neighbourhood areas.



**48. GOVERNMENT CONSULTATION ON PROPOSED CHANGES TO NATIONAL POLICY ON GYPSIES AND TRAVELLERS**

Councillor Forshaw introduced the report of the Assistant Director Planning which sought authority to forward proposed responses to specific questions set out in the Department for Communities and Local Government (DCLG) consultation document regarding proposed changes to National Policy on Gypsies and Travellers.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the responses set out at Appendix A to the report be approved as the West Lancashire Borough Council response to the DCLG consultation, subject to any amendments to be made by the Assistant Director Planning in consultation with the Portfolio Holder, following consideration of any agreed comments from the Planning Committee.
  - B. That call-in is not appropriate for this item as the deadline for responses to be submitted to central government is Monday 23 November 2014, four days before the next Executive Overview and Scrutiny Committee meeting (27 November 2014).

**49. EXCLUSION OF PRESS AND PUBLIC**

RESOLVED

That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of that Act and as, in all the circumstances of the case, the public interest in maintaining the exemption under Schedule 12A outweighs the public interest in disclosing the information.

**50. MATTERS REQUIRING DECISIONS**

Consideration was given to the report relating to the following matter requiring a decision as contained on pages 2333 - 2366 and 2373 - 2381 of the Book of Reports.

**51. LEASED HOUSING PROPERTIES - BEACON CROSSING, STONEYGATE LANE, STONEYGATE COURT & GRAHAM AVENUE**

Councillor Mrs Houlgrave introduced the report of the Assistant Director Housing and Regeneration which advised of issues regarding the leased properties in Beacon Crossing, Parbold and at Stoneygate Court and Graham Avenue at Dangerous Corner Appley Bridge and sought approval for a way forward in relation to addressing these matters.

Minute no. 18 of the Landlord Services Committee (Cabinet Working Group) held on 6 November 2014 was circulated.

A motion from Councillor Mrs Houlgrave was circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group), the comments of and the motion from Councillor Mrs Houlgrave and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the agreed comments of the Landlord Services Committee be noted.
  - B. That the decision to invest in new windows and doors for the Beacon Crossing properties be noted (minute 46 above refers).
  - C. That in accordance with Option 4 as set out in Section 5 of the report all properties be retained and the Assistant Director Housing and Regeneration be authorised to seek to utilise the sinking fund held by the Landlord for the Stoneygate Lane/Court/Graham Avenue properties, to meet improvement costs where possible.
  - D. That all leasehold properties identified in this report, be included in the Council's Capital Investment for future investment purposes.
  - E. That the Assistant Director Housing and Regeneration be requested to review service charges in the light of the current under charging arrangements and introduce increases on a phased basis.
  - F. That the Assistant Director Housing and Regeneration review the way that vacancies for these properties be advertised for letting.
  - G. That in the event of any of these leaseholder properties being unable to be re-let in the future, the Assistant Director Housing and Regeneration, in consultation with the relevant Portfolio Holder, be authorised to dispose of the property, exercising the landlord buyback option where appropriate (subject to obtaining all necessary consents).

## **52. SITE OF THE FORMER WESTEC HOUSE, DERBY STREET, ORMSKIRK**

The Leader introduced the report of the Assistant Director Housing and Regeneration which provided an update on the proposed sale of the land known as the Westec House site and sought authority to proceed.

In reaching the decision below, Cabinet considered the details set out in the report before it and accepted the reasons contained in it.

- RESOLVED
- A. That the current position be noted and that outline residential planning consent be sought by the Council for the site and the site be re-marketed with the benefit of that consent.
  - B. That authority be delegated to the Assistant Director Housing and Regeneration in consultation with the relevant Portfolio Holder to obtain all consents and take all necessary steps to effect a sale of the site.

**53. 192-198 ENNERDALE, SKELMERSDALE (FORMER TANHOUSE HOUSING OFFICE)**

The Leader introduced the report of the Assistant Director Housing and Regeneration which considered proposals for the future use of 192 to 198 Ennerdale, Tanhouse, Skelmersdale.

Minute no. 17 of the Landlord Services Committee (Cabinet Working Group) held on 6 November 2014 was circulated at the meeting.

A motion from the Leader was circulated at the meeting.

In reaching the decision below, Cabinet considered the minute of the Landlord Services Committee (Cabinet Working Group), the motion from the Leader and the details set out in the report before it and accepted the reasons contained therein.

- RESOLVED
- A. That the agreed comments of the Landlord Services Committee be noted.
  - B. That this item be deferred for one cycle as Cabinet are not minded to convert the office back to housing units, nor let it for community use.
  - C. That the Assistant Director Housing and Regeneration be requested to report to the next meeting on:-
    - i) alternative arrangements for the CCTV relay equipment
    - ii) disposal of the property for a private sector conversion to flats
    - iii) demolition and the retention of the site for a possible future redevelopment project.
  - D. That confirmation that the land is a HRA asset be noted

Note

No representations had been received in relation to the above items being considered in private.

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LEADER





**AGENDA ITEM: 5(a)**

**CABINET: 13<sup>th</sup> January 2015**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor Mrs J. Houlgrave**

**Contact for further information: Mrs Rachel Kneale (Extn. 2611)  
(E-mail: [rachel.kneale@westlancs.gov.uk](mailto:rachel.kneale@westlancs.gov.uk))**

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**SUBJECT – 192 TO 198 ENNERDALE, TANHOUSE, SKELMERSDALE (FORMER HOUSING OFFICE)**

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Wards affected: Tanhouse

**1.0 PURPOSE OF THE REPORT**

1.1 To agree an approach for the future use of 192 to 198 Ennerdale, Tanhouse, Skelmersdale.

**2.0 RECOMMENDATIONS**

2.1 That the Assistant Director Housing and Regeneration, be authorised to demolish 192 -198 Ennerdale, make good the site and retain the site for a possible redevelopment project obtaining all necessary approvals and consents.

2.2 That Assistant Director of Community Services make arrangements for relocating the CCTV relay equipment.

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**3.0 BACKGROUND**

3.1 The subject property is of non-traditional construction (Wimpey No Fines) was originally built as four purpose built flats. The property is shown hatched on the attached plan (Appendix A).

- 3.2 The premises became vacant in the late 1990's and in approximately 2004 converted to a housing office as part of the Council's strategy for providing neighbourhood offices.
- 3.3 Apart from a short term let and training exercise the property has remained vacant since the Housing Department moved out in 2011.
- 3.4 A report was presented to Cabinet on 11 November 2014 and it was resolved:
- That this item be deferred one cycle as cabinet are not minded to convert the office back to housing units, nor let it for community use.
  - That the Assistant Direct Housing and Regeneration be requested to report on:
    - i) Alternative arrangements for the CCTV relay equipment.
    - ii) Disposal of the property for a private sector conversion to flats.
    - iii) Demolition and the retention of the site for a possible future redevelopment project.

#### **4.0 CURRENT POSITION**

- 4.1 A feasibility study undertaken by the Council to convert the premises back to social housing concluded that such a scheme was possible but this option was not acceptable to Cabinet.
- 4.2 A private sector conversion to flats is unlikely to generate a substantial capital receipt as the conversion costs would still be considerable due to the poor condition and the requirement to comply with building regulations, in particular energy efficiency standards.
- 4.3 The viability of a conversion is also compromised by low end values for property in this locality.
- 4.4 The property's present use is for "offices" however, planning permission would not be required to convert the property back to residential use, as it would benefit from permitted development rights.
- 4.5 The premises presently accommodates CCTV relay equipment which covers key areas in Skelmersdale including Council owned assets at Sandy Lane and Digmaor Shopping Centres.
- 4.6 One of the other options considered was to relocate the internal equipment associated with the CCTV relay station into a cupboard in the downstairs area. This relocation would mean that the equipment was not in a private residence, but was in a communal area. This option was priced at £1350 (two days' work). However, leaving equipment in and on a non-council building would inevitably lead to issues in relation to access to any of the equipment. The relay station plays a vital role in transmitting images from two key cameras back to the suite and any delays in fixing the equipment due to access issues, could lead to crimes not being prevented or detected for an unreasonable period. Additionally, there is a far greater risk of the equipment being vandalised in such a communal area. Clearly either of these scenarios is unacceptable.

4.7 Alternatively the premises could be demolished and the site retained for future redevelopment which could possibly accommodate a number of terraced houses or flat development dependent on demand and financial viability and subject to an acceptable scheme in planning terms. In the event of demolition no further expenditure would be required on the premises.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

5.1 The sustainability issues will vary depending on the future proposals for the premises.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

6.1 The cost of demolition and restoration of the site is likely to be in the region of £25,000. There would be no further expenditure on the building and the possibility of a future capital receipt if land could be sold for redevelopment purposes in the future.

6.2 In the event of the premises being sold for commercial conversion purposes the Council would only be likely to gain a small capital receipt and this would be subject to the restrictions on the receipt of sales of housing properties.

6.3 The cost of relocating the CCTV relay equipment to a stand-alone relay column is £13,074

6.4 At present the premises are mothballed having been drained down but are still attracting the costs of insurance, empty business rates and electrical and gas standard charges amounting to approximately £5,000 per annum.

6.5 The demolition costs would be met. From the savings identified from the mid-year review of the HRA capital programme.

6.6 The cost of relocating the CCTV relay equipment can be met from the projected favourable budget variance on the GRA that has been identified in the mid-year review.

## **7.0 RISK ASSESSMENT**

7.1 If the property is sold the purchaser may not carry out works for a considerable period and therefore the property would become a blight on the area and possibly attract vandalism.

7.2 If the property is demolished there is the loss of a “built asset” but the resulting area could be enhanced and the emergence of a “land asset” with potential development value.

### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

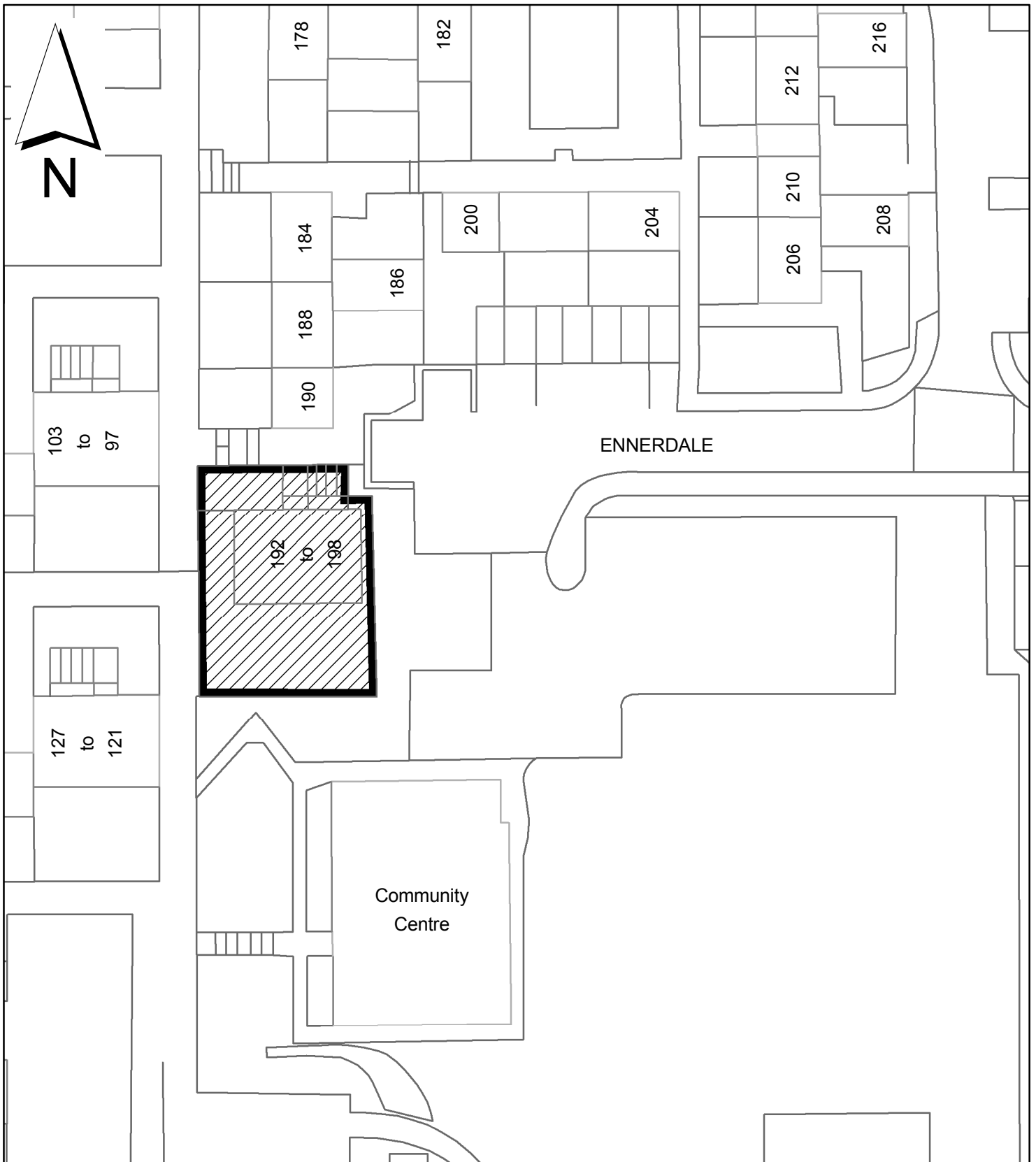
The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

### **Appendices**

Appendix A – Site Plan.

Appendix B – Minute of Landlord Services Committee – 8 January 2015 (to follow)





# West Lancashire Borough Council

Plan Title

08/10/2014

ENNERDALE 192-198, HOUSING OFFICE, TANHOUSE, SKELMERSDALE WN8 6AN  
 SITE AREA 356 sqm, building area 132 sqm

Root title C660(84) Housing transfer from SDC, Registered under title HR32 LA939008

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Scale 1:500





**AGENDA ITEM: 5(b)**

**CABINET: 13 JANUARY 2015**

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**Report of: Transformation Manager**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D Sudworth**

**Contact for further information: Mrs S Griffiths (Extn. 5097)  
(E-mail: [susan.griffiths@westlancs.gov.uk](mailto:susan.griffiths@westlancs.gov.uk))**

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**SUBJECT: FUNDING OF VOLUNTARY & OTHER ORGANISATIONS WORKING GROUP**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To advise of the recommendations of the Funding of Voluntary and Other Organisations Cabinet Working Group meetings of 26 September and 16 December 2014 in respect of the presentations/written submissions received from the voluntary organisations in relation to the monitoring/evaluation of the service level agreements and the application for further funding received from the Lancashire West Citizens Advice Bureau.

**2.0 RECOMMENDATIONS**

2.1 That the recommendations arising from the monitoring and evaluation of the Service Level Agreements by the Funding of Voluntary and Other Organisations Cabinet Working Group at its meeting on 16 December 2014 be endorsed as detailed in the minutes of the meeting attached at Appendix 2.

2.2 That funding be made available to the Lancashire West Citizens Advice Bureau of £48,425 per annum from 2015 in principle and determined when the budget is set on 25 February 2015. This funding be subject to a one year Grant Agreement.

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### **3.0 BACKGROUND**

#### **a) Monitoring Service Level Agreements**

- 3.1 The Funding of Voluntary and Other Organisations Working Group met on 26 September this year and resolved to undertake the monitoring and evaluation of the service level agreements by way of written representations from those groups in receipt of revenue funding. At this meeting a representative of the West Lancashire Dial A Ride Association provided an oral monitoring/evaluation report to the Working Group.
- 3.2 Following the meeting the voluntary organisations were requested to submit written representations and were provided with an opportunity to meet with the Working Group when the monitoring/evaluation submission would be considered.
- 3.3 The Funding of Voluntary and Other Organisations Working Group met on 16 December 2014 to consider the submissions and to receive an oral presentation from a representative of Disability Advice West Lancashire who had requested to meet with the Working Group. No other organisations had requested to meet with Members on this occasion.

#### **b) Application for further funding**

- 3.4 At its meeting on 26 September 2014 the Working Group also received an application for further funding from the Lancashire West Citizens Advice Bureau for 2015 onwards and received a presentation from their representative in support of the application.
- 3.5 The Working Group considered the application at its meeting on 16 December 2014.
- 3.6 The minutes of the meetings containing the recommendations to Cabinet, are attached as an Appendix to this report.

### **4.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 4.1 The total grants recommended to be made in 2015-2016 amount to £136,234 which will be accommodated within the current budget provision.

### **5.0 COMMENTS OF THE TRANSFORMATION MANAGER**

- 5.1 The Working Group considered the monitoring/evaluation submissions from each of the voluntary organisations together with the oral presentation from the Disability Advice West Lancashire and indicated that no further submission/meetings with the Organisations was required.
- 5.2 The application for funding of the Lancashire West Citizens Advice Bureau was considered in line with the judgement with criteria approach and on merit. Members were minded to continue funding this organisation at the current level

by way of a one year Grant Agreement in order to provide consistency with the Agreements with the other voluntary organisations. The duration of all the Agreements will end on 31 March 2016.

- 5.3 The level of funding recommended by the Working Group to each individual voluntary organisation can be accommodated within the current budget.

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### **Background Documents**

The following background documents (as defined in Section 100D (5) of the Local Government Act 1972) have been relied on to a material extent in preparing this Report.

#### **Monitoring/Evaluation Submissions**

Age UK

West Lancashire Council for Voluntary Service

West Lancashire Dial A Ride Association

Relate – Lancashire & Cumbria

Victim Support - Lancashire

#### **Application**

Lancashire West Citizens Advice Bureau

### **Equality Impact Assessment**

There is a significant direct impact on members of the public, employees, elected members and / or stakeholders. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report.

### **Appendices**

1. Equality Impact Assessment
2. Minutes of the Funding of Voluntary & Other Organisations Working Group held on 29 September 2014
3. Minutes of the Funding of Voluntary & Other Organisations Working Group held on 16 December 2014



## APPENDIX 1

### Equality Impact Assessment - process for services, policies, projects and strategies

1.	<p>Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service/policy/strategy/decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:</p> <p><i>People of different ages – including young and older people</i>  <i>People with a disability;</i>  <i>People of different races/ethnicities/ nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	<p>Any reduction in access to services will impact to a greater extent on residents within the lower income groups/people with disabilities/people of different races/ethnicities/nationalities/women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave.</p>
2.	<p>What sources of information have you used to come to this decision?</p>	<p>Application and monitoring information received from the voluntary organisations</p>
3.	<p>How have you tried to involve people/groups in developing your service/policy/strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>The report is monitoring current grant agreements save for the Lancashire West Citizens Advice Bureau. Therefore further development work in relation to grants may involve further consultation in the future</p>
4.	<p>Could your service/policy/strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010? Duties are to:-</p> <p><i>Eliminate discrimination, harassment and victimisation;</i>  <i>Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);</i>  <i>Foster good relations between people who share a protected characteristic and those who do not share it.</i></p>	<p>By continuing to provide grant support to the voluntary organisations will assist in advancing equality of opportunity. Any reduction in access to services is likely to impact on people within all the protected characteristics, particularly in relation to the application for further funding received from the Lancashire West Citizens Advice Bureau</p>
5.	<p>What actions will you take to address any issues raised in your answers above</p>	<p>Will continue to work with the voluntary sector for the provision of services within the Borough</p>





**FUNDING OF VOLUNTARY AND OTHER ORGANISATIONS CABINET WORKING GROUP**

**HELD: 26 SEPTEMBER 2014**

Start: 9.30am

Finish: 10.30am

**PRESENT:** Councillor Ashcroft (Chairman)

Councillors: Westley  
Mrs C Evans

Officers: Transformation Manager (Mr S Walsh)  
Treasury Management and Service Accountant (Mr J Smith)  
Principal Member Services Officer (Mrs S Griffiths)

In attendance: Mr P Walker (West Lancashire Dial A Ride Association)  
Mr M Astley (Lancashire West Citizens Advice Bureau)

**1. APOLOGIES**

Apologies for absence were submitted on behalf of Councillor S Bailey.

**2. MEMBERSHIP OF THE WORKING GROUP**

There were no changes to membership of the Working Group.

**3. DECLARATIONS OF INTEREST**

Councillor Westley declared a non-pecuniary interest in agenda item 6 (Annual Monitoring of revenue grants to voluntary organisations and application for funding from 2015 onwards from the Lancashire West Citizens Advice Bureau) in view of his membership of Lancashire County Council.

**4. MINUTES**

In relation to minute no. 14 (Equality & Diversity) the Transformation Manager provided a progress report and indicated that a further report would be submitted to the Working Group during the first quarter of 2015.

**RESOLVED** That the minutes of the last meeting of the Working Group held on 16 December 2013 be approved as a correct record.

## FUNDING OF VOLUNTARY AND OTHER ORGANISATIONS CABINET WORKING GROUP

### 5. TERMS OF REFERENCE

Members were reminded of the Terms of Reference of the Working Group.

RESOLVED That the Terms of Reference of the Funding of Voluntary and Other Organisations Cabinet Working Group be noted.

### 6. ANNUAL MONITORING OF REVENUE GRANTS TO VOLUNTARY ORGANISATIONS AND APPLICATION FOR FUNDING FROM 2015 ONWARDS FROM THE LANCASHIRE WEST CITIZENS ADVICE BUREAU

Consideration was given to the report of the Transformation Manager on the approach for monitoring/evaluation of the services provided by the voluntary organisations in receipt of revenue funding by way of a Service Level Agreement. Philip Walker Manager of the West Lancashire Dial A Ride Association was invited to attend the meeting to provide an update on the service.

The Working Group considered an application for revenue funding from 2015 onwards received from the Lancashire West Citizens Advice Bureau. It was noted that the application sought an uplift of funding of £1,575 (3.2%). Matt Astley Project Co-ordinator ASTF Fund & Project Leader of the Lancashire West Citizens Advice Bureau was invited to attend the meeting and was given an opportunity to make a presentation to the Working Group in support of his application.

#### **West Lancashire Dial A Ride Association**

Philip Walker provided a brief background of the service referring to the number of years of operation, accreditation award, number of vehicles, paid staff, volunteers, fares and funding arrangements.

He went on to report on the business plan for 2014-2017 and in particular to how recent significant changes to the Lancashire County Council's Community Transport Policy had resulted in a 6 month extension of their Lancashire County Council contract pending the outcome of the redefined policy.

He reported that in view of this change West Lancashire Dial A Ride intended to continue to work to local elements of the business plan and also with its partners to secure a new contract once the requirements of the Lancashire County Council redefined policy became clearer.

He indicated that the service had been operating a demand based pilot community car scheme and that the West Lancashire CVS were assisting with the provision of volunteers for the scheme.

## FUNDING OF VOLUNTARY AND OTHER ORGANISATIONS CABINET WORKING GROUP

### Lancashire West Citizens Advice Bureau

Matt Astley reported that there had been a significant increase year on year in client enquiries from 1396 in 2012-13 to 5432 in 2013-14 with debt advice being the highest category of advice followed by welfare benefits.

He advised that the service had increased its days of operation from 3 to five days due to demand and that funding had been secured for specialist debt advice for three years commencing October 2014.

He referred to the Bureau's role as lead partner in the Advice Service Transition Fund Partnership through which community information facilities/services at community venues throughout the Borough had been established together with an Advice Network. In concluding his presentation he outlined the benefits of being part of the Chorley, Wyre and South Ribble CAB in terms of shared management costs, telephone gateway, and the adviceline.

The Chairman thanked Philip Walker and Matt Astley for their attendance.

- RESOLVED
- A. That the monitoring/evaluation of the Service Level Agreements be undertaken by way of written representations.
  - B. That following receipt of written representations the Working Group consider whether to invite an Organisation to make a presentation to a future meeting of the Working Group.
  - C. That the monitoring/evaluation report on behalf of the West Lancashire Dial A Ride Association be noted and the payment of the 2<sup>nd</sup> tranche of grant for 2014/2015 be approved.
  - D. That the application for further funding from 2015 onwards on behalf of the Lancashire West Citizens Advice Bureau be noted and that any future grant to be subject to a one year Grant Agreement.



**APPENDIX 3**

**FUNDING OF VOLUNTARY AND OTHER ORGANISATIONS CABINET WORKING GROUP**

HELD: 16 DECEMBER 2014

Start: 10.00am

Finish: 11.15am

**PRESENT:**

Councillors: Ashcroft (Chairman)

Westley  
Mrs C Evans

Officers: Transformation Manager (Mr S Walsh)  
Treasury Management and Service Accountant (Mr J Smith)  
Principal Member Services Officer (Mrs S Griffiths)

In attendance: Sandy Brown (Vice Chair – Disability Advice West Lancashire)  
Tony Lewis (Manager – Disability Advice West Lancashire)

**7. APOLOGIES**

Apologies for absence were received on behalf of Councillor S Bailey.

**8. MEMBERSHIP OF THE WORKING GROUP**

There were no changes to membership of the Working Group.

**9. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**10. MINUTES**

RESOLVED That the minutes of the last meeting of the Working Group held on 26 September 2014 be approved as a correct record.

**11. ANNUAL MONITORING OF REVENUE GRANTS TO VOLUNTARY ORGANISATIONS AND APPLICATION FOR FUNDING FROM 2015 ONWARDS FROM THE LANCASHIRE WEST CITIZENS ADVICE BUREAU**

Consideration was given to the report of the Transformation Manager in relation to the above. He reminded Members that the Working Group had previously agreed to undertake monitoring of the Service Level Agreements by way of written representations, and that a request to meet with the Working Group had been received from Disability Advice West Lancashire.

## FUNDING OF VOLUNTARY AND OTHER ORGANISATIONS CABINET WORKING GROUP

Tony Lewis and Sandy Brown made a presentation to the Working Group. Tony Lewis provided a brief background of the service referring to the number of years in operation, accreditations awarded, the services offered for disabled people and carers in West Lancashire. He went on to report upon the organisations:-

- Business plan for 2016 onwards
- Performance management framework
- Rebranding/introduction of membership scheme/client focus group
- Clients and income generated
- Expansion of trustees
- Uniqueness
- Outcomes
- Volunteers

Sandy Brown reported upon the organisation's governance and future projects and particularly referred to the use of social media in service delivery.

The Chairman thanked Tony Lewis and Sandy Brown for their attendance.

RECOMMENDED (A) That Cabinet be requested to:-

i) continue funding the following voluntary organisations in accordance with the terms contained within the Service Level Agreements:-

- a) Age UK Lancashire (£12,136)
- b) Disability Advice West Lancashire (£5,920)
- c) Relate Lancashire & Cumbria (£3,545)
- d) West Lancashire Dial A Ride Association (£28,575)
- e) Victim Support Lancashire (£4,854)

ii) continue funding the West Lancashire Council for Voluntary Service (£32,779) subject to the receipt of satisfactory financial statements.

(B) That a grant of £48,425 be made to the Lancashire West Citizens Advice Bureau by way of a one year Grant Agreement.

(C) That the Transformation Manager be requested to arrange a visit to the Voluntary Organisations by Members of the Working Group.

## 12. EQUALITY & DIVERSITY

The Transformation Manager provided an update of the Working Group.



**AGENDA ITEM: 5(c)**

**CABINET:**  
13 January 2015

**PLANNING COMMITTEE:**  
22 January 2014

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:**  
29 January 2015

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**Report of:** Assistant Director Planning

**Relevant Managing Director:** Managing Director (Transformation)

**Relevant Portfolio Holder:** Councillor M Forshaw

**Contact for further information:** Mr Peter Richards  
(e-mail: [peter.richards@westlancs.gov.uk](mailto:peter.richards@westlancs.gov.uk))

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**SUBJECT: YEW TREE FARM FINAL MASTERPLAN ADOPTION**

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Wards affected: Borough-wide

**1.0 PURPOSE OF THE REPORT**

1.1 To seek Cabinet's approval for the adoption of the Yew Tree Farm Masterplan, as attached at Appendix B, as a Supplementary Planning Document (SPD).

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That Cabinet consider the contents of the Yew Tree Farm Draft Masterplan Consultation Feedback Report set out at Appendix A of this report.

2.2 That the Adoption Statement at Appendix C and the Yew Tree Farm Masterplan SPD (Appendix B to this report) be adopted, subject to any amendments made by the Assistant Director Planning in consultation with the Portfolio Holder, following consideration of the Masterplan SPD by Planning Committee and Executive Overview and Scrutiny Committee, as per recommendation 2.3 below.

2.3 That the Assistant Director Planning be authorised, in consultation with the Portfolio Holder, to make any necessary amendments to the Yew Tree Farm Masterplan document, in the light of agreed comments from Planning Committee

and Executive Overview and Scrutiny Committee, before the document is published.

- 2.4 That Call In is not appropriate for this item as this report is being submitted to Executive Overview and Scrutiny Committee on 29 January 2015.

### **3.0 RECOMMENDATIONS TO PLANNING COMMITTEE**

- 3.1 That the content of this report, the Yew Tree Farm Draft Masterplan Consultation Feedback Report set out at Appendix A and the Yew Tree Farm Masterplan SPD at Appendix B be considered and that agreed comments be referred to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder.

### **4.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE**

- 4.1 That the content of this report, the Yew Tree Farm Draft Masterplan Consultation Feedback Report set out at Appendix A and the Yew Tree Farm Masterplan SPD at Appendix B be considered and that agreed comments be referred to the Assistant Director Planning for consideration, in consultation with the Portfolio Holder.

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### **5.0 BACKGROUND**

- 5.1 Following the adoption of the West Lancashire Local Plan in October 2013, the Council committed to produce a Masterplan SPD to guide development on the Yew Tree Farm site in Burscough. This commitment was formalised and set out in writing within Policy SP3 of the Local Plan and a briefing report was brought to Cabinet in September 2013 to advise that work on this project was due to get underway.
- 5.2 Since then the Council has undertaken significant consultation with the public and all key stakeholders to help shape the masterplan through various stages including early engagement with a Stakeholder Group and consideration of a Baseline Report, "Options" consultation and more recently the "Draft Masterplan" consultation stage.
- 5.3 Both rounds of public consultation included a leaflet drop to all Burscough homes and businesses, posters, emails, four drop-in sessions held at Burscough Wharf and the Options consultation also included a school engagement session between Planning Officers and Year 9 students of Burscough Priory Secondary School. Around 50 written responses were received at each round of consultation and at both stages the feedback reported has been considered in moving the Yew Tree Farm Masterplan SPD forward to the next stage.



## 6.0 CURRENT POSITION

- 6.1 Having regard to the feedback collected through the public consultation, Stakeholder Group meetings and one to ones with infrastructure providers, the Draft document has been refined and the Final Yew Tree Farm Masterplan SPD has been produced and is set out at Appendix B.
- 6.2 As reported to Cabinet in September 2014, the document sets out a high level framework to ensure the most appropriate type of development comes forward. It establishes the expectations of the site including what, when and where development will be delivered on the site and this is supported by an indicative layout plan. The document provides an overview of the expected land uses to come forward within the site including:
- Housing – 500 dwellings for this plan period and safeguarded land for a further 500 if needed in the future.
  - Specialist Housing for the Elderly – 20% of housing to meet elderly needs (in line with Local Plan Policy RS1).
  - Affordable Housing – 35% of housing to be affordable (in line with the Local Plan Policy RS2).
  - Employment – 11 ha of land for this plan period and 9 ha to be safeguarded for future potential need.
  - Local Facilities / Retail – central to the site with good access to elderly accommodation and employment area.
  - Community Facilities – that cannot be delivered or supported in Burscough centre.
  - Primary School – area of land to be safeguarded for a new Primary School should one be needed after 2027.
  - Public Open Space and Linear Park – approximately 5 ha of land to be earmarked for Public Open Space and Linear Park, to include a large park facility, allotments and a key stretch of the Ormskirk-Burscough Linear Park that must be delivered through the site.
- 6.3 A detailed account of the site constraints is included to ensure that all applicants and interested parties are aware of the site context. The document also includes a series of place-making principles which will act as criteria to assist applicants in preparing proposals for the site and the Council and statutory consultees in assessing these proposals.
- 6.4 Following the last stage of consultation, which took place from 9 October to 21 November 2014, all consultation responses have been considered and a full

response has been included in the Consultation Feedback Report at Appendix A. As a result of some of the comments received a number of amendments have been made to the masterplan in order to refine the document and improve its overall effectiveness. In addition to some minor textual changes for accuracy and clarity, the following changes have been made:

- Amendments to the site layout including:
  - Safeguarding the parcel of land within the north west of the site adjacent to the employment land and south of Higgins Lane. This will allow land that is more central to the development to come forward within this plan period and will protect the views and openness of this part of the site until a later plan period.
  - Locating the linear park which runs west to east through the site, further south to follow an existing hedgerow which is a stronger and more logical boundary.
  - Concentration of public open space along the western boundary adjacent to the safeguarded school land which will create a more central park feature as supported by the local community.
- Additional text and clarity regarding the responsibility of flood risk management within the Borough has been included. The document must be clear that the Lead Local Flood Authority (LLFA) will be responsible for “local” flood risk only and that other authorities, including the Environment Agency, also have a part to play in terms of managing other sources of flooding from coastal areas and rivers.
- The document must be future proofed to identify that whilst LCC will in future take on the role of the LLFA, the responsibility for assessing sustainable drainage system proposals currently rests with the Borough Council.
- Additional text to explain the purpose of having a buffer zone around the heritage assets on the site boundary and how development in this area should have regard for these assets.
- Additional text to ensure the potential for wintering birds on the site is fully investigated and mitigation, if required, is set out as part of any applications for the site.

6.5 The above amendments have been included within the finalised Yew Tree Farm Masterplan SPD, as set out at Appendix B.

## **7.0 NEXT STEPS**

7.1 Should Cabinet decide to approve the Adoption Statement and adopt the Yew Tree Farm Masterplan SPD, the adoption will be effective from 2 February 2015, following consideration of any agreed comments from Planning Committee and

Executive Overview & Scrutiny Committee and subsequent amendments, as per recommendation 2.3 above.

- 7.2 Once adopted the Yew Tree Farm Masterplan SPD will be published on the Council's website and will form a material consideration and part of the planning policy framework for the Borough against which applications for planning consent relating to the Yew Tree Farm site will be assessed.

## **8.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 8.1 The purpose of the Local Plan is to facilitate sustainable development in West Lancashire. The Yew Tree Farm Masterplan SPD is a daughter document of the Local Plan and seeks to facilitate the provision of sustainable development in West Lancashire through additional guidance. The Local Plan has been prepared in such a way that its objectives are aligned with those of the Sustainable Community Strategy. The Masterplan SPD has been subject to a Sustainability Appraisal (SA) throughout its preparation and the final SA report is attached at Appendix D.

## **9.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 9.1 The Yew Tree Farm Masterplan SPD will guide delivery of development at the Yew Tree Farm site which includes at least 500 homes within this Local Plan period. This development will attract revenue including New Homes Bonus, Community Infrastructure Levy and potential funding or infrastructure secured through Section 106 obligations, all of which has the potential to be used by the Council to help improve community infrastructure and local facilities.

## **10.0 RISK ASSESSMENT**

- 10.1 This report seeks the adoption of the Yew Tree Farm Masterplan SPD as part of the local planning policy framework. Without the SPD there is limited guidance available to help shape the delivery of development at Yew Tree Farm to ensure the outcome is a quality development which will make a positive contribution to the local community and West Lancashire as a whole.
- 10.2 Officers are confident that all due process and legal requirements have been followed and therefore the risk of judicial review is minimal. As such, this report does not require a formal risk assessment and no changes have been made to risk registers.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

## **Equality Impact Assessment**

There is a direct impact on members of the public. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as Appendix E to this report, the results of which have been taken into account in the recommendations contained within this report.

## **Appendices**

Appendix A – Yew Tree Farm Draft Masterplan Consultation Feedback Report  
December 2014

Appendix B – Yew Tree Farm Masterplan Supplementary Planning Document

Appendix C – Adoption Statement for Yew Tree Farm Masterplan Supplementary  
Planning Document

Appendix D – Sustainability Appraisal for Yew Tree Farm Masterplan Supplementary  
Planning Document

Appendix E – Equality Impact Assessment

Appendix F – Minutes of Cabinet – 13 January 2015 (for Planning Committee and  
Executive Overview & Scrutiny Committee only)

Appendix G – Minutes of Planning Committee – 22 January 2015 (for Executive  
Overview & Scrutiny Committee only)

# CONSULTATION SUMMARY REPORT

Draft Masterplan  
Yew Tree Farm, Burscough

December 2014

## CONTENTS

1. Introduction
2. Consultation & publicity methods
3. Summary of comments
4. Council actions and influences on the Masterplan
5. Next steps

### Appendices

Appendix 1 – Consultation Representations and the Council's Responses

## **1. Introduction**

The development of a Masterplan for the Yew Tree Farm site as a Supplementary Planning Documents (SPD) will give supporting guidance for this development which has been identified as a strategic site through the Local Plan. Masterplans can be used to establish how a site may be laid out to accommodate the development and which areas of the site may be safeguarded for future development purposes.

Masterplans are normally prepared in consultation with the public and stakeholders such as infrastructure providers, regulatory authorities and, where appropriate, the developers, land owners and those with an interest in the land.

In accordance with this, and in addition to the work the Council has carried out with a specific group of stakeholders, the Council prepared Draft Masterplan for consultation following a previous series of Options for the Masterplan and publically consulted on them between 9 October and 21 November 2014.

This document provides a summary of how the Council consulted, the general issues raised through representations and the Council response to those issues. This document also sets out how the Final Masterplan will be shaped as a direct result of the comments received, to illustrate how consultation informs decision making.

It should be acknowledged that the Council do consider all comments received, although may not always agree with opinions and therefore changes cannot be made in all cases. The Council is required to make balanced decisions, taking into account the views from all sides.

## **2. Consultation and publicity methods**

The Council publicised consultation on the Draft Masterplan through the following methods:

- Half page press advert in the free, local Champion paper
- Leaflet distributed to all homes and businesses in Burscough
- Email / letters to all consultees on the consultation database, including statutory consultees
- Press release
- Posters displayed in Burscough shops and Burscough Bridge rail station
- Council website and social media (Facebook)

Throughout the consultation, planning officers were available to answer questions:

- At four exhibitions (two held mid-week 2-7pm, two held on Saturdays 10am-4pm)
- By email
- By phone
- In person at Council offices

Consultation materials were available to read at:

- Libraries
- Council offices
- On the Council Website

Comments were invited through

- An online form available from the Council website (powered by surveymonkey)
- By returning forms through email or post
- By returning questionnaires through email or post



### **3. Summary of comments received**

48 comments were received on the Draft Yew Tree Farm Masterplan. A report containing those comments, in full, can be found on the Council webpage at [www.westlancs.gov.uk/YTF](http://www.westlancs.gov.uk/YTF) or in Appendix 1 to this document. Comments generally focused on a series of key concerns, as set out below.

#### *Traffic, highways and transport*

There were concerns expressed about creation of a new access road on the A59 given the proximity of a new junction to Lordsgate Primary school, and the ensuing fears for the safety of children. Many emphasised the problems that parents parking vehicles to drop off / collect their children creates to congestion and suggested that parking areas be provided to resolve this issue.

Some consultees registered their doubts over whether accurate assessments have been undertaken in relation to increased traffic flows and the impact on local roads, including 'pinch points'. Concerns were registered over the current speed of traffic, and the creation, or worsening, of existing rat –runs. Consultees questioned whether the recommendations of the surveys, for example remodelling junctions, would sufficiently address and resolve the identified issues.

A number of consultees suggested alternative locations for the proposed new junction onto the A59., Other consultees suggested additional accesses should be considered such as support for an access at Meadowbrook. However, significant opposition to any other access along the A59 including any via Meadowbrook was also registered by Lancashire County Council as the Highways Authority.

Support was registered for a 20mph speed limit on the internal road network of the site and encouraging delivery of cycle and footpaths.

It was highlighted that parking provision at the rail stations is insufficient with few available spaces.

There were concerns over traffic and flooding in areas outside of Burscough, including Scarisbrick.

It was suggested that access to the employment land should be separate from the residential use to avoid adverse impact on residential occupiers. Creation of new roads should take into account the diversion of industrial traffic away from the residential areas.

LCC submitted a series of recommendations and suggestions for vehicular access, cycle and pedestrian link, incorporation of existing public footpaths into the linear park, and internal roads which would support public transport services.

*Council response*

Lancashire County Council (LCC), as the local Highways Authority, have carried out initial strategic traffic modelling at the Local Plan site allocation stage, more localised traffic counts and modelling within Burscough alongside the Masterplan process, and have provided the Borough Council with their professional view in terms of the requirements of the Masterplan and how the site interacts with the highway, and both vehicular and sustainable transport measures.

In addition, the Masterplan will require that all applications for development are supported by a full Transport Assessment and Travel Plan, the scope of which should be agreed with the Highways Authority in advance of submission.

The Council is satisfied that the principles set out within the Final Masterplan, along with the additional detailed work required at planning application stage, will ensure measures are delivered to help mitigate the impacts of traffic on the local highway network and to encourage cycling and walking over car use.

*Drainage and flooding*

Many of the comments cited the issues relating to surface water problems, including flooding, on the site and registered concerns that these problems would be exacerbated once building commences. There were concerns that attenuation ponds would be insufficient.

Reassurances were requested that flooding issues will be tackled prior to, or during, development to ensure flooding does not occur on the site or within the surrounding area. Further surveys and evidence were requested to ensure that property and land will not be at risk. Some wanted reassurances as to which agencies would be responsible for resolving any issues, should problems occur in the future following development.

Concerns were registered over the safety of Sustainable Drainage Systems (SuDS) in the event children fell in to open water.

*Council response*

The Council acknowledges that there are issues with surface water within Burscough and are committed to ensuring that surface water problems are not exacerbated.

In addition, Policy SP3 of the Local Plan and the Masterplan both require that works are undertaken to remove some surface water from the existing system that runs through Burscough and deal with this on-site along with the development's own surface water. This will ensure that any additional waste water (foul) flows that must go into the system are offset by the removal of surface water flows. This may also

result in some improvements to the network as a whole.

However, land drainage beyond the extent of the site is a complex issue and whilst the Masterplan will seek to ensure this site does not worsen the situation, planning cannot control all matters beyond the site in question.

Lancashire County Council are the responsible body, as the Lead Local Flood Authority, for managing flood risk. The Flood and Water Management Act (FWMA) sets out the requirements of the LLFA to manage local flood risk (surface water, groundwater and flooding from ordinary watercourses) within their area. Other Risk Management Authorities (RMA), such as the Environment Agency (EA) are responsible for other sources of flooding e.g. the EA is responsible RMA for coastal and main river flooding.

In light of the current DEFRA and DCLG “Delivering Sustainable Drainage Systems” consultation, the current position of the LLFA as the adopting body for SuDS is uncertain. West Lancashire Borough Council have stated that until further guidance is provided, West Lancashire Borough Council will act as the adopting body for SuDS systems.

### Education

Many consultees cited concerns that the primary schools and secondary schools in Burscough are already at capacity and cannot take on more pupils.

It was proposed that provision for a school should be contained within the safeguarded land, so that a need could be assessed later down the line.

### *Council response*

Lancashire County Council, as the Education Authority, has provided a high level analysis of the impacts of the site on both primary and secondary education. The analysis is clear that the assessment is a snapshot in time and may not be accurate as time progresses given the length of time it may take to deliver this site in its entirety. Therefore, assumptions may change in future.

In terms of primary school provision, the information available at the time of the Final Masterplan indicates that even with the impact of the Yew Tree Farm development in 2019 and in 2024 there will be sufficient provision within existing primary schools to accommodate demand.

However, a shortfall of 37 places is expected in 2029. A financial contribution would be sought through a Section 106 agreement in line with West Lancashire’s CIL Policy for education.

In terms of secondary school provision, there is one such school in Burscough,

which will offer sufficient provision to accommodation up to 2024.

In 2028, there is expected to be a shortfall of 6 places for which a financial contribution will be sought from a Section 106 agreement.

Beyond 2027, a total of 500 dwellings are proposed on the site.. As this information is likely to change a great deal by 2027 there is limited benefit from producing pupil projection on this long term plan.

### Community services and retail

Consultees registered concerns that development of the YTF site would threaten the integrity, vitality, viability and sustainability of the shops and services currently in the centre of Burscough.

The YTF site should provide some element of outdoor play space along with a linear park.

It was noted that flexibility should be applied to the type of retail and local facilities to be located within the Yew Tree Farm site to ensure they are truly required and driven by market forces. In addition, a number of representations stated that the local facilities should be located within the centre of the site rather than close to the A59 to ensure they would serve the majority of the homes on the site and the employment area. However, there was an expression for the retail element of the site to be located further towards the frontage of the A59.

### *Council response*

Comments relating to community services and local facilities, including small scale retail were all welcomed. The Council will ensure that the Final Masterplan focuses any improved community facilities within the existing Burscough centre. The Final Masterplan should also ensure that any onsite retail and / or local facilities are delivered closer to the centre of the site to ensure the best catchment area and that the components of such facilities are given a degree of flexibility to avoid the land being sterilised in the event the market does not deliver such requirements.

### Non-material planning considerations

Many consultees voiced their concerns over the loss of value in their homes. A minority expressed concerns that there has been enough affordable housing provided in Burscough and that people should train and work sufficiently hard to be able to afford their own homes.

#### *Council response*

Whilst the Council empathises with residents genuine concerns regarding such matters, the planning system does not allow consideration of these factors in determining when and where land should come forward for development that will meet the needs of the Borough as a whole. This is to ensure that development can reasonably be delivered as these issues effect most people, regardless of the location of development.

### Design

Support was registered for the development, with the recognition that employment, housing and infrastructure need to be provided or improved in Burscough. There was support for a mix of houses, varying densities and design and creating a character which also integrates with existing built design. However, concern was expressed through the use of the term “residential gateway” and what it meant for the site.

#### *Council response*

Ensuring the development fits into the local context and delivers good design is a key concern to the Council and will be a fundamental principle of the Draft Masterplan document. Therefore, support for good design is welcomed. “Residential gateway” is the design of a building, site or landscape to symbolize an entrance or arrival. In this respect our vision is for residential development to be of a high quality nature acting as an attractive entrance to the site.

### Employment

It was considered that the north-west corner of the site is the most suitable for employment purposes, providing a logical extension to the existing employment area.

In relation to the options proposed for development, the Environment Agency highlighted that a number of occupants on the adjacent industrial sites have their operations regulated by the EA under an Environmental permit. The location of new housing on the site therefore needs to be determined in mind of these operations.

*Council response*

The Council concurs with the majority of feedback received regarding employment uses and will ensure in the Final Masterplan that the employment uses are in the most appropriate place (north and west of the site), whilst factoring in the amenity of surrounding uses. Flexibility regarding the type of employment uses will also be considered whilst ensuring the document does provide some guidance on this matter. With regards to the comments from the Environment Agency the Final Masterplan promotes the land allocation of public open space and the linear park, which addresses the issue of sensitive development located adjacent to existing regulated employment uses.

Housing

Social rented housing provision in Burscough was supported by some consultees, including the Parish Council. The Parish Council also supported public open space.

Elderly housing was supported by consultees and should be located close to public transport and local facilities.

Affordable housing should be provided with the residential development.

It was proposed that residential amenity should be protected through the segregation of employment and residential uses and the direction of construction traffic through the employment side of the site would assist in limiting the impact on residents.

Landscape buffers should also be used to help protect amenity.

*Council response*

In accordance with the Local Plan policies the Council will support the delivery of elderly and affordable housing within the Final Masterplan. In order to assist this, greater detail will be provided regarding the expected location of elderly accommodation and the proposed suitable mix and cross over between affordable housing and elderly accommodation types, based on current need.

### Other

There was support for the provision of decentralised energy networks, carbon neutral development and standards for encouraging low carbon design. Renewable energy provision was deemed to be a positive inclusion, with support for solar panels in the design of residential and commercial properties.

There were still on-going objections to using agricultural farmland / Green Belt for development, and the volume of development which is being granted in Burscough – including the Pippin St development - and the fears that this would affect the character of Burscough.

Concerns were voiced that features promised as part of the development (open spaces, community facilities, shops) may not be provided when building work has been completed. A distrust of the development process generated calls for monitoring and enforcement should developers fail to deliver their promises.

Natural England submitted comments emphasising the importance of providing green infrastructure. Provision of green infrastructure will help manage environmental risks, and minimise adverse effects on biodiversity. Natural England refer the Council to a number of documents to provide examples of best practice, and reiterate the importance of ornithological surveys and mitigation of any impacts on SPA / Ramsar sites near to the development site.

LCC reinforced the need to consider the impact on local ecology and mineral resources on the site, which may impact on the layout, phasing and density of the proposed development.

#### *Council response*

Comments relating to support for various elements of the development were welcomed by the Council. Although some representations expressed concern regarding development that has taken place in Burscough in the past, the Council is satisfied that the delivery of the Masterplan document will assist in avoiding occurrences of incomplete or poorly designed development.

Comments submitted by Natural England were also welcomed and reinforced the Council's own views in respect of ecological and drainage matters.

### Phasing and Safeguarded land

It was considered that the phasing of the site should be dictated by the provision of infrastructure.

One consultee expressed concern over the development following a north/ south divided for the allocation of safeguarded land. Suggesting that the development be delivered in an east/west direction instead, in order to maintain the character and openness of the protected views indicated on the Draft Masterplan.

#### Council response

Whilst the Council must have regard to the multiple land owners within the Yew Tree Farm site, decisions relating to land to be brought forward and that which is to be safeguarded will be based on expected delivery of both development and other key components of the Masterplan including infrastructure.

The comments on delivering the site in a west to east pattern have been taken on board and a section of land located on the west of the site has been indicated to be safeguarded, therefore protecting the views into the open countryside.

### Consultation

Some objections were received in relation to the consultation, and the omission of adequate details which would enable the public to respond to the consultation. There was some confusion over the full Transport Assessment not being available at the start of the consultation. Furthermore, complaints were raised stating that the Council was misleading local residents by increasing the housing allocation from 500 to 'at least 500' and that only 200 dwellings could be delivered before any work to the sewerage systems was completed.

#### Council response

Consultation was undertaken in accordance with national requirements and the Statement of Community Involvement.

The Draft Masterplan made clear that the number of dwellings to be delivered is 'at least 500' as stated within adopted policy SP3 of the Local Plan. The reference to only 200 dwelling being permitted before works to the sewerage system were from discussions before the Local Plan was adopted, during the EiP UU stated that they would delivered the improvements to the system as required by legislation in order to meet the needs of the borough.

There was a technical problem with the LCC Transport Review during the first two days of the consultation online and 2 of the last pages were not viewable, this was immediately rectified and available for viewing.



#### 4. **Council actions and influences on the Masterplan**

All methods of engagement including written representations, , exhibition sessions, school session and the Stakeholder Group have proved to be extremely useful in cataloguing a significant level of detailed feedback from a broad section of the Burscough community.

All of the written representations have been responded to directly within Appendix 1 to this document.

In terms of moving the Masterplan forward to the draft final stage, a number of specific actions will be carried forward as a result of comments from representations. The broad direction for the site in terms of land use and layout will also be determined as a result of considering the overall feedback and technical advice supplied by infrastructure providers.

The below table lists a number of key actions that will be carried forward into the Masterplan. For clarity it does not list every matter, rather it focuses on the key issues that were flagged up through the consultation.

<b>Action</b>
Land use allocation of employment uses to the north and west of the site and housing towards the eastern side of the parcel with a landscape buffer between.
Elderly housing located towards the east of the site in the event an end user can be identified for one extra care facility this is where it should be located.
Clarification over the use of Higgins Lane and the use of the new internal road network in relation to HGVs.
Ensure consistency between the Local Plan and Masterplan requirements and text.
Provide a greater emphasis on public open space and play facilities.
Clarify the responsible parties for drainage and flooding.
Review areas for safeguarding in respect of the openness of Higgins Lane
Review the phasing of the site in order to achieve the requirements of SP3

## **5. Conclusions / Next steps**

The consultation responses have highlighted that there are a small number of minor modifications to be made to the Final Masterplan.

The Council has considered the feedback relating to these issues and will ensure that as the Final Masterplan addresses these issues that require actions. This may be through the layout and design of the site, direct requirements of any development coming forward on the site or as a requirement for further supporting information at the planning application stage.

Using the comments received through the consultation process, the Masterplan has been refined and the next version, Final Masterplan, presented to Cabinet and Planning Committee for adoption in January 2015.

The Final Masterplan will be adopted as a Supplementary Planning Document (SPD). This will then form part of the development plan framework and will assist in guiding applications for development on the site and decision making.

## **Appendix 1 – Consultation Representations and the Council’s Responses**

Consultee Name: Mr John Crawford

Organisation:

Comments:

This Draft Masterplan for Yew Tree Farm document is described as a framework to guide developers on the planning and design requirements when bringing forward the site for development and is therefore highly technical in its content. It further states that “this will ensure a sustainable Yew Tree Farm development is delivered that complements the environment of Burscough, strengthens the local community and contributes to the growth of the economy in West Lancashire”.

- This Draft Master Plan is confusing, contradictory in parts, lacks important details and provides information on why the development should not proceed.
- This document asks the developer to undertake a number of tasks in order to have these included in their proposals when submitted. It does not say what the process and assessment system will be for determining that all proposals meet the minimum criteria. This raises issues around the process, the appeal process and whether it will be robust enough to withstand a legal challenge. How will Burscough residents know that the developers have undertaken all that is required of them to acceptable standards in plain and non-technical language when their proposals have been formally considered?
- I and many other residents fail to see how this development will strengthen the local community, when 96% of residents voted against the proposals for the site. The West Lancs council’s actions in ignoring the wishes of the Burscough residents have already caused damaging resentment and this will lead to greater resentment when construction begins and problems relating to drains and transport become intolerable. I have yet to meet anyone who supports this development and I support the view shared by many people that this development will certainly not strengthen the local community and will in fact have an adverse impact due to the number of issues.
- The statement this it complements the environment of Burscough is highly debatable with many residents questioning the accuracy of this comment. The statement that it will strengthen the community in West Lancs is one that can also apply to other developments; in the case of Yew Tree Farm it is debatable and therefore also superfluous. If the development is important to West Lancs then why is a development of this size not being developed in Ormskirk or Skelmersdale?
- It has been said that on one in West Lancs council will be held accountable when it goes wrong and this document states that developers need to undertake and provide information on specific tasks in relation to their proposals, therefore this suggests that the developer and other organisations would be held accountable for any problems that would subsequently occur. The council have requested information, evaluated it for acceptance and then judged and agreed the decision to proceed with a contractual agreement for the development of the site. How can the council not be held accountable for its decisions when the council have been made fully aware of the issues around this development and its impact on Burscough and its residents, in the event that the council has no responsibility then this suggests the council will have no authority or leverage for issues to be resolved.
- What is the impact on Burscough and its residents, should a developer gain approval for the site and then sell on their approval to another developer. What safeguards can West Lancs council put in place when a contract is transferred to another organisation to ensure that what the council previously approved is maintained?
- Due to issues raised in this document around waste water and transport West Lacns council need to make a clear and unambiguous statement to the residents in Burscough regarding which organisations will be responsible for the various issues that will arise resulting from the development of this site. It’s the least the residents deserve for the way their views have been ignored and the way this development that been allowed to proceed.
- Having been informed by council officers that house values in the vicinity of this development will be reduced, what compensation can residents expect to receive. Again West Lancs council should be making a clear statement to local residents what the impact will be and what the council will be doing to mitigate this impact. My house has been built with the lounge looking directly over land on Yew Tree Farm and the house must have been approved in the past by the Local Authority for this to happen. I do not see any statement regarding the retention of green views for existing residents. Existing residents who are directly affected by this development have never has nay responses from West Lancs council to their issues, whether independent letters or responses to the consultations. Again it raises questions about the validity and meaningfulness of the consultations.
- Why can green field sites in Burscough be given approval for developments to take place, when proposals for other areas in the district are not considered? Why have brown field sites and the continued development of Skelmersdale not been the priority?
- I have never seen any justification why one half of Yew Tree Farm has been given protected status

until a later date for development, can someone please explain the reasons why one part was selected over the other part.

- If the residents are raising issues through the consultation process then they should receive responses to the points raised, this would show they are being taken into account or rejected with appropriate comments.
- The base line of 500 homes in phase 1 is being used by the other organisations in looking at drainage and transport issues as well as other associated issues as this figure is not confirmed and may become substantially increased then these other organisations working will then be less credible in their findings. This therefore becomes a concern with regards the consultation process. Growth The Introduction makes comment that this development will strengthen the local community, however it fails to be specific about how this will happen, this section on Growth identified the need for 4860 new homes for West Lancs however it fails to suggest how this and other developments could be maximised for the benefit for West Lancs businesses and residents. I have concerns around future development in the village as the structure of the village does not lend itself for further expansion until the road/rail network are improved. The major constraints to the village are recognised as the canal bridge and the rail bridge and it is of vital importance that these issues are resolved before further construction begins in Burscough. Solve these issues and there then becomes more land available to develop Burscough along both the routes of the canal and the railway line.
- Opportunities were lost when the Heathfields site was built. Entry to the canal pathways should have been built that would have allowed people to access the village with a degree of ease, as it stands they either have to drive or have a very long walk to the village. By having a bridge over the canal it could then have been made a feature and a pleasant walk for all Burscough residents, as it stands, unless you have a car you are now isolated in Heathfields.
- I understand that the Heathfields estate and the flats at the Quays have still not been adopted by the council, while I don't know what all the issues are I do understand that drains are an issue and would suggest that until these site issues are resolved and are subsequently adopted.
- When I look at the proposed 850 homes for Burscough as part of the Local Plan, I'm unclear how many are being built in the first phase at Yew Tree Farm, is it a maximum of 500 or a minimum of 500, can clarity on the number of different types of homes be provided for Yew Tree Farm takes 500, we then have homes at Mill Lane under construction and potentially further homes at Abbey Lane, how accurate is this 850 homes. It's feasible that factory closures currently in residential areas could in the next few years become available and release brown field sites that would allow substantial land to be developed for housing. Will developers be allowed to come forward with more plans and be accepted which will take the future allocation beyond 850 homes. Local Highways Network and Access This section in the Draft Master Plan provides numerous points that clearly demonstrate why Yew Tree Farm site should not be developed at this point in time, due to its impact on the road network around Burscough. The proposals suggest an entry to the site from Liverpool Road South at a point of entry to the site it does emphasise the difficulties that this will present to the residents of Burscough and those people who will be required to travel through Burscough and the failure to have a better route.
- I can understand why you would want to close Higgins Lane at the junction of the A59, however it is going to send more traffic along Truscott Road and this is not acceptable. It is possible to leave Higgins Lane open but only to allow an exit to the left at the point where it meets the A59?
- I also have concerns that the Yew Tree Farm site is going to send more traffic through narrow county roads and across canal bridges at Crabtree Lane and New Lane. These roads and existing housing along these roads were not designed for the increased volume of traffic about to come in their direction.
- Will heavy goods vehicles be allowed to enter the road network on Yew Tree Farm development from the A59 on Liverpool Road South?
- The Draft Plan shows that parts of the A59 already operate above capacity and other parts close to capacity, in factoring in the Yew Tree Farm site then the situation becomes worse. The situation for the future is recognised however it fails to provide adequate solutions as it out traffic before residents needs when dealing with future issues.
- I see no recognition of the annual increase in traffic that would happen anyway even if the site was not developed.
- In the statement "traffic moves freely through Burscough for the majority of time is an accurate fact but its use in this document is interpreted as misleading when it does not include volume of vehicles. The traffic does move freely between 7pm and 7.30 am to the majority of time when people are in bed, however outside these times you can expect a considerable increase in the volume of vehicles, leading to more delays and subsequent journey times. This would be damaging to the reputation of the local area, with productivity of businesses being affected by traffic congestion.
- Delays occur to volume, large vehicles, buses stopping and frequently road works, etc.; these delays have been quite considerable on the past year and are likely to continue for the foreseeable future.

- Where Yew Tree Farm joins the A59 this will become a blockage point and will need additional issues to be resolved due to the vicinity of the school and the crossing point. This could result in double yellow lines being put along the A59 for a longer area than is currently there. This will mean those houses affected will have a lower resale value due to the impact of more traffic and double yellow lines.
- The solutions put in place are likely to have further impact on homes in the vicinity as parents dropping off children at the school look for places to park. It is noticeable that parking problems also occur when events take place at the school in the evening and at weekends. It is noticeable that parents and grandparents picking up children come at least half an hour before school finishing time to secure a space close to the school, this causes further unnecessary congestion for all.
- I have previously suggested for safety reasons having an area of Yew Tree Farm set aside for parking for the parents dropping off children at the school, this has been dismissed in this document without any explanation being provided or a solution suggested. It is not right for genuine consultation to take place and points raised to be dismissed without appropriate comment and alternative solutions to issues. I can only interpret this to mean that the building of homes is of paramount importance over the concerns of Burscough residents and the safety of children and those responsible for their safety in attending school.
- It is highly possible that something will need to be undertaken at the entry of Square Lane to the A59 to help the traffic at this point; subsequently this will become another blockage point in the future.
- It will be interesting to see what delays will now happen when the new roundabout becomes operational at the junction of Pippin Street and the A59. I suspect that this will further complicate traffic issues at this junction and has the potential to hold up traffic at peak periods through queues on various roads.
- The traffic travelling along the A59 will need to overcome that many blockage points with Burscough that journey times will be considerably extended and other roads will become used, causing rat runs to be developed.
- With an increase in traffic and a further increase in the number of junctions now in Burscough the quality of air will be reduced to a lower level through the amount of standing traffic in queues at junctions. What plans do the council have to monitor the air quality along the A59, however how much does this matter to those making decisions that don't live in Burscough? Drainage The statements in the Draft Master Plan Drainage section again raise questions why this development should not proceed due to the serious issues around the existing capacity issues of the foul water drainage network in Burscough. The lack of capacity at waste water treatment works at New Lane which serves parts of the surrounding locality is a current on-going concern. Land drainage is also identified as unsatisfactory in places due to unmanaged local culverts and pinch points due to physical barriers that cause obstructions to the flow of water to the outfall at Martin Mere. There is a statement that the Council is aware that the issue of drainage is one of the key local concerns and that this development must of all that is possible to avoid worsening that situation and, where possible make improvements. The suggestion in the document do not convince me or provide me with confidence that the planned action is sufficient and safe to prevent disease and infections occurring to Burscough residents and visitors or to prevent flooding to homes and business premises. These issues are further complicated by the managing of the risks and understanding who has each responsibility; this is difficult when numerous land owners have responsibility.
- Is it possible for one body to be responsible and have overall control of all flooding and all drainage issues?
- New Lane Sewage Plant suffers currently from capacity issues in this part of the reason why the Heathfields and Quays developments have not been adopted. If Heathfields, Quays, Mill Lane and other planned and approved development are connected to New Lane Sewerage Plant before 2020 will it be able to operate effectively all the time within its safe capacity.
- If it is currently operating capacity then this is a major concern and also the important question, what risk assessment have been undertaken in case of a major breakdown and what can the residents of Burscough expect. Any vital process should only operate at fully capacity in emergency situations and be designed to have reserve capacity in case of emergency.
- Martin Mere is a major tourist attraction and any damage to its water will have a devastating impact on its operations. Its operation relies on good water quality and its fine operating water balance is affected then their ability to function effectively may be placed in a precarious situation. This is crucial balance will impact on the jobs of staff employed there but also other local businesses that rely on Martin Mere's operations.
- It is imperative that the responsibilities of the management of flooding are absolutely clear and those with responsibilities are undertaking their duties and working in partnership with others involved. A failure in this should be no offence and those with responsibilities must have insurance cover in order to meet the payments of any costs and awards to members of the public and business

who are affected through their failure.

- As it will be at least 2020 before any new capacity is available at New Lane sewage plant, it is already a concern due to it already being at capacity, currently it would not be appropriate to link in new homes to the system until its capacity issues have been resolved.
- I am not convinced that removing a volume of surface water into the natural drainage system is a satisfactory solution. Can United Utilities guarantee 100% that this water will not be contaminated with disease and human waste/detergents?
- Does this proposed option involve those with responsibilities who already do not actively look after their natural water courses?
- The suggestion that putting a Sustainable Drainage System (SuDS) is an unacceptable and dangerous system on a housing development where pets and children are expected to roam freely. These SuDS will have the potential to become stagnant water and be a source for vermin and disease. To remove all the stagnant water it will need to be pumped as the site soil is clay and holds water. There is a potential risk of contaminated water being discharged into the natural drainage network. What monitoring of the SuDS will take place to ensure they are constantly safe from disease and bacteria? It is emphasised that the surface waste water on the development must not be discharged into the Public Network is this because of either the contamination or the capacity issues for a riparian owner.
- Are these areas where the SuDS are going to be sited classed as part of the greenbelt within the site, if so then it raises serious questions in the management of the site?
- It states that an appropriate attenuation rate to mimic the existing Greenfield rate. Have you not noticed that a large part of the site will now be covered in tarmac or concrete (estimate 35%). This means that for the same area the same rain will fall but more rain water will now end up going into the drainage/ SuDS system and increase the capacity problems. How has this been accounted for?
- The Maps and the statements in the document show that the site has a vast number of areas susceptible to surface water flooding both within and adjacent to the site. It is appropriate to leave this situation totally in the control of the developer without greater controls being stated, I have yet to be convinced that this will be an acceptable and fully safe system. Biodiversity
- During late Autumn I have seen wintering birds use land on Yew tree Farm for feeding.
- In the spring, summer and autumn we have had Bats flying around numerous gardens by me for the 28 years I have lived here.
- We have also had many different forms of wildlife in our garden.
- The issue of wildlife is important and should not be overlooked; a full Habitats Regulation Assessment should be carried out before the development is given acceptance.
- It is interesting to note that an initial HRA assessment has shown that increased levels of housing and businesses can lead to reduced water quality, in another statement the waste water treatment infrastructure is vital to ensure that no negative implications arise that could impact on protected species, new building will disturb various species. These issues could arise as a result of the development of the site, therefore how will the developers/public know that appropriate consideration has been given to these issues during the planning process and how can they be measured.
- For the above important issues to be included in the Master Plan then more detailed criteria needs to be provided that will be robust to stand any legal challenge, weak statements that re abound in this document are not appropriate. Yew Tree Farm Design Objectives
- Clarity needs to be provided on the number of houses to be built in phase 2 and in the safeguarded area, it could be read that more than 500 will be built in phase 1 and a further 500 in the safeguarded area. I understand these figures to be greater than previous statements.
- What will the statement mean on promoting energy efficiency really mean, for the how site can this be more clearly detailed to standards in excess of minimum standards.
- There is no comment about protection of views for existing residents, or how to minimise problems for existing residents bordering this development. Some of the existing homes on Liverpool Road South have their long looking directly over the green belt of Yew Tree Farm and it would be helpful if houses being built on site were only end on and not square onto existing houses. This would help create some form of privacy and will offer less intrusion through the creation of larger gaps between the new houses. It would also be helpful for these houses that have windows at the side to have frosted/opaque glass. The same situation could apply for new homes being built that face onto existing properties along Higgins Lane. Vision for Yew Tree Farm
- There are some good points in the Vision statement, however it fails to highlight and deal with the issues around the flow of traffic thorough the village. There are currently roads which are required to carry an over capacity of vehicles and other key roads which will be required to carry an over capacity when the development begins.
- Importantly the Vision statement fails to recognise/state the impact that this development will have on existing residents. The added congestion, noise, poor air and water quality, increased

flooding, loss of green belt, reduction in house values and damage to the reputation of Burscough. Place Making Principles I agree with some of the principles for the development of the site; however I believe that it will fail with tree of its four principles "C" and will damage the character of Burscough through its removal of large part of Green Belt and replacing it with an urban sprawl of houses, surrounded by concrete and tarmac. Even large cities have green belt areas set aside within their locality, therefore why does Burscough need to have its green belt reduced within its community.

- Roads should be sufficiently wide enough to accommodate on street parking and to allow emergency vehicles to have access to all homes.
- The right of way onto Liverpool Road South is a wide piece of lane that will need landscaping and maintenance. Currently people walk their dogs and I have frequently seen dogs doing their business and it just being left, dogs have entered my garden and done their business. As this land will now mean more people using it what can you do to stop this happening in the future and be kept unspoilt and maintained. Suggest you consider having discussions with the residents on either side of this land to discuss various options in order to make it a more attractive place, to provide privacy yet maintain open views.
- While it may be possible to put your character proposals in place for the site how do you deal with the impact on Burscough and its residents due to this development?
- Cars will be fundamental issue for this development as there are many homes that now don't just have 2 cars they now have 3 cars and this needs to be accounted for.
- The proposed junction of Yew Tree Farm onto Liverpool Road south (A59) will be a potential bottleneck for traffic and a problem for the existing residents and, this will be made worse by the solutions to assist some flow of traffic at the vicinity of this junction.
- As a result of the multiple land ownership issues and that part of the plan to be delivered in the first phase it is not a sensible approach for the council to be flexible; it should be maintained its preferred position of having a comprehensive drainage scheme to serve the entire site. By going for an alternative temporary arrangement could mean that the temporary process will continue well beyond its projected lifespan, while Burscough Residents also continue to suffer the problems. Housing It is unclear how many homes will be built and I suspect this is likely to be vastly increased at some stage in the future, despite all future projections for the various organisations involved being based on previous plans. It raised issues about the transparency of the whole consultation process and the impact of other organisations if the process has been seen to be misleading in any way. The volumes of homes are based on document dates 2012 and 2012 and it's seriously questionable as to how these decisions were arrived at. For instance the Equality impact Assessment was only a desk based (first stage) assessment in 2010. In taking the assessment to the second stage this would have resulted in a more comprehensive and informed assessment that would have provided a more valued and informed document that many have been more current today.
- Having observed the price of new retired homes in Ormskirk, I don't believe many elderly people will be looking to buy a retirement home on the site. I feel that many elderly people wanting to size down will be looking more for affordable housing arrangements, than potentially buying an expensive new home.
- The housing market has changed quite considerably in the past few years due to high house prices and low wages which don't help young people to get on the housing market. This project should be looking at more affordable housing models for young people and those first time buyers.
- I would have wished to have seen an Equality Impact Assessment that would have priced more accurate details regarding the issues and potential solutions around the needs of young people and affordable housing. More accurate information on the needs of elderly and those people in the community who have a disability and their housing needs. This information should have shown the types of homes and bedroom requirements to fit in with the community's needs. It also failed to show the full impact on Burscough residents and subsidiary issues or to offer solutions. In not providing more detailed information on the impact on the site it raises issues whether this Equality Impact Assessment will be currently valid and meets the requirement for West Lancs borough Council Public Sector Equality Duty. Employment The previous section on Growth makes comment that this development will strengthen the local community and identifies the need for 4860 new homes for West Lancs however it fails to suggest how this could be maximised for the benefit for West Lancs Businesses and residents. Recent Projects along County Road in Ormskirk has shown contractors vans from Cheshire, Manchester and Yorkshire, these projects have therefore not maximised the full potential of these projects for the benefit of the local community and its businesses. To maximise the local business potential for this volume of construction I would suggest that the Master Plan provides information on how the development of the site should also involve local businesses and employees and requests the developers to present proposals as to how they would work with local businesses including suppliers, this should also be linked to using local labour and the recruitment of local apprentices for employment and training. It makes economic sense that nay finances coming into West Lancs continues to circulate around businesses and people in the area for as long as possible,



once it leave it means local business and its residents lose any benefit. Many Local Authorities have already developed "Partnership Working Agreements" where the council will expect investors who have a "genuine commitment" to work with the council in tackling and improving local conditions. This would entail a commitment to work positively with the various bodies involved in supporting employers and includes schools, colleges and universities to ensure that young people and adults can gain benefits in many different ways from this large construction project, the benefits are that businesses prosper with the area having a highly trained workforce through many rather than few sharing the benefits of the development of the site. It is vitally important that this project is part of an overall plan and incorporates suitable and appropriate solutions acceptable to the community and is not built in isolation of the other issues that currently or create or increase the issues and damage Burscough's reputation.

Supporting attachments

Council response:

The masterplan provides a framework for applicants and the Council to use when consider proposals for planning permission in respect of the Yew Tree Farm site. It should not be overly prescriptive nor should it provide guidance on how to carry out all of the assessments which will be required to support such an application. It is important that this document maintains a degree of flexibility so it is future proofed and that it is proportionate in respect of what is required to support applications for this site.

Additional wording will be included to given extra clarity regarding the complex responsibilities associated with waste water and flood risk.

Comments relating to objections to the principle of development at Yew Tree Farm, brownfield land and delivery of land in Skelmersdale have been addressed through the Local Plan allocation stage. Any permission that is granted for the site must be in conformity with the masterplan, the Local Plan and the National Planning Policy Framework. The permission and any conditions which may be used to secure a high quality development will run with the land and not the developer and so should provide comfort that the selling of parcels of land from party to party will still need to conform to the requirements of the planning permission.

The planning system has evolved to help guide development that must take place to support growth and therefore cannot be responsible for the financial losses or gains that may result where new development is located.

All comments and issues raised by local residents and submitted through each consultations are summarised, given a full response and sometimes result directly in actions and changes to the masterplan. This information is then always reported and published thereby ensuring that all residents' views are considered and answered in full.

The Council must deliver land to support housing need and in order to do so only part of the Yew Tree Farm site is required to meet the needs of this Local Plan period which currently runs until 2027. Therefore part of the site must be safeguarded until such a time as evidence suggests the remainder of the site is required. Many factors including how available and accessible land is have been considered in deciding which parts of the site to bring forward first. The overall look and feel of the development in the event the safeguarded land is brought forward in the future has also been considered in deciding which portions of the site to safeguard.

The masterplan supports improvements to the village centre to ensure access by public transport, cycling and on foot can be enhanced.

Comments regarding Heathfields are noted but fall outside of this consultation.

Yew Tree Farm should deliver a minimum of 500 homes in the first phase. This will ensure that growth in the area is met within this Local Plan period. Additional proposals on other sites across the Borough will be judged on their own merits and against the requirements of the Local Plan. However, there is no maximum allowance of housing that may be delivered or moratorium on additional numbers of dwellings that could be built.

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the

ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

Criteria is included to ensure amenity of neighbouring properties is considered. However, it is not the role of planning to ensure views are protected for surrounding residents and this would be difficult to achieve given development anywhere on this flat site is likely to be seen from surrounding properties. Roads will be built to the required standards of the Highways Authority.

Comments regarding concerns about the impacts of the development in general, concerns about the process of developing the masterplan are noted. As are those regarding house prices, the market in general and ways to engage with business.

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Consultee Name: Mr Nick Lee

Organisation:

Comments: Please see attached PDFs

Supporting attachments

Council response: Detailed traffic assessment work was carried out by the promoter of the northern part of the site in support of the Local Plan Examination and can be found on the Council's website. This work demonstrated the deliverability of this site in highways terms. In addition, LCC, as the Highways Authority, have carried out further traffic assessment work in order to consider the impacts of development of the site on the surrounding network and to inform the development of the masterplan. Whilst the use of Meadowbrook to access the site may be technically feasible, the Council is concerned with developing the optimum solution for access to the site within the masterplan. As referred to in the land owners own material 'any vehicle turning right into Meadowbrook blocks ahead traffic on the A59 Liverpool Road'. This was a key concern of both the Council and the Highways Authority when progressing the masterplan as vehicular movement along the A59, which includes public transport, is hindered by vehicles turning or parking. Therefore, in order to avoid this issue and encourage the flow of traffic on this, the most congested stretch of the A59 through Burscough, the masterplan supports access to and through the site in what is considered to be the optimum locations.

The site and landscape characteristics have been considered by the Council in developing the masterplan. However, comments regarding the need to maintain the clear views through the north west of the site to the countryside beyond have been considered and amendments will be made to the safeguarding plan within the masterplan document. Pedestrian access from the site through to the A59 is achievable in both phase one and two of the masterplan. This is through the creation of new access points marked 'a' and 'b' on the connections plan, and the enhancement of the existing footpath to the southeast of the site which is to be maintained as such linking in with the onsite green network and linear park.

In summary, the Council is satisfied that the masterplan, as presented, is deliverable and likely to

Consultee Name: Ms Tess Reddington

Organisation:

Comments:

Flawed Document The document is flawed in a number of ways

- There is no version control and it is therefore not clear to the reader which issue is being read. The Transport Review for Yew Tree Farm should have been made available at the same time as the draft masterplan.
- There is ambiguity in the wording of the document: many statements can be deemed to be misleading or contradictory. Examples are included in the text below.
- The Master Plan lists many issues but in key areas fails to offer solutions (such as parking for Lordsgate School, changes to highway, cycle and foot traffic travelling to Burscough, drainage off site, flooding off-site etc.)
- The final document may be changed subsequent to this round of consultation and therefore we will not be able to comment on the final document.
- The draft document contains a lot of technical information and this is not written in a way which lay people can understand.
- It differs substantially from Policy SP3 which for instance, states that Yew Tree Farm should deliver a new town park, and traffic mitigation measures to improve traffic flow on Liverpool Road South and protect other local roads. The Master Plan is contrary to the Local Plan in these and other aspects. On these aspects of the document alone, the Parish Council believes the plan not to be sound, and that it should be redrafted. The following paragraphs provide further details of weaknesses in the plan.

**On-Street Parking** P19 states that on-street parking is acceptable for some houses. The Parish Council is concerned that that means that planning applications for housing that offers no off street parking would be acceptable in planning terms, or for free movement of emergency vehicles. This would make for a poorer development and is contrary to planning policy. All housing on Yew Tree Farm must have the appropriate number of off-street parking places in line with policy guidance. Diluting requirements particularly in an area where space is not at a premium is unnecessary.

**Sewage** Standing orders were suspended to allow members of the public to contribute. **New Lane Upgrade.** Network capacity issues are alluded to but not explained. Replacing pipes to New Lane is not mentioned. It has been accepted that the removal of surface water from the foul water system will allow 200 houses to be built. Infrastructure improvements must be put in place before further planning approvals are granted. The Master Plan accepts that sewage systems will operate at capacity: The Parish Council would argue that no system should be planned to operate at capacity and that there should always be some space for emergency. To plan to work at capacity leaves no room at all for error and is reckless.

**Drainage** P11 discusses drainage in general terms. It advises that Planning Control has no control beyond the site. A number of roads are not capable of taking rainwater leading to further concerns about the impact of YTF on the existing infrastructure. It states also that “no greater impact will result in terms of flood risk” but this is not evidenced anywhere. The Parish Council remains concerned about how impact is measured, and how it will be monitored in the long term, and how existing homes will be protected downstream if in future years, calculations are found to be wanting. Any risk assessment must be independently validated and must provide details of who is responsible in the event that flooding does occur. P27 Para 2 says that any new development should not be located in areas liable to environmental risks such as flooding, but two maps contained in the Master Plan show the same areas both at risk of flooding at present and suitable for residential use. This contradiction alone makes the whole plan undeliverable. SUDS P27 discusses adequacy of SUDs system. The Parish Council is particularly concerned about the safety of SUDs that are open, and contained adjacent to open space. Ponds must be designed so as to protect young children from the dangers of deep and open water? There is no reference in the plan to Children’s safety: The plan must address these issues. SUDS must not be counted as public open space. Landscaping around them must not be counted as public open space unless it is accessible by the public. **Green space:** All pathways, barrier between industrial and residential land, attenuation ponds, footpath through site etc are shown on the plan as public open space. P37 states public open space totals 2.5 ha’s. Clarification is required regarding what green space comprises. It should not include the SUDs, footpaths and cycleways or screening. The amount of green space shown in the Master Plan is woefully insufficient. The town park that was suggested in the local plan is not shown. There is no area of useable open space where children of between 10 and 14 can engage in an informal kickabout. It is paramount that there is at least one area of open space that is large enough for a group of teenage boys to enjoy a range of informal sports without disturbing neighbours. **Higgins Lane/and protecting local residential roads/double yellow lines/Road Safety** The Parish Council does not support the closure of Higgins Lane. This is due in part because preventing access to the A59 may encourage traffic through Truscott Road and other residential areas beyond Higgins Lane area. It is important that vehicle traffic is discouraged from using existing rat runs through residential areas as short cuts and this should be clear in the Master Plan. Policy SP3 specifically refers to

protecting local roads. This plan is contrary to SP3 The Masterplan Highways and Transport Review which states that “traffic regulations orders (TROs) need to be reviewed and revised where necessary within the influenced area to better manage network operation and efficiency”. The Parish Council is concerned that this could mean that for example, where traffic is increased, double yellow lines may be used as a way to keep traffic moving along Orrell Lane, Crabtree Lane, Truscott Road estate or Higgins Lane. Burscough already has a very poor record of road safety – double yellow lines can speed up traffic on roads such as Orrell Lane, making roads less safe than they already are. P26 states that it is intended to close off Higgins Lane only when internal road network completed. This could be a long time, and would lead to the junction becoming neglected (like Pippin Street /A59 junction has been while it waited for major works) The Parish Council would prefer it not to happen, but a lengthy stay of execution is not helpful or desirable. Clarification of this and of the impact on Higgins Lane is required: It is not acceptable for it to be proposed and to never happen. It must therefore be removed from the plan before adoption. There are contrary statements with regard to Higgins Lane: P 22 states 2 x secondary vehicular access onto Higgins Lane and P25 Para 2 refers to access to Higgins Lane for HGVs. There is no mention of how Truscott Road estate will be protected from through traffic. This needs clarification before adoption of the document. Page 25 says “access will be via 3 primary accesses (Tollgate, A59 and Higgins Lane)” but P22 says that Higgins Lane has two secondary accesses. There are ambiguities here. Walking and Cycling P22 refers to footway improvements along A59 . The document says they are necessary but not what they are or how we will know when they have been achieved. The Master Plan promotes the use of sustainable transport. Most footpaths in Burscough are less than 2 meters and they do not meet guidelines for footpath width, (to make them suitable for pedestrians with buggies/wheelchairs/mobility scooters to pass). We struggle to find locations on footpaths that are wide enough to take bus shelters and there are almost no locations where bus lay-bys can be provided. Some roads are particularly narrow and riding a bike along some stretches would not be encouraged for safety reasons. Riding a bike along the A59 between the Bull and Dog and Square Lane, along Square Lane, along Pippin Street, and along other roads, seriously impedes motorised traffic and so encouraging sustainable traffic will not help capacity issues. These facts together with the consistently high road traffic accidents and deaths statistics, lead the Parish Council to believe that this aspect of the plan is not deliverable. The Master Plan sets out the aim but does not set out how that might be achieved, leaving the puzzle to the others. If the plan is to maintain that the developer will be required to provide solutions as part of any planning permission, then there must be no compromises on standards. Each element of the development requires a separate travel plan. This will lead to a lack of co-hesion within the site. Town Centre P23 refers to improved cycle provision in Burscough Village, but no mention of improved parking for cars. For the village/town centre to thrive and grow, it is essential that it derives the maximum benefit from the Yew Tree Farm development. The Parish Council believe the key to this is car parking, for people working in the centre, for the shops, library, health centre etc, and for the trains. The master plans seeks to provide more cycle parking provision, but does not suggest more car parking provision. Significant additional car parking provision is essential. The “preferred maximum walking distance to the town centre as stated in the Highways and Transport Review is 800 meters. Most of Yew Tree Farm exceeds this therefore additional car parking in the village is essential. This must be included in the Master Plan. A59 and Lordsgate School While the Parish Council cannot identify another access point that is better located than on the A59 opposite Lordsgate Drive, it is wholly unacceptable that the Master Plan leaves Lordsgate School without parking provision and without any solution. It must identify how and where parking can be provided, that is adequate, deliverable and safe for children coming to and from school. The Master Plan P25 identifies that changes will be required to the junction of A59 and Square Lane and at Junction Lane Traffic Lights but there is no mention or plan anywhere of what highway changes will be required. The Master Plan should provide a solution, instead of leaving that to a later time. Improvements must be incorporated at the same time as the major access. If not, Junction Lane may suffer additional traffic. The suggestion that traffic will be monitored and changes made as needed is not workable – the damage will then have been done and will be irrevocable. P 10 discusses traffic on surrounding roads. It accepts worsening congestion and does not put forward solutions other than mitigation measures that focus on sustainable transport (walking and cycling). It refers us to section on Connectivity (p20) which doesn’t provide solutions either. An acceptance of worsening congestion is not in compliance with, and is contrary to, the local plan. It should not therefore be adopted. Housing The plan states “at least 500 houses” but does not provide a maximum number. Page 37 quotes figures which add up to between 550 and 650. The Local Plan and Master Plan quote at times “500” and at times “at least 500”. The inspector, during the examination of the local plan, was heard to confirm that the figure should be 500 in the plan period. The Master Plan must state the maximum number of houses allowed, and must explain how this will fit with the allocation of 850 for Burscough. This level of ambiguity is totally unacceptable and must be corrected. Clearly, traffic projections will be quite different for 500 than for 650, and “at least 500” could mean many many more: This makes a

nonsense of any traffic assessments which must of course be based on an actual number to be meaningful. The plan cannot be adopted without a clear maximum number being stated, and without assessments having been made on that number. The development must provide the full quota of affordable homes and must meet the current needs of the whole community. The Master Plan uses the phrase “flexible housing” which we understand to mean houses for life. The Parish Council applauds the Borough Council for setting this high standard for all homes built. Equality Impact Assessment Equality Impact Assessments undertaken have been superficial and wholly inadequate: No direct consultation appears to have been undertaken with excluded groups. Play Areas P34 discusses space for play and leisure and refers to MUGA skateboard park and play area. No site is shown. More information is required regarding the siting of a MUGA and Skateboard Park to determine whether this is suitable in this location. These are required in Burscough, but may be more appropriately located in another part of the parish. If they are to be sited in Yew Tree Farm, it is necessary to show how they are to be accommodated adjacent to housing. Sustainable Energy The Master Plan does not mention the decentralised energy network facility that is suggested in the local plan. The Parish Council would applaud the requirements for use of sustainable energy but note these are aspirational only and are not a specific requirement of development. These should be tightened up so that they are requirements. In Summary In summary, the Master Plan provides a piecemeal approach to development that may lead to work being left incomplete by developers after residents have moved in. The Quays and like Heathfields Estate remain unfinished and un-adopted. The Master Plan must be clear about how it will ensure that whole areas of development do not remain un-adopted like the Quays and Healthfields. There are several examples of the Master Plan identifying a problem, but leaving the solution to the developers to determine at a later date. It is not acceptable to leave all of these problems for others to solve. The Draft Plan expects the developer to undertake certain tasks in their plans, but fails to show the levels to be achieved or the process involved. There are very many opportunities for plans to go wrong, potentially leaving the community with an unsatisfactory outcome. The proposal that was described in the Preferred Options Paper 2012 has dramatically changed: There is no new town park, no renewable energy network facility and no highway improvements. The benefits of “improved transport” and “improved drainage” are no more and the plan accepts that there may be further pressure on existing provision. There are many ambiguities, anomalies and contradictions: Not least the glaring anomaly that P27 Para 2 says that new development should not be located in areas liable to environmental risks such as flooding but the map of areas at risk of flooding shows those areas to be the same as the ones highlighted as suitable for residential use. Other anomalies, ambiguities and contradictions have been described above. The level of ambiguities, anomalies and contradictions leaves the plan open to wide interpretation and unsound and we would request the Plan is reviewed again and “tightened up” before being approved by WLBC. Most worrying is that there appears to be no powers to hold people to account. The Parish Council believes that residents should know what remedy is available if there are negative impacts for them and their properties. We would like to suggest also, that in the development of Yew Tree Farm, and in all developments in Burscough, plans are put in place to maximise the potential for local labour to be used, providing jobs and training for local people, and particularly the apprenticeship scheme for young people.

Supporting attachments

Council response:

Additional wording will be included to give extra clarity regarding the complex responsibilities associated with waste water and flood risk.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document. The masterplan supports improvements to the village centre to ensure access by public transport, cycling and on foot can be enhanced, it is not the responsibility of the Masterplan to address all parking issues in Burscough, the Masterplan however, will promote sustainable methods in to the town centre.



Consultee Name: CLLR Cynthia Dereli

Organisation:

Comments:

1. Why include so much woolly language in the plan. One example is around design of the buildings which it is said should reflect the local 'vernacular'. I would challenge anyone to identify a dominant 'style' in Burscough apart perhaps from the houses in the conservation area, and that I would suggest is more to do with their similar age. I would similarly query - 'flexible and adaptable buildings' ? ; buildings 'incorporating local form, materials and detail' ? etc Don't these phrases simply give a hostage to fortune, leaving their subject open to interpretation by any applicant for planning permission instead of insisting on best insulation materials, designing buildings for warmth etc. to which very limited references are made later. Our 'vernacular' styles, if they exist, were not built for 21st century engagement with climate change.
2. There is a tension, or even contradiction in the report between references to integrating the development into the village and referring to the creation of a separate sense of place. This runs through the sections on transport for instance. The site should be 'sustainable' with access to public transport but how is this to be achieved? The site cannot be 'taken' to the station but how are the customers to take themselves to it when the site is probably too far for many to walk to (and especially those most likely to want to use public transport namely older people). This factor needs to be taken into consideration when positioning the older people's homes within the site. I would think the present situation could be improved on. At least in this document the need to address this issue needs to be clearly raised. This tension re-emerges when the document deals with location of community facilities. Should they be provided within the site or in the village area. I think the latter would be the preferred option for most residents now, but of course the needs of new residents will also have to be considered. But then again can the development do everything? And if the masterplan does not spell out what is required it will probably do nothing. Although spaces for development of community facilities in the village area are limited, a requirement to contribute to a localised public transport scheme, which has been the aspiration of many in the village for a long time, might resolve these tensions.
3. Much is made of the potential for cycling from this site (though where the residents might be cycling to for work is not at all clear). There is no recognition of the dangers of cycling on the A59. As to using the cycling routes to be created within the site, the selling point for these is that they will link to the linear park (which does not yet exist) and so connecting the cycling residents of Burscough to Ormskirk. There is recognition p.23 that a crossing point will be needed to get the cyclists across the A59 to Abbey Lane to join the linear park. Unfortunately the map (p.21) illustrating this situation is not up-to-date and does not show the round about at Pippin Street which may not allow space for such a crossing point? P.22 It is not clear whether cycling is viewed to be an existing condition in Burscough or simply an aspiration for this site. I would argue that it is clearly not the former given the dangers of cycling on the A59 and few people venture to do this during weekdays. In this case does it make any sense to talk about new and improved junctions having to provide for cyclists 'based on an analysis of current and predicted flows'...? The conclusion from these sections on cycling and walking must be that the houses will be advertised as 'suitable for very fit people'. This is not a joke since if the residents of the new estate do not take up the fitness option then they will be generating many more car journeys and we have to wonder whether the council has really taken this on board. One illustration of this is in considering facilities in the village which make reference to cycle parking but not to the need for more parking for cars. Even a good localised bus service can't replace the car when, for instance, residents are needing to get to the health centre, yet the car parking there is already at capacity. 4Perhaps most importantly what I feel should be a major consideration and driver of the planning of the site remains an afterthought. Pp.37-8 deal with the phasing of the development site up to 2027. Here the present development site and the land safeguarded for possible use beyond the life of the plan are referred to as two separate 'development areas'. However, throughout the document 'phases' has clearly referred to these two quite separate areas in terms of timescale for development, and comments in the body of the document do not engage with the suggestions here that there should be a phasing of development within the life of the present 44 hectare site. Many of my comments below pick up this point within the various sections of the document. My queries could largely be resolved by putting the section on the need for phasing of the present plan development area at the beginning of the masterplan document and relating all comments thereafter to this 'phasing'. Given that the drainage permission with UU was providing only for a development of 200 houses, it is not unreasonable to ask that the impacts of the new housing are reassessed after this development phase and that similar phases of development should be a prerequisite on the site – eg another 200 houses or any industrial building will be seen as a phase requiring reassessment of the drainage and also highway impacts before further permissions are granted, so that there might be at least 3 or 4 phases of development before this site is completed in 2027. In its present form, leaving these comments on the phasing of development up to 2027 as an afterthought, the question is raised

as to whether an outline planning application will have to take any notice of this at all. P.24ff Highways and transport principles: 'whilst minimising the impact on the local highway network' - This is stated as a 'fact', an outcome that will be achieved. There is no engagement with the information presented by the LCC Highways already showing that sections of surrounding roads are already at capacity and above. Surely this needs to be clearly state here in introducing the highway issues. Point1: This refers to identifying the impacts of each phase. See arguments above regarding the way the term 'phasing' is used in the document. Surely here the report needs to relate to the LCC Highway capacity study. If the roads are already at capacity it would seem logical to reassess the situation after each phase; phase one being the construction of 200 houses etc. As well as the houses built on the YTF site there will also have been other development in Burscough and surrounding areas during the first few years. Surely it is important to consider the cumulative impacts of all this development before making detailed plans for more. See comments above. Interestingly, this section also refers to checking the effects of traffic from new development not just on congestion but also on air quality. Throughout the Local Plan enquiry the council refused to undertake any air quality study even though it was pointed out that air quality had been an issue when calls for a bypass had reached enquiry stage in the 1990s. Having acknowledged this as an issue, I would urge the council to undertake an air quality study in Burscough Town before finalising the Masterplan so that this information becomes a base line for future assessments of the impacts of developments at YTF. P.24 section 2. The overarching Travel Plan – note that this does acknowledge that the site will inevitably be developed in 'parcels' so why not refer to these as 'phases' after each of which an assessment of highway congestion, air quality and impacts on water flows from the site will be undertaken. The reference here to Travel Plans seems to be used as an excuse not to give clear guidance in this document on how the highway network will be implemented. This is surely another reason why an obligation on developers to reassess impacts as above needs to be enshrined in this document. Otherwise any such outcome is in danger of getting lost in the planning application stages, always being passed on to the next person/developer. The clearest indication from the Council on the need for building in assessment points in development upto 2027 is given on p.25.....'the network must be able to sustain the cumulative impact of additional movements in future years'. This is surely a strong argument in favour of building phasing and reassessment into this masterplan document. As the main route across the site has the potential to be much used by traffic circumventing Burscough Town, won't there be a need for bus lay-bys to be built in to the planning of this route? P.26 Suggestion to cul-de-sac Higgins Lane needs care as it is most likely to divert more traffic through the Truscott Estate and passed the school which is not a good thing to do. Reference in this section to the impacts on 'the external highway network' gives a very limited conception of what this might mean. It is likely that several other roads in Burscough and Scarisbrick will be used by traffic escaping the more congested areas. This might include Orrell Lane in Burscough and Smithy Lane/ Moorfield Lane and route Pippin St – Morris Dancers in Scarisbrick. When CIL/106 money is being allocated such impacts need to be considered and money provided for mitigation measure - another reason why phasing of development and reassessment of traffic impacts is vitally important. P.26 Parking: paras.3-4: The council has decided that the provision of parking for Lordsgate school will not be provided. This is very short-sighted. The school has undertaken work at the rear of the school fields to help reduce the parking on the A59, but this cannot cope with more traffic. As a result if no parking is provided near the entrance to the new site other solutions will 'emerge' with roads within the new estate or along Higgins Lane being resorted to by parents. It is not impossible I would have thought to design in housing (such as flats etc ) near to the entrance to the estate for which common parking areas would be provided and which might be available for school time parking. Finally throughout the Highways section there are references to aspirations that remain vague, eg to upgrading footways off site, reassessing TROs , and making alterations to key junctions such as Square Lane. I guess that all of these would involve the Highway authority in prior major consultation with residents but it would be useful to have this consultation spelled out. P.26 : Climate The heading here is saddening: if the content of this section is all the world has to rely on for its survival, we are all doomed. The section is lacking in both conviction and detail. 'All development at the YTF site will be built to meet the latest environmental standards' does not offer any certainty of green energy being produced on site or of the latest technologies for insulation being used in design. If government do not endorse these, this surely does not mean that the BC cannot insist on these as conditions. It seems that an opportunity is being missed in terms of site lay-out and building design to create a radical response to address climate change in everyday living. The limited space given to considering green energy options suggests a lack of commitment from the council on this issue. Burscough has shown an interest in sustainability issues and renewable energy. To reflect the local context the Borough Council need to build such a commitment into the masterplan document. The comments in the section on Employment appear to give more weight to 'design to minimise energy consumption' for the industrial buildings, though again no detail. It would not be unreasonably to insist that every building on the site must have solar panels on its roof ; that the alignment of houses/ industrial buildings on



the site must ensure that south facing roofs are provided to this end and that wherever possible biomass heating is installed and so on. [Http://www.icax.co.uk/The\\_Merton\\_Rule.html](http://www.icax.co.uk/The_Merton_Rule.html)  
[http://www.estif.org/fileadmin/estif/content/policies/STAP/Ireland\\_local\\_solar\\_regulations.pdf](http://www.estif.org/fileadmin/estif/content/policies/STAP/Ireland_local_solar_regulations.pdf) It is also sad to see that grey water systems only merit a passing remark ('if possible'), yet as elements in sustainable living they are important and on a site where the volume of surface water being generated is an important issue, the minimising of water used by households would seem to be an essential aspect of development design. P.27 Drainage: Again it is not clear how the plans for the drainage of the site will be developed. One paragraph says one scheme for the entire site (which entire site?) will be needed. P.28 talks about a phasing plan – but does not remind us that the agreement with UU on which the permission for this site was founded was initially for 200 houses. P.11 Comment at end of paragraph: 'However, beyond the site it [water and watercourse] becomes more complex and beyond the realms of planning control'. Yet the County Council's Flood Risk Management strategy notes its objective SFRM 2 (p.67) as being to: 'Manage development so that it reduces flood risk'. This does not say only within a development site but in general. P.28 bullet point 10 refers to potential needs for upgrade of 'off -site drainage infrastructure' but does not link this to any reassessment of the situation as the site is developed. In fact, in the introductory section references to drainage claim that anything off site is nothing to do with the planning for the site (p.10). Yet the impacts of building on this on the drainage capacity in the rest of Crossens drainage area has been a concern throughout the local plan process. I think it needs to be spelled out clearly that it is indeed something that the masterplan and any developer will need to take account of. Depending on how the water system is managed (by the EA or an IDB etc) there could be a need for the development to contribute to the maintenance of the water courses that remove the surface water to take it the Crossens pumping station. If the ditches are not maintained I gather it is possible that weed accumulations could block the pumps at the coast leading to flooding way back in the system even as far back as the YTF site itself. There are also pinch points already in the surface water system (for instance, as the ditch from YTF goes under the railway) where flooding occurs and clearly extra water from this site will be adding to the likelihood of flooding at such points. The council might bear in mind that one of the first 'riparian' owners to be affected might be themselves as housing authority since the culvert that comes from Manor estate and flows through the YTF site has been known to flood Higgins/Truscott/Furnival area. Overall comments re drainage and highways sections: No mention is made of how and when the houses /roads made ready for adoption by the Highway Authority. This is quite a crucial issue for a development which is envisaged to be completed in 12-13 years time. It is not acceptable to leave house owners with semi-made roads or lighting that is not maintained for such a period. On past experience regarding road adoptions, I am also concerned about how the council will keep control of the development to ensure that all drainage work is completed and that the roads can be adopted. Furthermore, it is now deemed by many to be crucial to modern living to have a connection to the internet at superfast speeds. The report makes no mention of how superfast will be provided on this site. At present if a road is not adopted then superfast cannot be installed. I was told by representatives of the developer at Grove Farm site that they would take the initiative and ensure superfast was installed in their site. Could this masterplan not refer to this important aspect. On p.29 in a list of items that will be included in the green infrastructure is a reference to 'Flood alleviation measures as part of SuDs to be approved by the LLFA'. The document is very repetitive but I'm not clear what this refers to and this is something the council need to clarify so that it is beyond dispute with any developer. The Masterplan's references to SuDS make no mention of the guidance that is already available on this subject. Surely the advice in the County Council's Flood Risk Management Strategy (p.46) regarding principles of surface water management following National SuDS Standards set by government need to be set as base line here? Finally there is a lot in the plan about the use of SuDS as water features in the estate. I have asked on at least two occasions how safety issues will be addressed and these concerns have been brushed aside. I was told on one occasion that this was no different from the situation in the Ormskirk park where there is a large pond and children go there etc. I think this is very different - surely there would be an assumption that parents will accompany children to the park if they are too small to be trusted near to a pond. But the Borough Council are talking about 'encouraging buildings to face on to such features' (p.19) which would mean that parents could not let their children out to play in the green space unattended. I feel strongly that this needs to be clarified in the Masterplan as the safety of children in a new development should not be left to chance. P. 32 Housing: Throughout the consultations on the Local Plan and into the Enquiry stage residents have consistently argued not only that a development of this size is not needed, but more importantly now that the housing that is needed is social housing to rent. So it is extremely depressing to see no mention of this at all in the present document. There is a vast difference between so-called affordable housing that is for sale when mortgages are so difficult to obtain, and housing to rent. To respond to the needs of the Burscough community it is absolutely vital that the masterplan spells out a requirement to provide social housing to rent as a major part if not all of the 35% requirement for affordable housing. If this is not included then it will prove all the predictions of the

pessimists to be correct – with a development prioritising developer profit over local need: residents will get more traffic and more overcrowding of vital services and little or no benefit for young people and families in our area. Use of 106/CIL money: I welcome the commitment to using this for the benefit of the community – especially to improve library provision in the village and for on-site opportunities for community food growing eg allotments, and for localised transport initiatives. I would also like to draw attention to the needs of the secondary school which I feel are rather overlooked in the plan. While the school has some space in terms of pupil numbers it also has a need for further investment in its buildings if it is to meet these needs in the longer term. I would like to log this issue as potentially relevant in relation to development within the life of the Plan, perhaps in its later stages.

Supporting attachments

Council response: The masterplan supports improvements to the village centre to ensure access by public transport, cycling and on foot can be enhanced, it is not the responsibility of the Masterplan to address all parking issues in Burscough, the Masterplan however, will promote sustainable methods in to the town centre. Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management and safety of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA. The delivery of affordable housing will be through a number of mechanisms as stated in policy RS2 of the Local Plan.

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Consultee Name: Mrs Jilly Dougherty

Organisation:

Comments: Thank you for consulting with us on the above Supplementary Planning Document. We have considered the proposed Masterplan and wish to comment as follows: We are pleased to see that the majority of the comments that we made previously in relation to the Issues and Options consultation have been taken into account in the preparation of the proposed Masterplan. However, as stated in our previous response, the proposed location of sensitive receptors in close proximity to existing sites regulated by the Environment Agency could mean that they are subject to exposure to odour, dust or noise emissions in the future. The severity of these impacts will depend on the size of the facility, the way it is operated and managed, the nature of the regulated activities and prevailing weather conditions. The Masterplan as proposed will result in

- a) residential development within 100 metres of and
- b) employment uses directly adjacent to a hazardous waste transfer station regulated by the Environment Agency. We do not currently receive complaints about any nuisance from this site, but the potential impacts of the activities of the regulated site on the Yew Tree Farm site are unknown.

Supporting attachments

Council response: The Council are aware of this Waste transfer unit and residential development is not located within 100m of its boundary.

Consultee Name: Mr Marcus Hudson

Organisation: Lancashire County Council

Comments: YEW TREE FARM DRAFT MASTERPLAN SPD CONSULTATION LAND TO THE WEST OF, LIVERPOOL ROAD SOUTH, BURSCOUGH

Thank you for the opportunity for Lancashire County Council to comment on the above Draft Masterplan. I have assessed the document with regard to Lancashire County Council's plans and priorities, National and Regional Planning Policy and other material considerations and specialist advice. I summarise key points for consideration below; further detailed comments are included as appendices.

**Highways and Transport** Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. It is important that we are involved and consulted on all matters that may affect the integrity, structure, appearance and function of the public highway and its environment. Whilst I support the highways and transport principles of the Yew Tree Farm Draft Masterplan, I would like make the following observations which I trust will be given due consideration.

**Internal Primary Road Network and Main Vehicular Access** The Masterplan area is dissected by two routes that form the site's internal primary road network, connecting with the external highway network at a single primary access with the A59 Liverpool Road South and two primary accesses on Tollgate Road, to the north and south; in total 3 primary access points. The layout of the internal primary road layout should be able to facilitate the operation of potential future public transport services through the site and the route that runs in an east-west direction from the A59 to Tollgate Road should provide a direct route from the A59 into the employment area, avoiding Higgins Lane. To balance traffic movements to and through the site (north and south), it is important that the Yew Tree Farm internal highway network incorporates a suitable primary network that can be utilised by all transport modes, including large vehicles and as required by local employment situated within and beyond the site boundary. The integration of the existing external highway infrastructure with the internal primary network will need to satisfy vehicle and user requirements, such as sufficient capacity (all modes) and appropriate swept paths for large vehicles.

**Internal Secondary Road Network and Minor Vehicular Access** The Indicative Layout (Page 17) includes two minor vehicular accesses onto Higgins Lane. The access to the east of Higgins Lane would provide a convenient, direct route between the existing built up area and the Yew Tree Farm site. This supports the integration of the site with the surrounding urban area, and existing facilities and services. A vehicular connection to Higgins Lane in this location would allow traffic from the existing residential area to access the A59 via Yew Tree Farm's primary road network. The minor vehicular access to the west of Hesketh Road provides another route between Higgins Lane and the Yew Tree Farm site, yet avoids the 20mph zone. The inclusion of a minor vehicular access at this location should serve to minimise the levels of traffic travelling through the 20mph zone on Higgins Lane to Burscough Industrial Estate (Langley Road) and Swordfish Business Park (Swordfish Close) from Higgins Lane.

**Sustainable Transport** I support the inclusion of multiple dedicated pedestrian and cycle only access points that provide comprehensible safe routes through the Masterplan area to footpaths, highways, recreational areas, open space, the adjoining built up area and its amenities and, in particular, to the A59 Liverpool Road South which is a key public transport route. It is appropriate for the site's primary road network to include high quality joint pedestrian/cycle provision along both sides to encourage movement by these modes within and through the site and be delivered in line with current guidelines. It is expected that formalised controlled crossings will be provided at any point where a footpath/cycleway is interrupted by the site's primary road network. I expect that the delivery of the Yew Tree Farm Masterplan will enhance public rights of way within and beyond the site, and be of a quality that satisfies users' needs at all times of day for pedestrians, mobility impaired and cyclists.

**External Highway Network** The Draft Yew Tree Farm Masterplan provides a framework to guide development at the Yew Tree Farm site. It is important to recognise that, at the planning application stage, further mitigating measures may be required to offset potential adverse impacts to the existing highways network. This will include additional improvements to the local highways network that will be needed in order to achieve safe access to the site and promote sustainable movement. Yew Tree Farm's entire estate road network should be served from a limited number of vehicular accesses off the internal primary road network. Vehicular access into isolated pockets of development within the Yew Tree Farm site that can only be accessed from the external highway network is not recommended, particularly along the A59.

**Suggested Amendment - Local Highway Network and Access** Please note that the A59 Liverpool Road South is not a trunk road, and accordingly the wording 'and is a trunk road' should be removed from the first paragraph of this section (page 10).

**Education** These comments are based on the latest 2014 pupil projections, and should supersede the previous education responses provided in November 2013. As this is only at pre-application/outline application stage the dwelling bedroom information is not currently available. Therefore, the following information assumes that all dwellings will have 4 bedrooms and the 4 bedroom pupil yield has been applied. In terms of primary school provision, the information available at the time of assessment

indicates that even with the impact of the Yew Tree Farm development in 2019 and in 2024 there will be sufficient provision within existing primary schools to accommodate demand. However, a shortfall of 37 places is expected in 2029. The financial requirement for these places would be £445,095. This contribution would be sought through a Section 106 agreement, in line with West Lancashire's CIL Policy for education. In terms of secondary school provision, there is one such school in the Burscough area which will offer sufficient provision to accommodate demand up to 2024. In 2028, there is expected to be a shortfall of 6 places for which a financial contribution of £108,758 would be sought through a Section 106 agreement. Beyond 2027, at Yew Tree Farm a total of 500 dwellings are proposed. As this information is likely to change a great deal by 2027 there is limited benefit from producing pupil projections on this long term plan. Therefore a simplified indication of the future education requirements beyond 2027 has been calculated and is appended to this letter. Public Health I am pleased to see that the plan has taken note of the health impact assessment (HIA) of the local plan that was conducted in 2012. I note the concerns around air pollution due to the possible traffic congestion on the A59 as mentioned in the sustainability appraisal. It is apparent (from the consultation) that this is also a concern amongst the local community and mitigation through sustainable transport has clearly been considered. One aspect that could also assist in supporting sustainable transport is to make clear in the plan that developers must make adequate provision for cycle storage in homes and at retail, leisure and employment sites, and specifying the level of suitable provision. The recent HIA in 2012 on the local plan recommended 50% affordable housing and as reducing health inequalities is a key priority for the Local Authority it would be preferable to see the specified housing mix closer to this figure. The plan makes clear that the existing Burscough centre will continue to function as the community hub. However, connection to near neighbours has an important impact on wellbeing. This would be strengthened if the new community has access to shared indoor public spaces within the local environment. It may be possible to specify that the retail and business spaces must open up their facilities to the local community for community events. This would have a mitigating effect on isolation and promote community connectivity. In relation to SuDS, these should be designed for amenity and combined with public spaces for multi functional use. Developers should ideally be asked to engage the community and raise public awareness of their role and safe and responsible approach to living with them. Local Flood Risk Clarification is needed as to whether there are any existing connections (other than the proposed public sewer works) into the site from current drainage systems in Burscough. Regarding ordinary watercourse maintenance and condition, it should be made clear that such watercourses are not "natural" but part of a managed network of watercourses. New development on Yew Tree Farm will inevitably be sited in areas at risk of flooding. SuDS should be designed to attenuate and direct surface water flooding away from properties and people. It is the responsibility of the developers to produce a detailed drainage strategy and, as it stands at the time of writing, the responsibility of WLBC to approve, or otherwise, any drainage strategy for the development. The Sustainability Appraisal fails to consider the Lancashire and Blackpool Local Flood Risk Management Strategy in the review of relevant sub regional plans and programmes. The Lancashire and Blackpool Local Flood Risk Management Strategy was formally adopted on 9 April 2014 and is a material consideration during the planning process. Minerals I note the relevant commentary on page 10. It should be specified that the proposed development may have to be altered depending on the presence of minerals and their extractions. See attached PDF for Appendix

Supporting attachments

Council response: Comments noted.

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Consultee Name: Mr Simon Pemberton

Organisation:

Comments: See folder for attached PDF

Supporting attachments

Council response: Noted. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so.

The retail/community facilities have been located more central to the site in order not to draw any trade from the existing Burscough Town Centre, any facility on the site will only be to of a small scale nature in order to serve the new residents its is not the purpose of the masterplan to draw trade from Burscough. The access points on to Higgins Lane are not fix the masterplan is illustrative yet the principle for two access points is described within the masterplan in order to allow the site to be access for a variety of points. With regards to allowing more land to develop the initial phase one of 500 dwellings the Council have reviewed the calculations and the calculations are as follows.

Development Area One totals approximately 36 ha (gross). Of this, approximately 13 ha is allocated for employment uses which, when land for sections of both primary roads and the linear park that would need to be delivered through this area is factored in, would leave a net developable area of approximately 11 ha for employment uses. The remaining 23 ha is allocated for residential development including the accompanying highways, drainage, landscaping, linear park and public open space. It has been assumed that 75% of this gross development area for residential development would actually provide the net developable area for residential development itself (i.e. subtracting the land required for highways, drainage, landscaping, linear park and public open space). This leaves a net developable area of approximately 17 ha, which at 30 dwellings per hectare could accommodate 510 dwellings.

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Consultee Name: Mr Cam Cunningham

Organisation:

Comments: Drainage – There is apparently a plan for “Sustainable Drainage Systems” shown as SUDS on the plan. The councillors had stated at the beginning that no building would take place until the drainage infrastructure was in place. At the presentation at Burscough Wharf there was apparently no knowledge of how this drainage system was to be implemented – or when it was to be in place (before, during after building has commenced?). I find this staggering in a development of this size that the developers are seemingly going to be allowed to decide when and how this to be done. My concerns were highlighted when I saw in the internet a report from Kent that a developer had been allowed to build 400 houses without putting a promised/planned drainage system in place. How is the council going to control the developer?

Wildlife – I see no consideration for the abundant wildlife on the fields where this development is to take place. The hedges will not be adequately protected as indicated by the null response to one of my questions at one of the consultation meetings - “What will happen if the developer accidentally uproots all the hedges that the council had said that they ideally should be keeping?” Access road – how is the major road into the estate going to be used – will it become a rat run for traffic trying to avoid congestion on the A59 - what measures are going to be produced to control this traffic? What consideration has been given to the already congested A59 where there will be junctions accessing the site – especially for heavy plant accessing the site during the years of construction?

Protected Views – What is this all about – when was this decided on and by whom? It certainly wasn’t mentioned at any of the meetings that I have attended. Why haven’t the views of houses on Liverpool Road South and Higgins Lane got protected views?

Literature Images – how come the images on all council plans show the dilapidated farm buildings of yew Tree Farm – as though the whole estate is going to be built on brown field – and why don’t you show the green fields that are going to be built on as well/ instead?

Supporting attachments

Council response: Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Protected views label was introduced to the masterplan in order to try and blend any development of the site at Higgins Lane where once built out will be adjacent to the new greenbelt boundary. Through out the Masterplan document various images are used of the site, however, in order to draw attention and make the document and site easy to recognise the image of the vacant farmhouse is used on much of the publicity material.

Consultee Name: Mr Robert Berks

Organisation:

Comments:

1) Improvements to the draft masterplan can be made if: Specific requirements concerning drainage are included. It is more sympathetic to both the surrounding area and its residents. It more adequately protects the rural area to the north from its visual impact. The negative effects of the new houses and the extra traffic are further mitigated. I also think it unwise to encourage a particular style of architecture before the design cycle has begun by including pictures of houses. 2) As a resident living near the site who has raw sewage backing up the through the drains onto their property I believe the draft plan has to be unambiguous and clear about drainage. The plan must affirm that the planning system will be used to ensure that prior to the commencement of development activities such as surface water removal from foul flows and the attenuation to stop extra surface water leaving the site are fully completed. Also the plan must also ensure that land ownership issues will not be allowed to compromise drainage and that development will be stopped if the best possible system of drainage is not being implemented.

3) Regarding Higgins Lane the plan states: This Lane should maintain its rural character where possible. The indicative plans, for example as page 17, see contradictory to this aim by suggesting vehicular access at two points along this land and encourages building close to the road. These buildings will be highly visible from the lane because the view of the estate from the lane is protected. The draft plan therefore ensure this lane will completely lose all its rural character. The urbanisation of this lane might be offset by specifying that, in addition to the existing hedges, green space is included between the new houses and the Lane by deleting all vehicular access from the new estate onto Higgins Lane.

4) The second paragraph on page 25 which starts with the alignment infers that HGVs are to be permitted along Higgins Lane through onto the northern east west link road. Allowing HGVs any access to any part of Higgins Lane is both wrong and a retrograde step. HGVs are effectively barred from Higgins Lane at present by the 7.5 tonne weight restriction (except for access) through the 20MPH section. Additionally, Page 25 of the plan envisages three primary access points to the new estate, one of these primary access points onto Higgins Lane as secondary. This contradicts other parts of the plan which describe the access points onto Higgins Lane as secondary. I'm afraid, as written the plan will result in Higgins Lane the secondary road marked H on the diagram on page 21 and the gateway junction at the A59 becoming a main road. It is appalling if this is the actual intention. Also, I find it totally unacceptable that the traffic from the new estate, possibly 1000 homes and an unknown amount of commercial property, being fed along Truscot road and then past Priory School onto the A59 at Junction Lane.

5) As the site is part of a north facing slope it means that buildings, in particular tall multi-story houses as shown on page 15 and 19 of the plan, will be fully visible from the lower lying rural land to the north. This might be ameliorated if the maximum height of building was reduced from that quoted so that town house style of property pictures was specifically excluded. Planting trees as a visual barrier would help soften the view of the estate from the countryside and would be in keeping with the lightly wooded character for the surrounding countryside.

6) According to the plan new houses can be built close to existing houses on the perimeter of the site. The leaflet (download file name stitched leaflet red) stated that: many wanted new housing sited away from much of the existing residential areas. Perhaps adding limitations to housing density and type and the addition of green space between the existing and new developments might lessen the impact on the estate onto the people who live around the site. It might also help blend the new and the old architecture.

7) Has road layout been influenced and possibly limited by land ownership issues? It seems strange that a short length of the southern link road is to be left undeveloped at this stage. Ideally the northern link road would be designed as an estate road not a main road. The southern link road if completed as part of the first phase could be used as the primary route from the gateway from the industrial estate. Traffic, especially HGVs could be encouraged to use this route away from the phase 1 residential areas. If the safeguarded area was then not required for development this would be a lasting improvement. Additionally the transport authority review ( download file name YTF Mplan Highways Transport Review) shows both link roads, the lack of the second link road must effect the validity of this review.

8) Currently access to a primary school is gained opposite the proposed Gateway to the site at the north eastern corner. Road safety at this location must be a concern and perhaps inspiring drivers passing school entrances with development and landscaping isn't sensible. It might be more realistic to imagine that the amount of traffic management at this location being the overriding visual effect. The design will be constrained by the junction with the A59 which will be at or over capacity. Obviously this part of the estate will be domain of the car and maybe even HGVs. It might be better to plan to insist on architectural and landscaping excellence throughout the new estate.

Supporting attachments

Council response: Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Criteria is included to ensure amenity of neighbouring properties is considered. However, it is not the role of planning to ensure views are protected for surrounding residents and this would be difficult to achieve given development anywhere on this flat site is likely to be seen from surrounding properties.

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Consultee Name: Mr an Barry Farrington

Organisation:

Comments: I am most concerned about the discharge of traffic onto the A59. when looking at the map, it seems that the obvious thing to do would be to continue Square Lane into the site from the curved T junction with the A59. This would improve traffic flow at busy times. The plan to put the new road opposite Lordsgate Drive will cause congestion, especially around the school. Times I have concerns about the implications for the safety of the school children. Also, I hope that the mature trees along the A59 border of the site will not be disturbed. I am concerned about the amount of traffic discharging on to the A59. I would also hope that the mature trees that front the A59 onto Higgins Lane are protected along with any others on the site.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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Consultee Name: Mr Campbell Cunningham

Organisation:

Comments:

West Lancashire Draft MASTER PLAN Consultation Response

Drainage – There is apparently a plan for “Sustainable Drainage Systems” shown as SUDS on the plan. The councillors had stated at the beginning that no building would take place until the drainage infrastructure was in place. At the presentation at Burscough Wharf there was apparently no knowledge of how this drainage system was to be implemented – or when it was to be in place (before, during after building has commenced?). I find this staggering in a development of this size that the developers are seemingly going to be allowed to decide when and how this to be done. My concerns were highlighted when I saw in the internet a report from Kent that a developer had been allowed to build 400 houses without putting a promised/planned drainage system in place. How is the council going to control the developer?

Wildlife – I see no consideration for the abundant wildlife on the fields where this development is to take place. The hedges will not be adequately protected as indicated by the null response to one of my questions at one of the consultation meetings - “What will happen if the developer accidentally uproots all the hedges that the council had said that they ideally should be keeping?” Access road – how is the major road into the estate going to be used – will it become a rat run for traffic trying to avoid congestion on the A59 - what measures are going to be produced to control this traffic? What consideration has been given to the already congested A59 where there will be junctions accessing the site – especially for heavy plant accessing the site during the years of construction?

Protected Views – What is this all about – when was this decided on and by whom? It certainly wasn’t mentioned at any of the meetings that I have attended. Why haven’t the views of houses on Liverpool Road South and Higgins Lane got protected views?

Literature Images – how come the images on all council plans show the dilapidated farm buildings of yew Tree Farm – as though the whole estate is going to be built on brown field – and why don’t you show the green fields that are going to be built on as well/ instead?

Supporting attachments

Council response:

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

Consultee Name: Mr Owen Barton

Organisation:

Comments: I agree with the phasing of the site: putting the first phase nearest the village centre makes sense and the newly built up area would be fringed by the existing rights of way that would retain an open outlook. The retention of the tall hedgerows is a big plus, but if these are in back gardens, expect them to disappear fast. They should form part of the street scene or green infrastructure network. The siting of the community facilities in the centre of the site makes sense to me too – it makes it easiest to access from all of the new houses. The east-west ‘primary road’ linking Liverpool Road South should be able to take traffic serving the existing / expanded industrial estate as well as local traffic. This way it would save lorries etc going to / from the north of Burscough having to drive the full length of the settlement via Liverpool Road South before finally turning on to Pippin St / Tollgate Lane. If you’re aiming to keep sending industrial estate traffic right through Burscough as at present, you should have a re-think; your own masterplan identifies Liverpool Road South as being ‘over capacity’ at certain times in the week, so the Yew Tree Farm development should be taking the brunt of the traffic it generates away from Liverpool Road South. I am disappointed that the time I spent commenting on the previous draft of this has been wasted. In your response to my comments and in the revised masterplan there is no mention of design review or the use of a design code to achieve a high quality, locally distinctive design – both of which I thought were constructive suggestions that would strengthen your arm when it came to negotiating proposals for the site. I can only conclude that every reference to quality design, sense of place, character or local distinctiveness are not real issues as far as West Lancs is concerned. Instead we get this wishy-washy ‘overarching’ wish list that most developers will simply ignore due to its lack of teeth, even more so that in the long list of ‘required Supporting Information’ (pages 44-45) does not ask for a design statement or rationale. Reading through the list of design aspirations on pages 18-19 it suggests you don’t really know what you want – it’s too vague and doesn’t point the reader towards anything to aspire to. There’s all this talk about local distinctiveness and character, but nowhere does the SPD tell a potential developer what Burscough’s character is and what is locally distinctive about it and therefore what is expected of their proposals. By not doing this you’ll have little ammunition to criticise standard housing schemes being proposed here, and let’s face it that is what you will get. The weakness of your entire approach to design is exemplified by the direct quoting of the NPPF (page 42) rather than setting out something specific. West Lancs has employed these same NPPF policies to give us the placeless pattern book housing at ‘the Carriages’ and the characterless disaster-in-waiting at Abbey Lane. These same policies landed us with palisade fencing on the main road in the town centre, complemented by a giant internally illuminated sign (this is at the new fencing business immediately north of ‘Spar’ on Liverpool Road North). With this level of design awareness and acumen in your offices I cannot but help but fear the worst. Finally, judging by your response, it seems my comments on the previous draft were perhaps a bit too nuanced for a planner. I don’t really care who the developer is - whether it’s someone local or the likes of the volume house builders. The question that didn’t seem to register with you was “how will this masterplan avoid standard pattern book housing and uncomposed streets, stultifying layouts and streetscapes?” Reading through this document I’m none the wiser.

Supporting attachments

Council response: Comments noted.  
The retail/community facilities have been located more central to the site in order not to draw any trade from the existing Burscough Town Centre, any facility on the site will only be of a small scale nature in order to serve the new residents its is not the purpose of the masterplan to draw trade from Burscough.

Consultee Name: Mr Tim Hammond

Organisation:

Comments: I am acting as Planning Agent to PHS Group. PHS Group wishes to provide a consultation response to the Council's Masterplan proposals for the Yew Tree Farm site at Burscough. Unfortunately PHS Group only recently became aware of the proposals and consultation process associated with the Masterplan and have not had the opportunity to consider them in detail. We would therefore like to request the opportunity of engaging more fully with the Council on the Masterplan, albeit we appreciate that this will need to take place after your stated consultation close date of today 21 November 2014. PHS Group operate a licensed waste transfer facility including the transfer of hazardous wastes at Unit 3, Tollgate Crescent on Burscough Industrial Estate. These operations are located immediately to the west of the Masterplan site and are in part surrounded by the proposed development areas. PHS Group also has proposals to expand these operations which it intends to discuss with the Planning Authority soon. We understand that the Masterplan area has been part of the SP3 Strategic Development Site in the West Lancashire Local Plan for some time. We also appreciate that the purpose of the Masterplan proposals is intended to add an extra layer of detail to what has previously been adopted as Council policy in the local plan and provide details on the specific development types and uses of land. PHS Group has particular concerns about the proposed proximity of certain sensitive land uses to an established industrial area on the Burscough Industrial Estate. In particular we would wish to question the proximity of the proposed Safeguarded School Area and whether or not this might be better placed closer to the centre of Burscough and further away from Tollgate Crescent and the wider industrial premises on Tollgate Road and Ringtail Road. It may also be appropriate to reconsider the configuration of the proposed Employment Areas so that they better relate to the pattern of established uses. We would like to have the opportunity to provide further details regarding our concerns and, if appropriate, arrange a meeting with the relevant council planning officers to discuss these further.

Supporting attachments

Council response: Comments noted. The location of the school and residential development have been assessed in relation to the proximity of the wate transfer station.

Consultee Name: Mr Marcus France

Organisation:

Comments: On behalf of the governing body of Lordsgate Township CE Primary School, I would like to take this opportunity to share our concerns over a number of issues with regard to the development of Yew Tree Farm. The greatest area of concern is around road safety and parking because of the proposed main entrance into the development being directly opposite Lordsgate Drive. The school has already recognised that the volume of traffic during peak school times causes a risk to the safety of children arriving for and leaving school. The school has taken a number of steps to try and alleviate the problems caused on the A59 near to Lordsgate Drive, but the problems around parking and safety to children still exist. The other areas that parents have been encouraged to use to park are already at saturation point. With the best will in the world, not every parent can walk their children to school. According to the Highways & Transport Review published in April 2014, it is proposed that a signalised junction at the A59/Yew Tree Farm access should incorporate Lordsgate Drive which is the access road to the school. This will undoubtedly involve a large junction at this point, removing parking space along the A59 that is currently used by parents whilst dropping off at and picking up from school. There is already a lack of parking space in the area – making less roadside parking available will only increase this problem. The knock on effect of this is that parents will have to park further away from school and in areas that are not managed by a crossing patrol. Furthermore, in the review, it is stated that the inclusion of a dedicated parking and drop off point within the Yew Tree Farm site for school is not considered appropriate, and that alternative parking provision at convenient locations should be considered. We are not aware of any other ‘convenient locations’ that could be used that would provide parking to give safe access to the school and be convenient for parents. Therefore, we would ask that this recommendation be reconsidered and that the inclusion of a dedicated parking point be included in the plans. It is felt that the building of a crossroads at the A59/Lordsgate Drive junction will compromise the safety of Lordsgate’s children on their way to and from school. We would therefore seek more clarification on what measures will be put into place to ensure safety and convenience for children and their parents. It is understood that the proposed new entrance opposite Lordsgate Drive would also be used as an access road to the new retail park. Any traffic coming into Burscough heading for the retail park from Rufford or Parbold direction would surely use this new road as access rather than the existing access at the A59/Pippin Street junction. As well as an increase in the volume of traffic, it would mean an increase in the volume of heavy goods vehicles in the vicinity of the school – again, causing concern over the safety of children. The report suggests that Burscough schools have capacity to cope with the additional places that would undoubtedly be needed following any large residential development. This may or may not be the case, but what is certain is that an increase in pupil numbers can only increase the volume of traffic at peak times and cause further parking problems. The school would like to see further assurances regarding plans to resolve drainage issues. The school field already suffers with drainage problems making the field only available for use for a small part of the year. If any drainage problems, regardless of how small, were to have an impact on the school field, it would cause it to be unusable for the vast majority of the year.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Consultee Name: Ms Michelle Blair

Organisation:

Comments:

1. The masterplan context incorrectly describes Burscough as the third largest settlement and uses inappropriately persuasive prose. Burscough is not the third but the fourth largest settlement after Aughton according to [http://www.westlancs.gov.uk/media/94833/LDF\\_SP\\_Ormskirk.pdf](http://www.westlancs.gov.uk/media/94833/LDF_SP_Ormskirk.pdf). The 2011 quoted population of Burscough of 9182 is clearly less than the 2001 Aughton population of 9551 quoted. The masterplan uses this incorrect description of Burscough's comparative size to set the context for what development is acceptable in the community and to justify being dismissive of Burscough residents' perception of Burscough as a 'village'. Given the documents purpose as a useful framework for development such inaccuracies and disparagement of local identity is not appropriate.
2. The masterplan implies that Burscough is not an agricultural area. The masterplan repeatedly describes Burscough as 'originally an agricultural area' then goes on to describe industrial development. It should be emphasised that Burscough is still very much an agricultural area both in terms of its economy, function and community; the development imposed on the village on productive agricultural land obviously seeks to change that situation against the wishes of 96.3% of a representative selection of the community. Given the documents purpose as a useful framework for development the masterplan should emphasise the local perception of Burscough's identity and not the Marketing ephemera of the development lobby.
3. The context map needs to be updated. The map needs to be updated to show the closure of a supermarket and public house. Given the downturn in facilities it would be appropriate to tone down the description of Burscough's vibrancy!
4. The context makes no mention of the problems with development. The traffic and sewer/surface water flooding issues continue to be of massive concern to residents and officials. Given the document's purpose as a useful framework for development, these issues, which will inevitably influence the development, need to be highlighted so that developers can fully engage with them.
5. The context makes no mention of development in other areas of Burscough. Since the adoption of the local plan numerous building sites have appeared all over Burscough like a rash. Given the traffic, sewage and flooding issues, the number of houses planned for Burscough in the local plan and the desire of residents to retain a rural aspect to the village, the masterplan should seek to explain how exponential growth will be controlled.
6. The masterplan fails to mention a grade II listed property on the site and fails to give guidance to developers with regard to all the listed properties. Number 172 Liverpool Road South opposite Yew Tree House forms part of a listed group with Yew Tree House; its presence should be noted because of its proximity and especially as one of the legally defined "ordinary watercourses" on the site runs under both these listed properties. Given the documents purpose as a useful framework for development further description should help developers understand the care they should take with the curtilage, character and context of heritage assets.
7. The masterplan does not identify the three legally defined "ordinary watercourses" on the site. The site characteristics section describes field demarcation drainage ditches as 'not protected' this is clearly wrong as there are three legally defined "ordinary watercourses" on the site which contribute to the drainage ditches. Residents need protection from builders and landowners diverting, culverting, blocking or accidentally damaging the watercourses, creating an increased risk of fluvial flooding for residents. The masterplan must emphasise that any proposed change to the watercourses requires the prior written Consent from the Lead Local Flood Authority (LLFA) in line with the requirements of the Land Drainage Act 1991 as amended by the FWMA 2010. It must also emphasise that any future changes to the flows in these watercourses will require further prior Consent from the LLFA.
8. The masterplan undervalues aspects of biodiversity that have local importance. The protection of species of relevant to the SSSI Martin Mere is highlighted in this and in the HRA, but the mitigation of impacts on a few high profile species will not adequately protect other species and habitats on YTF. Throughout the local plan consultation representations have been made identifying species in residence. Given the documents purpose as a useful framework for development the masterplan should identify the current status of the site with reference to the local knowledge and expert opinion that have already been communicated to the WLBC in addition to the HRA; it should outline the exact issues and matters which require specific mitigation measures and it should include a requirement that planning applications must state how a development will achieve a net gain in biodiversity.
9. The masterplan does not detail where and how much surface water flow will be diverted into the watercourses and does not state that these changes will require prior written consent from the LLFA. Any future changes to the flows in the watercourses will require further prior written consent from the LLFA. This is required because the local plan intends that surface water flows from some houses in the surrounding estates will be diverted into one or all (this is not clear) of the three ordinary watercourses that run across YTF, downstream of YTF. The masterplan must state that any change in

flow for the ordinary watercourses require prior written consent from the LLFA.

10. The masterplan incorrectly states that there are no areas of land at risk from fluvial flooding. The flood risk section needs amending to include the data from the Environment Agency's 'Risk of Flooding from Rivers and Sea' interactive map which clearly shows a fluvial flooding risk on this land, note also that the three legally defined "ordinary watercourses" protected by Land Drainage Act 1991 as amended by the FWMA 2010 are shown. [http://watermaps.environment-agency.gov.uk/wiyby/wiyby.aspx?lang=\\_e&topic=floodmap&layer=default&scale=11&x=344499&y=411499#x=344499&y=411499&scale=11](http://watermaps.environment-agency.gov.uk/wiyby/wiyby.aspx?lang=_e&topic=floodmap&layer=default&scale=11&x=344499&y=411499#x=344499&y=411499&scale=11)

11. The masterplan does not prioritise the construction of new sewer network capacity. The lack of sewer network capacity is already the primary cause of poor drainage causing surface water flooding and sewer overflows of foul water in Burscough. Any additional development in Burscough or Ormskirk will increase the discharges into this network and therefore exacerbate these existing problems. This masterplan must contain information about United Utilities' plans for the sewer network investment in Burscough. For instance it needs to show where the new sewer infrastructure will be installed and when it will be completed, so it can easily be incorporated into the site plans.

12. The masterplan does not state that house building must be stopped if the construction of a new sewer network capacity has not been completed. The local plan allows 200 houses to be built at YTF before the increased sewer network capacity is finished, this means that Burscough will be at risk of more frequent and severe flooding. The masterplan should clearly state that building on YTF must be stopped at 200 homes if the construction of sewers has not been completed.

13. The masterplan does not acknowledge that the traffic problems in Burscough will be made worse by the YTF development and the wider developments in Burscough. There seems to be an lot of conflicting waffle in the masterplan on traffic with a subtext that traffic orders may be able to resolve the additional traffic congestion resulting from YTF. It is important that the masterplan clearly states the current situation and the effect that YTF and the wider developments in Burscough will have on the traffic. Instead of waffle, the masterplan should use the conclusions of the experts, extracted by FOI: "A meeting has been held with LCC and a database assessment has been produced which indicates that the development [YTF] could not easily be accommodated without resulting in major traffic issues. . . . The main problem is the road network surrounding Burscough and its strategic location in terms of connecting to major roads and motorways . . DC confirmed that the size of the development could be changeable and the development phased." Planning Officer Gillian Whitfield to Hurlston Brook Ltd E-mail dated 25 June 2010.

14. The masterplan does not outline a phased approach to building to monitor and limit the traffic problems in Burscough as suggested by LCC. The LCC traffic study, released by FOI after the local plan was adopted, recommended a phased approach to building at YTF in order to monitor the effect on local highways. This was reiterated by a LCC traffic engineer during the stakeholder meetings earlier this year. The masterplan should outline how house building at YTF will be phased whilst measuring its effect on the road network, the first phase to coincide with the completion of the first 200 houses on YTF and the new sewer network planned by United Utilities.

15. The masterplan does not reflect the limit of 500 houses in this plan period. The housing numbers 550 to 650 for phase 1 are incorrect they should state 500 maximum. Currently the masterplan numbers are 10 to 30% above the 500 maximum stated by the planning inspector at the local plan hearings. It is an extremely cynical waste of the public's time when a crucial detail of the local plan decided by the planning inspector in a public hearing, is later radically altered and no public explanation provided. The masterplan should reflect the limit of 500 houses in this plan period.

16. The masterplan does not address the housing need in Burscough. Burscough needs more low cost social housing to rent, it is not sufficient to include a woolly reference to 'affordable housing' open to interpretation by developers. The masterplan needs to clearly state what percentage of the housing planned is affordable by whom and prioritise housing to accommodate those residents already on the housing waiting list.

17. The masterplan does not safeguard the 'safeguarded land' for development post 2027 as outlined in SP3. The local plan outlines part of the site as being 'safeguarded from development until 2027 at least' yet the masterplan is vague about how long the land is to be safeguarded by stating that it should 'be available for potential future development needs'. The masterplan must be robust in its wording and clearly indicate the size and boundaries of the safeguarded land and that the land is protected from development in this plan period.

Supporting attachments

Council response:

Comments noted. The character section of the document details the characteristics and explains the mixture of Burscough's identity as the town has grown over time. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United

Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

Yew Tree Farm should deliver a minimum of 500 homes in the first phase. This will ensure that growth in the area is met within this Local Plan period. Additional proposals on other sites across the Borough will be judged on their own merits and against the requirements of the Local Plan. However, there is no maximum allowance of housing that may be delivered or moratorium on additional numbers of dwellings that could be built.

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Consultee Name: Mrs T Burscough Parish Council

Organisation:

Comments:

Flawed Document The document is flawed in a number of ways

- There is no version control and it is therefore not clear to the reader which issue is being read. The Transport Review for Yew Tree Farm should have been made available at the same time as the draft masterplan.
- There is ambiguity in the wording of the document: many statements can be deemed to be misleading or contradictory . Examples are included in the text below.
- The Master Plan lists many issues but in key areas fails to offer solutions (such as parking for Lordsgate School, changes to highway, cycle and foot traffic travelling to Burscough, drainage off site, flooding off-site etc.)
- The final document may be changed subsequent to this round of consultation and therefore we will not be able to comment on the final document.
- The draft document contains a lot of technical information and this is not written in a way which lay people can understand.
- It differs substantially from Policy SP3 which for instance, states that Yew Tree Farm should deliver a new town park, and traffic mitigation measures to improve traffic flow on Liverpool Road South and protect other local roads. The Master Plan is contrary to the Local Plan in these and other aspects. On these aspects of the document alone, the Parish Council believes the plan not to be sound, and that it should be redrafted. The following paragraphs provide further details of weaknesses in the plan.

**On-Street Parking** P19 states that on-street parking is acceptable for some houses. The Parish Council is concerned that that means that planning applications for housing that offers no off street parking would be acceptable in planning terms, or for free movement of emergency vehicles. This would make for a poorer development and is contrary to planning policy. All housing on Yew Tree Farm must have the appropriate number of off-street parking places in line with policy guidance. Diluting requirements particularly in an area where space is not at a premium is unnecessary.

**Sewage** Standing orders were suspended to allow members of the public to contribute. **New Lane Upgrade.** Network capacity issues are alluded to but not explained. Replacing pipes to New Lane is not mentioned. It has been accepted that the removal of surface water from the foul water system will allow 200 houses to be built. Infrastructure improvements must be put in place before further planning approvals are granted. The Master Plan accepts that sewage systems will operate at capacity: The Parish Council would argue that no system should be planned to operate at capacity and that there should always be some space for emergency. To plan to work at capacity leaves no room at all for error and is reckless.

**Drainage** P11 discusses drainage in general terms. It advises that Planning Control has no control beyond the site. A number of roads are not capable of taking rainwater leading to further concerns about the impact of YTF on the existing infrastructure. It states also that “no greater impact will result in terms of flood risk” but this is not evidenced anywhere. The Parish Council remains concerned about how impact is measured, and how it will be monitored in the long term, and how existing homes will be protected downstream if in future years, calculations are found to be wanting. Any risk assessment must be independently validated and must provide details of who is responsible in the event that flooding does occur. P27 Para 2 says that any new development should not be located in areas liable to environmental risks such as flooding, but two maps contained in the Master Plan show the same areas both at risk of flooding at present and suitable for residential use. This contradiction alone makes the whole plan undeliverable. **SUDS** P27 discusses adequacy of SUDs system. The Parish Council is particularly concerned about the safety of SUDs that are open, and contained adjacent to open space. Ponds must be designed so as to protect young children from the dangers of deep and open water? There is no reference in the plan to Children’s safety: The plan must address these issues. SUDs must not be counted as public open space. Landscaping around them must not be counted as public open space unless it is accessible by the public.

**Green space:** All pathways, barrier between industrial and residential land, attenuation ponds, footpath through site etc are shown on the plan as public open space. P37 states public open space totals 2.5 ha’s. Clarification is required regarding what green space comprises. It should not include the SUDs, footpaths and cycleways or screening. The amount of green space shown in the Master Plan is woefully insufficient. The town park that was suggested in the local plan is not shown. There is no area of useable open space where children of between 10 and 14 can engage in an informal kickabout. It is paramount that there is at least one area of open space that is large enough for a group of teenage boys to enjoy a range of informal sports without disturbing neighbours.

**Higgins Lane/and protecting local residential roads/double yellow lines/Road Safety** The Parish Council does not support the closure of Higgins Lane. This is due in part because preventing access to the A59 may encourage traffic through Truscott Road and other residential areas beyond Higgins Lane



area. It is important that vehicle traffic is discouraged from using existing rat runs through residential areas as short cuts and this should be clear in the Master Plan. Policy SP3 specifically refers to protecting local roads. This plan is contrary to SP3 The Masterplan Highways and Transport Review which states that “traffic regulations orders (TROs) need to be reviewed and revised where necessary within the influenced area to better manage network operation and efficiency”. The Parish Council is concerned that this could mean that for example, where traffic is increased, double yellow lines may be used as a way to keep traffic moving along Orrell Lane, Crabtree Lane, Truscott Road estate or Higgins Lane. Burscough already has a very poor record of road safety – double yellow lines can speed up traffic on roads such as Orrell Lane, making roads less safe than they already are. P26 states that it is intended to close off Higgins Lane only when internal road network completed. This could be a long time, and would lead to the junction becoming neglected (like Pippin Street /A59 junction has been while it waited for major works) The Parish Council would prefer it not to happen, but a lengthy stay of execution is not helpful or desirable. Clarification of this and of the impact on Higgins Lane is required: It is not acceptable for it to be proposed and to never happen. It must therefore be removed from the plan before adoption. There are contrary statements with regard to Higgins Lane: P 22 states 2 x secondary vehicular access onto Higgins Lane and P25 Para 2 refers to access to Higgins Lane for HGVs. There is no mention of how Truscott Road estate will be protected from through traffic. This needs clarification before adoption of the document. Page 25 says “access will be via 3 primary accesses (Tollgate, A59 and Higgins Lane)” but P22 says that Higgins Lane has two secondary accesses. There are ambiguities here. Walking and Cycling P22 refers to footway improvements along A59 . The document says they are necessary but not what they are or how we will know when they have been achieved. The Master Plan promotes the use of sustainable transport. Most footpaths in Burscough are less than 2 meters and they do not meet guidelines for footpath width, (to make them suitable for pedestrians with buggies/wheelchairs/mobility scooters to pass). We struggle to find locations on footpaths that are wide enough to take bus shelters and there are almost no locations where bus lay-bys can be provided. Some roads are particularly narrow and riding a bike along some stretches would not be encouraged for safety reasons. Riding a bike along the A59 between the Bull and Dog and Square Lane, along Square Lane, along Pippin Street, and along other roads, seriously impedes motorised traffic and so encouraging sustainable traffic will not help capacity issues. These facts together with the consistently high road traffic accidents and deaths statistics, lead the Parish Council to believe that this aspect of the plan is not deliverable. The Master Plan sets out the aim but does not set out how that might be achieved, leaving the puzzle to the others. If the plan is to maintain that the developer will be required to provide solutions as part of any planning permission, then there must be no compromises on standards. Each element of the development requires a separate travel plan. This will lead to a lack of co-hesion within the site. Town Centre P23 refers to improved cycle provision in Burscough Village, but no mention of improved parking for cars. For the village/town centre to thrive and grow, it is essential that it derives the maximum benefit from the Yew Tree Farm development. The Parish Council believe the key to this is car parking, for people working in the centre, for the shops, library, health centre etc, and for the trains. The master plans seeks to provide more cycle parking provision, but does not suggest more car parking provision. Significant additional car parking provision is essential. The “preferred maximum walking distance to the town centre as stated in the Highways and Transport Review is 800 meters. Most of Yew Tree Farm exceeds this therefore additional car parking in the village is essential. This must be included in the Master Plan.

A59 and Lordsgate School While the Parish Council cannot identify another access point that is better located than on the A59 opposite Lordsgate Drive, it is wholly unacceptable that the Master Plan leaves Lordsgate School without parking provision and without any solution. It must identify how and where parking can be provided, that is adequate, deliverable and safe for children coming to and from school.

The Master Plan P25 identifies that changes will be required to the junction of A59 and Square Lane and at Junction Lane Traffic Lights but there is no mention or plan anywhere of what highway changes will be required. The Master Plan should provide a solution, instead of leaving that to a later time. Improvements must be incorporated at the same time as the major access. If not, Junction Lane may suffer additional traffic. The suggestion that traffic will be monitored and changes made as needed is not workable – the damage will then have been done and will be irrevocable.

P 10 discusses traffic on surrounding roads. It accepts worsening congestion and does not put forward solutions other than mitigation measures that focus on sustainable transport (walking and cycling). It refers us to section on Connectivity (p20) which doesn't provide solutions either. An acceptance of worsening congestion is not in compliance with, and is contrary to, the local plan. It should not therefore be adopted.

Housing The plan states “at least 500 houses” but does not provide a maximum number. Page 37 quotes figures which add up to between 550 and 650. The Local Plan and Master Plan quote at times “500” and at times “at least 500 ”. The inspector, during the examination of the local plan, was heard

to confirm that the figure should be 500 in the plan period. The Master Plan must state the maximum number of houses allowed, and must explain how this will fit with the allocation of 850 for Burscough. This level of ambiguity is totally unacceptable and must be corrected. Clearly, traffic projections will be quite different for 500 than for 650, and “at least 500” could mean many many more: This makes a nonsense of any traffic assessments which must of course be based on an actual number to be meaningful. The plan cannot be adopted without a clear maximum number being stated, and without assessments having been made on that number. The development must provide the full quota of affordable homes and must meet the current needs of the whole community. The Master Plan uses the phrase “flexible housing” which we understand to mean houses for life. The Parish Council applauds the Borough Council for setting this high standard for all homes built. Equality Impact Assessment Equality Impact Assessments undertaken have been superficial and wholly inadequate: No direct consultation appears to have been undertaken with excluded groups .

Play Areas P34 discusses space for play and leisure and refers to MUGA skateboard park and play area. No site is shown. More information is required regarding the siting of a MUGA and Skateboard Park to determine whether this is suitable in this location. These are required in Burscough, but may be more appropriately located in another part of the parish. If they are to be sited in Yew Tree Farm, it is necessary to show how they are to be accommodated adjacent to housing.

Sustainable Energy The Master Plan does not mention the decentralised energy network facility that is suggested in the local plan. The Parish Council would applaud the requirements for use of sustainable energy but note these are aspirational only and are not a specific requirement of development. These should be tightened up so that they are requirements.

In Summary In summary, the Master Plan provides a piecemeal approach to development that may lead to work being left incomplete by developers after residents have moved in. The Quays and like Heathfields Estate remain unfinished and unadopted. The Master Plan must be clear about how it will ensure that whole areas of development do not remain unadopted like the Quays and Healthfields. Leaving the detail to the Developer There are several examples of the Master Plan identifying a problem, but leaving the solution to the developers to determine at a later date. It is not acceptable to leave all of these problems for others to solve. The Draft Plan expects the developer to undertake certain tasks in their plans, but fails to show the levels to be achieved or the process involved. There are very many opportunities for plans to go wrong, potentially leaving the community with an unsatisfactory outcome. The proposal that was described in the Preferred Options Paper 2012 has dramatically changed: There is no new town park, no renewable energy network facility and no highway improvements. The benefits of “improved transport” and “improved drainage” are no more and the plan accepts that there may be further pressure on existing provision. There are many ambiguities, anomalies and contradictions: Not least the glaring anomaly that P27 Para 2 says that new development should not be located in areas liable to environmental risks such as flooding but the map of areas at risk of flooding shows those areas to be the same as the ones highlighted as suitable for residential use. Other anomalies, ambiguities and contradictions have been described above. The level of ambiguities, anomalies and contradictions leaves the plan open to wide interpretation and unsound and we would request the Plan is reviewed again and “tightened up” before being approved by WLBC. Most worrying is that there appears to be no powers to hold people to account. The Parish Council believes that residents should know what remedy is available if there are negative impacts for them and their properties. We would like to suggest also, that in the development of Yew Tree Farm, and in all developments in Burscough, plans are put in place to maximise the potential for local labour to be used, providing jobs and training for local people, and particularly the apprenticeship scheme for young people.

Supporting attachments

Council response:

The masterplan provides a framework for applicants and the Council to use when consider proposals for planning permission in respect of the Yew Tree Farm site. It should not be overly prescriptive nor should it provide guidance on how to carry out all of the assessments which will be required to support such an application. It is important that this document maintains a degree of flexibility so it is future proofed and that it is proportionate in respect of what is required to support applications for this site. Green space is defined by the definition set out within the Open Space and Recreation in new development SPD.

Additional wording will be included to given extra clarity regarding the complex responsibilities associated with waste water and flood risk. The masterplan supports improvements to the village centre to ensure access by public transport, cycling and on foot can be enhanced. Yew Tree Farm should deliver a minimum of 500 homes in the first phase. This will ensure that growth in the area is met within this Local Plan period. Additional proposals on other sites across the Borough will be judged on their own merits and against the requirements of the Local Plan. However, there is no maximum allowance of housing that may be delivered or moratorium on additional numbers of dwellings that could be built.

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

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Consultee Name: Mrs Christine Haigh

Organisation:

Comments: I currently rent out a property on Pickles Drive and am very concerned about the impact this development will have on a number of issues.

- a) the future value of my property
- b) how the lack of sufficient drainage will effect the surrounding area
- c) Burscough's infastructure is already creaking and I have grave doubts whether it will be able to sustain future developments.
- d) Traffic at peak times is already gridlocked.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Consultee Name: Ms Katie Wheeler

Organisation: Natural England

Comments: Thank you for your consultation on the above which was received by Natural England on 07 October 2014.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England provided comments at the previous options consultation stage via correspondence dated 18 March 2014, reference 112016, where we provided recommendations on Green Infrastructure (GI), we now welcome the references to GI in the SPD but notice that the ANGSt standards have not been included, this is something we strongly recommend is included. A robust framework for GI design and planning should be incorporated into the SPD to ensure that the development creates accessible GI that is high quality, this can help alleviate some recreational pressure on nearby designated sites, such as Martin Mere where this may be an issue as well as have other benefits as detailed in the previous correspondence.

Master plan This Master plan document confirms the amount and type of development to be delivered within the Yew Tree Farm site, as set out in West Lancashire Local Plan Policy SP3. As stated in the plan it is critical that the Yew Tree Farm site must deal with land drainage from the site itself as well as surface water drainage from the new development and surface water drainage to be extracted from the existing network in order to assist with the management of flows through the wider network. Natural England agree that as part of any outline planning application for the Yew Tree Farm site an overall drainage strategy is required. Biodiversity Natural England agrees with the detailed requirements that must be met. HRA The HRA has identified: Increased levels of housing and business can lead to reduced water quality. New buildings have the potential to disturb species outside of the SPA and RAMSAR site. Waste water treatment infrastructure is vital to ensure that no negative implications arise that could impact on protected species. Natural England agrees with the conclusions reached that the SPD does currently include a commitment that land promoters will work in partnership to address drainage issues on site. As previously stated it is recommended that this text be expanded to state that a similar approach will be committed to in order to address waste water treatment also, and that development may not proceed until solutions are confirmed in line with commitments in the West Lancashire Local Plan. Natural England agree you must ensure the production of a detailed ornithological survey report takes place as soon as possible before the masterplan advances, and to the exploration and provision of firstly avoidance then if necessary mitigation measures that may arise. Sustainability Appraisal In part 10 the Sustainability Matrix the Summary of Impacts show that two negative impacts have been identified. The Sustainability Appraisal states that these factors could be monitored and mitigation could be implemented in order to address the negative issues through the Annual Monitoring Report (AMR). Natural England agrees with this conclusion, however recommend that some additional wording be put on place to explain what will happen if these issues continue or worsen.

Supporting attachments

Council response: No comments required.

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Consultee Name: Mr Paul Simpson

Organisation:

Comments: The issues that I wish to raise are listed below: The masterplan does not identify the three legally defined "ordinary watercourses" on the site. Residents need protection from builders and landowners diverting, culverting, blocking or accidentally damaging the watercourses, creating an increased risk of fluvial flooding for residents. The masterplan must emphasise that any proposed change to the watercourses requires the prior written Consent from the Lead Local Flood Authority (LLFA) in line with the requirements of the Land Drainage Act 1991 as amended by the FWMA 2010. It must also emphasise that any future changes to the flows in these watercourses will require further prior Consent from the LLFA. The masterplan does not detail where and how much surface water flow will be diverted into the watercourses and does not state that these changes will require prior written consent from the LLFA. Any future changes to the flows in the watercourses will require further prior written Consent from the LLFA. This is required because the local plan intends that surface water flows from some houses in the surrounding estates will be diverted into one or all (this is not clear) of the three ordinary watercourses that run across YTF, downstream of YTF. The masterplan must state that any change in flow for the ordinary watercourses require prior written Consent from the LLFA. The masterplan does not prioritise the construction of new sewer network capacity. The lack of sewer network capacity is already the primary cause of poor drainage causing surface water flooding and sewer overflows of foul water in Burscough. Any additional development in Burscough or Ormskirk will increase the discharges into this network and therefore exacerbate these existing problems. This masterplan must contain information about United Utilities' plans for the sewer network investment in Burscough. For instance it needs to show where the new sewer infrastructure will be installed and when it will be completed, so it can easily be incorporated into the site plans. The masterplan does not state that house building must be stopped if the construction of a new sewer network capacity has not been completed. The local plan allows 200 houses to be built at YTF before the increased sewer network capacity is finished, this means that Burscough will be at risk of more frequent and severe flooding. The masterplan should clearly state that building on YTF must be stopped at 200 homes if the construction of sewers has not been completed. The masterplan does not acknowledge that the traffic problems in Burscough will be made worse by the YTF development and the wider developments in Burscough. There seems to be a lot of conflicting waffle in the masterplan on traffic with a subtext that traffic orders may be able to resolve the additional traffic congestion resulting from YTF. It is important that the masterplan clearly states the current situation and the effect that YTF and the wider developments in Burscough will have on the traffic. Instead of waffle the masterplan should use the conclusions of the experts, extracted by FOI: "A meeting has been held with LCC and a database assessment has been produced which indicates that the development [YTF] could not easily be accommodated without resulting in major traffic issues. . . . The main problem is the road network surrounding Burscough and its strategic location in terms of connecting to major roads and motorways . . . DC confirmed that the size of the development could be changeable and the development phased." Planning Officer Gillian Whitfield to Hurlston Brook Ltd E-mail dated 25 June 2010. The masterplan does not outline a phased approach to building to monitor and limit the traffic problems in Burscough as suggested by LCC. The LCC traffic study, released by FOI after the local plan was adopted, recommended a phased approach to building at YTF in order to monitor the effect on local highways. This was reiterated by a LCC traffic engineer during the stakeholder meetings earlier this year. The masterplan should outline how house building at YTF will be phased whilst measuring its effect on the road network, the first phase to coincide with the completion of the first 200 houses on YTF and the new sewer network planned by United Utilities. The masterplan does not reflect the limit of 500 houses in this plan period. The housing numbers 550 to 650 for phase 1 are incorrect they should state 500 maximum. Currently the masterplan numbers are 10 to 30% above the 500 maximum stated by the planning inspector at the local plan hearings. It is an extremely cynical waste of the public's time when a crucial detail of the local plan decided by the planning inspector in a public hearing, is later radically altered and no public explanation provided. The masterplan should reflect the limit of 500 houses in this plan period. The masterplan does not address the housing need in Burscough. Burscough needs more low cost social housing to rent, it is not sufficient to include a woolly reference to 'affordable housing' open to interpretation by developers. The masterplan needs to clearly state what percentage of the housing planned is affordable by whom and prioritise housing to accommodate those residents already on the housing waiting list. The masterplan does not safeguard the 'safeguarded land' for development post 2027 as outlined in SP3. The local plan outlines part of the site as being 'safeguarded from development until 2027 at least' yet the masterplan is vague about how long the land is to be safeguarded by stating that it should 'be available for potential future development needs'. The masterplan must be robust in its wording and clearly indicate the size and boundaries of the safeguarded land and that the land is protected from development in this plan period.

Council response:

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Yew Tree Farm should deliver a minimum of 500 homes in the first phase. This will ensure that growth in the area is met within this Local Plan period. Additional proposals on other sites across the Borough will be judged on their own merits and against the requirements of the Local Plan. However, there is no maximum allowance of housing that may be delivered or moratorium on additional numbers of dwellings that could be built.

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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Consultee Name: Mrs Helen Davies

Organisation:

Comments: The proposed master does not address in any of my main concerns. The increase in traffic by the development has been acknowledged but there are do not appear to be any measures in place to address this. No real indication of public transportation improvements are evident despite an amount of accommodation for the elderly being built. I can also see no incentives to effectively discourage car use. The junction with Higgins lane will quickly become yet another bottle neck in the village. Draining and flooding is a big concern. The council is well aware of these local issues but is still willing to allow this development without written guarantee that this will be addressed. The main sewerage system is overloaded and regularly backs up, the increased surface water and sewerage outfall may actually create the same issues further down the line, again there appears to be no definite action plan for this inevitable scenario. The facilities provided in the local area including doctors, schools and dentists are already at capacity, how this is to be addressed is not made clear. Yet again the answer to the council's plans appears to have been left in the hands of the developers ie, remedial works to drainage, traffic, schools. I seem to recall the same format being applied to Heathfields and the carriages. Certainly they were not delivered as part of the Heathfields development but there was no evidence of this being chased up and resolved by the council. There are too many vagaries attached to this masterplan that have not been addressed, left in the hands of developers it is inevitable that they will remain unresolved. I trust my points will be considered as those of a concerned resident.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

The masterplan supports improvements to the village centre to ensure access by public transport, cycling and on foot can be enhanced.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.



Consultee Name: Mr John Herbe Scarisbrick Parish Cou

Organisation: Scarisbrick Parish Council

Comments: Scarisbrick Parish Council wishes to comment on the Yew Tree Farm Draft Masterplan with regard to drainage and highway issues.

**Drainage:** The Environment Agency's decision to withdraw funding for satellite pumping operations and watercourse maintenance in the Alt-Crossens catchment is perhaps the most important issue facing the Parish and its residents at the present time. The Environment Agency will be serving notice on pumping operations in the near future and the Parish Council remains deeply concerned at the current stand-off between WLBC and central government with regard to funding a solution to this issue. A local solution put forward by the Alt-Crossens Advisory Group is not supported by either central or local government, neither of whom will commit to funding a local drainage board. There is considerable uncertainty as to the future, with the valuable agricultural area of Martin Mere being under threat. The Parish Council strongly believes that this is a Borough-wide issue and should not be perceived as a problem for the Western Parishes alone; ultimately this is everybody's water. WLBC is quite correct in pointing out that the lack of a modelling exercise means that the extent of any potential problem is unknown. The Parish Council is therefore very alarmed that a major development is being planned for Yew Tree Farm without full knowledge of the effects of ceasing drainage operations on Martin Mere, and indeed the catchment in general. The two issues clearly require to be linked. This Council's alarm is compounded by comments made in the Draft Masterplan that responsibility for the problem lies elsewhere with United Utilities, the LLFA, and riparian landowners. This is tantamount to the Planning Authority solving its own housing problems but abdicating responsibility for the consequences. This is the antithesis of planning. United Utilities seeks to solve its immediate waste water capacity problem by diverting surface water out of its existing system through Yew Tree Farm, where it will be stored and released into "natural drainage" at greenfield run-off rates. This is another example of an authority passing on the problem. Not only will the local catchment be taking water from Yew Tree Farm but also diverted water from the Ormskirk and Burscough areas. The use of the term "natural drainage" in this context serves to amplify this Council's concerns. Land drainage across the Parish is far from natural. The watercourses are man-made and require constant attention in order to function properly, an area from which the Environment Agency intends to withdraw. Riparian landowners have competing priorities and are currently actively encouraged to allow various types of weed growth in order to promote biodiversity. Such growth inevitably leads to slower flows. Notwithstanding the need for constant maintenance, flow through the watercourses is dependent upon the action of satellite pumping stations. These currently deliver water to the main facility at Crossens and thence to the sea. Such stations not only require maintenance but also an input of energy and money. It is therefore inappropriate to describe drainage of the area as "natural". It is the funding for these operations that is to be withdrawn and to which WLBC is reluctant to make any contribution. Much reliance is attached to the concept of greenfield run-off rates in the Draft Masterplan. This is not a precise science and attracts controversy. The development implements a Sustainable Urban Drainage System (SUDS) to control the rate of run-off to watercourses from impervious areas. However, SUDS do not reduce the increase in run-off volume caused by the impervious area of the development. Different techniques are available to calculate run-off rates and results can vary significantly. The Institute of Hydrology Report 124 (IH 124) is often applied to define the natural greenfield run-off from a site. Many consider the method to be crude with a tendency to underestimate flood flows. The catchment being considered in this case is far from natural and is significantly influenced by pumping. This introduces a potential source of inaccuracy in run-off calculations. This can result in the flow capacity of watercourses close to the development being exceeded with flooding in adjacent urban areas.

**Highways:** Lancashire County Council states that sections of the A59 have capacity issues even without the development. It is anticipated that, without intervention, the new development will exacerbate the problem and cause redistribution of traffic onto the smaller rural roads. Although the Draft Masterplan suggests that network problems can be solved by off-site mitigation measures, Lancashire County Council (as the Highway Authority) considers that there are many complex issues to be solved. They also imply that the necessary data to address these issues is incomplete, citing the need for a further detailed Transport Assessment. Scarisbrick Parish Council believes that it is vitally important that such assessments include the network beyond the highway boundary of Yew Tree Farm. The B5242 traverses Scarisbrick from the A570 to the A59/Pippin Street junction at the periphery of the proposed development. It is already a busy road which is not constructed for the heavy traffic it carries. It is not unusual for HGVs to mount the pavement in order to pass. Cycling, and indeed simply walking the pavements, can be treacherous activities. This Council's concern is that there should be no further redistribution of traffic onto this road and its tributaries. To this end the Council feels it is important that the wider strategic context is taken into account. The A570 is already a very busy road. The junction of the A570 with the A59 (County Road) is known to cause manoeuvring

problems for HGVs which is undoubtedly responsible for some of the increased traffic on the B5242. A major residential and commercial development is proposed by Sefton Borough Council at Kew which has the potential for increasing congestion on the A570 and redistributing even more traffic onto the moss roads and the B5242. The recent announcement that proposals for an Ormskirk bypass are to be scrapped is also noted in this regard. This Council believes it is vitally important that sufficient research is performed to ensure potential solutions are sound and deliverable. It is concerned that this is not yet the case. Scarisbrick Parish Council is grateful for the opportunity to comment on the Draft Masterplan and trusts that the above comments will be given due consideration.

Supporting attachments

Council response:

Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

Consultee Name: Mr Stephen McCloskey

Organisation:

Comments:

- 1) The Council prepared Masterplan is seriously flawed and should be revisited and prepared correctly. The Council states that it has taken account of the views made through the representations and of the Stakeholder group; made up of representatives from local residents, local businesses etc. Yet it is my understanding that residents and residents' groups walked out of the Masterplanning Stakeholder Group because it was clear that their views and input was being stifled and the events were designed to suppress any kind of meaningful content from being obtained from said groups. How can the Council therefore claim to have meaningfully and correctly engaged in the local community?
- 2) The proposed development of Yew Tree Farm site will potentially increase the size and population of Burscough by 25-40% and yet the Council fails to outline how the associated increase in traffic and parking can be sustained within the provision of existing roads and car parks. The truth of the matter is that it can not. Therefore YTF development should be limited accordingly.
- 3) The map showing Site Constraints and Features is inappropriately limited, and incomplete. With regard to areas susceptible to surface water flooding, the map fails to show all such locations. Such locations on the viewable map area include (but are not limited to) the junction of Square Lane and Liverpool Road South, areas of Furnival Drive not currently shown, Abbey Lane and parts of Liverpool Road South. Other locations not viewable due to the restrictive nature of the map on page 17 include (but again are not limited to) the length of Pippin Street, Junction Lane, Square Lane, Trevor Road, the junction of Trevor Road and Liverpool Road North, Liverpool Road North near the Spar shop, Moss Lane, Red Cat Lane etc. The massive nature of the Yew Tree Farm proposed development is such that the wider map of areas susceptible to surface water flooding MUST be considered, and a TRUE picture of flooding problems be accepted, in order to begin to accurately acknowledge the nature of flooding problems.
- 4) The Indicative Layout map on page 20 shows a primary road leading to a junction with Liverpool Road South directly opposite Lordsgate Drive and the associated Primary School there. This is a highly inappropriate location for such a junction, and places primary school children and other pedestrians at that location in unacceptable risk. Not only during school hours is the Lordsgate Drive area busy, but also in the evenings when other events are held there.
- 5) The Council now exposes itself as having been deceptive and misleading with regards to house numbers on Yew Tree Farm site. For over 2 years the council has referred to "500 Houses" in all associated literature and yet now at this concluding stage it refers to "AT LEAST 500 houses" for Phase 1 and on page 37 seems to provide a figure of up to 650. For this reason, and also due to the fact that during the Examination in Public the planning Inspector acknowledged that a housing limit be placed at 500, this limit should be acknowledged.
- 6) A high percentage, if not all houses to be built on Yew Tree Farm should be designed with low or renewable energy in mind, eg be fitted with solar panels etc
- 7) Yew Tree Farm site if safeguarded land not developed- Page 44. This area should be retained for agricultural use as has been the case historically, should the land not be developed in the future, as opposed to being changed to "Green space".
- 8) In all dialogue and literature to date, Council has stated that "no development" would take place without ensuring adequate drainage was put in place. However, this assurance appears to have been significantly 'watered down' within the Masterplan document, and as such the masterplan does not prioritise the construction of new sewer network capacity. Is this yet another council deception? It is essential that this masterplan contains information of United Utilities' plans for sewer network investment in Burscough. Such plans must then be compatible with the development plans for Yew Tree Farm.
- 9) The masterplan does NOT address the housing need in Burscough. Vague references to "Affordable Housing" must, at this stage, be accurately be addressed and stipulated to the Developer, and not be left open to 'interpretation'.
- 10) The masterplan does not outline a phased approach to building to monitor and limit the traffic problems in Burscough as suggested by Lancashire County Council. The LCC traffic study recommended a phased approach to building at YTF in order to monitor the effect on local highways. This was reiterated by a LCC traffic engineer during the stakeholder meetings earlier this year. The masterplan should outline how house building at YTF will be phased whilst measuring its effect on the road network, the first phase to coincide with the completion of the first 200 houses on YTF and the new sewer network planned by United Utilities.
- 11) The masterplan does not acknowledge that the traffic problems in Burscough will be made worse by the YTF development and the wider developments in Burscough. The Council has a duty to ensure that the Yew Tree Farm proposed development does not adversely affect the safety to pedestrians, cyclists and other road users that such a huge increase in traffic would create.

12) The masterplan does not identify the three legally defined "ordinary watercourses" on the site. Residents need protection from builders and landowners diverting, culverting, blocking or accidentally damaging the watercourses, creating an increased risk of fluvial flooding for residents. The masterplan must emphasise that any proposed change to the watercourses requires the prior written Consent from the Lead Local Flood Authority (LLFA) in line with the requirements of the Land Drainage Act 1991 as amended by the FWMA 2010. It must also emphasise that any future changes to the flows in these watercourses will require further prior Consent from the LLFA.

13) The masterplan does not detail where and how much surface water flow will be diverted into the watercourses and does not state that these changes will require prior written consent from the LLFA. Any future changes to the flows in the watercourses will require further prior written Consent from the LLFA. This is required because the local plan intends that surface water flows from some houses in the surrounding estates will be diverted into one or all (this is not clear) of the three ordinary watercourses that run across YTF, downstream of YTF. The masterplan must state that any change in flow for the ordinary watercourses require prior written Consent from the LLFA. In general, this Masterplan is astonishingly devoid of strict and unambiguous detail. It is low quality and it is essential that it contains clear detail.

Supporting attachments

Council response:

All comments and issues raised by local residents and submitted through each consultations are summarised, given a full response and sometimes result directly in actions and changes to the masterplan. This information is then always reported and published thereby ensuring that all residents' views are considered and answered in full.

The Council must deliver land to support housing need and in order to do so only part of the Yew Tree Farm site is required to meet the needs of this Local Plan period which currently runs until 2027. Therefore part of the site must be safeguarded until such a time as evidence suggests the remainder of the site is required. Many factors including how available and accessible land is have been considered in deciding which parts of the site to bring forward first. The overall look and feel of the development in the event the safeguarded land is brought forward in the future has also been considered in deciding which portions of the site to safeguard. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document. Yew Tree Farm should deliver a minimum of 500 homes in the first phase. This will ensure that growth in the area is met within this Local Plan period. Additional proposals on other sites across the Borough will be judged on their own merits and against the requirements of the Local Plan. However, there is no maximum allowance of housing that may be delivered or moratorium on additional numbers of dwellings that could be built.

Consultee Name: Mrs Susan Ryan

Organisation:

Comments: I live on Liverpool Rd South near to the old farm house - I believe directly behind our fences at the back of the house , is earmarked for residential housing in Phase 1. As we are the only row of houses whose gardens directly border on to the fields, could we not have been afforded some consideration ? Perhaps the allotments or the allocated old peoples housing could have been built behind our houses. We all bought our houses for the magnificent view, and the houses were built with the lounges at the back and the kitchens at the front because of the view. Could the planning dept not have taken us into consideration ? Also the majority of these houses have all had drainage pipes fitted in the gardens because we all had problems with flooding. The water level is high, so how does this leave us if the drainage is not sorted out properly? If our houses suffer because of the building work, what comeback do we have? How does the build affect our current Council Tax, are they going to reduce the Banding? Will there be fencing erected between us and the new builds? We are all devastated that we are going to lose a beautiful view and all the wildlife that goes with it. we are in a recession, people cannot afford mortgages because they cannot afford the deposits. There are currently over 70 houses for sale in Burscough, if these are not being sold what makes you think that the new houses will all be sold ? And what effect will the building have on the house value of our properties, I feel that you simply don't care, and that is not the way for Burscough to go forward

Supporting attachments

Council response: Comments regarding concerns about the impacts of the development in general, concerns about the process of developing the masterplan are noted. Criteria is included to ensure amenity of neighbouring properties is considered. However, it is not the role of planning to ensure views are protected for surrounding residents and this would be difficult to achieve given development anywhere on this flat site is likely to be seen from surrounding properties. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

Consultee Name: Mr an K Formby

Organisation:

Comments: The main concerns relate to the fact that: Burscough is a village, despite a high percentage of local people voting against the development 90%+, the masterplan is still going ahead. Since publication of the masterplan, there are still ongoing concerns relating to the viability of such a development of this scale, the drainage and flooding difficulties the community faces already without the addition of extra houses and development on the YTF development are huge. What will be done to support this and reduce the risk of any further flooding for the future? How will the development affect local school provision - many schools are at capacity and places are a premium already? The main entrance to the development is directly opposite Lordsgate Drive. We believe that this will create an additional major safety hazard to children and parents as the A59 around Lordsgate Drive is already and will potentially become an even busier major junction. Parents currently use the A59 for dropping off/picking up. There has already been a child knocked over on this stretch of road within the last 12 months. With proposed development work and the main entrance being here where will parents park, drop off, and children cross safely? The park off junction lane is used by a limited number of families and is at capacity however this junction is a safety hazard when trying to pull out as the visibility for cars to pull out is extremely limited, so not a viable alternative. Many families walk to school reducing the need to drive but some families need to drive owing to work commitments. The walk via Junction Lane and over the bridge is already a hazard. The lorries, buses and vans come very close to pedestrians walking over the bridge, especially if too larger vehicles meet on the bridge. Have you walked this stretch recently to see how frightening it is? A pedestrian crossing has been added at the bottom of the bridge, the first sign warning drivers of this is at the top of the bridge - this is too late. The speed of vehicles going over the bridge is too fast and it is only a matter of time before someone is seriously injured walking over the bridge or at the crossing, - this will be too late. School have done what they can to make getting there safe for families but there is also a responsibility of the council. To add this development directly opposite the entrance to school does not help matters. It is noted that the plan has stated - when factoring in the additional traffic associated with the Yew Tree Farm development until 2027, it is anticipated that the impact of the growth will result in this stretch of the A59 operating above capacity during both AM and PM peaks. In addition, the section of the A59 between Square Lane and Higgins Lane may also, in parts, be operating above capacity during the AM peak hour only - These operate above capacity NOW, never mind during additional development. What will be done to reduce this? This stretch is already additionally busy on a parents evenings, school events. Higgins lane also already takes a lot of the high school traffic for Priory High School including buses and cars - this too will be affected. Although traffic moves freely through Burscough for the majority of the time (unless there are roadworks which has been a frequent case over the past few years), new housing and employment development in the area will inevitably lead to traffic increases and network capacity pressures at both AM and PM peak travel times, as noted above. However, LCC have indicated that there is no single solution for this and that the focus for mitigation measures must be on improvements to sustainable transport measures and targeted highway improvements to the wider network. I agree that if his development goes ahead, any implementation of a signalised junction at the A59/Yew Tree Farm access should incorporate Lordsgate Drive which is the access road to Lordsgate Township CE School. However parking is therefore likely to be restricted on this approach so where will parents park to get their children safely to school. They can't park down lordsgate drive it simply isn't big enough. The inclusion of a dedicated parking and drop off point within the Yew Tree Farm site for Lordsgate Township CE School is not considered appropriate. WHY?? What alternative opportunities will be provided for parking provision?

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support

development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

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Consultee Name: Mrs Elaine Lea

Organisation:

Comments: I do not agree with the building proposed at Yew Tree Farm because there appears to be no thoughts that there will be increased traffic congestion, potential for localised flooding and the fact that Burscough does not have the required levels of infrastructure to cope.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

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Consultee Name: Mr Roy Webster

Organisation:

Comments: I have always been STRONGLY AGAINST all plans for building houses on Yew Tree Farm. We ALL know that our DRAINS simply CANNOT take the extra stress of all those planned houses plus the fact that the building plans will put houses right next to the now very busy Guys Industrial Estate where not that long ago there was a Industrial Fire at one of the local businesses which gave off poison fumes and gases. It saddens me that the truth of the fact is that these plans are are will eventually be passed because it is worth a fantastic amount of MONEY not only to the land owner but also to the Council, money talks regardless of any objections. The talk is about there being 500 x Houses and maybe even more but you cannot get away from the FACTS that our SCHOOLS are all bursting at the seams regardless if they build a School on Yew Tree Farm it won't be anywhere near enough for all those families and children!! then we have the SEWERS it only has to rain for 20 x minutes or so in and around Burscough and Roads and Gutters Flood on EVERY Occasion like the Sewers can cope now' Not a Chance. What about the ROADS in and around Burscough they are Disgraceful Pot Hole after Pot Hole the Council can't keep control of them now never mind before any new housing ideas, just 'HOW MUCH NOTICE' is being taken of the Burscough RESIDENTS Now!!! Is anyone actually listening or are everyone just blinded by the £££££ signs that is not meant to offend it is a SERIOUS Question, are those making the Decisions about Plans being Stopped or Going Ahead actually from BURSCOUGH ??? It should be THE PEOPLE of BURSCOUGH deciding if we want this housing estate not the Council or a local Business Person. Look around Burscough and tell me exactly what there is to do for the local Youth ?? Why not Spend some money on this instead of wasting Money and Wasting Green Land i'm sorry but I personally think Yew Tree Farm Building Plans are a Total DISGRACE and A Plight on the Local area and If it is allowed to come down to FINANCES then this is even more of a DISGRACE!! and I ask those who make these decisions to look at themselves in the mirror and Ask DO THE PEOPLE OF BURSCOUGH WANT THIS HOUSING ESTATE or VILLAGE Well I can tell you "NO" Absolutely "NO"

Supporting attachments

Council response: Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document. The linear park will act as a buffer to separate employment from residential uses. Provision has been made in the masterplan for the safeguarding of land for a primary school if needed within the next plan period.



Consultee Name: Mr an Joseph and Suggett

Organisation:

Comments: We said no to Yew Tree Farm Masterplan. To many houses being built in Burscough and we do not need another road and junction coming out of Lordsgate Drive road widening and mature trees destroyed when no need for it. Pippin Street junction is big and wide enough for any new traffic from Booths etc on to main road. Also there is the school and children to be considered, we really don't feel that the people of Burscough are being listened to, or considered.

Supporting attachments

Council response: The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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Consultee Name: Mrs Michelle Bull

Organisation:

Comments: I have been a resident in burscough for the majority of my life, I have seen the village grown with the development of vicarage gardens, heathfields, the mill lane site, Tesco and expansion of the industrial estate. Having spent my childhood playing in the fields of yew tree farm I agree the site is an eyesore and something needs to be done! But with all the developments there has been no consideration of over crowding of schools, waiting list for dentist, over flowing doctors surgerys, traffic flow on junction lane and Liverpool road which is already awful, parking in the village especially at school pick up and drop off times, (most people moving into the area will have at least one vehicle per family) the disrepair of the roads, flooding( always an issue following rain fall) sewage issues ( old pipes being tapped into ) and the lack of green space ( Richmond and pickles park areas being swallowed up with development) lack of facilities for children and teens. Before throwing up another 500 houses which will invite at least 1000 new people to the area consideration to the current issues should be addressed so that we are ready to embrace the changes.

Supporting attachments

Council response: Provision has been made in the masterplan for the safeguarding of land for a primary school if needed within the next plan period. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document. Green space will be delivered on site in accordance with the Open Space and Recreation in new residential development SPD.

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Consultee Name: Mr Michael Bull

Organisation:

Comments: I think in general the plans are ill thought out and really do nothing but increase the current problems that Burscough as a Village is suffering from. Burscough is effectively gridlocked for large parts of the day with the amount of traffic flow currently moving through the Village, this is a best case scenario assuming that there are no roadworks or accidents making this situation even worse. I have been a resident of Burscough for around 13 years now and can not even contemplate the effect an influx of new residents will have on key local services such as Doctors, Dentists and other local health care services, which will in turn have a knock on effect regarding hospitals. I have already seen a huge increase on waiting times to even get an appointment at the doctors in the 13 years I have been in the village. Schools from primary through to the one and only secondary / high school are already full to capacity, where will all these new children go to school if there are already no places available? Where are the leisure / community facilities to support an increase in population? Local transport links are already very poor with minimum bus and train services (particularly on the Ormskirk and Liverpool line) Michael Bull (Burscough)

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Consultee Name: Mrs Renee Bligh

Organisation:

Comments: Will the development support sustainable design, renewable energy and improved drainage. The first plan, when originally presented to the public, included United Utilities to be responsible for the extra drainage that would be needed. There was a 5 yr time delay before the work could be completed. Residents were informed, on more than one occasion, that building would not be starting until 2020. However, the developers were eager to start as soon as possible and produced the faster and less expensive option. This present plan suggests that the 'natural drainage option' should help to solve the drainage of surface water. The Environment Agency map, of Yew Tree Farm, indicating areas of high, medium, and low risk flooding shows that it does not solve the present natural drainage problem. When the 40 year old soil drains have collapsed and farming ceases, there will be a further increase in flooding. Who would want to buy a house, on a flood plain, where the drainage depends on natural drainage? The energy efficient new development that has minimal impact on climate change whilst taking advantage of appropriate renewable technology. This new edition of what was formerly known as a Sewage farm is an improvement on the old system. However it's not perfect and is only being constructed after 200 houses are built. Needless to say the sewage is going to be directed to the overloaded present sewage system. Therefore it's not sustainable and also a possible future health hazard. To ensure, through good design, that the residential environment is not dominated by cars. The construction of two traffic islands and the idea that encouraging the residents to walk and cycle may have a small impact on the flow of traffic but does nothing to combat the volume of traffic, particularly at peak time. Every pedestrian is exposed to high levels of pollution during peak periods. Improvements for the local environment and wildlife. Wildlife, that is sustained by the present variety of crops grown on the farm, will no longer be attracted. Bats, barn owls and raptors will have moved away to the few farms that are now in existence in the area. Educational Needs 'A school will be built if needed' is included in the plan. Meanwhile it has been suggested that there will be 48 spare places for the children, who will arrive, when 200 houses are built. This will mean there will be over populated classrooms and portables in the future for the local children. This will have a direct impact on the educational development of local children.

Supporting attachments

Council response: Provision has been made in the masterplan for the safeguarding of land for a primary school if needed within the next plan period. Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA. The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document. Comments regarding ecology are noted and specific requirements to address any potential impacts are included within the document including the requirement for a HRA.

Consultee Name: Mr Robert Berks

Organisation:

Comments: I make the following observations: 1. The main access to site at

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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Consultee Name: Mr Francis Bligh

Organisation:

Comments: Like most of the residents I recognise that this development is going ahead - regardless of our heartfelt dread as to the future! I refer particularly to the obvious unsuitability of the A59 and the question of future parking etc. All I want to know is the name (or names) of qualified individuals who will tell me the FACTS about drainage provision for this initial construction of 500 (?) houses! I would be most grateful if you will arrange to let me have this information!

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

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Consultee Name: Mr Andrew Cobham

Organisation:

Comments: The plans for yew tree farm simply cannot work given the road and services infrastructure that Burscough has. The road system is already badly overloaded, with serious delays suffered for journeys through the village. Additionally whilst the two rail stations are well positioned, services through Burscough Bridge are inadequate for the Burscough population as it stands and it would be difficult to see how an influx of residents would be served. The services infrastructure for Burscough and schools in particular is certainly not suitable for greater volumes of residents. Whilst the Primary Schools would in all likelihood be able to handle greater numbers, the one secondary school clearly could not. Therefore new residents and current residents would struggle to obtain suitable schooling for a key future residents of the village. Finally, the area of YewTreeFarm adds a valuable aesthetic to the village of Burscough. The area has over recent years become more and more house bound, with many anchorhomes being built too close together in the area. This move would exacerbate the situation, removing the spacious and country feeling that Burscough has always had. Rather than attracting residents to a well laid out village, Burscough would become a small town, with little in the way of amenities, and sprawling across West Lancashire without thought to the general overall impact to the current or future population.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

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Consultee Name: Mr Bernie Maginn

Organisation:

Comments: First of all I am not a NIMBY. However, with these plans, someone is putting the cart before the horse. Before anyone starts any expansion of residential and particularly industrial units we need to sort out the roads (and a don't mean a set a traffic lights here or a roundabout there). There needs to be a proper by-pass so that all of the lorries bound to and from the motorway network can get there easily. There also needs to be a north/south by-pass taking traffic away from the centre of the village. It is chaos at Pippin street/A59 junction as work progresses on the Booths site. Has anyone been to the centre of the village when a lorry is attempting a delivery during the day, or even if a bus stops of an extended period of time. It's chaos. Can someone please have some common sense and do things the correct way around (for a change)!!!!

Supporting attachments

Council response: The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Consultee Name: Mr Stephen Watson

Organisation:

Comments: I am concerned about two aspects of the plan. 1. Traffic. The village cannot cope at peak times now with the level of traffic and any road works in the village brings the area to a stand still. The A59 is a major route especially if there is an issue on the M6. 2. Drainage. The site is 74ha. Overall 51.1 ha will be built on. Assuming 60% is covered with tarmac, houses concrete then 30.66ha will be covered and the rainfall on this will run off immediately. Local average rainfall is 824mm = 824 litres/m<sup>2</sup>. Annual rainfall on 30.66ha = 252638000 litres. A 25mm rainfall event = 7995000 litres. I don't think the drainage system and ponds will cope with this water and the current level of flooding will be increased.

Supporting attachments

Council response: The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.  
The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

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Consultee Name: Mr Derek Huyton

Organisation:

Comments: Access to the site should NOT be from the A59 especially at the junction with Lordsgate Drive which is the entrance to Lordsgate School. There should be NO access to and from Higgins Lane to prevent traffic using this as a short cut onto the A59 Access to the site should ONLY be via Tollgate Road, this would prevent Industrial & Commercial traffic using the site road to access the A59 and would force them to use the new purpose made junction at Pippin St / High Lane The Siteing of the Primary School next to the Industrial Estate is not ideal and is too far from the village, the main population.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Consultee Name: Mrs M Connolly

Organisation:

Comments: I am very disappointed that the proposed park area has been replaced by a 'Residential Gateway'. However my main concern is the proposal to close off the access from A59 into Higgins Lane. Most motorists living on the right hand side of Higgins Lane are unlikely to drive into the new estate and join Liverpool Road South at the traffic lights on the new road. When travelling north they are more likely to turn down Truscott road and Trevor Road. Truscott Road is already very difficult to drive down because of the number of parked cars and Trevor Road has problems with school traffic. I feel strongly that Higgins Lane access from A59 should remain as it is.

Supporting attachments

Council response: Traffic - The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made. The previous options consultation was seeking the residents views on various possibilities for the site no land designations were fixed during this consultation. The 'Residential Gateway' to the site offers an opportunity to create a high quality design on the entrance of the A59 extending in towards the site.

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Consultee Name: Ms Rachael Bust

Organisation: The Coal Authority

Comments: Thank you for consulting The Coal Authority on the above. Having reviewed your document, I confirm that we have no specific comments to make on it at this stage.

Supporting attachments

Council response: Noted. No Council response required.

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Consultee Name: Mrs C Dean

Organisation: Highways Agency

Comments: Thank you for your email of 9 October 2014 consulting the Highways Agency on the above document. We welcome the opportunity to review the document and would make the following comments. The main highway route through Burscough is the A59 which is the responsibility of Lancashire County Council. The only section of the strategic road network (SRN) in the area which may experience impact as a consequence of the proposed development would be junction 3 and the Switch Island interchange at the westerly end of the M58. However link flows on the M58 are relatively light in comparison to other NW motorways and any impact is unlikely to be significant. We welcome the objectives to create a sustainable development, reduce the need to travel by car and deliver sustainable public transport links and network. Improvements to public transport facilities and provision of additional public transport services would be necessary as the proposed development is likely to generate pressure on the local highway, which potentially may extend to the SRN. Similarly we support the principle of Connectivity and the encouragement of sustainable transport modes, ensuring that Yew Tree Farm will provide a range of transport choices which includes walking and cycling facilities. The Agency is keen to encourage and facilitate cycle routes and we are working with Sustrans to look at opportunities throughout the NW including the M58. Once the phases of the development materialise, as part of the planning process the Agency would expect to be consulted on each planning application in order to understand any potential impacts on the SRN. I trust the above is of assistance and we look forward to future consultations in connection with the Yew Tree Farm site. Please let me know if you have any queries.

Supporting attachments

Council response: Comments welcomed.

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Consultee Name: Mr Christophe Clandon

Organisation:

Comments: Masterplan - more like shambles This whole development is a disgrace and WLBC should be utterly ashamed of their role in this. WLBC have sold out the people of Burscough. I have lived here my entire 39 years. I was born to a village and that's how we want to remain. This development will make us a town none of us want it. Did the 96% of people from Burscough who voted against this not give the (offensive word removed) of WLBC any kind of understanding how bitterly opposed the people of our village are to this development, or does money and greed outweigh all these days? No one in Burscough now believes a word of the propaganda being issues by WLBC - There wont be any infrastructure improvements to the roads and drains - there wont be anything, its all lies and (offensive word removed). Burscough will slowly grind to a halt - more traffic longer waiting times - less parking spaces, more flooding, complete overwhelming of the drainage system. Shame on WLBC, disgrace!!

Supporting attachments

Council response: The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Land drainage is complex and planning has no control over bringing together overall responsibility to one party. However, the masterplan ensures that this issue will be dealt with and considered by all relevant parties at the planning application stage which does allow for a degree of cooperation between the parties. United Utilities have a legal obligation to upgrade the network to support development and growth. However, wording within the masterplan document will assist with the ensuring measures are in place to help with the timing of such improvements and this wording has been supported by United Utilities. Planning cannot force land owners beyond the site with riparian responsibilities to maintain the drainage network to do so. SUDS are a standard part of most new developments and are generally shallow and well designed to look like an integral part of the development. The future management of such features will either fall to the Lead Local Flood Authority or the land owner, depending on when the development comes forward relative to the establishment of the LLFA.

The council is aware that additional development will result in increased surface water run-off and that is why the requirement to attenuate this run off to the existing greenfield rate has been included in the document.

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Consultee Name: Ms Gillian Laybourn

Organisation: English Heritage

Comments: Thank you for consulting English Heritage on the above document. At this stage we have no comments to make on its content.

Supporting attachments

Council response: No response required.

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Consultee Name: Mr B Sillett

Organisation:

Comments: I am having some difficulty making any meaningful comment, positive or negative, on the draft Masterplan. A question posed in the 4Cs section, for example, asks if people can move around the site easily. There being no criteria against which to test the question, what is the value of any response? I'm afraid that the same applies across the whole document and I fear that having ticked the box "local people consulted", you can rest easy. I have some questions on the draft phase 1 leaflet itself. a)What does "affordable and elderly housing" look like? b)What is the Residential Gateway (the area coloured dark brown)? What will that look like? c)What do the red dotted lines on the phase 1 map signify? They are not in the key box. d)What are the green rectangles running from the site entrance, past Higgins Lane and onward off the map? Are they part of the development? The siting of the major junction onto the site from the east deserves some comment. It is a mere 50 yards from an existing road (Higgins Lane) which could be used for access, it would be the 4th turning on that side on to the A59 in less than 200 yards, it is directly opposite a cul-de-sac leading to a 300 pupil primary school and would cause the felling of several mature trees. Did anyone from the Highways authority actually visit the site? It is clear from the plan that the new junction at Pippin Street, now well under construction, will feed traffic to and from the YTF development. Maybe someone needs to be reminded that Tollgate Road is already there which would accommodate the heavy site traffic during the construction stages. Perhaps the developers can be persuaded not to begin on the easternmost corner but to consider starting elsewhere to avoid the building of yet another major junction at high cost to the taxpayer and at a time when cost cutting is still important. I am sorry that my response is not very supportive. In mitigation I attaché a short appendix which identifies a few issues which influenced my comment on the Phase 1 draft. 1.David Cameron's interview on Countryfile 8th Jan 2012 contained, among other quotes, that he "would no more put the countryside at risk than he would his own family" and "he will "give communities much more say and control over building" – control being the significant word here. This interview also touched on the reform to planning rules which poses a dichotomy, making it easier to build on greenbelt land despite local opposition. 2.Local community opposition to the Local Plan found out that the great judgement of Government, country and borough councils and vested interests could safely diminish the impact of local objections by "managing" public consultations. It happened. 3.We know that "final" plans can be changed for the convenience of developers. There was a prime example at Heathfields, for those who remember when the end result differed from approved plans. 4.The lack of detail in the Phase 1 leaflet means specific comment cannot be made, giving the planner and developers carte blanche to re-define, add or delete features.

Supporting attachments

Council response: The 'Residential Gateway' to the site offers an opportunity to create a high quality design on the entrance of the A59 extending in towards the site. The masterplan allows the potential for Higgins Lane to be closed if this is felt appropriate at the time but it does not require it. It is unlikely that significant traffic volumes will travel north and west through the rural roads surrounding Burscough. However, a full traffic assessment is required to support any proposals and any increase in traffic must be to a safe level and supported by mitigation. HGVs will be allowed to pass through the site. The Council is fully aware of the localised road conditions which are noted as concern in the representation. However, the masterplan seeks to deliver the required development whilst ensuring there is no greater negative impact on the highway than already exists and where possible, improvements are made.

Consultee Name: Ms Angela Gemmill

Organisation: Marine Management Organisation

Comments: Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. I can confirm that the MMO has no comments to submit in relation to this consultation.

Supporting attachments

Council response: Noted. No Council response required.

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Consultee Name: MR DUNCAN SAVAGE

Organisation:

Comments: I don't understand the thinking behind the whole idea you say we need more homes i very much doubt young local people will get mortgages to buy these properties and if they are lucky enough to get a mortgage on minimum rate wages they will be lucky to keep them , I am a postman in Burscough and have been for 30 years and the estates built while i have been delivering in Burscough are full of more and more people from outside the Burscough / Ormskirk areas which makes Burscough less of a friendly Northern village where people know and look out for each other and make it more and more of a problem town (now as the local police station has closed) , the roads are not equipped for the traffic that travels down the A59 now infact at peak times it grinds to a stand still some mornings it can take up to 20 minutes to travel from Higgins lane to the village i rather doubt adding up to 1000 more cars is going to improve this , infact they are adding a roundabout at Pippin street now because of the amount of traffic travelling through Burscough, the village is nearly dead now the only shops opening are bookies, charity shops and hairdressers because of some bright sparks idea to ruin the village by plonking a big Tesco there not happy with that you are now adding another supermarket (which isnt needed) . A large amount of the folk who live in Burscough are oaps and I'm sure their safety and security hasnt been taken into account with the extra youngsters and traffic that will be coming to the area , the young people of Burscough have nothing to do now (except hanging around street corners) adding to that more young will make it worse which in itself will bring the associated problems Drugs etc which I know now is a problem , I know of oaps now that wont go to the village when it gets dark because they feel unsafe I dont think adding more to the problem will help , Jobs: as I said earlier i am a postman an whilst delivering around the area i see the extra jobs being created with building sites etc and believe me i dont recognise any people from this area being employed my own son has to travel to Southport and back every day to work. My idea for Burscough would be put more money into the existing problems in the area instead of just adding to them by making it bigger , Ive been here 45 years and Burscough wont be a village anymore it will be another Skelmersdale and I for one hope i wont be around to see the bright sparks ruin what is at the moment a lovely place to live.

Supporting attachments

Council response: Noted.  
Lancashire County Council, as the local Highways Authority have carried out initial strategic traffic modelling at the Local Plan site allocation stage, more localised traffic counts and modelling within Burscough, alongside the Masterplan process and have provided the Borough Council with their professional view in terms of the requirements of the Masterplan and how the site interacts with the highway, and both vehicular and sustainable transport. In addition, the Masterplan will require that all applications for development are supported by a full Transport Assessment and Travel Plan, the scope of which should be agreed with the Highways Authority in advance of submission. The Council is satisfied that the principles set out within the Masterplan, along with the additional detailed work required at planning application stage, will ensure measures are delivered to help mitigate the impacts of traffic on the local highway network and to encourage cycling and walking over car use.

Consultee Name: MRS ANN LEA

Organisation:

Comments: I note it says potential location for elderly housing in the plan. As someone who has lived in Burscough for over 46 years and would really like to stay in Burscough, I have been looking for a bungalow for a couple years and now find because of lack of suitable bungalows in the area I am having to look in other areas for one. The ones that already are built here are not enough to cater for the aging population in Burscough and I know at least 10 people who feel the same as us. If more Bungalows were built here on this site it would free up our 3 Bedroomed Semi Detached and detached houses for young people and families throughout Burscough. Also I feel Bungalows should be built in a different area to Family homes in a cul-de-sac so it can be a place of peace without children playing football outside in the street.

Supporting attachments

Council response: Noted. No Council response required.

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Consultee Name: Mr Geoff Barker

Organisation:

Comments: I have read through the brochure that you kindly sent about the Masterplan. I am most concerned with the development of both phases, particularly the mention of 1000 homes and Industrial development, that there is nowhere in your statement does it mention how the foul (which would be quite considerable) is going to be dealt with. The station at New Lane cannot cope at this present time, with such a large increase and I am anxious to know, where the foul is going to go and why it hasn't been mentioned in your brochure.

Supporting attachments

Council response: Noted. There is a detailed section with the Draft Masterplan pages 27-28 detailing the drainage expectations of the Yew Tree Farm site. However, it will ultimately be the responsibility of United Utilites to upgrade the waste water treatment works at New Lane.

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Consultee Name: Mr George Pratt

Organisation:

Comments: The area designated as for older person accommodation is huge, at between 15%-20% of the site. This would tend to form an old peoples' ghetto, and become a target for crime. Why not disperse the elderly accommodation throughout the site to allow more of a community to develop? In addition to the ghetto problem, it is situated on the wrong side of the access road. Elderly and/or infirm people would be forced to cross a major road to get to the rest of the village, which creates an unnecessary risk. The options as originally presented all included a new park with many facilities to be managed by a team of residents and Council Staff. This seems to be replaced with a 'Linear Park', which is another name for a wide footpath. The largest green space on the plan has been reserved for a future school, which is fine, but the loss of such a major leisure facility is to the disadvantage of all residents. There is an area marked as 'Residents' Gateway' at the entrance to the site. What is the purpose of the area, and why is it so large?

Supporting attachments

Council response: Comments noted.  
The allocation and delivery of the amount of open space on the Yew Tree Farm site is and will be in accordance with the Councils' "Provision of Public Open Space in New Residential Developments" Supplementary Planning Document.

The 'Residential Gateway' to the site offers an opportunity to create a high quality design on the entrance of the A59 extending in towards the site.

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Consultee Name: Mr David Birch

Organisation:

Comments: I feel the entrance road on to the A59 is inappropriate and completely situated in the wrong place as direct opposite a very busy school is not a good idea. You also state you will be providing green spaces, however the site is currently one large green space which you will allow building on thus reducing the green space.

Supporting attachments

Council response: Lancashire County Council, as the local Highways Authority have carried out initial strategic traffic modelling at the Local Plan site allocation stage, more localised traffic counts and modelling within Burscough, alongside the Masterplan process and have provided the Borough Council with their professional view in terms of the requirements of the Masterplan and how the site interacts with the highway, and both vehicular and sustainable transport. In addition, the Masterplan will require that all applications for development are supported by a full Transport Assessment and Travel Plan, the scope of which should be agreed with the Highways Authority in advance of submission. The Council is satisfied that the principles set out within the Masterplan, along with the additional detailed work required at planning application stage, will ensure measures are delivered to help mitigate the impacts of traffic on the local highway network and to encourage cycling and walking over car use.

The site is not currently a public green space, it currently functions as agricultural land and is within private ownership. The rights to access the land are on the footpaths only and the masterplan retains the public footpaths. The overall amount of publically available green space will be provided in line with the Councils' "Provision of Public Open Space in New Residential Developments" Supplementary Planning Document.

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# final masterplan SPD

# Yew Tree Farm

## December 2014

John Harrison, DipEnvP, MRTPI  
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West Lancashire Borough Council

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WEST LANCASHIRE



LOCAL PLAN





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# Introduction

## Purpose of the Yew Tree Farm Masterplan

The Yew Tree Farm Masterplan Supplementary Planning Document (SPD) has been prepared by West Lancashire Borough Council in consultation with the wider community and key stakeholders. The purpose of the Masterplan is to provide a useful framework to guide developers on the planning and design requirements when bringing the site forward for development. This will ensure a sustainable Yew Tree Farm development is delivered that complements the environment of Burscough, strengthens the local community and contributes to the growth of the economy in West Lancashire.

## Scope of the Masterplan

This Masterplan document confirms the amount and type of development to be delivered within the Yew Tree Farm site, as set out in West Lancashire Local Plan Policy SP3. It also provides further detail on the delivery of important issues such as main access points, primary internal road network, drainage improvements and the location of various elements of development within the site. The Masterplan will establish which part of the site should come forward first and which part will be safeguarded from development to potentially meet future growth needs. This document also includes objectives for the development site and a vision for the site once the development is complete in its entirety, and if the safeguarded land is never ultimately developed.

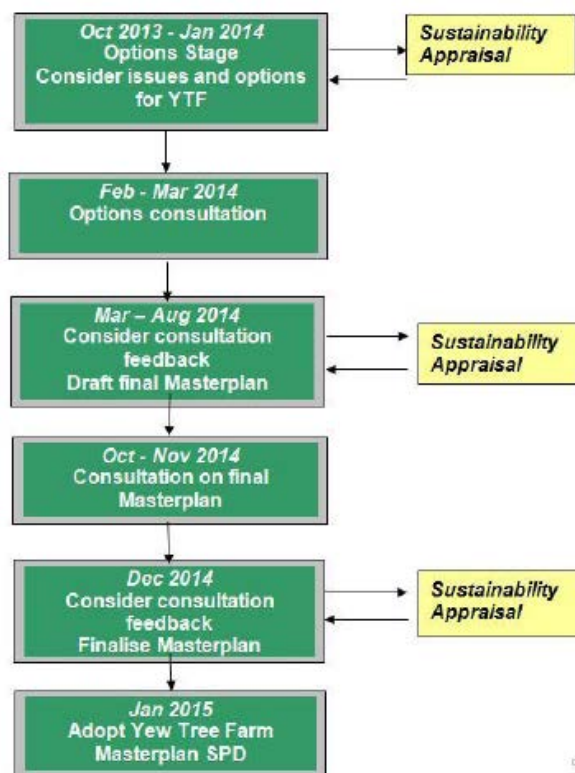
In terms of guidance, the Masterplan includes a set of principles to assist in achieving the objectives and the overall vision for Yew Tree Farm. It also includes site specific design guidance to ensure that the development addresses all of the localised issues associated with the site and that the site delivers the best possible development for Burscough and West Lancashire.

Whilst the above detail is included along with an indicative layout, the Masterplan does not include a site specific layout relating to each parcel of development, nor does it include details setting out how each home, business or plot will look.

These details will form part of future planning applications for the site.

## How the Masterplan has been produced

The Masterplan builds on Policy SP3 of the Local Plan and Figure 1 sets out how the Masterplan has been produced, including the timescales from draft options to adoption. The Masterplan has been developed through engagement with a wide range of stakeholders including the local community, business, land owning and developer parties, along with the main statutory planning bodies and environmental, utilities, highways and infrastructure delivery agencies.



The document began as an 'Options Document' which included four planned options for how the site might look once complete. The 'Options Document' also included numerous questions and suggestions regarding the important issues that affect the site such as highways access, delivery of open space, sustainable access for pedestrians and cyclists, community facility provision and drainage of the site.

This document is the final adopted Masterplan and is known as the 'Final Masterplan' SPD. The Final Masterplan will be adopted by the Council.

## Status

The Masterplan has been produced by West Lancashire Borough Council in partnership with key stakeholders. The adopted Masterplan will be used by the Council, along with any other relevant development plan policies, to assist in determining any forthcoming planning applications in relation to the Yew Tree Farm site. Such applications must conform to the requirements of the Masterplan in order to deliver a high quality and sustainable development for Burscough.

## Community and Stakeholder Engagement

Whilst the Council is the responsible body for delivering the Masterplan, it was important that the community and all relevant stakeholders were engaged in the process. In order to assist with this, a Stakeholder Group was established in October 2013 and consisted of representatives from the local community, including residents and the clerk to the parish council, landowners, infrastructure providers, Lancashire County Council, ward councillors, third sector voluntary groups and other agencies such as the Environment Agency.

Although the group was not a decision making body, their engagement in each step of the Masterplan development has assisted in shaping how the document has developed.

In addition, and through formal consultation on the Masterplan Options Document in February /March 2014, and the Draft Masterplan consultation in October/November 2014, the following feedback was noted as important in the development of this site:

- Accessibility through the site
- Retention of green views
- Separation of employment / housing uses
- Use of land and efficiently maximising existing landscape features (hedges, ditches)
- To ensure the new development is well integrated with Burscough

- New development supports, not undermines the Burscough centre
- To focus on accessibility to ensure the site is as sustainable as possible
- Landscaping along the periphery and within the site
- Creation of a gateway and attractive landscaped entrance to site

## What will the Yew Tree Farm Development Deliver and When?

The key requirement of the Yew Tree Farm development is to deliver 10 hectares of land for new employment uses, which will generate new jobs, at least 500 new homes, which should include a mix for all local needs including affordable homes to rent and buy, homes to meet the needs of the increasing elderly population and high quality market housing to complement the Burscough housing market. This development is not likely to commence in advance of 2015 and the first phase should be completed by 2027.

The site will also enable the delivery of new community services, facilities and infrastructure both on the site and in Burscough more generally. On-site this would include small-scale retail and community uses to serve the new development and employment areas, new public open space and a linear park / cycle route. Off-site the development should also contribute towards the community facilities in the existing centre including health, education and library facilities.

By prioritising the existing centre rather than seeking to create a new on site centre, this will assist in ensuring the vibrancy of Burscough is maintained.

The development must also ensure that the impacts on Burscough's infrastructure are limited and, where possible, improvements are made through careful design of highways access to the site, highways improvements in general to accommodate additional traffic movements and improvements to the existing and new drainage network.

## Context

### Burscough

Located almost centrally in the Borough, Burscough is the third largest settlement after Skelmersdale and Ormskirk. With a population of around 9182 (Census, 2011), Burscough is home to just over 8% of the people who live in West Lancashire and although locally Burscough is known as a village, the Council identifies it as one of West Lancashire's Key Service Centres. This helps to define its position in the Borough in respect of the size of the settlement and the availability of services and facilities and also gives an indication of what is acceptable within the settlement in respect of new development.

Originally an agricultural area, Burscough developed as an industrial centre building on the opportunities driven by the construction of the Leeds – Liverpool Canal which passes through the settlement. In addition, Burscough is located on the A59, one of the main arterial routes through the Borough, connecting Liverpool with Preston, and also benefits from two rail stations, Burscough Junction on the Ormskirk to Preston line and Burscough Bridge on the Southport to Manchester line. Whilst the service on the Ormskirk to Preston Line is currently low frequency (less than hourly), both the Borough and the County Council are in support of plans to improve this service through electrification of the Liverpool line beyond Ormskirk to Burscough. This has the potential to improve connectivity with Liverpool through the Merseyrail service and with Preston as a more frequent service may then be possible between Burscough and Preston.

There are many essential facilities located in and around the settlement including health, education and community / leisure facilities, two post offices, a supermarket and some retail and leisure provision. For greater choice, many look to Ormskirk and Southport before venturing further to Preston, Wigan, Liverpool or Manchester for even greater choice and city centre facilities.

In recent years Burscough has benefitted from an £11.5 million physical regeneration project to revitalise the centre of the settlement through significant environmental improvements.

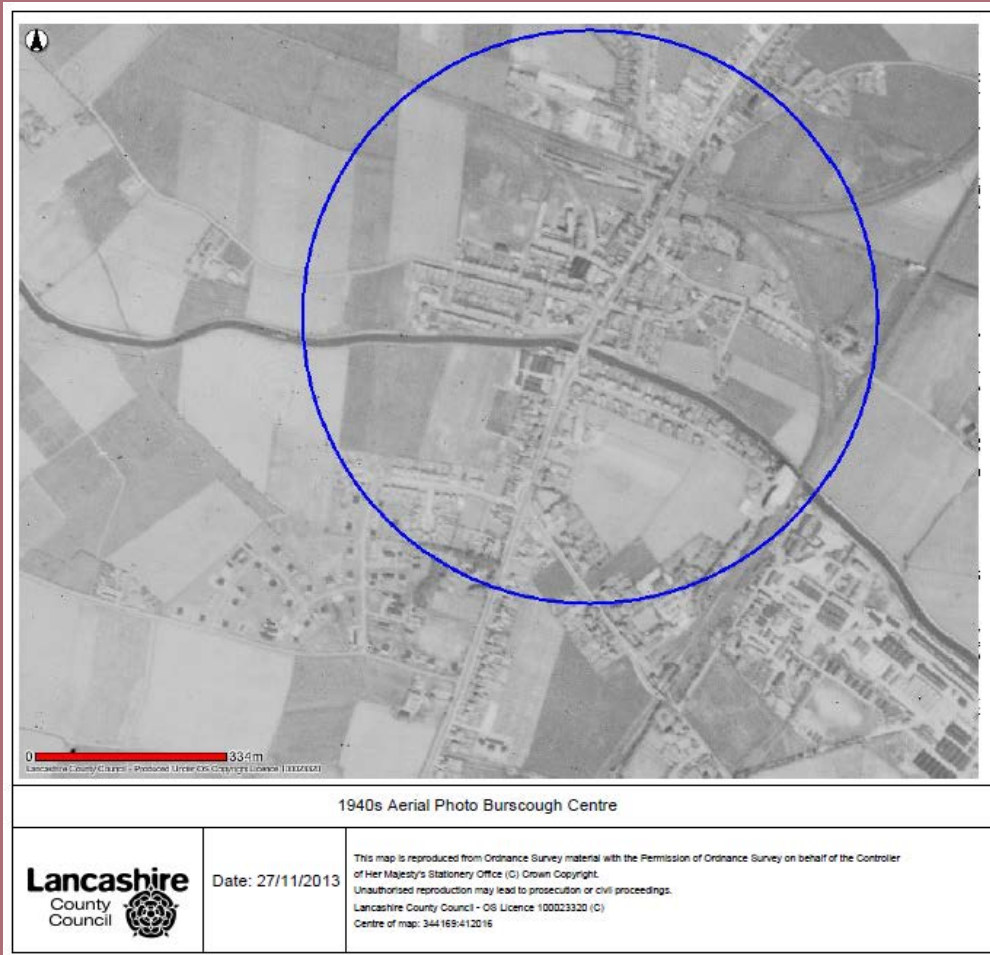
In addition, the regeneration of Burscough Wharf retail and leisure development has provided a good mix of leisure, retail and community uses and further bolstered the vibrancy of Burscough. Therefore, additional growth should support the existing centre and not threaten it.

### Growth

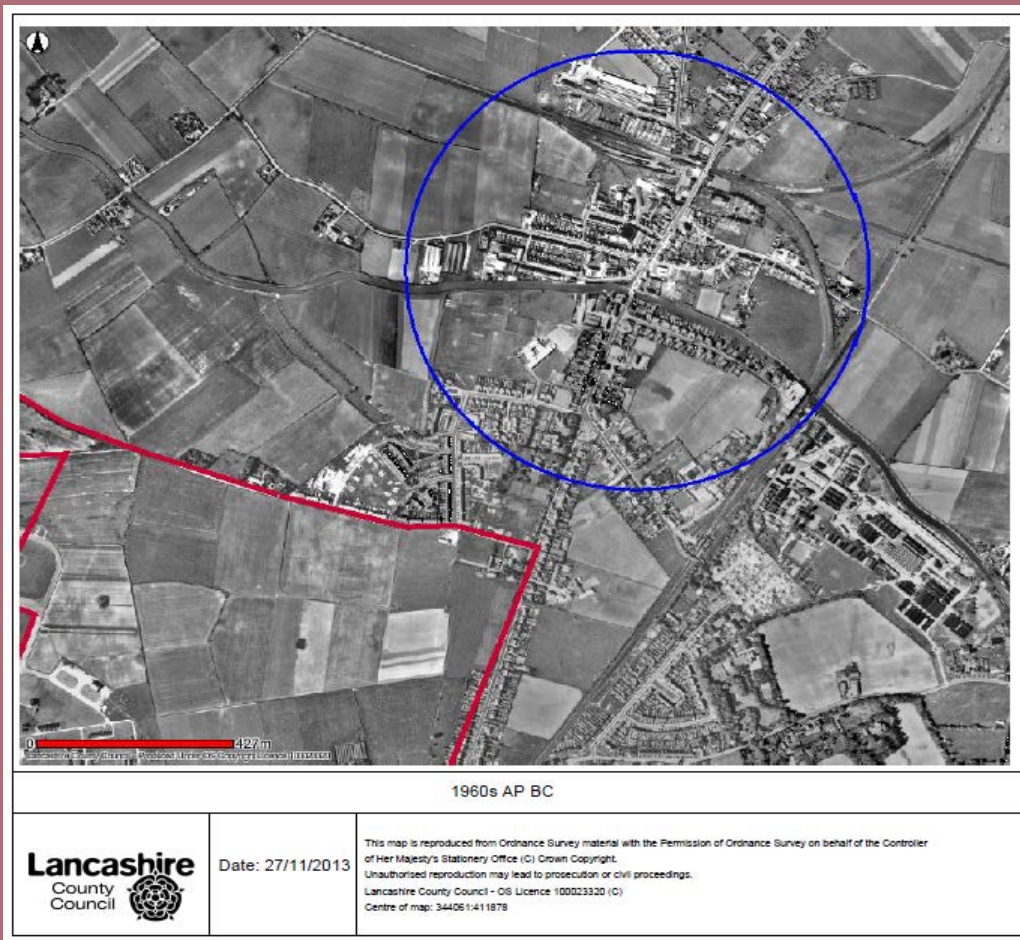
Burscough was originally an agricultural area, evidenced by the surrounding farm land and many farmsteads around the settlement. The development of the railway and canal then placed Burscough in a prime position for transporting produce and growth during the industrial age.



The majority of the oldest residential development is located around the A59 between the canal and the railway lines which have acted as physical barriers to development. Following the war, the population increase and housing needs have resulted in growth of the settlement in a southerly direction along the A59 with later growth infilling between the Ormskirk to Preston rail line and the A5209.



*1940s Burscough - Aerial photograph*



*1960s Burscough - Aerial photograph*

## Growth

The West Lancashire Local Plan 2012-2027 sets out the expected growth within the Borough and how these development needs will be met. It identifies a requirement for 4860 new homes and 75 hectares of land for new employment uses to meet the growth needs of the Borough. Policy SP1 of the Local Plan further disaggregates this growth across the settlements and allocates at least 13 hectares of employment land and 850 new homes to the Burscough area, many of which are already under construction.

Within the Local Plan, Policy SP3 identifies land to the west of Burscough, known as Yew Tree Farm, to meet some of the Borough's housing and employment needs over the Local Plan period to 2027. This includes at least 500 new homes and 10 hectares of employment land for jobs. Some of the site may also be required to meet potential future growth requirements and so will remain safeguarded from development during the life of this Local Plan to ensure it is available if needed for development in the future.

Policy SP3 is clear that the specific location of the land to be developed during this plan and that which will remain safeguarded will be identified in a separate 'masterplan' document that should be prepared in consultation with local residents.

## Yew Tree Farm Site

The Yew Tree Farm site covers 74 hectares of greenfield land that lies to the south west of Burscough, within the Burscough West Ward. The site sits between the residential area of Liverpool Road South to the east and south, the Truscott Estate and Higgins Lane to the north and the Burscough Industrial Estate to the west. The site has direct access to the A59 and is within reasonable walking distance of Burscough Centre, both rail stations and the bus stops located along Liverpool Road South. Although the site is bounded on most sides by development there are some open aspects to the north across Higgins Lane and open countryside lies beyond the industrial estate to the west.

## Site characteristics

The following features characterise the Yew Tree Farm site and set the context for developing good design solutions for well planned development:

**Rural Higgins Lane** – This bounds the site to the north and, whilst fairly well populated with housing development to the east, a large proportion of the Lane has a rural character with open views across the landscape towards the canal and a dense hedgerow lining the entire northern boundary of the Yew Tree Farm site. This Lane should maintain its rural character where possible and build on the positives the Lane has to offer such as the views through to the north.



*Photographs of Higgins Lane*



**Field Demarcation** - the Yew Tree Farm site is currently carved up into a number of smaller parcels due to the presence of existing drainage ditches, hedges and tree lines. These features are typical of the surrounding landscape and, whilst they are not protected, they should be considered as a starting framework for the site design where possible.

**Landscape** – The site lies within landscape area 2D, as set out within the Council’s Natural Areas and Areas of Landscape History Importance Supplementary Planning Guidance (1996/2007). The area is slightly undulating in contrast to the flatter landscapes further north in the Borough and predominantly arable farmland. The surrounding landscape is typified by farmsteads and nucleated settlements around historical centres. These key features should be borne in mind when devising site specific design guidance to ensure the development fits within the context.



*Photograph of the junction of Liverpool Road South and Higgins Lane from Higgins Lane*



*Photograph of hedging and landscape features typical of the site*

**Topography** – Land at Yew Tree Farm appears almost flat but in fact falls away to the north, with natural drainage of the site to the north west. The natural topography should be worked into the final design with a view to maximising the natural fall of the land for sustainable drainage features.

**Higgins Lane and Liverpool Road Junction** – This corner provides the main point of vehicular access from the existing residential area of Burscough. Along the A59 this is the only portion of the site that is clearly visible and therefore provides an opportunity to act as a gateway to the site and set the tone for the quality of development at Yew Tree Farm.

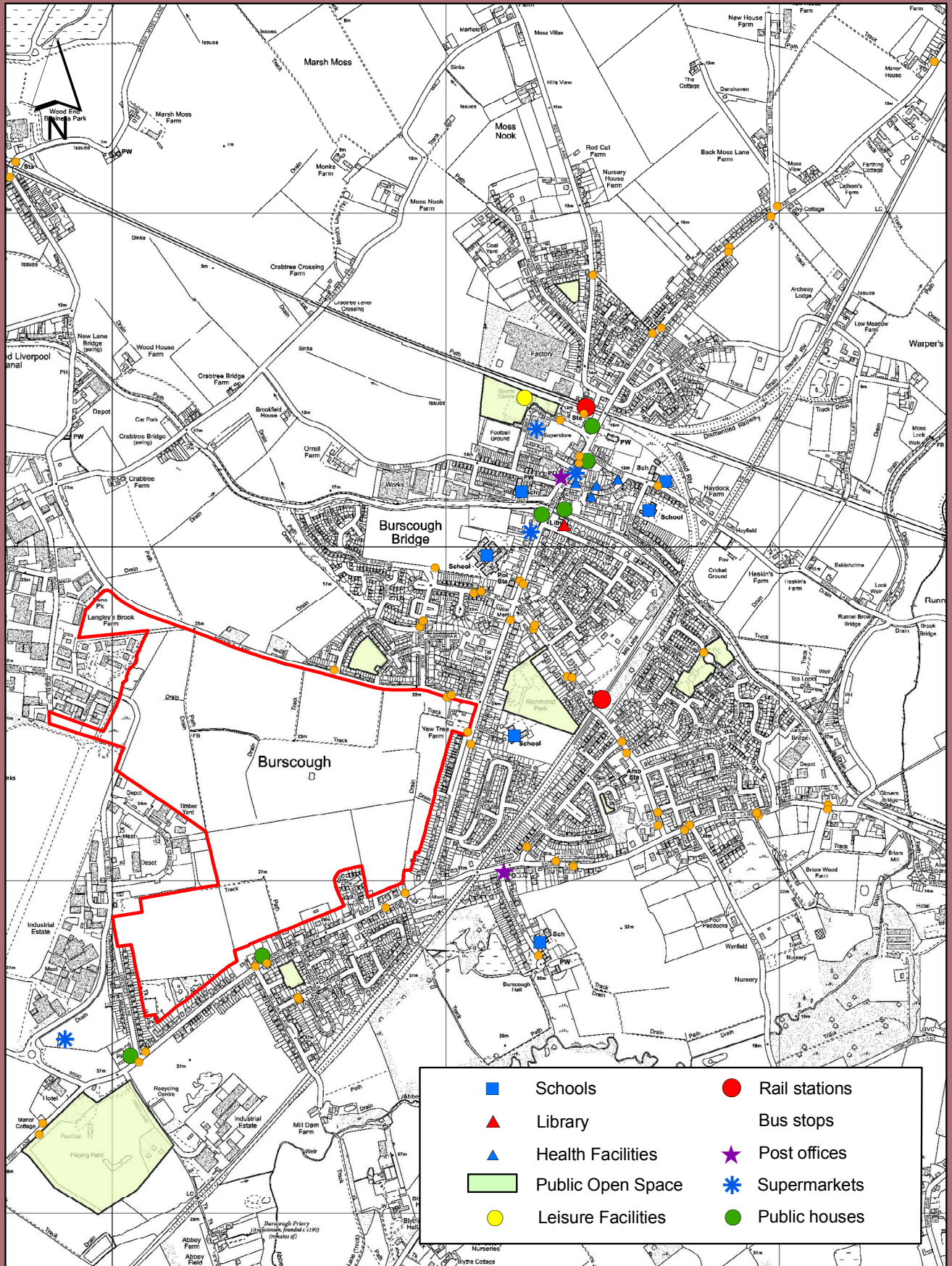
**Burscough Industrial Estate** – In 1942 land to the west of the Yew Tree Farm site was compulsory purchased to be developed by the RAF as HMS Ringtail Airfield. The facility had 4 runways, a control tower and a total of 34 hangars. The Burscough Industrial Estate has evolved around this former airfield which is now derelict with only remnants of the former runways and a couple of hangars remaining. The Yew Tree Farm site lies directly between the Burscough Industrial Estate in the west and residential areas to the north, east and south, which provides an opportunity to create a development that provides a comfortable transition between the two uses through sensitive design, while filling in the gap between the two.

### **Minerals and Waste**

Around two thirds of the Yew Tree Farm site is designated as a Minerals Safeguarding Area within the Adopted Joint Lancashire Minerals and Waste Development Framework. Therefore, proposals for development on the Yew Tree Farm site are required to consider the potential impact that development may have on sterilising those minerals and whether it is feasible or necessary to extract them in advance of development. The constraints map on page 14 shows the part of the site designated as a Mineral Safeguarding Area.

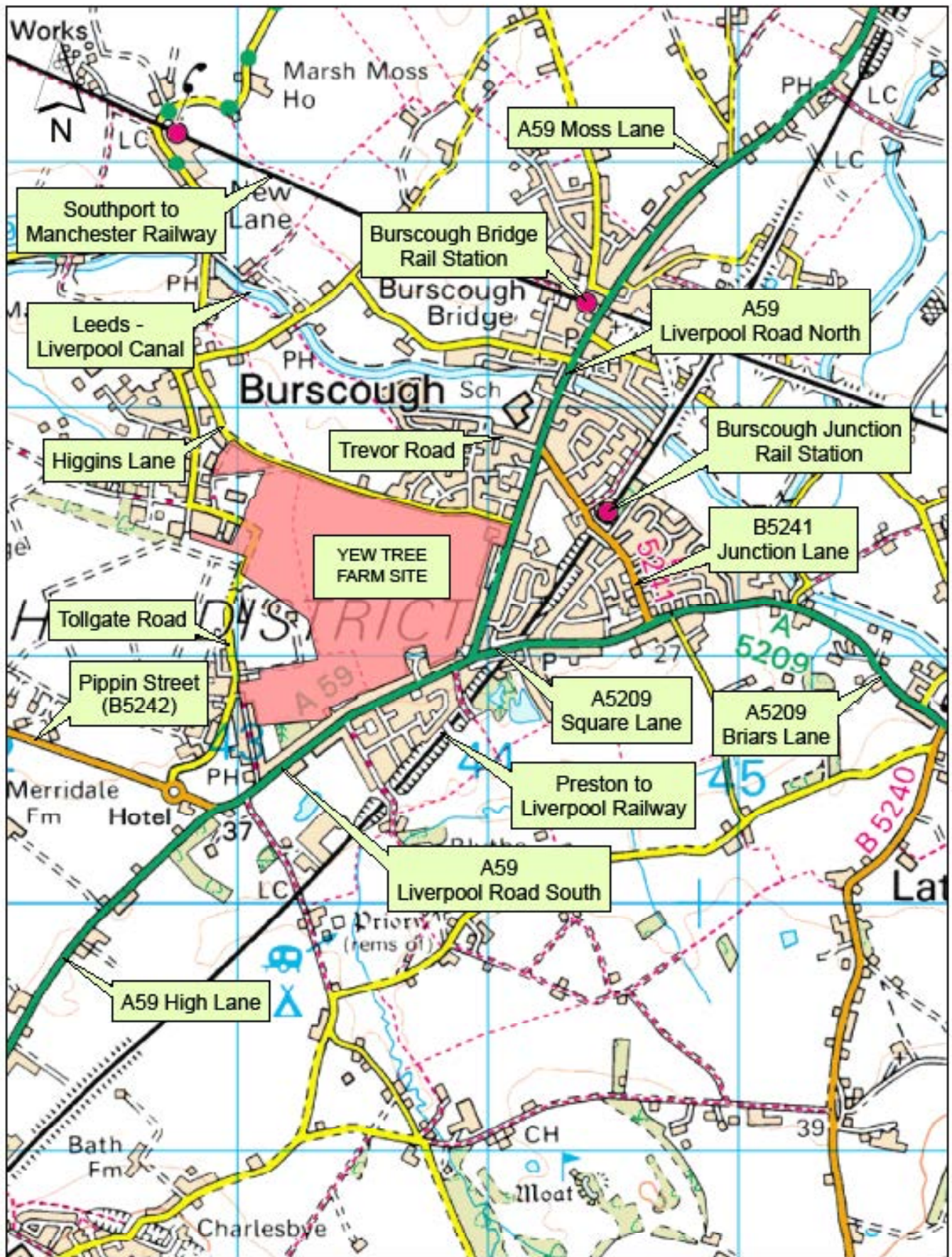


# Context Plan



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# Local Highway Network Plan



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## Local Highway Network and Access

Burscough has grown up around the important transport links that pass through the settlement, including the canal, rail lines and main roads. Given the A59 is one of the main arterial routes through West Lancashire connecting Liverpool to Preston, a degree of congestion is inevitable, particularly where the route is constrained through built up areas.

The immediate local highway network consists of the A59 Liverpool Road South to the east of the site which is a single carriageway strategic route, Pippin Street (B5242) to the south of the site connecting the A59 with the industrial / business area of Tollgate Road, Ringtail Road and Langley Road to the west of the site and Higgins Lane, which is essentially a country lane with some traffic calming measures bounding the northern edge of the site.

Lancashire County Council (LCC), the Highways Authority, undertook an initial review of the local highway network in the vicinity of the Yew Tree Farm site, during the strategic Local Plan preparation stage. A further detailed review of the existing traffic conditions has been carried out in preparation of this Masterplan. This underlying work is available on the Council's website [www.westlancs.gov.uk/YTF](http://www.westlancs.gov.uk/YTF) alongside the other evidence base assessments which informed the development of the Masterplan.

LCC were able to gain an appreciation of the existing local highway network performance and the extent of congestion occurring during peak hours. LCC's review of the highway network indicated that, at this moment in time, without the additional development of Yew Tree Farm, the stretch of the A59 between Mill Dam Lane and Square Lane Junction (A5209) was currently operating above capacity during the AM peak traffic flows. Therefore, the greatest level of congestion would be experienced along this stretch of the A59 route through Burscough during the morning peak (8.00am – 9.00am). During the PM peak, the route was currently operating within capacity, although this should not be interpreted as a continuous flow of traffic throughout the evening peak (16.30 – 17.30).

When factoring in the additional traffic associated with the Yew Tree Farm development until 2027, it is anticipated that the impact of the growth will result in this stretch of the A59 operating above capacity during both AM and PM peaks. In addition, the section of the A59 between Square Lane and Higgins Lane may also, in parts, be operating above capacity during the AM peak hour only.

The above findings indicate that at this current time, traffic in Burscough flows freely for the majority of the time. Local knowledge of the area suggests that this free movement of traffic is generally only hindered in the event of a blockage such as a parked car, bus or delivery vehicle.

The findings of the review also demonstrated that the delivery of an east to west link through the Yew Tree Farm site would do little to improve or worsen the traffic situation and that its main purpose would be to ensure the site was well connected to the surrounding network with good levels of permeability.

Although traffic moves freely through Burscough for the majority of the time, new housing and employment development in the area will inevitably lead to traffic increases and network capacity pressures at both AM and PM peak travel times, as noted above. However, LCC have indicated that there is no single solution for this and that the focus for mitigation measures must be on improvements to sustainable transport measures and targeted highway improvements to the wider network, as set out within the 'Connectivity' section of this document.

## Drainage

The surface and foul water drainage network in Burscough suffers from capacity issues, as does the waste water treatment works at New Lane which serves Burscough, most of Ormskirk and some of the outlying areas towards Scarisbrick and Rufford.

Land drainage within and around Burscough is also unsatisfactory in parts as a result of unmanaged local culverts and pinch points in the drainage network where physical barriers, such as the rail line and canal, cause obstruction in the flow of water to the outfall (Martin Mere / Boat House Sluice).

Development of the Yew Tree Farm site will not result in surface water being discharged into the public sewerage system and will, in fact draw surface water off the public sewerage system to be attenuated to the local watercourse at greenfield run off rates to at least the equivalent of foul water being discharged from the site into the public sewerage system.

One of the main complexities when managing drainage and flood risk is understanding who is responsible. Lancashire County Council are the responsible body, as the Lead Local Flood Authority, for managing flood risk. The Flood and Water Management Act sets out the requirement of the LLFA to manage local flood risk (surface water, ground water and flooding from ordinary watercourses) within their area. Other risk management authorities such as the Environment Agency, are responsible for other sources of flooding e.g. coastal and main river flooding. In addition, many of the natural drainage watercourses which are the cause of concern are in multiple private ownerships.

In respect of United Utilities' responsibilities, they have confirmed that they are currently in the process of securing funding to make improvements at the waste water treatment works. However, such improvements may take as long as 2020 to be delivered. In terms of ensuring the overall volume of flows to the waste water treatment works is acceptable up until this point, United Utilities have confirmed that a potential solution could be to remove a volume of surface water out of the existing system and to divert it through Yew Tree Farm and then into the natural drainage network. Whilst this is necessary to ensure that the development does not make this situation any worse, the improvements could actually result in some improvement to the existing system and overall betterment.

The LLFA will be involved in the development of a Sustainable Drainage System (SuDS) for the entire Yew Tree Farm site and are likely to be the approving body of such a scheme. However, in the event that the LLFA are not the adopting body before planning applications are determined, they will be determined by West Lancashire Borough Council. The SuDS will ensure that none of the surface water from the development can be

discharged into the public network and that it must be discharged into the natural drainage network at an appropriate rate to ensure no additional flood risk results from the newly developed site.

In respect of the condition and capacity of the natural drainage network, this will ultimately be the responsibility of the riparian owner i.e. the land owner adjacent to or beneath the watercourse. Where the watercourse falls within the Yew Tree Farm site, control over the condition of these watercourses will be reasonably straightforward. However, beyond the site it becomes more complex and beyond the realms of planning control.

Notwithstanding this issue, the requirements of the SuDS will include an appropriate attenuation rate to mimic the existing greenfield rate. This means that once the development is complete, the rate at which surface water leaves the site will be the same as it currently does whilst the site is undeveloped and in its greenfield state. Therefore, no greater impact will result in terms of flood risk.

Finally, the Yew Tree Farm Site, along with much of Burscough, falls within a Groundwater protection zone (Zone 3 Source Catchment Protection Zone). This zone is defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source. Therefore, whilst the aquifer is further south within Ormskirk, consideration must be given to groundwater protection in the design of any SuDS scheme.

## Topography

The topography of the Yew Tree Farm site is broadly flat with the land falling away slightly to the north. This is where the site naturally drains to. This topography is typical of the West Lancashire landscape which is characterised by flat, low-lying areas intercepted by a network of drains to assist with the farming of the land. There are no areas of the site where the topography will prevent or limit the development of this site.

## Adjacent land uses and sensitivities

To the east, south and west the site is surrounded by built development, residential to the eastern and southern boundaries and employment land to the west. The location of the employment land constrains the types of uses that are most

appropriate along the western boundary to ensure that there are no noise or bad neighbour issues which could lead to negative impacts on the amenity of the inhabitants of the new residential development within the site.

Equally it is important that any proposed new employment land is located sensitively, having regard to the location of adjacent existing residential development.

Whilst there are no significant heritage assets within the site, two heritage assets are located adjacent to the site boundary, and regard of their proximity will need to be taken into consideration when a detailed residential layout is submitted as part of a planning application. Mill Dam Lane End Farmhouse (Grade II Listed) is located along the southern boundary on Liverpool Road South and Yew Tree House (Grade II Listed) is also located on Liverpool Road South, albeit further north.

Along the northern boundary (Higgins Lane), housing is located along almost half of this boundary, closest to Liverpool Road.

The remaining 50% of the northern boundary is dominated by adjacent arable farmland which offers open views to this aspect.

### Landscape features

The main landscape features are hedgerows located within the site, defining the field boundaries, and along the northern boundary of the site. Other features include lines of trees and a number of ponds located in the northern portion of the site. Whilst none of these features are protected, all will require consideration in the early design stage of any forthcoming development.



*Photograph of hedges on Yew Tree Farm Site*

### Views through the site

Although the topography of the site is reasonably flat and the boundaries reasonably well surrounded by development, a portion of the northern boundary along Higgins Lane remains open with views across the open countryside to the north. These views will need to be factored in to the overall design.



*Photograph of view into the site from Higgins Lane*

### Existing Footpaths and Connections

One public right of way crosses the site (P74) and this should remain integral to the proposed site layout. However, there are a number of public rights of way in the vicinity adjacent to the north, south and east of the site. Where possible, connections should be made to this wider public network.

### Flood Risk

Whilst there are no areas of land at risk from fluvial flooding within or adjacent to the site, there are a number of areas susceptible to surface water flooding both within and adjacent to the site. Mitigation will be required and should be captured through the Sustainable Drainage System requirements.

## Biodiversity

Martin Mere near Burscough is one of the largest and most important of the biodiversity sites in West Lancashire and is located to the north west of the Yew Tree Farm site. It is home to a variety of bird species of European importance and is designated as a Special Protection Area (SPA), Site of Specific Scientific Interest (SSSI) and a RAMSAR site. Other small sites of local importance can also be found in and around Burscough including Abbey Lane Brick Pits and Platts Lane Pits.

The RSPB identifies a large area of land to the north and west of the of the Yew Tree Farm site, within 1km of the site, as sensitive habitat for pink-footed geese and whooper swans. As Yew Tree Farm currently supports arable farmland, this appears to meet the basic habitat requirements for wintering pink-footed geese and whooper swans. However, the existing Burscough Industrial Estate does not meet the basic habitat requirements for qualifying species.



*Photograph of Martin Mere*

Whilst the development of the site could result in noise and / or visual disturbance to wintering birds using the nearby sensitive area, the land at Yew Tree Farm itself is not currently identified as supporting habitat for Martin Mere. However, this will require monitoring and any full or outline planning application will be expected to be accompanied by appropriate surveys for preceding winters to demonstrate the degree to which the site may or may not be relied upon by wintering birds. Where appropriate and necessary those reports should set out what, if any, mitigation is required.

Within the Yew Tree Farm site there is a single pond that was identified through the Habitats Regulation Assessment (HRA) at the Local Plan stage as having average potential for Great Crested Newts.

In addition the remnant farm buildings may also offer some minor potential for bats, albeit the presence of bats has so far not been identified through existing survey work.

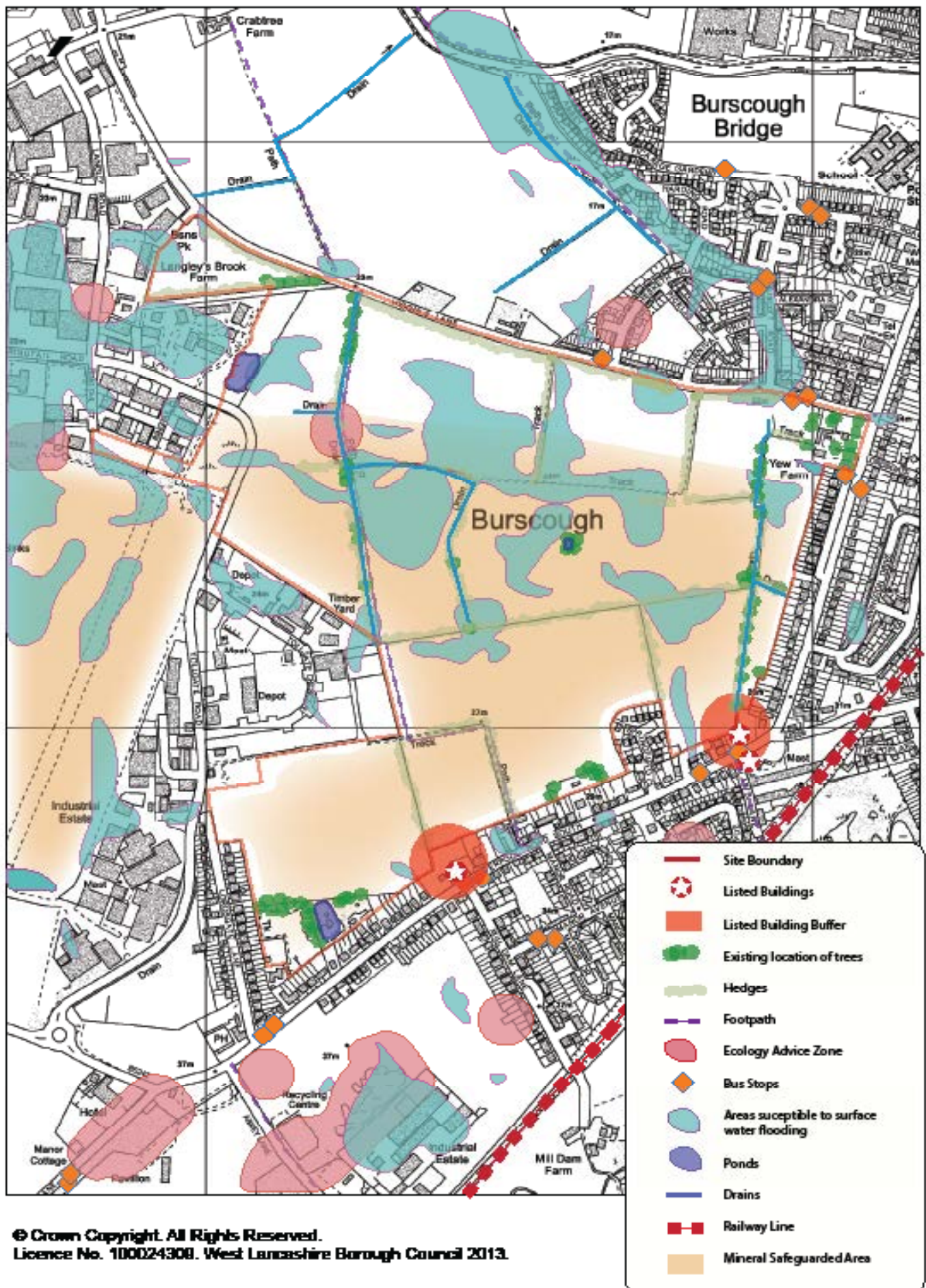
Given the dynamic nature of ecological issues, the Masterplan is unable to identify the exact issues and matters which will require specific mitigation measures. This would be inappropriate given the likely timeframe for delivery of this site.

Alongside the development of the Masterplan a HRA has been carried out and has concluded that, in addition to the supporting habitat matter, the following issues could arise as a result of development at the site:

- Increased levels of housing and business can lead to reduced water quality.
- New buildings have the potential to disturb species outside of the SPA and RAMSAR site.
- Waste water treatment infrastructure is vital to ensure that no negative implications arise that could impact on protected species.

The above matters will need to be considered through the planning process and will be a requirement of the site specific guidance within this Masterplan.

# Site Constraints and Features



# Yew Tree Farm Design Objectives

## Objectives - What does Yew Tree Farm need to achieve?

- To create a sustainable, well planned, distinctive and interesting place that has its own identity and becomes a positive and integral part of the town and community of Burscough.
  - To help meet the future housing, employment and community needs of Burscough and the surrounding area with land for at least 10 ha of employment and at least 500 dwellings.
  - To use land efficiently and creatively, making the most of existing landscape features, creating new ones and minimising the impact of site constraints.
  - To safeguard 10 ha of land for employment use and land sufficient for 500 dwellings for future development needs.
  - To reduce the need for long distance car journeys by providing good sustainable transport links from residential areas to local employment areas, community facilities, the town centre and to the public transport network for journeys to employment and other services beyond the town.
  - To provide a range of social and community facilities including small scale local facilities and allowing for the provision of a primary school if required beyond 2027.
  - To ensure, through good design, that the residential environment is not dominated by cars.
  - To be based on a network of well designed, attractively landscaped and interconnected streets, paths and walkways through the Linear Park and open spaces which encourage walking and cycling into Burscough and the surrounding areas.
  - To develop the Linear Park, providing a multifunctional green space for walking and cycling between Burscough and Ormskirk.
- To enhance native biodiversity (the number and variety of plant and animal species) and range of habitats within the area and address the impact of development on the biodiversity and environmental quality of the surrounding countryside.
  - To promote an energy efficient new development that has minimal impact on the causes of climate change, and which takes advantage of appropriate renewable technologies.

Local Plan Policy SP3 identifies a number of objectives required to be delivered through the development of the Yew Tree Farm site. This masterplan will reflect National Planning Policy Framework (NPPF) Guidance on extending settlements in order to deliver housing land supply and will seek to address these issues through development principles and requirements of any subsequent planning applications.



*Photograph of modern housing*



## Vision for Yew Tree Farm

### Vision – How will Yew Tree Farm look and feel?

The vision for the Yew Tree Farm site should complement the overall vision for Burscough, as set out within the West Lancashire Local Plan (2012-2027), and has been developed through consideration of public engagement on the Masterplan so far.

*Burscough in 2027 will have retained its role as an attractive Key Service Centre, providing a range of facilities for local people. The town's role as a local employment hub for surrounding rural areas will be reinforced with sustainable growth of the industrial and business areas linked to the town centre.*

*Yew Tree Farm will be a natural extension of the existing urban area and will bring a mix of housing types and styles to support the local housing market. The homes will be sustainable by design and meet the needs of the local population including elderly, first time buyers, those wishing to rent and those wishing to move up the housing ladder.*

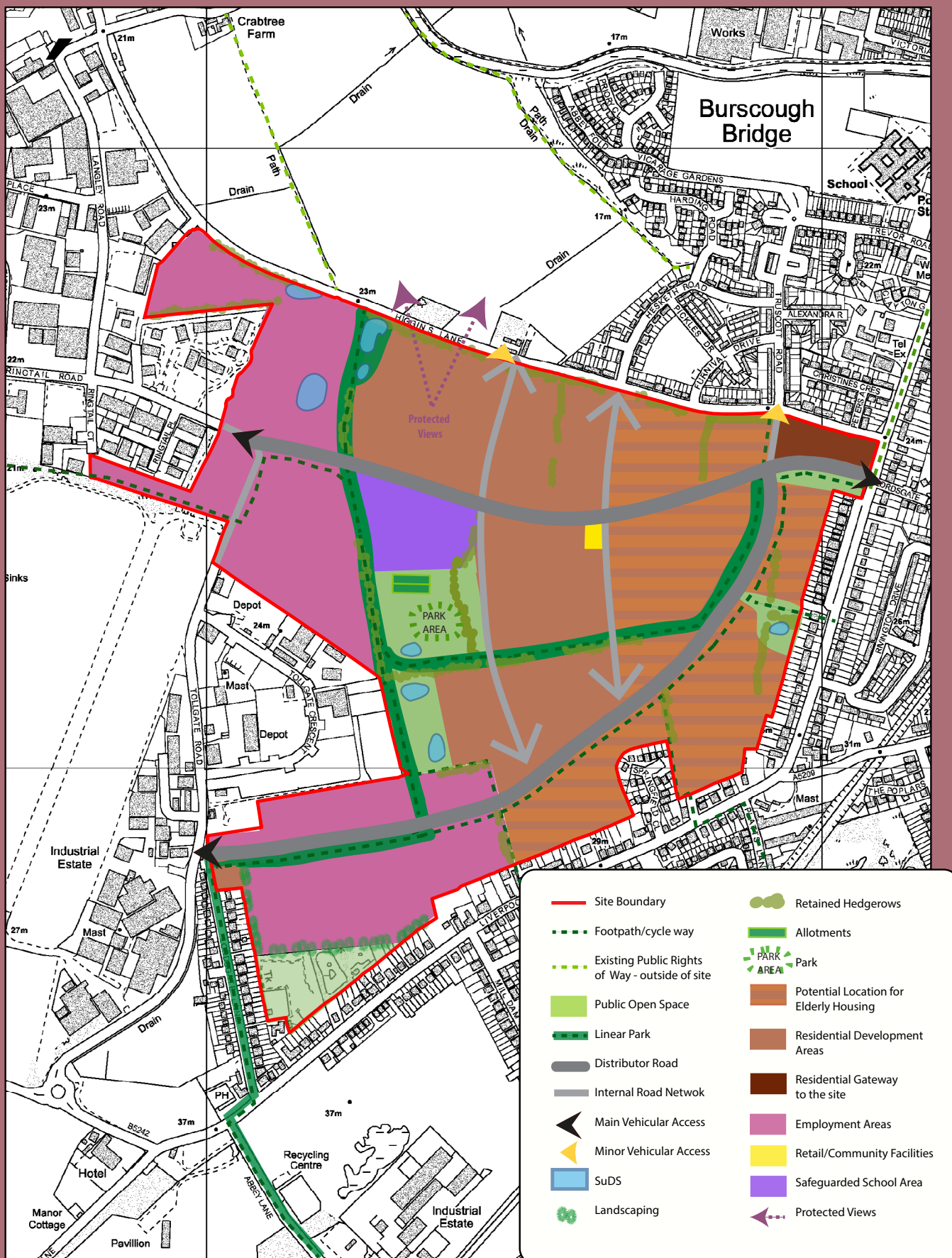
*The development will maintain a sense of openness and green to it as a result of the extensive network of green corridors crossing the site, providing a mix of functions such as access, biodiversity, recreation and flood risk management.*

*New employment opportunities will be linked to the existing Burscough Industrial Area and connections to the wider area opportunities, in Burscough, Ormskirk and beyond, will have been improved through the delivery of a linear park and numerous cycle and walking routes that link the Yew Tree Farm site to the rest of the borough and other important transport links.*

*Working with utilities providers and developers, the Council will ensure that appropriate infrastructure improvements will be in place to support new development and in particular, highways and drainage measures will be in place.*

*Local and community facilities will primarily be focused within Burscough's existing centre with only limited on-site provision to support the very local needs of the surrounding housing and employment area.*

# Indicative Layout



## Place Making Principles

Planned growth in West Lancashire provides an opportunity to create sustainable, well planned and vibrant new communities. It also provides an opportunity to direct this growth to support existing settlements and help to build on the successes already realised in many of the Boroughs towns and villages.

It is crucial that new developments complement the context within which they will grow and that we build high quality new homes and businesses that will provide visually pleasing environments where people will want to live and work.

Yew Tree Farm should be designed to be a distinctive and attractive place in its own right, and also one that integrates with Burscough. To ensure both distinctiveness and integration, the Yew Tree Farm Masterplan is based upon four important place making principles known as the four C's:

- Character
- Connectivity
- Climate
- Community

### Mineral Resource Assessment

In addition to the above key place making principles, proposals for development located on the Yew Tree Farm site must have full regard for the implications of the designated mineral safeguarding area that covers around two thirds of the site (see context plan). Applications should be accompanied by a minerals resource assessment. This is to ensure sufficient information is available on mineral resources to enable the Borough Council to determine the applications conformity to Joint Lancashire Minerals and Waste Local Plan Policy M2 – Safeguarding Minerals.

The mineral resource assessment should specify whether there are minerals present and, if so, whether it is practicable or sustainable to extract them. Information should be informed by desk based or intrusive surveys and could be provided on:

- The depth of overburden,
- The quantity and quality of any mineral present,
- The height of the water table,
- The proximity and nature of any surrounding land uses,
- The size of the site.

### Character

The Yew Tree Farm Masterplan must guide the overall development to meet the needs of the Borough whilst having regard to the existing context of the Yew Tree Farm site.

The design concept for the site has regard to the most important features within the context of the site including:

- The rural nature of Higgins Lane and land to the north.
- The existing landscape framework (field demarcation).
- The primary access to the site via the A59 and the creation of a "Gateway" area.
- Burscough Industrial Estate to the west and the countryside beyond.

Burscough follows the townscape principles of a traditional English townscape with its organically evolved village, lively street frontages and natural hierarchy of development with decreasing densities towards the countryside interface.

The following character focused place-making principles provide a basis for ensuring that the Yew Tree Farm site will be a well-designed and attractive place:

- Existing landscape features should be identified and used to create a locally distinctive place and to ensure a strong synergy with the surrounding countryside.

- Densities and massing should be in keeping with policy RS1 of the Local Plan to vary to reflect the immediate surrounding area but the general pattern should be in keeping with the townscape principles that the higher density development should be located towards the north east of the site with decreasing densities towards the linear park and open space area. This will echo the move from urban to countryside.
- Creative but simple designs are often the most successful and durable approaches.
- Whilst varying architectural styles may be appropriate, a limited palette of good quality materials will enhance the overall design of the site and create a well-connected development that links well to the existing urban area as well as between phases of development.



*Photograph of high quality housing*

- Open space should be designed to be integrated with buildings and good landscapes are as important as good buildings.
- All buildings should be designed to be flexible and adaptable.
- Car and cycle parking, storage and waste recycling should be integrated into the design process of all buildings.
- Areas of shared space and public realm should be open and accessible locations at clear nodes across the development to support legibility throughout the site and a sense of place.

The materials used should be high quality and in keeping with the wider townscape.

- The “Gateway” to the site at the north eastern corner and junction of Higgins Lane and the A59 presents an opportunity to create a quality entrance to the development. Whilst this parcel of land has been identified for residential use, the quality of development and accompanying landscaping should be inspiring and of the greatest quality, protecting and enhancing the views through to the green corridor which runs east to west through the site creating appealing vistas across the site.
- Development should capitalise on the attractive green corridors and water features by encouraging buildings to face on to such features.
- Primary Road Network – The creation of attractive boulevards with street trees and the potential for green corridors either side of the roadway for SuDS and walking and cycling paths. The tallest building heights would most acceptable along the primary road frontages with a maximum of three storeys.
- Secondary Road Network – Narrower routes than the primary network which allow access to parcels for development. Building heights along the secondary road frontages could go up to 2.5 stories and some on street parking would be appropriate.
- Access routes into parcels should maintain the same architectural language on both sides of the road to ensure consistent street design.
- Architectural language – The development is large enough to accommodate gradual changes in architectural approaches but sudden changes should be avoided.
- The character of each phase will relate to the architecture and character of the location by incorporating local forms, materials and detailing.
- Enduring townscape may draw from the local vernacular but with a contemporary interpretation. This will ensure the new development creates its own sense of place.

## Connectivity

Whilst cars are fundamental to any development they should not over-dominate the design process or the finalised development. However, highways and transport were noted as a key local issue and therefore will need to be factored in to the outset of the design process of all applications for the site to ensure any site solutions address the nature of the problems associated with highways through Burscough.

The place-making principle of 'Connectivity' incorporates the following:

- Overarching Connectivity Principles
- Proposed Connections
- Promoting Sustainable Movement
- Site Specific Highways and Transport Guidance



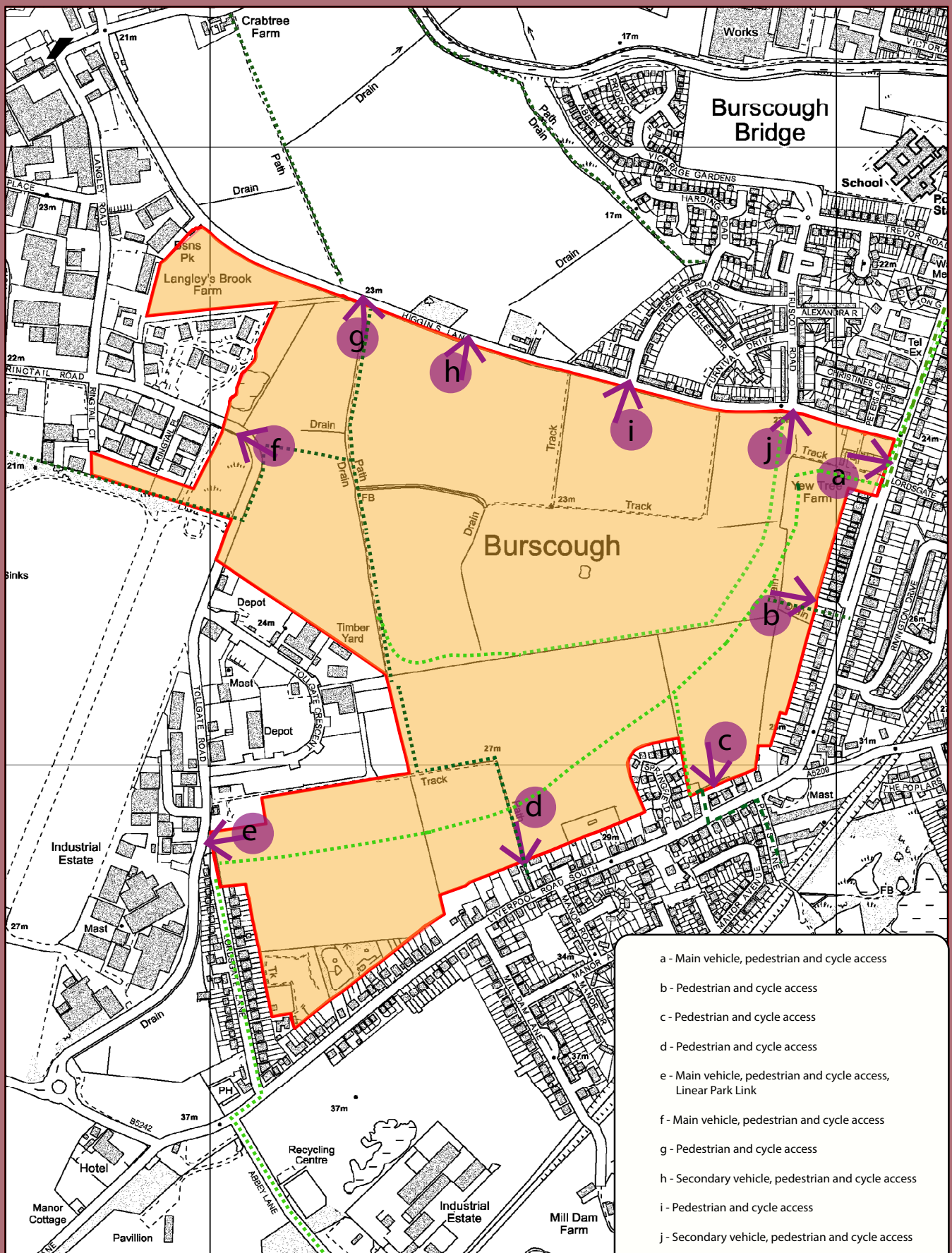
*Photograph of sustainable transport - train*

## Overarching Connectivity Principles

The following connectivity principles provide a basis for ensuring that the Yew Tree Farm site will be well connected within and beyond itself by a range of transport choices and opportunities to safely walk and cycle:

- The development should create an environment that is accessible to all sectors of the community including children, elderly people and people with disabilities to ensure a barrier free environment. Particular attention must be given to the layout and dimensions of footways, taking into account the availability and suitability of crossing facilities for the visual and mobility impaired.
- Development should enhance the feasibility of walking and cycling and should prioritise the convenience of pedestrians, cyclists and public transport over car users, where appropriate.
- Suitable provision should be made, where appropriate, for public transport including bus stops and shelters.
- Bus stops should be well designed and should provide information on services and local facilities.
- The development must incorporate suitable and safe vehicular access and road layout design, in line with latest standards.
- When the West Lancashire Highways and Transport Masterplan (WLHTM) is published, it is expected that there will be continuity between both the WLHTM and the Yew Tree Farm Masterplan.
- Road designs should include permeable surfaces and service infrastructure should go into green space corridors or service ducts.

# Connections Plan



- a - Main vehicle, pedestrian and cycle access
  - b - Pedestrian and cycle access
  - c - Pedestrian and cycle access
  - d - Pedestrian and cycle access
  - e - Main vehicle, pedestrian and cycle access, Linear Park Link
  - f - Main vehicle, pedestrian and cycle access
  - g - Pedestrian and cycle access
  - h - Secondary vehicle, pedestrian and cycle access
  - i - Pedestrian and cycle access
  - j - Secondary vehicle, pedestrian and cycle access
- ..... Existing Public Rights of Way  
..... Proposed Rights of Way

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## Connections

a - Main vehicle, pedestrian and cycle access to the site onto the A59 Liverpool Road South, with connections to either Burscough or Ormskirk.

b - Pedestrian and cycle access only onto Liverpool Road and access to public transport.

c - Pedestrian and cycle access only onto Liverpool Road South and connections to existing footpaths on Platts Lane.

d - Pedestrian and cycle access only onto Liverpool Road South and links to the public transport network.

e - Main vehicle, pedestrian and cycle access and a link to the wider Linear Park via Lordsgate Lane.

f - Main vehicle, pedestrian and cycle access onto Ringtail Road accessing the Industrial areas.

g - Pedestrian and cycle access, via an existing footpath onto Higgins Lane and further footpaths towards the canal and Crabtree Farm.

h - Secondary vehicle, pedestrian and cycle access onto Higgins Lane.

i - Pedestrian and cycle access onto Higgins Lane.

j - Secondary vehicle, pedestrian and cycle access onto Higgins Lane and access from the site into Truscott Road and beyond.

## Promoting Sustainable Movement

Development proposals should meet the objectives of the National Planning Policy Framework (NPPF) to support sustainable transport and communities. Any development of this site must be able to exist and be promoted as a sustainable community and demonstrate that all required movements (health, leisure, education, retail, employment and public transport) can be satisfied by using sustainable transport modes.

The following principles should be applied to all development proposals within the site:

- The development should integrate well with the surrounding area and provide safe, convenient and attractive pedestrian and cycle access. Therefore, all opportunities that provide advantages for sustainable modes and reduce trips on the network must be actively pursued.
- The Masterplan area requires a network of legible pedestrian/cycle routes, with multiple pedestrian/cycle only access points connecting to existing and proposed footpaths, highways, adjoining housing areas, public transport facilities, employment, local amenities and other desirable destinations.
- Each developer is expected to deliver their element of the comprehensive pedestrian/cycle network, ensuring that all routes and accesses are safe, attractive, direct and convenient. This may involve the upgrading, extension and/or creation of routes both within and external to the development.
- Footway improvements along the A59 to the centre of Burscough are required to support the integration of the Yew Tree Farm site with the existing settlement.
- New and improved junctions will be expected to incorporate pedestrian/cyclist facilities, with final designs based on an analysis of current and predicted pedestrian/cyclist flows.
- It is important that the Public Right of Way (PROW) network is fully considered. There is an existing PROW (footpath number 74) running through the Yew Tree Farm site. The PROW allows pedestrian access from Liverpool Road South and Higgins Lane, and should be improved and maintained. Any proposed stopping-up or diversion of a right of way will be the subject of an Order under the appropriate Act.
- Development of the site should ensure delivery of the Burscough to Ormskirk Linear Park link. The proposal is for a dedicated cycling

and walking link between Burscough and Ormskirk which will provide a direct off-road route via a new linear park. The minimum width of which should be 5 metres. It is anticipated that the link will also require a Toucan Crossing at the point where the route crosses the A59 to the east of the junction with B5242 Pippin Street.

- Pedestrian and cycle routes should be provided to a high standard, in line with latest guidance, with some landscaping to ensure an attractive environment, good connections to internal road layout and quality signing. In addition, there should be appropriate lighting and surfacing to ensure maximum usability.
- Improved / additional cycle parking provision may be required within Burscough Centre and at rail stations.
- Development delivered within the Yew Tree Farm Masterplan area will be expected to include multiple pedestrian and cycle only access points to support journeys by sustainable modes to the existing built up area, local amenities and public transport provision. These should intercept desire lines and be regarded as primary access routes with at least equivalent importance as the access roads carrying motorised traffic.

- The A59 is a principal bus route and is likely to be maintained with the development of the Yew Tree Farm site. Development proposals should incorporate suitable measures and/or infrastructure to promote the use of public transport, such as comprehensible safe walking and cycling links, bus stop improvements and additional bus service provision. The Yew Tree Farm site is well placed for penetration by existing or new bus services and therefore, developers will be encouraged to design development in a manner that will facilitate the potential future operation of a frequent bus service through and/or around the site. The provision of new bus stops and the operation of a bus service through the site would be subject to negotiations between the bus operator, LCC, WLBC and developers, to ensure that an acceptable level of service could be achieved and funded.
- Developers will need to take into account distances to key facilities and the existing provision for sustainable movements. Table 1, below, refers to recommended desirable and acceptable walking distances and their source. It is important, where reasonably possible, that all elements of the development satisfy 'Desirable' distances.

CIHT Document	'Providing for journeys on Foot'			'Guidelines for Planning for Public Transport in Developments'
	Town Centres (m)	Commuting/ School/ Sight Seeing (m)	Elsewhere/ Local Services (m)	Distance to Bus stop (m)
Desirable	200	500	400	300
Acceptable	400	1000	800	
Preferred Maximum	800	2000	1200	400

Table 1 – Recommended Walking Distances



## Site Specific Highways and Transport Principles

In order to ensure the development at Yew Tree Farm is delivered to a high standard whilst minimising the impact on the local highway network, the following site specific highway and transport principles must be applied when considering future development of the site:

### ***Proposals must be supported by a Transport Assessment in line with Department for Transport (DfT) guidance***

This is required to identify the impacts that each phase of the development will make on the existing highway network, and the need for off-site highways and transport mitigation that may be required to realise the Yew Tree Farm site as a whole. LCC will work closely with WLBC and each developer (or their agent) to provide support and ensure satisfactory development can be designed and delivered. It is vital that LCC is engaged in pre-application discussions at the earliest opportunity.

Each application will be considered on its merits and its ability to be fully and adequately integrated into the environment. Measures, or infrastructure, that support development should result in a positive influence on the local and wider network, providing benefits for specific modes and ensuring that congestion and air quality impacts are minimised. It is recommended that LCC, as the Local Highway Authority, is consulted when taking forward the development of specific individual parcels of the site, when there is a greater level of detailed information and when the impacts of a proposal can be quantified.

### ***Proposals must be supported by a Travel Plan, in line with Department for Transport (DfT) guidance***

An overarching Travel Plan will need to be prepared by the applicant at outline planning stage in order to provide guidance to developers in their detailed planning. The Travel Plan will set out a broad approach and key actions to be taken forward by developers. Due to the size of the Yew Tree Farm site and land ownership, it is anticipated that the development of Yew Tree Farm will be progressed in parcels by individual

developers and/or landowners. Given that each parcel may differ in land use (employment, residential, community, retail) separate Travel Plans will be required. These will need to be developed for the specific characteristics of each plot and the respective end users.

The purpose of an overarching Travel Plan is therefore to describe the broad requirements for the development and implementation of individual Travel Plans. The respective detailed Travel Plans will need to be produced in liaison with, and to the satisfaction of West Lancashire Borough Council and LCC, the Highways Authority.

Within the Travel Plans it will be essential to establish objectives, targets for monitoring, travel surveys and dissemination of information on travel choices. Travel Plans must also have regard to the safety implications of any level crossings in the locality. Measures implemented through Travel Plans must support the sustainability of development, and provide assurance that impacts identified in Transport Assessments can be accommodated.

### ***A clear and legible internal road network is required***

It is anticipated that the primary road network within the Masterplan area will consist of two east-west link roads, connecting to the external highway network at a singular primary access with the A59 and two primary accesses on Tollgate Road, to the north and south. The east-west links should be constructed as single two lane roads, with high quality joint pedestrian/cycle provision on both sides. The number of vehicular access points along the east-west link roads into the estate road network should be limited. Both link roads are necessary in terms of the site planning and legibility, and to enable emergency vehicles to gain access to all parts of the Masterplan area.

Although the link roads through the site are not necessarily for providing relief to the A59, each connection must be delivered and completed alongside the relative phase of development. Specific timing of completion will be determined by the Highways Authority at the time of application and conditioned as part of any planning approval.

Where the link roads cross through multiple land ownerships and development phases, delivery of the route must be ensured alongside the relevant phase of development and planning conditions will be used to ensure that delivery of the wider site is not stagnated. These will also be applied to any relevant planning consents which may be granted.

The alignment of the northern east-west link road is intended to provide a direct route from the A59 to the employment area, avoiding Higgins Lane. Two further primary access points (at the west of the employment site) will create a route connecting the extended employment estate to the A59.

The northern east-west link will minimise the levels of traffic entering the 20mph Zone on Higgins Lane. This would facilitate the potential closure of Higgins Lane at its junction with the A59 by providing an alternative convenient vehicular route to the A59 for traffic from the existing built up area. The site will accommodate two secondary access points onto Higgins Lane, these will allow for traffic from Higgins Lane to use the new Yew Tree Farm exit onto the A59 if Higgins Lane is closed at the junction with Liverpool Road South.

New highways within the Masterplan area will need to be carefully considered and should not be designed to direct traffic onto unsuitable routes or encourage 'rat-running' by providing short cuts for through traffic. Sympathetic highway layout, routing strategies and speed reduction measures can minimise the levels of through movements. Traffic Regulation Orders can be useful to guide traffic, such as large vehicles along recommended routes, and for removing the likelihood of rat-running along unsuitable routes. The DFT's documents 'Manual for Streets' (March 2007) and "Manual for Streets 2" (Sept 2010), and LCC's document 'Creating Civilised Streets' (Feb 2010) provide valuable advice on reducing vehicular domination in residential areas.

### ***Appropriate vehicular access***

All vehicular access points will need to be approved by LCC and must satisfy design, safety and capacity requirements for all movements. However, vehicular access into isolated parcels of development from the external highway network is

not recommended, particularly along the A59. Access to the highway network from the Masterplan area will be via three primary accesses, namely the A59, Tollgate Road and Higgins Lane.

It is recommended that the new access junction on the A59 is located opposite Lordsgate Drive and is signal controlled. Signalised junctions provide safe opportunities for vehicles to enter/exit the development and pedestrians to cross.

A roundabout at this location is not considered suitable as it would require a large land take (especially to accommodate HGV's from industrial land uses) and additional measures to support pedestrian/cycle movement. Roundabouts are not suitable for all locations or environments, and are most efficient with balanced flows.

LCC does not consider it necessary to have more than two accesses onto Higgins Lane; one to the east of Higgins Lane for the purposes of providing a convenient access route to the existing built up area from the A59, and another to the west to provide a route for traffic that may otherwise travel through the 20mph Zone. Vehicular access points onto Higgins Lane should be regarded as secondary accesses.

Developers will need to take account of any restricted capacities on the local highway network as the ability to enter/exit the site may ultimately be influenced by the operation of existing network and not junction design. This is a concern particularly for the latter stages of delivery of the housing requirement as the network must be able to sustain the cumulative impact of additional movements in future years.

### ***Mitigating the impacts of development on the external highway network***

As development builds out, offsite mitigation measures will be necessary to offset any potential adverse impact to the existing highways network and to achieve safe access to the site.

This includes consideration of the following junctions:

- A59 Liverpool Road South/A5209 Square Lane, which is likely to require significant changes with pedestrian and cycle facilities.

- A59/B5241 Junction Lane/Trevor Road. The installation of pedestrian facilities across Trevor Lane and alterations to improve capacity at this signalised junction would be appropriate.
- Proposed new roundabout at the junction of the A59 with Pippin Street. This roundabout has already been granted planning consent and is currently under construction alongside the retail development located to the south of the Yew Tree Farm site and Lordsgate Lane.

Any new infrastructure linking into the overall highway network would be expected to benefit the whole network, including sustainable movement, and have a positive effect on local amenity. It is crucial that access to existing residential properties is retained and developers must ensure that accesses are not restricted by their proposals.

The completion of the Yew Tree Farm internal road network would release opportunities for highway changes to Higgins Lane, such as the closure of Higgins Lane at its junction with the A59. The implications of this arrangement would require careful consideration as all traffic from the existing built up area to the north of Higgins Lane would either pass through the new development or use the signalised junction at Trevor Road to access A59 Liverpool Road.

### ***Parking Provision***

Parking provision is to be made in line with the thresholds set out in Local Plan Policy IF2.

In addition to the requirements of the parking standards contained within the Local Plan, all Traffic Regulation Orders (TRO's) need to be reviewed and revised where necessary within the influenced area, to better manage network operation and efficiency.

The implementation of a signalised junction at the A59/Yew Tree Farm access should incorporate Lordsgate Drive which is the access road to Lordsgate Township CE School. Parking is therefore likely to be restricted on this approach.

The inclusion of a dedicated parking and drop off point within the Yew Tree Farm site for Lordsgate Township CE School is not considered appropriate.

Therefore, opportunities to provide parking provision at convenient locations should be considered that will not impede movements by vehicular or sustainable modes on the A59 during the peak hours.

### **Climate**

Ensuring the sustainability of new places is vital so regard must be had to how development interacts with the environment and influences the climate. The place-making principle of 'Climate' incorporates the following:

- Overarching Climate Change Principles
- Environmental Impact Assessment
- Drainage
- Green Infrastructure
- Biodiversity
- Waste and Recycling

### ***Overarching Climate Change Principles***

All new development and environmental infrastructure at the Yew Tree Farm site will be built to meet the latest environmental standards, using the following climate change focused place-making principles:

- Decentralised energy and / or heat should be investigated in line with Policy SP3 of the West Lancashire Local Plan (2012-2027).
- Generally, the pattern of development should allow people to easily adopt sustainable lifestyles.

- Parts of the development should aim to achieve the highest standards and act as examples of good practice as the development proceeds. In particular, the “Gateway” would be a prime location to set the standard high.
- New development should not be located in areas liable to environmental risks such as localised flooding.
- If possible, sustainable waste management systems should be built into new developments to make recycling easy and unobtrusive and encourage people to waste less.
- All buildings should be designed to maximise energy efficiency and anticipate the potential impacts of climate change while having the capability to be easily adapted.
- Biodiversity and wildlife should be encouraged through a network of green spaces and SuDS that are specifically designed to foster greater ecological variety.
- Trees and planting should be used to provide shading and cooling in summer and to soak up rain as well as providing attractive landscapes.

### Environmental Impact Assessment

In advance of any applications for outline planning consent, the applicant must request an Environmental Impact Assessment “screening opinion” and / or a “scoping opinion” from the Council in order to establish the appropriate level of environmental information required to support an application.

### Drainage

The Yew Tree Farm site must deal with land drainage from the site itself as well as surface water drainage from the new development and surface water drainage to be extracted from the existing network in order to assist with the management of flows through the wider network.

The importance of this issue means that the Council would favour a comprehensive drainage scheme to serve the entire site. However, given the multiple land ownerships and the fact that only

part of the land will be delivered in this plan period, the reality of this being delivered is less likely.

Therefore, it will be important to ensure that as each part of the site comes forward it does not prejudice the delivery of (SuDS) on the remainder of the site and, where practical, it connects to the wider SuDS system that may already have been delivered elsewhere on the site.

SuDS are systems designed to reduce the potential impact of new and existing development on surface water drainage in order to reduce the risk of surface water flooding. The purpose of SuDS is to replicate the natural drainage system so that dirty and surface water run-off may be collected, stored and cleaned before being released back into the environment via a natural watercourse and at a controlled rate that replicates the speed of the natural greenfield run-off rate.

The indicative masterplan layout shows where some of the attenuation ponds could go and envisages that movement of surface water through the site could be through swales. However, the precise location and make up of these SuDS components can only be determined through the more detailed planning application stages.



*Photograph of SuDs*

As part of any outline planning application for the Yew Tree Farm site an overall drainage strategy is required. The strategy should include the following:

- How the proposal will accord will Policy SP3 and deliver a solution to the network capacity issue in order to reduce flows to the New Lane Waste Water Treatment Works that will accommodate the level of foul flows proposed.
- A phasing plan setting out the type and quantum of development expected in each phase.
- A drainage design code – to be used by individual developers in the event plots are developed separately – setting out agreed discharge points, flow rates, storage requirements and programme of works for each plot / phase.
- How the proposed SuDS accords with any necessary criteria set out within the National SuDS guidance and / or guidance established by LCC as the Lead Local flood Authority (LLFA) or any approving body at the time of application.
- How the proposed phase / phases of development will not prejudice the delivery of SuDS on any remaining undeveloped parcels of the Yew Tree Farm Site.
- How the proposed SuDS is future proofed against the impacts of climate change on storm events and any potential future impacts as a result of the Alt Crossens drainage catchment proposals.
- How the strategy has taken full account of any water mains which pass through the site within the design of the development.
- How the SuDS supports the infiltration of surface water in order to protect groundwater resources.
- How the SuDS will be managed and maintained in the future once complete (if not by the LLFA).
- Details of any off-site drainage infrastructure required to support the development.
- How the design of the built development will assist with water efficiency requirements.

- Applicants should make early contact with both United Utilities and the LLFA to ensure that any proposals are feasible and in accordance with necessary criteria.

As part of the SuDS, this site will be required to incorporate attenuation ponds to ensure that the rate at which the surface water flows from the site is no greater than it is before development.

Attenuation or storage ponds could assist on the site with the following functions:

- Store surface water to ensure the run-off rate is attenuated.
- Assist in improving water quality (filtration).
- Provide a natural habitat for wildlife and support aquatic biodiversity.
- Provide on-site storage for irrigation and rainwater harvesting assisting with water efficiency.

## Green Infrastructure

Green Infrastructure can be defined as a “multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities” (Natural England).

The requirements for green infrastructure run right through this Masterplan and encompass the network of high quality green spaces and environmental features that can be used for many reasons including:

Recreation – outdoor relation and play

Biodiversity – a space for wildlife to live and travel

Climate Change Adaptation – flood alleviation and cooling

Environmental education

Food Growing – Allotments

Health and wellbeing – access to a green network for all

Transport – a network of footways and cycleways

Green infrastructure at Yew Tree Farm should begin with the existing framework, incorporating, where possible, hedgerows, tree lines and ponds. Any application for planning permission should include a strong and distinct green infrastructure network which incorporates the following:

- Cycling routes – these should be provided to a high standard, in line with latest guidance with some landscaping set back to an appropriate distance and lighting where necessary to ensure an attractive environment with multifunctional uses.
- Walkways should be safe desirable routes provided to a high standard in line with latest guidance. Any associated landscaping should enhance the attractiveness of pedestrian routes and preserve adequate natural surveillance.
- An appropriate amount of publicly accessible open space to meet the requirements of the adopted Provision of Public Open Space in New Residential Developments Supplementary Planning Document (July 2014).
- Provision of play space to meet varying age ranges including an equipped play area, skate park and multi-use games area to the standard of the Borough Council.
- Appropriate maintenance arrangements for the management of such open spaces.
- Flood alleviation measures as part of SuDs to be approved by the LLFA.
- A Landscaping Masterplan to support any outline planning consent to include landscaping buffers, structural planting, a landscaped gateway to the site at the A59 access point, tree and species planting list to be agreed with the Council through the planning application process.
- Food growing through the incorporation of allotment provision.
- Biodiversity promotion through a well connected GI network.

## Biodiversity

The Yew Tree Farm site is within close proximity to Martin Mere SPA and Ramsar. In order to address any potential issues that could arise from the development of the site leading to an impact on ecology, applications for development at the site are required to:

- Provide a Habitat Regulation Assessment alongside any application for outline planning consent, demonstrating the potential impacts of the development on protected species, designated sites, priority habitats and geological conservation.
- Have regard to the detailed information accessible through the Lancashire Environment Record Network (LERN) in considering the implications of the proposed development on the local ecology. Consideration should also be given to the emerging Lancashire Ecological Network.
- Be supported by an Ornithology Report containing sufficient information to demonstrate that consideration has been given to the potential effects of development on the SPA birds associated with Martin Mere and, if necessary, that suitable mitigation measures will be implemented to address this to the satisfaction of the Council. This is in line with Policy EN2 of the West Lancashire Local Plan (2012-2027) and will ensure no adverse effect on the integrity of Martin Mere.
- Accord with Policy SP3 and deliver a solution to the network capacity issue in order to reduce flows to the New Lane Waste Water Treatment Works that will accommodate the level of foul flows proposed. This is an interim measure to allow the sewerage undertaker, United Utilities, the opportunity and time to upgrade the waste water treatment works at New Lane, Burscough. This is necessary to support water quality.

- Minimise the risk to and avoid unnecessary loss of valuable ecological habitat including trees, hedgerows, ponds and any woodland. Not only do these elements already provide good sources of habitat for biodiversity, they act as readymade landscaping and help to integrate new development in to the natural environment. Increased tree planting may be appropriate in parts of the site to encourage biodiversity and hedgerows should be considered for retention and managed for their properties in providing wildlife corridors.



## Waste and Recycling

The Masterplan for Yew Tree Farm facilitates development for residential and employment uses. In order to address any issues, development will be required to:

- Ensure that residential development allows for adequate and appropriate means of storing refuse and recyclable materials.
- Where suitable provide communal waste collection, separation, recycling and storage facilities.
- Provide adequate access arrangements for collection vehicles and personnel.
- Provide storage arrangements that are not visually intrusive but rather are visually integrated with buildings and the hard and soft landscaping.

## Community

Ensuring Yew Tree Farm is developed to create a community of its own whilst blending with the existing Burscough community is important for the overall success of the development.

The place-making principle of 'Community' incorporates the following:

- Overarching Healthy Community Principles
- Land Use Principles

## Overarching Healthy Community Principles

The following community focused place-making principles provide a basis for ensuring that the Yew Tree Farm site will be a well-designed and successful place to live and work with a healthy and inclusive community that has the best chance to thrive:

- Consult the community on any relevant planning applications.
- A range of housing tenures should be available to meet all needs including first time buyers, those wishing to rent or buy, affordable homes, aspirational homes and homes for the elderly.
- Homes should be flexible and built in a way that allows adaptation to different stages of life.
- There should be a mix of formal and informal greenspace and safe, high quality links between them to encourage active lifestyles and sustainable modes of movement through the site and to the surrounding area.
- Community activities should be encouraged by the provision of places to meet informally and formally. Shared spaces and well-designed public realm will assist with this.
- Public space should promote social interaction and healthier lifestyles by design.
- Any required community facilities should be located in the existing central areas of Burscough with good connections to the Yew Tree Farm site unless there is a need or demand for the facility on-site.

- The local retail facilities should provide a focal point with landmarks to ensure a legible sense of place is created that allows community interaction.
- Shared open spaces such as allotments should be accessible for all to encourage healthier lifestyles.
- Any required improvements to health infrastructure should be in place in a timely fashion in order to meet the needs of the inhabitants of the new development.
- Links between the employment area and open space and site facilities should be strengthened to support the health and wellbeing of the local workforce.
- Residential amenity should be considered through the allocation of landuse.



## Land Use Principles

The Yew Tree Farm site presents an opportunity to create an attractive mixed-use development and community providing a mix of homes for all needs including first time buyers, homes to rent and elderly provision. The development will also seek to grow the employment opportunities in the local area, building on the existing employment offer in the locality. In addition, a number of complementary uses such as small scale retail and local community facilities may be developed at the heart of the site and land has been set aside in the event a primary school is required to support the long term delivery of the site. Finally, the entire site will be held together by a strong network of open space spaces which connect the site with the surrounding area as well as providing a high quality environment for the on-site development.



The indicative Masterplan layout shows where the following land uses should be located:

- Housing
- Employment
- Local Facilities / Retail
- Community Facilities

## Housing

Homes to meet a cross section of needs shall be provided and shall include high quality market housing. In response to the local needs of the Borough, a degree of the housing should be considered affordable and a proportion should be suitable for meeting the needs of the elderly population.

The requirement for affordable homes and elderly provision is founded in policies RS1 and RS2 of the West Lancashire Local Plan (2012-2027). Therefore, on the Yew Tree Farm, site, 35% of the overall housing provision should be classed as affordable homes and 20% of the homes should be designed for the elderly. These figures have been established taking into account the West Lancashire Housing Needs Study (2010) and population and household projections.

The Council will have regard to the impact of these and other policy requirements on the viability of the overall scheme and there may be scope for cross over between the two requirements i.e. some of the affordable need could contribute towards the elderly need. Below is a table setting out how the housing mix could be split:

	Affordable Housing General Needs	131	} 35% affordable housing requirement
	Affordable Housing Older Persons Needs	44	
} 20% elderly housing requirement	Market Housing Older Persons	56	
	Market Housing General Needs	269	
	<b>Overall Total</b>	<b>500</b>	

The breakdown shows how the housing requirements could be split between the different types of need based on the most up to date evidence. The Council recommend that any applicant should consult with the Housing Strategy and Development Programme Manager in order ensure that any proposal is supported by the latest available information.

## Specialist Housing for the Elderly

Given the total number of older persons units that could be provided at Yew Tree Farm, this site lends itself to the development of an Extra Care Type Scheme and sheltered housing provision.

Therefore, the eastern part of the of the site has been identified in the indicative plan as a suitable location for elderly housing provision. If a single large elderly care facility is to be delivered on the site it should be within this part of the site. In the event an end user of such a facility is unavailable, then this land will continue to be zoned as residential use and the elderly provision may be delivered across this area on phase by phase basis.

The location of any elderly accommodation provision should be accessible and convenient and, if possible, be located within a suitable walking distance of shops and/or public transport. The typical perception of elderly persons' accommodation is bungalows or sheltered housing. However, this need not be the case, and such types of development may not always be appropriate, e.g. from a density point of view. Elderly persons' housing could simply be individual private dwellings that contain features designed specifically for the elderly (as opposed to Lifetime Homes, which are able to be adapted to suit older or disabled people).

A hierarchical approach should be applied to delivery of elderly housing as follows:

1. Extra Care / Assisted Living Scheme
2. Sheltered Housing
3. Bungalows and smaller scale apartment developments.

Each approach should comply with Housing our

## Employment

The location of the employment development at Yew Tree Farm has been driven by its compatibility with surrounding uses i.e. adjacent to other commercial uses. The Council wishes to support a variety of employment uses at the site and welcomes innovation and variation on the current offer.



*Photograph of Merlin Park*

New employment proposals should follow the below principles:

- Be focused on the areas within the site designated as employment.
- Be designed with good access in mind, making use of the main vehicular, cycling and walking routes through the site and beyond to key transport links.
- In areas of the employment land towards the south and east of land designated for employment, consideration should be given to neighbouring uses such as residential properties, linear park, education and amenity open space. Lighter clean industrial units and other B1 use classes along with live / work units will normally be more appropriate in these locations.
- General Industrial (B2) development is not normally appropriate immediately adjacent to residential uses and should be concentrated towards the existing employment area.

- Low Carbon building design to minimise energy consumption through site layout, construction material and building design will be promoted.
- The amenity of employees will be considered through the site design by maximising connections to the local service facilities to be developed on the Yew Tree Farm site and areas of open space.

## Local Facilities / Retail

Through consultation and Stakeholder engagement it is clear that whilst some limited local convenience retail is required on the Yew Tree Farm site, connections and strong access links to the existing centre of Burscough is favoured.

This is to ensure that the vitality and viability of Burscough centre is not threatened as a result of new development. However, there is potentially a market for some small scale retail to serve the local population and employment area (A1) which could consist of convenience goods, sandwich bar, hairdressers or other localised facility.

Whilst the delivery of the local facilities is likely to be driven by market requirements enabling an end user to invest, the facilities should be developed at an appropriate point within the lifetime of the Yew Tree Farm Masterplan. They should be in place in time to serve the growing population on site but not required in advance of such growth. The timing of the delivery of the local facilities may be conditioned as part of any outline planning application for the site.

## Community Facilities

Through the development of the masterplan and engagement with all stakeholders a range of community facilities have been identified as requiring improvement or expansion to support local growth and include:

- Health Centre
- Education
- Youth facilities and Play Areas
- Allotments
- Library

**Health Centre** – Expansion of the existing health facilities in Burscough is required to support the increased growth associated with this site and other sites in the settlement. Financial contributions will be required through the delivery of this site to support such an expansion which may take place at the existing Burscough health centre or another purpose built ‘hub’ style building with multifunctional uses, located towards the existing centre of Burscough.

## **Education**

**Primary education** - Lancashire County Council, as the Education Authority for West Lancashire, has confirmed that the delivery of up to 500 homes on the Yew Tree Farm site can be accommodated until approximately 2023. Thereafter, additional growth is likely to result in a shortfall of primary school places in the Burscough area. As a result, LCC has requested financial support to assist in meeting this demand through improvement and expansion at existing primary schools. Given the requirements for education provision are driven by birth and migration rates as well as housing growth, LCC monitor education provision regularly and so this requirement could increase or reduce.

Any applications for planning permission for the Yew Tree Farm site consisting of housing will be required to engage with the Education Authority (LCC) at pre-application stage. This will inform an assessment of the likely impact of the phase / phases of development proposed on primary education provision. If there is a demonstrated demand arising from the proposal, applicants will be required to contribute financially, subject to development viability, to assist in meeting the identified needs. Any such financial contribution is likely to be through the use of a Section 106 Agreement to ensure it is related directly to the impact of the specific phase or phases of development proposed and should be in line with the Planning Obligations in Lancashire Methodology - Contributions towards education places - Update March 2014 document, or any subsequent replacement document.

**Secondary education** - provision of secondary school places are also likely to come under pressure as a result of the growth at Yew Tree Farm. As with the primary school provision, any applications for planning permission consisting of housing will be required to engage with the

Education Authority (LCC) at pre-application stage.

This will inform an assessment of the likely impact of the phase / phases of development proposed on secondary education provision. If there is a demonstrated demand arising from the proposal, applicants will be required to contribute financially, subject to development viability, to assist in meeting the identified needs. Any such financial contribution is also likely to be through the use of a Section 106 Agreement to ensure it is related directly to the impact of the specific phase or phases of development proposed.

**Safeguarded Land** - Beyond 2027, if the safeguarded land at the Yew Tree Farm site is further developed to meet future growth needs, the implications are likely to result in a requirement for an additional primary school. A parcel of land has been identified as safeguarded for such a use within the Yew Tree Farm Masterplan indicative site layout. This land should be safeguarded for development as a primary school unless it can be demonstrated that there is no longer a requirement for such a need and no further land remains to be developed.

**Youth Facilities / Play Areas** – The Council engaged with LCC Young Persons Services and a proportion of the young people within Burscough through an engagement session with Year 9 pupils at Burscough Priory School. LCC have advised that The Grove Youth Centre, located adjacent to Burscough Bridge Rail Station in the centre of Burscough, provides services for 8-13 year olds and offers a variety of activities. However, feedback from the young people at Burscough Priory School suggested that there was a lack of activities and things to do in the local area. This is potentially as a result of the Grove programme being aimed at children to a maximum of 13 years old.

Through the delivery of the onsite open space requirements, the Council would expect to see the development of a comprehensive play area. This could include a Multi-use Games Area (MUGA), Skate Park and equipped play area. The precise make-up of the large open space facility should be discussed with the Council’s Leisure Team in advance of any planning application for the site to ensure its delivery is timely, alongside the delivery of specific phases of development and to the necessary standards required.

**Allotments** – In order to support community food growing initiatives, the Yew Tree Farm site is required to deliver allotments. This will assist in reducing the number of people on the waiting list for allotments locally (approximately 50-60 during spring 2014). Allotments provide a number of benefits including:

- Bringing together the community
- Improving physical and mental health
- Providing a source of recreation
- Making a wider contribution to the green infrastructure network
- Economic development – through the growth of skills and exploration of commercial options
- Education – through connections with schools to encourage greater understanding of food growing and healthy eating



*Photograph of Public Realm in Burscough*

Applicants should engage with West Lancashire Borough Council Leisure Services in advance of any application to ensure the size and quality of the proposed allotment provision is appropriate. The recommended standards for quality are as follows:

Essential Facilities	Desirable Facilities
Appropriate access routes	Managed landscape and well-kept grass
Level surfaces	Toilets and water supply
Litter bins / recycling facilities	
Wildlife area for biodiversity	
Security	

**Library** – In order to serve the growing community of Burscough, improved library facilities are required to ensure adequate provision of this important community resource. This should be provided through the improvement of the existing building on Mill Lane to ensure it is accessible and of an appropriate size to meet local need. This may include improvements to the building to utilise the first floor and the installation of a lift. Alternatively, it may be appropriate to consider the relocation of a library facility within a new ‘hub’ style building to be located in the existing centre of Burscough. Applicants are required to engage with the Council regarding this community facility in advance of any planning application and will be required to contribute financially to its development.

## Developer Funding

The Yew Tree Farm site is a significant development opportunity that can contribute to the sustainable growth of Burscough. However, the development could also result in potential impacts on local infrastructure so will require co-ordination and funding to ensure any required mitigation measures are secured and delivered in a timely fashion. Funding may be secured through the Community Infrastructure Levy (CIL), Section 106 and/or Section 278 Agreements, subject to the most appropriate mechanism.

All development at Yew Tree Farm will be expected to contribute towards the following infrastructure:

- Sustainable transport measures, access requirements and the mitigation of any highway impacts, both on and offsite.
- Sustainable Drainage System and any required works to remove existing surface water from the wider network in order to reduce flows to the local waste water treatment works and reduce risks to water quality.
- Health provision improvements.
- Library facility improvements.
- Open space, sports and recreation provision both on and off-site if required.
- Education provision, both primary and secondary.
- Plus any other infrastructure requirements that may become apparent through the planning application process.

## Phasing and Delivery

The Yew Tree Farm site consists of two phases of development. The first phase will include land to the north east of the site, which stretches across the centre of the site to the west, where land is adjacent to the existing employment area. This will deliver homes and employment land to meet the growth needs of the Borough as set out within the current West Lancashire Local Plan (2012 – 2027). The remainder of the site will form the second development area and will be safeguarded for future development needs.

### Development Area One

Development Area One consists of land to the north east and far north west of the site that is not hatched on the Safeguarded Land plan. Any application for planning consent should cover the entire Development Area One or should show how it relates to and does not prejudice the delivery of all parts of Development Area One. All applications for planning consent in Development Area One should also show how the proposal relates to and does not prejudice the delivery of Development Area Two and the wider Masterplan site as a whole. All planning applications for the site should accord with the requirements of this Masterplan and embody the guiding principles that have been set out to help achieve a sustainable and inclusive development.

Development Area One totals approximately 36 ha (gross). Of this, approximately 13 ha is allocated for employment uses which, when land for sections of both primary roads and the linear park that would need to be delivered through this area is factored in, would leave a net developable area of approximately 11 ha for employment uses. The remaining 23 ha is allocated for residential development including the accompanying highways, drainage, landscaping, linear park and public open space. It has been assumed that 75% of this gross development area for residential development would actually provide the net developable area for residential development itself (i.e. subtracting the land required for highways, drainage, landscaping, linear park and public open space). This leaves a net developable area of approximately 17 ha, which at 30 dwellings per hectare could accommodate 510 dwellings.

Within the 6 ha for highways, drainage, landscaping, linear park and public open space, at least 2.5 ha would need to be for Public Open Space.

Planning applications for Development Area One should be supported by a Phasing Plan that would be approved by the Council (the Local Planning Authority). The Phasing Plan must include details of the maximum number of dwellings and other development to be implemented within each phase of Development Area One, how each phase relates to and supports the next phase and how Development Area One relates to and supports the future delivery of Development Area Two (currently safeguarded).

The development shall only be implemented in accordance with the approved Phasing Plan.

The Phasing Plan may be amended from time to time with the written approval of the Council (the Local Planning Authority) subject to appropriate justification for making such amendments, including, but not limited to, the potential for any significant environmental effects which have not been assessed under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. Such amended Phasing Plans shall be accompanied by an Environmental Statement prepared in accordance with the said 2011 Regulations.

### Development Area Two

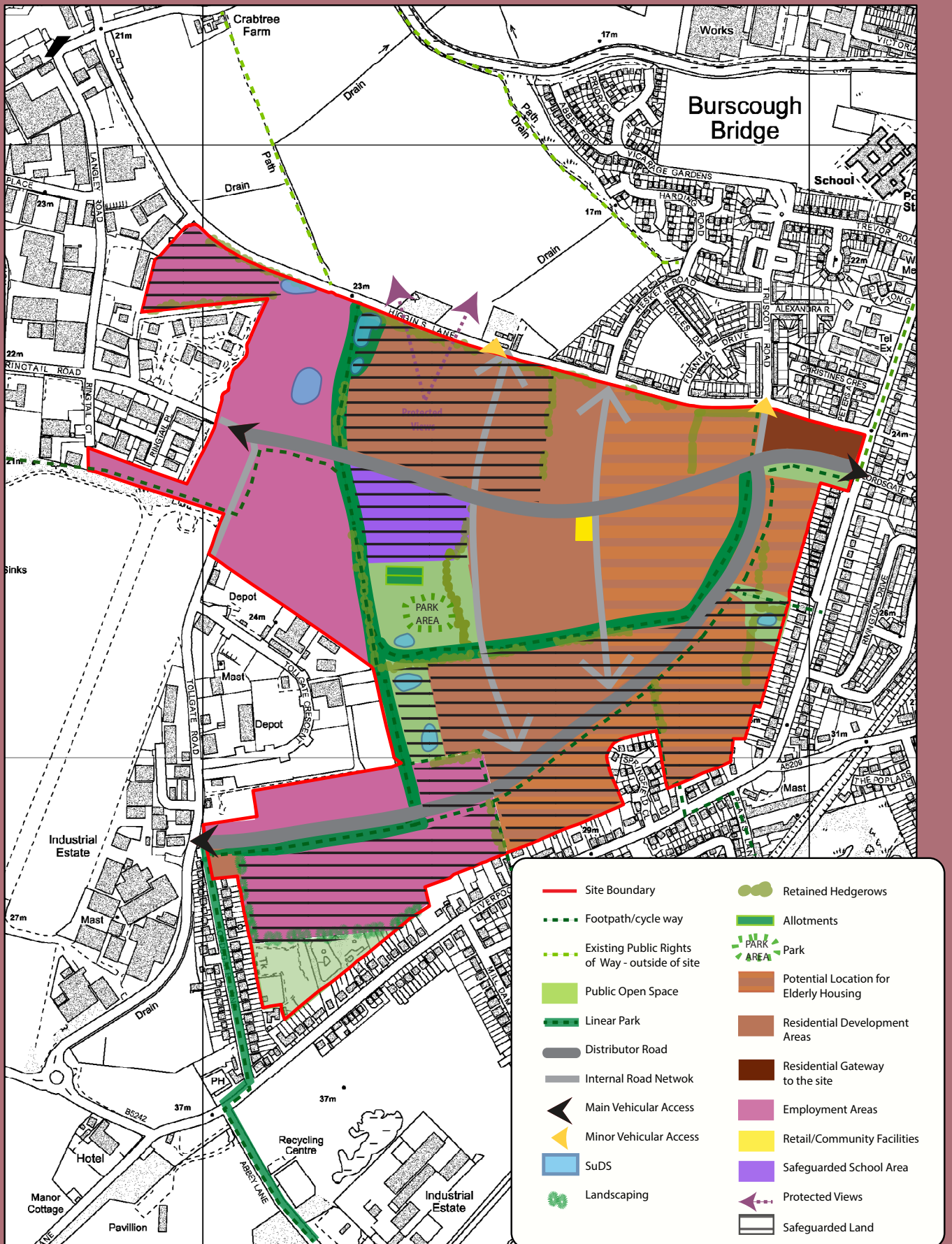
Land to the south of the Yew Tree Farm site, the isolated triangle of land off Higgins Lane and 6ha of land south of Higgins Lane (shown as hatched on the Safeguarding Plan) will be safeguarded from development until such a time as West Lancashire's growth needs require the release of this land. It is important that until this land is required, it should remain open and free from development, without sterilisation so that it may continue to be used for agricultural purposes, but be available for potential future development needs.

In the event this land is required to meet future development needs, the above requirements for Development Area One will be applicable and the site should be delivered in accordance with the

guiding principles set out within the Masterplan. This will ensure a complete and cohesive development in its entirety.

Development Area Two (the safeguarded land) totals approximately 34 ha (gross). Of this, approximately 9 ha would be for employment uses and approximately 2 ha is earmarked for a primary school. The remaining 23 ha is allocated for residential development including the accompanying highways, drainage, landscaping, linear park and public open space. As with Development Area One, it has been assumed that 75% of this gross development area for residential development would actually provide the net developable area for residential development itself (i.e. subtracting the land required for highways, drainage, landscaping, linear park and public open space). This leaves a net developable area of approximately 17 ha, which at 30 dwellings per hectare could accommodate 510 dwellings. Within the 6 ha for highways, drainage, landscaping, linear park and public open space, at least 2.5 ha would need to be for Public Open Space.

# Safeguarded Plan

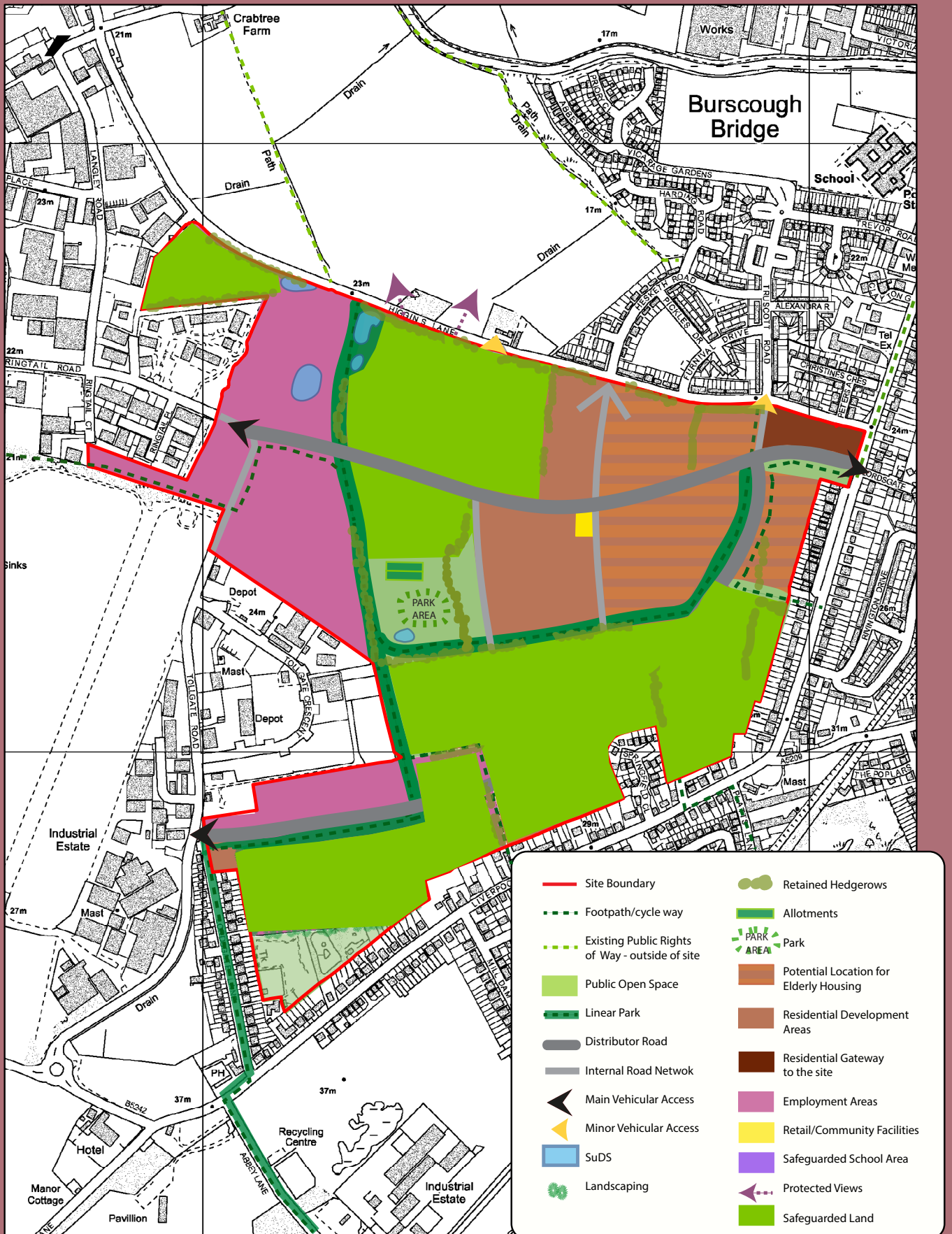


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1:8,000



# Yew Tree Farm site if safeguarded land not developed



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## Other Planning Policy

The wider Development Plan and relevant planning policies should be considered alongside the Masterplan in all applications for planning permission relating to the Yew Tree Farm site. However it is not appropriate for this Masterplan to repeat the content of guidance and policies, but to guide developers, investors and their design teams to operate within the context of appropriate national and local policy guidance.

The main policies are summarised below:

### National Planning Policy Framework

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

The NPPF supports growth of areas to supply new homes, stating that this can be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns.

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Development should:

- Function well and add to the overall quality of the area,
- Have a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit,
- Accommodate development whilst creating and sustaining an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks,
- Respond to the local character and history, whilst reflecting the identity of the local surroundings and materials, and not preventing or discouraging appropriate innovation,
- Create safe and accessible environments where crime, disorder, and the fear of crime, do not

undermine quality of life or community cohesion; and

- Be visually attractive as a result of good architecture and appropriate landscaping.

### Local Planning Policy

The West Lancashire Local Plan 2012-2027 was adopted by Council on 16th October 2013. Policy SP3 allocates Yew Tree Farm as a strategic development site for mixed development including residential and employment uses assisting in the delivery of 4,860 homes across the Borough over the period 2012-2027.

The following policies of the Local Plan are the most relevant to development at Yew Tree Farm:

- SP3 Yew Tree Farm, Burscough – A Strategic Development Site
- EC1 The Economy and Employment Land
- GN3 Criteria for Sustainable Development
- RS1 Residential Development
- RS2 Affordable Housing
- IF2 Enhancing Sustainable Transport Choice
- IF3 Service Accessibility and Infrastructure for Growth
- IF4 Developer Contributions
- EN1 Low Carbon Development and Energy Infrastructure
- EN2 Preserving and Enhancing West Lancashire’s Natural Environment
- EN3 Provision of Green Infrastructure and Open Recreation Space
- EN4 Preserving and Enhancing West Lancashire’s Built Environment, Cultural and Heritage Assets

## **Design Guidance**

Developers, investors and their design teams should also be aware of design best practice and this should be referred to in the preparation of proposals for this site. Particular attention should be paid to the WLBC Design Guide Supplementary Planning Document (SPD) 2008 or any subsequent replacement document. In addition, reference should also be made to national guidance such as Building for Life 12 (Design Council CABE 2012).

## **Provision of Public Open Space in New Residential Developments SPD**

The Open Space SPD is designed to provide more detailed guidance on the Borough Council's approach to the protection and enhancement of existing open space and the provision of additional open space and associated facilities as part of new housing developments. This document should be referred to in the production of any planning application for the site.

## Required Supporting Information

Aside from the usual Planning Statement and Design & Access Statement, the following evidence will be required to support any planning application in accordance with Policy RS1 of the Local Plan on the Firwood Road site:

**Affordable Housing Statement** – providing details relating to the provision of affordable housing, including the number and mix of residential units with numbers of habitable units, plans showing the location of units and the number of habitable rooms and/or bedrooms and the floor space of the units. If different levels or types of affordability or tenure are proposed for different units this should be clearly and fully explained.

**Ecological Survey** – as a minimum, a Phase 1 Habitat Survey, with more detailed assessments required depending on what the Phase 1 Survey identifies.

**Coal Mining Risk Assessment** – the presence of a Coal Mining Referral Area and Mineral Safeguarding Area will require close liaison with the Coal Authority on any development proposals and potentially a Coal Mining Risk Assessment Report.

**Contaminated Land Report** – where a development proposal includes a particularly vulnerable use (e.g. a care home) or where there is any suspected history of contamination on any part of the site, a Contaminated Land Report is required in line with the latest national guidance.

**Crime Impact Statement** – to consider whether the development can help avoid / reduce the adverse effects of crime and disorder. This can be provided as part of the Design & Access Statement.

**Draft Section 106 Agreement** – depending on the precise requirements at the time of application and what is outlined on the Council's Regulation 123 list, this may address the provision of affordable housing, the provision / improvement of open space and / or contributions towards highways and transport improvements.

**EIA Screening** - Seeking the Council's opinion on Scoping for Environmental Impact Assessment.

**Flood Risk Assessment** – provide a Flood Risk Assessment in line with the latest national guidance to assess any implications development may have on all forms of flood risk on the site and in the wider area, and address how sustainable drainage systems will be utilised in the development proposal.

**Foul Sewerage Treatment Statement** – all new buildings need separate connections to foul and storm water sewers and applications for such development should therefore be accompanied by a foul sewage assessment.

**Heritage Statement** – ensuring that the impacts on nearby Heritage Assets have been considered in the preparation of development proposals.

**Landscape & Visual Impact Assessment** – to ensure that the landscape and visual impacts of proposals are fully considered in the preparation of development proposals.

**Landscaping Scheme** – identifying the main areas and types of planting and hard surfaces (existing and proposed).

**Parking & Access Arrangements** – all applications requiring the provision of off-street parking and servicing will be required to demonstrate adequate on-site parking and servicing provision, including mobility spaces and provision for cycling and motorcycles as appropriate, in line with Policy IF2 of the Local Plan.

**Renewable Energy Statement** – an opportunity for the applicant to show how the consideration of energy efficiency and sourcing energy from a renewable source, together with the use of sustainable resources, has influenced the development proposals. In line with Policy EN1 of the Local Plan, low carbon design should be incorporated into the development proposals as required by Building Regulations and the potential for renewable, low carbon or decentralised energy schemes serving the site should be considered thoroughly.

**Site Waste Management Plan** – should contain details of the types of construction waste to be removed from the site, the identity of the person who will remove the waste, and the site that the waste will be taken to. The plan should also include details of how waste will be minimised and materials re-used on site.

**Statement of Community Involvement** – setting out how the applicant has complied with the requirements for pre-application consultation provided in the Council’s adopted Statement of Community Involvement and demonstrating that the views of the local community have been sought and taken into account in the formulation of development proposals.

**Transport Assessment** – required where any proposal would be likely to result in a material increase in traffic movements on roads, whether adjacent to or remote from the site.

**Travel Plan** – should outline the way in which the transport implications of the development are going to be managed in order to ensure the minimum environmental, social and economic impacts. The travel plan should have a strategy for its implementation that is appropriate for the development proposal under consideration.

**Tree Survey** – in line with Policy EN2 of the Local Plan, consider the potential adverse effects of the development proposals on any existing trees or hedges on, or adjacent to, the site. This should be undertaken by a suitably qualified arboriculturist and in line with BS.5837:2012.

**Utilities Statement** – to indicate how the development will connect to existing utility infrastructure systems.



**WEST LANCASHIRE BOROUGH COUNCIL**  
**Planning and Compulsory Purchase Act 2004 (as amended)**  
**The Town and Country Planning (Local Planning) (England) Regulations 2012**  
**NOTICE OF ADOPTION OF YEW TREE FARM MASTERPLAN**  
**(SUPPLEMENTARY PLANNING DOCUMENT)**

**In accordance with Regulations 14 & 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012, notice is given that West Lancashire Borough Council adopted its Yew Tree Farm Masterplan (Supplementary Planning Document) on 2 February 2015**

- Title of Document:** Yew Tree Farm Masterplan Supplementary Planning Document
- Subject Matter:** Following the adoption of the West Lancashire Local Plan in October 2013, the Council committed to produce a Masterplan SPD to guide development on the Yew Tree Farm strategic development site in Burscough. This commitment was formalised and set out in writing within Policy SP3 of the Local Plan 2012-2027.
- Area covered by Document:** The Yew Tree Farm Strategic Development Site as allocated under SP3 of the West Lancashire Borough Council Local Plan 2012-2027.
- Adoption Date:** 2 February 2015
- Modifications (Changes) made:** See the final consultation statement for a schedule of changes made (as a result of consultation or for the purposes of other improvements)  
[www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf)
- Legal Challenge** Any person aggrieved by the adoption of the Yew Tree Farm Masterplan (Supplementary Planning Document) may make an application to the High Court for permission to apply for judicial review of the decision to adopt this Supplementary Planning Document. Any such application must be made promptly and in any event no later than 3 months after the date on which the Supplementary Planning Document was adopted.
- Availability of Documents:** The adopted SPD, this Adoption Statement and the Sustainability Appraisal are available for inspection at [www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf) and the following locations and opening hours.

## Council offices

Opening hours	Mon	Tue	Wed	Thu	Fri	Sat	Sun
WLBC, 52 Derby St, Ormskirk	09:00 – 17:00				09:00 – 16:45	Closed	Closed
Contact centre, Concourse, Skelmersdale	09:00 – 17:00				09:00 – 16:45	Closed	Closed

## Libraries

Opening hours	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Ormskirk library, Burscough St, Ormskirk, L39 2EN	09:30 - 19:00	09:30 - 17:00	09:30 - 13:00	09:30 - 17:00	09:30 - 19:00	09:30 - 16:00	Closed
Skelmersdale library, Southway, Skelmersdale, WN8 6EL	09:30 - 19:00	09:30 - 17:00	09:30 - 13:00	09:30 - 19:00	09:30 - 17:00	09:30 - 16:00	Closed
Up Holland library, Hall Green, Up Holland, WN8 0PB	10:00-13:00 14:00-19:00	10:00-13:00	Closed	10:00-13:00 14:00-17:00	10:00-13:00 14:00-19:00	10:00-12:30	Closed
Burscough library, Mill Lane, Burscough, L40 5TJ	10:00-12:30 13:30-19:00	10:00-12:30 13:30-17:00	Closed	10:00-12:30	10:00-12:30 13:30-19:00	10:00-12:30	Closed
Tarleton library, Marks Square, Tarleton, PR4 6TU	09:30 - 19:00	09:30 - 17:00	Closed	09:30 - 17:00	09:30 - 19:00	09:30 - 13:00	Closed
Parbold library, The Common, Parbold, WN8 7EA	14:00 - 19:00	10:00-13:00 14:00-17:00	Closed	10:00-13:00 14:00-17:00	10:00-13:00 14:00-19:00	10:00-12:30	Closed

### Further information:

Further information, or advice, can be obtained by phoning 01695 585046 or by emailing [localplan@westlancs.gov.uk](mailto:localplan@westlancs.gov.uk)



**West Lancashire Borough Council**

**Yew Tree Farm Masterplan SPD**

**Final Masterplan**

**Sustainability Appraisal Report**

**December 2014**

**John Harrison, DipEnvP, MRTPI**  
**Assistant Director Planning**  
**West Lancashire Borough Council**  
[www.westlancs.gov.uk](http://www.westlancs.gov.uk)

WEST LANCASHIRE



LOCAL PLAN



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## **Summary**

The Yew Tree Farm Masterplan SPD is a document that will assist in guiding the future development of the Yew Tree Farm site.

The overarching objectives of the masterplan are to:

- To create a sustainable, well planned, distinctive and interesting place that has its own identity and becomes a positive and integral part of the town and community of Burscough.
- To help meet the future housing, employment and community needs of Burscough and the surrounding area.
- To use land efficiently and creatively, making the most of existing landscape features, creating new ones and minimising the impact of site constraints.
- To safeguard 10ha of land for employment use and land sufficient for 500 dwellings post 2027.
- To reduce the need for travel to long distances by providing good links from residential areas to local employment areas, community facilities, the town centre and to the public transport network for journeys to employment and other services beyond the town.
- To provide a range of social and community facilities including a small local centre and allowing for the provision of a primary school if required beyond 2027.
- To ensure, through good design, that the residential environment is not dominated by cars.
- To be based on a network of well designed, attractively landscaped and interconnected streets, paths and walkways through the Linear Park and open spaces which encourage walking and cycling into Burscough and the surrounding areas.
- To develop the Linear Park, providing a multifunctional green space for walking and cycling from Burscough to Ormskirk.
- To enhance native biodiversity (the number and variety of plant and animal species) and range of habitats within the area and address the impact of development on the biodiversity and environmental quality of the surrounding countryside.
- To promote an energy efficient new development that has minimal impact on the causes of climate change, and which takes advantage of appropriate renewable technologies.

### **Sustainability Appraisal Report**

The Planning and Compulsory Purchase Act 2004 requires the completion of a Sustainability Appraisal (SA) for all development plan documents and some SPDs. All SAs must meet the requirements of the EU Strategic Environmental Assessment (SEA) directive. The purpose of the SA and SEA is to ensure that the principles of sustainable development are applied to planning policies, allocations and guidance and to provide a framework for decision making. The main difference between the SA and SEA is that while the latter only takes into account the impacts of a plan or programme on the environment, the former also takes into account economic and social impacts.

### **Appraisal Methodology**

The Sustainability Appraisal Scoping Report initially set out a framework for which the sustainability impacts of the Masterplan proposals can be assessed.

The Sustainability Appraisal adopted the same framework and methodology developed for the Sustainability Appraisal Scoping Report for the West Lancs Local Plan.

Many of the sustainability issues addressed by the appraisal framework developed for the Local Plan were not relevant for the proposals at Yew Tree Farm. However the appraisal has adopted many of the indicators and objectives for consistency.

The Yew Tree Farm Masterplan SPD SA assesses all the criteria set out in the sustainability framework allocating a score of negative or positive impact on each criterion if implemented.

### **Appraisal Results**

The overall conclusion of the Appraisal is that the Final Masterplan is the most sustainable with minimal impact upon the environment, economy and social sectors.

Very positive – Out of 30 criterion there were 8 very positive impact scores for the Final Masterplan the same as the Draft Masterplan.

Positive - There were 18 positive impact scores for the Final Masterplan which provides the same number of positive impact scores as the Draft Masterplan.

Neutral – The 2 neutral impact scores were associated with criterion relating to biodiversity and the wider transport network.

Negative – 2 negative impacts were identified, however, these were scored the same as those in the Draft Masterplan as the principle of the proposal had not changed.

Very negative – There were no very negative impacts for the Yew Tree Farm Final Masterplan proposal.

## 1. Introduction

- 1.1 West Lancashire Borough Council is seeking adoption of the Yew Tree Farm Masterplan SPD. In parallel with the preparation of the SPD, the Council has carried out a series of appraisals and consultation exercises in relation to the environment and sustainability to inform the development of the SPD. These studies are the Sustainability Appraisal (SA) and Habitats Regulation's Assessment (HRA).
- 1.2 Under the European Parliament Directive 2001/42/EC, Councils are required to undertake formal Strategic Environmental Assessments (SEA) of plans and programmes which are likely to have significant effects on the environment or sustainability. This SEA Directive has been incorporated into the process of preparing the SPD under the Environmental Assessment of plans and Programmes Regulation 2004, and through guidance published by CLG in 2005. Sustainability Appraisals are a requirement of the Planning and Compulsory Purchase Act (2004) and incorporate the environmental requirements of a SEA, but broaden to also include social and economic considerations.
- 1.3 Through the SA process, significant effects can be predicted, evaluated, mitigated and monitored, whilst also ensuring that opportunities for public involvement are provided.
- 1.4 Once a SPD is adopted, the SEA Directive required the authority responsible to make information available on how environmental and/or sustainability issues and consultation responses have been considered in preparing the document. The reasons for choosing the SPD in the light of other reasonable alternatives and how the SPD's implementation will be monitored in the future. In this context, the specific environmental consultees are Natural England, the Environment Agency and English Heritage.
- 1.5 This statement will therefore respond to these requirements and will introduce the purpose and importance of Sustainability Appraisal conducted for the Yew Tree Farm Masterplan SPD. The statement will further extend to include the Habitats Regulation Assessments also undertaken in parallel.
- 1.6 This report also includes a statement of what changes the Council has taken to the Yew Tree Farm Masterplan Sustainability Appraisal in light of the previous URS review. As the principles of the Masterplan have not changed since the 'Draft Masterplan' and all the information required by the SEA Directive is the same, only minor changes have been made to the Masterplan document. Therefore it is not required to undertake another Sustainability Appraisal. However, in demonstrating that there are no changes to the final Yew Tree Farm Masterplan from the assessment of the 'Draft Masterplan Option' we have included a sustainability assessment table in section XX and detailed how the Council have followed the advice of URS in the assessment of the Yew Tree Farm Masterplan.

## 2. Our approach to the Sustainability Appraisal

2.1 Sustainability Appraisals are produced in five clear tasks which are outlined within government guidance. Although this is out of date it is still common practice to follow these stages; these include:

Further stages of the Sustainability Appraisal Process	
Stage A	Scoping Report
Stage B	Developing and refining options and assessing effects
Stage C	Preparing the Sustainability Report
Stage D	Consulting on the preferred options of the SPD and SA
Stage E	Monitoring the significant effect of implementing the SPD

2.2 This Sustainability Statement provides an update on how all of the stages have been met in the production of the Yew Tree Farm Masterplan.

2.3 The Statement draws from **stage A** of the Local Sustainability Appraisal Scoping report and the evidence study <http://www.westlancs.gov.uk/planning/planningpolicy/the-local-plan/the-local-plan-2012-2027/sustainability-appraisals.aspx> that was undertaken during the site options stage of the Local Plan and continues to and includes Stage B, developing and refining options and assessing effects; through to Stage C preparing the sustainability report.

### Stage B involved:

B1: Testing the SPD objectives against the SA Framework

B2: Developing the options

B3/B4: Predicting and evaluating the effects of the SPD

B5: Considering ways of mitigating adverse effects and maximising beneficial effects.

B6: Proposing measures to monitor the significant effects of implementing the SPD.

### Stage C involves:

C1: Preparing the Environmental Report - To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-makers.

Stages C to E and builds on stages A and B which were completed in the SA report that accompanied the 'Options' and 'Draft Masterplan' document and was subject to consultation in February to March 2014 and October to November 2014.



## **Habitats Regulations Assessment**

- 2.4 The requirement for Habitat Regulations Assessment (HRA) is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British Law by Regulation 48 of the Conservation (Natural Habitats) Regulations 1994 (as amended in 2007). The aim of an HRA is to “maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest” (Habitat Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.
- 2.5 The Habitats Directive applies a precautionary principle to protected areas and the SPD can only be approved if it has been demonstrated that there will no adverse effect on the integrity of habitat sites.

### 3. How Environmental Considerations have been integrated into the Local Plan

3.1 The Yew Tree Farm Masterplan SPD was prepared by WLBC Planning Officers, alongside the SA and the HRA were carried out by the appointed consultants URS. The SA was reviewed by independently appointed consultants URS. This means that although reports were produced in parallel, as a mutually informative and iterative process, the sustainability and habitats assessments maintained a degree of independence from the formation of the SPD. This integrated process allowed the recommendations from the SA and HRA process to feed into and inform the SPD from the initial to final stages of its production. It also serves to provide an audit trail of the appraisal process.

3.2 The SA and HRA have been used to:

- develop and refine the Yew Tree Farm Masterplan
- assess the positive and negative effects of the options
- identify and revise some of the options and consider mitigation measures that address the effects and achieve more sustainable outcomes
- select the most sustainable option

3.3 The SA and HRA began at the start of the Yew Tree Farm Masterplan process this involved using the Scoping Report from the adopted Local Plan, in which the site was allocated under SP3 Yew Tree Farm, this was subject to consultation with the statutory bodies English Heritage, Environment Agency and Natural England for a 5 week period. The Scoping Report was then reviewed and refined in 2010 by URS.

3.4 To assess the impact of the Yew Tree Farm Masterplan to sustainability in the Borough, a series of 18 sustainability objectives for the Yew Tree Farm site were developed

SA Objective
To reduce the disparities in economic performance within the Borough
To secure economic inclusion
To develop and maintain a healthy labour market
To encourage sustainable economic growth and performance
To deliver urban renaissance
To develop and market the borough's image
To improve access to basic goods and services
To improve access to good quality, affordable and resource efficient housing
To reduce the need to travel, improve the choice and use of sustainable transport modes

To improve physical and mental health and reduce health inequalities
To protect place, landscapes and buildings of historical, cultural and archaeological value
To protect and enhance biodiversity
To protect and improve the quality of both inland and coastal waters and protect against flood risk
To protect and improve noise and air quality

3.5 These objectives provided the framework for assessing the sustainability of the Yew Tree Farm Masterplan, as each of the options through to the final masterplan were assessed against objectives in terms of their potential significant effects.

3.6 The involvement of statutory consultees, with the addition of public consultation, continued throughout the preparation of the Masterplan. At each consultation stage, views were also invited on the SA and HRA, along with all other supporting documentation. Copies of the SA and HRA, along with all other supporting documentation are available at [www.westlancs.gov.uk/YTF](http://www.westlancs.gov.uk/YTF)

## 4. How opinions expressed through Public consultation have been taken into account

4.1 A key component of the process is consultation with stakeholders, and consultation has been in accordance with:

- Article 6 of the European Directive 2001/42/EC
- Environmental Assessments of Plans and Programmes 2004
- West Lancashire Borough Council’s Statement of Community Involvement

4.2 There have been 2 consultation exercises, each running for a minimum of 6 weeks – exceeding the statutory requirement for SEA/SA consultations. At each stage, the three key bodies (English Heritage, Environment Agency and Natural England) have been consulted and comments have helped to shape the development of the Masterplan.

4.3 At each preparation stage of the SPD, all consultees (statutory, general and public) have been informed of the publication of new documents, including SA and HRAs. The documents have been made available on the Council’s website, at Council offices and local libraries. The table below provides a summary of the sustainability consultations undertaken at each stage of the SA and Masterplan process.

References to “Regulations” above are to the town and country Planning (Local Planning) (England) Regulations 2012.

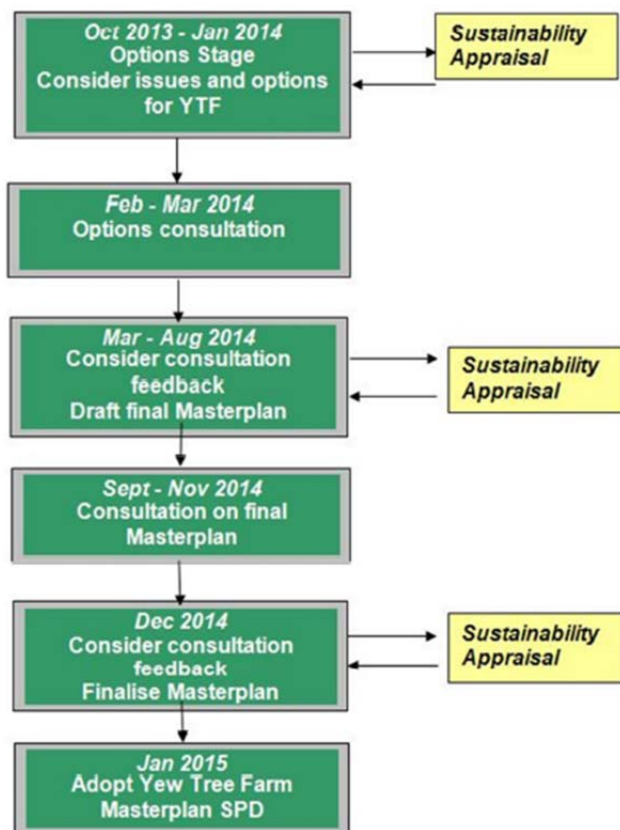


Figure 1 – Process and timetable for development of Yew Tree Farm Masterplan

4.4 Under the SEA Directive, the findings of the SA and the responses received to the consultation on the Masterplan must be taken into account by decision-makers. Representations made during consultation on the SA and HRA were recorded, analysed and, where appropriate, used to help inform and refine the Yew Tree Farm Masterplan. All of the representations received, and their responses, were made publically available. Feedback reports were also published to summarise comments which were received, and the Council's response to them.

## 5. Context

### Planning Policy Context

- 5.1 The Localism Act 2011 reformed the planning system with the introduction of the National Planning Policy Framework (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.
- 5.2 West Lancashire Borough Council adopted their Local Plan on 16th October 2013, this included a site allocation for at least 500 dwellings and 10ha of employment land at Yew Tree Farm through policy SP1 and SP3 which are planned to be delivered within the plan period (2027), with a further 500 dwellings and 10ha of land safeguarded for beyond 2027.
- 5.3 The Sustainability Appraisal that was undertaken for the Local Plan summarised the impacts for Policy SP3 as follows:
- 5.4 "Policy SP3 (Yew Tree Farm, Burscough – A Strategic Development Site) sets out the need to ensure that any development on the Yew Tree Farm site considers its impact on nearby heritage assets and implements appropriate measures to mitigate any negative impacts. This will contribute towards ensuring that heritage assets in the area are protected.
- 5.5 The policy proposes significant growth towards the south of the town. The policy highlights how a new primary school, local convenience shops and a new youth and community centre could be developed as part of the strategic development site. The inclusion of these services will reduce the need for people moving to the area to travel in order to access key services. This will have a less significant impact on reducing CO2 emissions from new development within Burscough.
- 5.6 A linear park / cycle route across the site to link in with a wider Ormskirk to Burscough linear park / cycle route will be delivered as part of new development on the site. This will encourage walking and cycling between Ormskirk and Burscough and will contribute towards a positive impact on the air quality and transportation topic area.
- 5.7 Support for the construction of local convenience shops and a new youth and community centre, will help to promote social inclusion.
- 5.8 The policy supports improvements to education provision in Burscough through the creation of a new primary school, which will benefit children through offering a better quality learning environment, although it is recognised that a new primary school will only be required because of the increased demand that development of the strategic site would generate.
- 5.9 Policy SP3 will deliver an extended employment area (10ha during the Plan period and 10ha post current Local Plan period) which would provide opportunities for new businesses and existing businesses from neighbouring areas to relocate. Improving the rail service facilities between Ormskirk and Burscough will facilitate access to wider employment opportunities for the people of West Lancashire. The development of the Yew Tree Farm site fills the spatial gap between the town and the existing employment area.

- 5.10 The policy involves the release of 74ha of Green Belt land for residential and employment development, although 30ha of this would be safeguarded from development until at least 2027. Policy EC1 indicates that a further 10ha of land will be extended into the Green Belt at the Burscough industrial estates. Importantly the West Lancashire Green Belt Study (May 2011) found that Yew Tree Farm, which is the subject of Policy SP3 does not hold any high biodiversity or landscape value, therefore adverse impacts on biodiversity and landscape are unlikely at this site.”
- 5.11 Local Plan Policy SP3 identifies land to the west of Burscough, known as Yew Tree Farm, to meet some of the Borough’s housing and employment needs over the period to 2027. The policy also requires a masterplan to be produced to help shape the delivery of this site and to ensure the development is sustainable and well thought out. This document is the third and final stage in the development of this masterplan and is known as the “Final Masterplan” stage. The previous stages, the “Draft Masterplan” and “the Options”, were published for consultation in order to seek the views of the community, stakeholders and other interested parties. The Council welcomed comments on all aspects of the document and in particular the options proposed, the main issues identified and the responses to these issues.
- 5.12 Following consultation, all views were considered which has led to the formulation of the “Final Masterplan” this will not be subject to a further round of consultation as the principles and contents of the Masterplan have not changed only minor changes. It is anticipated that this final version of the Masterplan will be adopted in early 2015. Figure 1 sets out the process and timescales for the development of the Yew Tree Farm Masterplan. The final document will be a Supplementary Planning Document (SPD) which means that it will form part of the planning decision making framework when applications for development are submitted to the Council in respect of this site.
- 5.13 This Sustainability Appraisal Statement covers the Yew Tree Farm Masterplan SPD.
- 5.14 Supplementary planning documents provide supplementary detail and guidance in respect of policies in Development Plan Documents. Masterplans and site development briefs identify the themes and issues relating to the site.

### **Sustainability Context**

- 5.15 The Sustainability Appraisal process is governed by European and National legislation, which is supported by national policy. Sustainability appraisal of planning documents is required by Section (19)5 of the Planning and Compulsory Purchase Act 2004. The sustainability appraisal process incorporates the requirements of the EU SEA Environmental Assessment (SEA) Directive 2001/42/EC, but also assesses wider economic and social effects of plans. Sustainability appraisal performs a key role in establishing a sound evidence base for all local planning documents, including the Yew Tree Farm Draft Masterplan SPD. It forms an integrated part of the planning process, providing regular checks of social, economic and environmental impacts of a plan, leading to informed choices between alternatives.

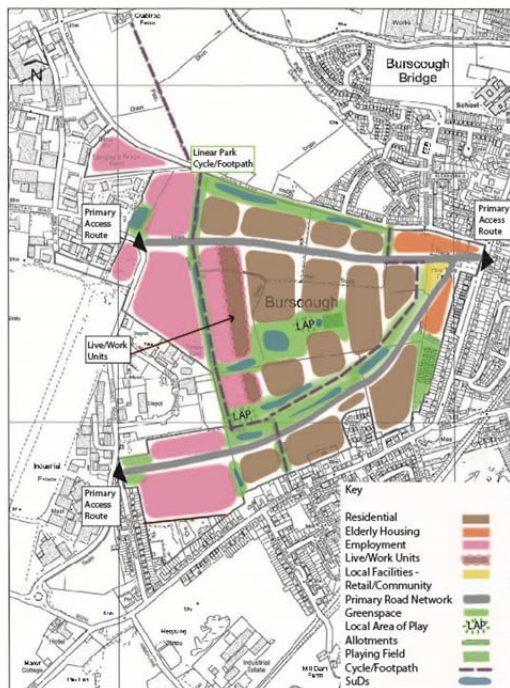
## 6. What difference have the appraisal and consultation processes made?

- 6.1 At the very start of the Masterplan process, the Local Plan scoping report was drawn upon to propose and agree the appraisal methodology and collate the information needed to carry out the Sustainability Appraisal of the Yew Tree Farm Masterplan site. The appraisal needed to be set within the context of existing plans and policies and an understanding of the current baseline situation was essential to predict effects and identify key sustainability issues and problems.
- 6.2 Consultation sought to ensure the proposed methodology suitably identified all relevant plans, policies and objectives; contained relevant baseline information; identified sustainability issues and proposed an appropriate assessment framework and objectives. This first stage of consultation included the statutory consultation bodies and other groups, including neighbouring local authorities and regional government offices.

### Options

- 6.3 As part of the iterative Masterplan and SA process, 4 Options were presented for future development of the Yew Tree Farm site. These options were

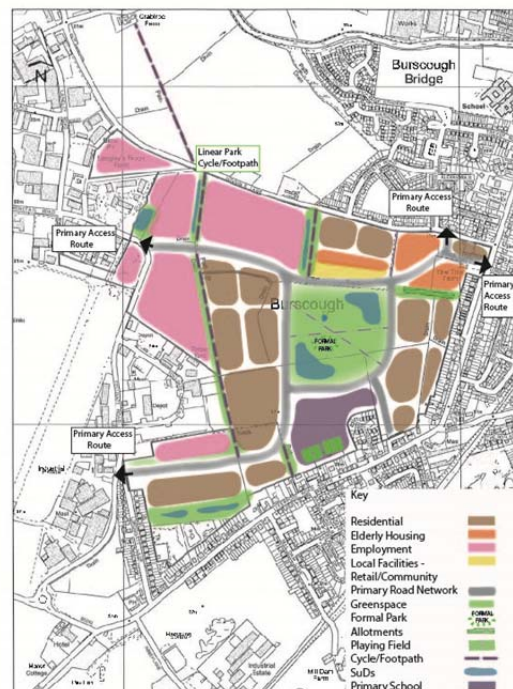
1. Radial option
2. Central Option
3. Linear Option
4. Cluster Option



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**Radial Option**

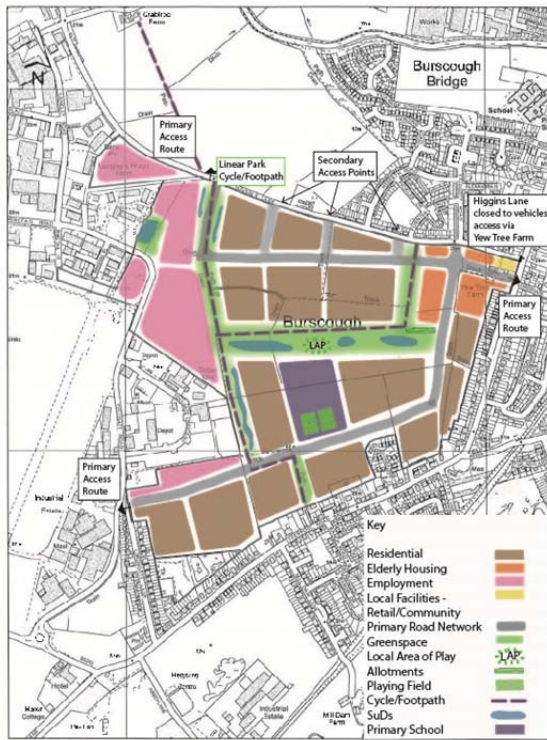


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**Central Option**

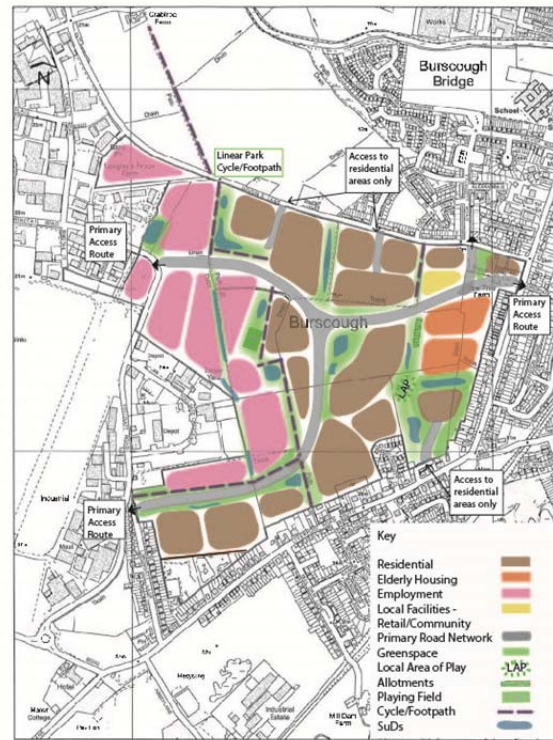




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### Linear Option



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### Cluster Option

6.4 To accompany the Options paper, an Interim Sustainability Appraisal was prepared, alongside a Habitats Regulation Assessment. The Interim SA was prepared using the methodology set out in the Local Plan Scoping Report. Each of the 4 options were appraised in terms of their sustainability by assessing them against the Sustainability Framework objectives and against the other Options. This enabled decision makers to understand the impacts that each Option could have on environmental, social and economic sustainability if their general approaches were followed. The Sustainability Appraisal exercise was led by Planning Policy officers and an review was undertaken by a independent consultants URS.

The HRA was produced by URS.

The SA and HRA were published alongside the Options Paper.

### Changes made as a result of the report

6.5 The options with the most positive and least negative sustainability impacts were recommended to the plan-makers and the strongest elements of each option prepared draft masterplan for the next stage of the development of the Yew Tree Farm Masterplan SPD.

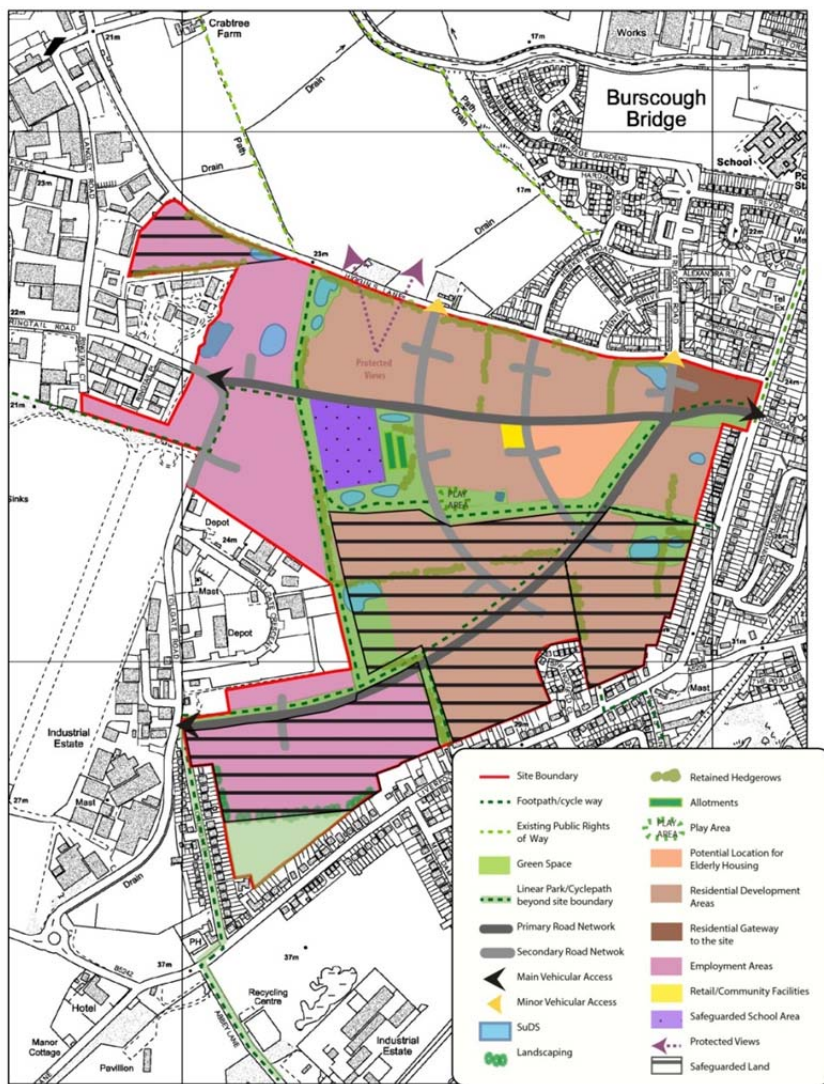
- HRA identified sites of habitat that need to be considered in relation to negative effects of any development. These were considered as the Masterplan process continued.

Changes made as a result of consultation

- Consultees recognised the importance of sustainability and comments supported the construction of the Draft Masterplan.

**Draft Masterplan**

6.6 Taking into consideration the comments from statutory bodies and the public on the Options, the Draft Masterplan was prepared and consulted upon. The reasons as to why the various components of the Draft Masterplan were included are summarised below, together with the reasons why the chosen layout was preferred over those consulted on previously:



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**Draft Masterplan**

## Highways

- 6.7 The four options consulted on in February/March looked at the primary access to Yew Tree Farm located on the A59. This is the most logical access in order to permeate the site and to open it up for development. The location chosen in the preferred option is to the north eastern corner, where the vacant buildings are currently located. This location for the access point allows for traffic from Yew Tree Farm to quickly join the main highway network (A59). This also provides a focal access point to the new development on the main route assisting with the integration in to Burscough and the creation of a 'gateway' to the site.
- 6.8 The options considered various access points into the site, including one onto the A59 between Pippin Street and Square Lane. However, following consultation with Lancashire County Council (LCC), the local Highways Authority, it was concluded that access should be limited onto the stretch of the A59 between Pippin Street and Square Lane in order to limit the impact on this already congested stretch of trunk road. As such, just one access onto the A59, in the north-eastern corner of the site was selected. This junction should be signalised to assist with traffic flows and the cumulative impact the development may have on the A59 through Burscough.

## Drainage

- 6.9 As the drainage network in Burscough and the Waste Water Treatment Works at New Lane suffer capacity issues, all options considered at the 'Options' consultation stage contained measures to manage drainage from the site. Additional waste water flows to the treatment works would need to be managed in the short term to allow United Utilities the opportunity to invest and upgrade the treatment plant. This could be achieved through the off-setting of new foul flows by removing some of the existing surface water from the system, which currently causes issues during heavy rainfall. In addition, the site is also required to manage and deal with its own surface water through an onsite Sustainable Drainage System (SuDS). The requirement has been included in the Draft Masterplan.

## Energy

- 6.10 All of the options previously consulted upon encouraged the delivery of a decentralised energy network on site to assist with carbon reduction and future energy security benefits. This requirement is maintained within the Draft Masterplan and echoes Policy SP3 of the West Lancashire Local Plan.

## Open Space

- 6.11 From the 'Options' consultation the responses indicated that green space was an important element of the development of Yew Tree Farm and this has been brought forward in the development of the Draft Masterplan. The Linear Park is a major contributor to green space, however this extends further on the Yew Tree Farm site to create not just the required Linear Park but a green gateway from the A59 (the entrance of the site) through to the linear park.

## Ecology

- 6.12 Yew Tree Farm has the potential for dynamic ecology and ecological issues given its close proximity to Martin Mere. However, the Masterplan is unable to identify exact and current ecological matters and

give specific mitigation measures, due to the timeframe for the delivery of the site. A Habitats Regulation Assessment was undertaken for the 'Options' stage and a further HRA will be undertaken to assess the 'Draft Masterplan'.

#### Education

6.13 Of the four options previously consulted upon, only two included land allocated for a primary school, the linear and central option. The Local Education Authority – Lancashire County Council have provided high level analysis of the impacts of development at Yew Tree Farm on both primary and secondary provision. The analysis is clear that the assessment is a snapshot in time and may change as time progresses, given the fairly lengthy time span of the delivery of the site. Therefore, whilst the comments and assumptions have been made at this stage to give an indication, this may change in the future. Therefore, in order to have minimum impact upon education provision, land would be safeguarded for a school for it to be delivered post 2027, if there was a need to do so. If there wasn't a required need, the land could be used for residential development. The location of the school has been set within the site to avoid traffic congestion along the A59 and creating a 400m walking radius from the existing Lordsgate School.

#### Health

6.14 The 'Options' document considered two possible solutions to meet the requirement of an additional GP to serve the settlement area and meet the growth of the population. Option 1 included the expansion of an existing practice/health centre within Burscough, whereas option 2 looked at creating a new branch surgery on the site. The Draft Masterplan includes the proposal to expand the existing practice/health centre or relocate within a new central hub building in the event one becomes available near the existing Burscough centre.

#### Other Infrastructure

6.15 During the 'Options' consultation a number of questions were asked about the provision of community facilities. The question was asked regarding library provision and where it should be located, should it be within the Yew Tree Farm site or within Burscough. The response from the public was that library provision should be retained and enhanced in the existing centre. This was taken forward through to the Draft Masterplan.

6.16 Following the 'Options' consultation there was a mixed response to the provision of a new Youth Centre on the Yew Tree Farm site, there is an existing facility located near Tesco's in Burscough centre known as The Grove. As there is no requirement at present to provide such a facility the Draft Masterplan proposes to allocate a small section of land for community uses which will also cover retail provision in the event such facilities would be required.

6.17 The 'options' consultation suggested locating a small element of retail in the top north east corner to allow such a use a main road frontage. However, following consultation the feedback indicated that it may be preferable to locate the small retail element in the centre of the site to ensure the location is accessible on foot and when cycling via the linear park and is located within a suitable walking distance of the employment area.

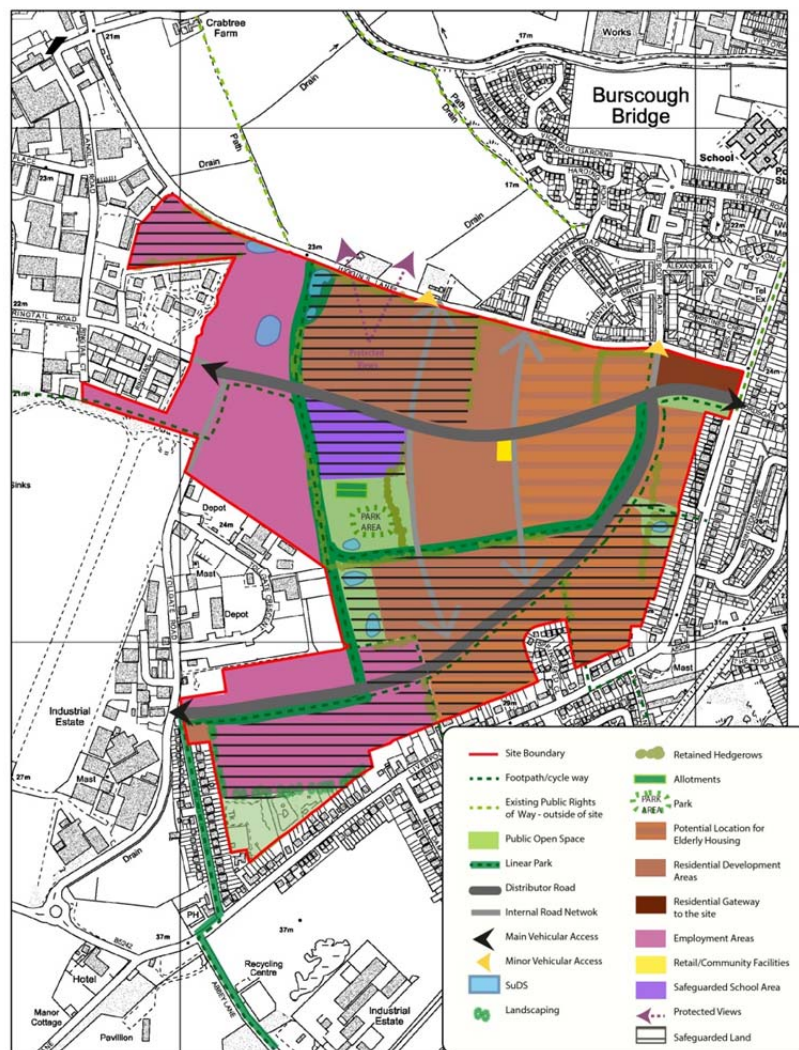
6.18 The 'Options' consultation provided 4 different layout examples, these ranged from a radial option drawing higher density development to the town centre, a central focus creating a new sense of place around a green space; to a linear grid like design and a clusters layout focused around small pockets of development. The general feedback was to draw on the best elements of each design. This included locating higher density development towards Burscough centre, whilst creating green space as a focal point in the site. The preference was for employment to be located towards the west of the site adjacent to the existing employment area and residential development to be located towards the east with a green buffer in-between.

Changes made to the Sustainability Appraisal

6.19 LCC requested that the Lancashire and Blackpool Flood Risk Management strategy be included in the review of sub regional plans and programmes. This request has been incorporated into the document.

Changes made to the document

6.20 In reflection of the comments received during the Draft Masterplan consultation the Final Masterplan has been produced to take into consideration the comments received in the Draft Masterplan consultation. The revised illustrative layout is presented below:



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### Changes made as a result of the URS Review

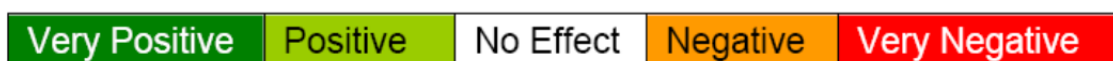
6.21 In order to demonstrate that the Council have met the requirements of the SEA Directive, URS were appointed to review the Draft Masterplan. An initial draft of the SA was sent to URS, who subsequently compiled a Review of the SA. This information then guided any changes to the document to produce the published version of the 'Draft Yew Tree Farm Masterplan SA' July 2014. In the table below is a summary of URS's comments and how the Council addressed these in the 'Draft Yew Tree Farm Masterplan' SA:

What the URS SA Review asked for...	What we did...
Include the objectives from the Masterplan which are in the summary	Included the objectives in the chapter on SPD context.
The SA report does not set out the sustainability 'context'. Reference is made to Appendix 1 of the Options SA Report. However to avoid a paper trail, it would be helpful if this report provided at least a summary of the sustainability context.	This was included in the 'Draft Masterplan Sustainability Appraisal' as appendix 2: Review of Relevant Plans and Programmes. This includes international, national, sub regional and local plans and programmes.
The SA failed to set out the baseline, only a reference was made to the Options SA Report. Some data included within the first initial 'Options Draft need making more locally/site specific and updating where updates were available.	The baseline information was update where relevant data was available and all baseline data was included within appendix 3 of the 'Draft Masterplan Sustainability Appraisal'.
A 'No Option' column was added into the sustainability index, URS asked that it was explained in the supporting text why this was included.	An explanation for the insertion of A 'No Option' column was included to test the effects if no Masterplan was produced. The purpose of including this was to highlight the implications and the impact on the environment in the event the Masterplan does not come forward; this is implemented to show how the SEA Directive is being complied with.
URS highlighted that in the first draft of the 'Draft Masterplan Sustainability Appraisal' the document did not identify the key issues that should be the focus of the SA. It only noted that the key issues were identified in Appendix 3 of the Options SA report.	In order to address the comments from URS the Key Issues were included in the 'Draft Masterplan SA Report as appendix 4 of the document allowing for an understanding of the findings to be achievable.

## 7. Methodology

### The Final Yew Tree Farm Masterplan SA

- 7.1 The Final Yew Tree Farm Masterplan followed the methodology established early on in the development of the Masterplan.
- 7.2 The Local Plan SA Scoping report and the evidence gathering stage have assisted in the identification of the key issues for this SPD.
- 7.3 On the basis of the findings of the Draft Yew Tree Farm Masterplan SPD SA Report (2014) and in response to comments received on the Draft Yew Tree Farm Masterplan SPD consultation document, the Final Yew Tree Farm Masterplan (2014) has been prepared. This is intended to be adopted in January 2015. The Final Masterplan will be accompanied by this SA/SEA Statement, which uses the same SA framework as the Yew Tree Farm Masterplan SPD Options (February 2014) and Draft Yew Tree Farm SA Report (July 2014) whilst incorporating any recommendations made by URS consultants through the SA Review (Interim SA Report).
- 7.4 There are a number of ways in which the key issues could be addressed for the SPD, and so it would not be appropriate for us to simply choose an approach that we assumed would work best. Instead, in line with the requirements of national and EU SEA guidance, the reasonable alternatives have been assessed and compared to justify which approaches are likely to be most sustainable and deliver the best outcome in sustainability terms.
- 7.5 The formulation and testing of the reasonable alternatives is a key requirement of the SEA (Strategic Environmental Assessment) process, allowing for the consideration of options and various stakeholder groups and debate about the issues, ideas and ways of going forward.
- 7.6 This appraisal helps to assess the effects that each reasonable alternative would be likely to have on the baseline/future baseline for each of the sustainability objectives. The findings of the appraisal of all options have helped to formulate the preferred option as set out within the Draft Masterplan and subsequently this Final Masterplan.
- 7.7 The sustainability of each presented option was appraised against the social, economic and environmental objectives by members of the Councils Strategic Planning and Implementation team. This also included the testing of the effects if no Masterplan was to be produced. The purpose of including “No Option” was to highlight the implications and the impact on the environment in the event to Masterplan SPD does not come forward.
- 7.8 The overall purpose of assessing each option was to highlight the positive and negative effects on the environment and sustainability of each of the given options by assigning a score. Remedial scores that could be achieved through mitigation were also assigned. Scores were recorded using the following colours:



- 7.9 The sustainability appraisal framework tests the economic, environmental and social 'performance' of each option and the significance of the effects. In this case what constitutes a significant effect is signified by the impact on the wider community, the land and strategic infrastructure. The effects of the proposal on the existing social, economic and environmental characteristics is guided by Schedule 1 of the SEA Directive and this can differ on each Sustainability Appraisal. However, this particularly focuses on the design concepts for Yew Tree Farm and its deliverability in the future. All of the categories are significant but colour has been used to demonstrate levels of significance. For example the darker green would have a very positive significant effect on the base line and orange would have a negative effect on the base line.
- 7.10 The independent URS review of the Options Sustainability Appraisal required a number of actions to be taken, including a section to be inserted on the objectives and scope of the Masterplan, reasons for selecting alternative options and monitoring. All of these sections have now been incorporated into this stage of the Sustainability Appraisal.



## 8. Sustainability Matrix – Summary of impacts

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
To reduce the disparities in economic performance within the Borough	Will the Masterplan provide job opportunities?	The draft Masterplan will deliver 10ha of sustainable employment land for the plan period and safeguard a further 10 ha for development post 2027. This will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.	The Final Masterplan will deliver 10ha of sustainable employment land for the plan period and safeguard a further 10ha for development post 2027. This will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.	No option will still allow the delivery of 10ha of employment land over the plan period and 10 ha post 2027. However the sites will be delivered on an adhoc basis and may not be located in the most sustainable areas of the site . The delivery of 10ha of employment land over the plan period will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.
	Will the Masterplan meet local needs for employment?	The Draft Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	The Final Masterplan option seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	If no Masterplan was produced the employment land would still be delivered. However the location of this on the Yew Tree Farm site would not be located in the most accessible location.
	Will the Masterplan improve the quality of employment	The Draft Masterplan will provide modern accessible and sustainable employment opportunities for Burscough; these will have a significant	The Final Masterplan will provide modern accessible and sustainable employment opportunities for Burscough; these will have a significant	If no Masterplan was produced there would still be a positive impact on employment opportunities. However this would be lower than if a

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	opportunities within the Borough?	impact on the 4.4% of JSA in Burscough.	impact on the 4.4% of JSA in Burscough.	Masterplan was in place as it could possible not be in the most sustainable and accessible location if delivered on an adhoc basis therefore the impact on the 4.4% of JSA claimants may not be as significant.
To secure economic inclusion	Will the Masterplan meet the employment needs of all local people?	The Draft Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	The Final Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	If no Masterplan was produced there would still be the employment land delivered. However the location of this on the Yew Tree Farm site would not be located in the most accessible location.
	Will the Masterplan encourage business start-up?	The Draft Masterplan will designate 10ha of employment land for the plan period and a further 10ha post 2027 in the next plan period; this will have a positive effect on business start-ups and increase all occupation workers.	The Final Masterplan will designate 10ha of employment land for the plan period and a further 10ha post 2027 in the next plan period; this will have a positive effect on business start-ups and increase all occupation workers.	If no Masterplan is in place the land can still come forward for employment, however there is no control of where this would be located, therefore there would be a neutral impact on the business start up's.
To develop and maintain a healthy labour market	Will the Masterplan provide higher skilled jobs?	The Draft Masterplan will provide 10ha of employment land in an attractive sustainable and accessible location that will contribute to increasing the 37% of Burscough's higher occupation workers in line with the 38.6% of	The Final Masterplan will provide 10ha of employment land in an attractive and accessible location that will contribute to increasing the 37% of Burscough's higher occupation workers in line with the 38.6% of the Borough.	Adhoc planning applications will have no distinct influence on any specific skilled workers; therefore there would be a neutral impact on providing higher skilled jobs.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	Will the Masterplan provide a broad range of jobs and employment opportunities?	<p>the Borough.</p> <p>The Draft Masterplan will provide 10ha of sustainable and accessible employment land for the plan period and 10ha for the next plan period that will increase the economic activity of Burscough and the Borough as a whole alongside the % of JSA claimants.</p>	<p>The Final Masterplan will provide 10ha of sustainable and accessible employment land for the plan period and 10ha for the next plan period that will increase the economic activity of Burscough and the borough as a whole alongside the % of JSA claimants.</p>	<p>The site even without the Masterplan will still be able to deliver 10 ha of employment land over the plan period and 10ha safeguarded post 2027, however delivery on an adhoc basis would have a neutral effect on a broad range of jobs and opportunities as the required infrastructure would not be guaranteed to be in place.</p>
To encourage sustainable economic growth and performance	Will the plan attract new businesses to Burscough?	<p>The Masterplan will offer employment land that will be set in attractive accessible and sustainable locations. These will be located in close proximity to the existing industrial estate in Burscough creating a hub of employment activity with access to the A59. This offer will attract new businesses to the area and create additional jobs.</p>	<p>The Final Masterplan offers employment land that will set in an attractive, accessible and sustainable location. These will be located in close proximity to the existing industrial estate in Burscough creating a hub of employment activity with access to the A59. This offer will attract new businesses to the area and create additional jobs.</p>	<p>No Masterplan would not encourage businesses to Burscough in particular if the site lacks a vision and an attractive environment, this would have a negative impact.</p>
	Will the Masterplan address the issues of meeting primary educational needs in the	<p>The Masterplan safeguards land for a primary school if required in the next plan period. Over the plan period developers will contribute to meeting local education needs through S106 contributions.</p>	<p>The Draft Masterplan safeguards land for a primary school if required in the next plan period. Over the plan period developers will contribute to meeting the local education needs through S106 contributions.</p>	<p>With no Masterplan in place, there would be a significant negative impact on meeting the issue of primary educational needs. Adhoc planning applications would not allow for any forward planning at</p>

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	area?			educational establishments and the delivery of sufficient means to deal with an increase in the younger people's population.
	Will the Masterplan improve the range of sustainable employment sites?	The Draft Masterplan option positively improves the range of sustainable employment sites in Burscough, offering an accessible 10 ha of employment land.	The Final Masterplan positively improves the range of sustainable employment sites in Burscough, offering an accessible 10ha of employment land.	If there was no Masterplan in place, the employment uses could still be delivered on Yew Tree Farm. However they may not be delivered in the most sustainable and accessible locations, no Masterplan would not deliver the linear park and this would hinder walking and cycling routes to the site.
To deliver urban renaissance	Will the Masterplan improve the quality of open space?	The Masterplan will actively deliver the linear park on the site and through developer contributions will contribute to delivering the linear park connecting Burscough to Ormskirk. The site will also be required to deliver open space in line with the most up to date Open Space SPD.	The Masterplan will actively deliver the linear park on the site and through developer contributions will contribute to delivering the linear park connecting Burscough to Ormskirk. The site will also be required to deliver open space in line with the most up to date Open Space SPD.	If no Masterplan is produced the site would come forward on an adhoc basic and with this approach the delivery of the linear park would not be achievable through the site, developer contributions could however, still be collected to assist in the delivery of the elements of the park outside of the site and general open space would be delivered in accordance with the Open Space SPD.
	Will the Masterplan	The Masterplan will deliver 500 dwellings over the plan period to	The Final Masterplan will deliver 500 dwellings over the plan	The absence of a Masterplan would not allow for supportive

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	deliver Sustainable Communities?	the existing 3383 (2001 census), the Masterplan will create a sustainable community by adding to the identity and character of the area ensuring sufficient infrastructure is in place to deal with the increase in population, including roads, drainage, education facilities, green space etc. whilst not detracting from Burscough Town Centre. The location of the community facilities in the centre of the site do not detract from the existing town centre.	period to the existing 3383 (2001 census), the Masterplan will create a sustainable community by adding to the identity and character of the area ensuring sufficient infrastructure is in place to deal with the increase in population, including roads, drainage, education facilities, green space etc. whilst not detracting from Burscough Town Centre. The location of the community facilities in the centre of the site do not detract from the existing town centre.	infrastructure to be provided if adhoc planning applications were approved, this would impact on the wider area of Burscough and failure to create a sustainable community.
	Will the Masterplan retain or promote access to and provision of services?	The Draft Masterplan promotes connections to existing services offered in Burscough Town Centre, yet providing an element of small scale community/retail facilities on the site this however is limited in order not to detract from the Town Centre. There are a number of links via the linear park, existing and proposed footpaths and new road network to access the town centre.	The Final Masterplan promotes connections to existing services offered in Burscough Town Centre, yet providing an element of small scale community/retail facilities on the site this however is limited in order not to detract from the Town Centre. There are a number of links via the linear park, existing and proposed footpaths and new road network to access the town centre	The absence of a Masterplan would not allow for supportive infrastructure to be provided if adhoc planning applications were approved, this would impact on the wider area of Burscough and failure to create a manageable provision of services.
To develop and market the Borough's image	Will the Masterplan support the	The Draft Masterplan will create a well-designed, distinctive and attractive place in its own right,	The Final Masterplan creates a well-designed, distinctive and attractive place in its own right,	The likelihood of no Masterplan would allow for planning applications to be brought

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	preservation/ enhancement of high quality built and natural environment within the Burscough?	and one that also integrates and benefits Burscough. The new buildings will be required to be built to the high design quality whilst community focused place making principles will allow for adaptation in later life. The layout of the site is not car dominated and 'greenery' is largely promoted in the site building upon its previous green uses. Code for Sustainable Homes and BREEAM along with the use of locally produced materials is encouraged. The delivery of the Linear park will assist in improving the natural environment.	and one that also integrates and benefits Burscough. The new buildings will be required to be built to the high design quality whilst community focused place making principles will allow for adaptation in later life. The layout of the site is not car dominated and 'greenery' is largely promoted in the site building upon its previous green uses. Code for Sustainable Homes and BREEAM along with the use of locally produced materials is encouraged. The delivery of the Linear park will assist in improving the natural environment.	forward anywhere on the site, therefore, not able to strategically locate green infrastructure and services.
To develop and market the Borough's image	Will the Masterplan promote the Borough as a destination for residents and investors?	The Draft Masterplan for the Masterplan will offer high quality, sustainable and accessible residential and employment land for Burscough providing opportunities for residents and investors.	The Final Masterplan for the Masterplan will offer high quality, sustainable and accessible residential and employment land for Burscough providing opportunities for residents and investors.	Having no Masterplan would not promote Burscough as a destination for residents and investors. It would not be possible to create a vision and objectives for the development of Yew Tree Farm without a Masterplan. The Masterplan sets out principles for development where adhoc planning applications would not achieve a sustainable and accessible community.
To improve	Will the	The Draft Masterplan creates a	The Final Masterplan creates a	Having no Masterplan in place

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
access to basic goods and services	Masterplan improve the access, range and quality of cultural, recreational and leisure facilities including natural green spaces?	path of green towards the linear park as you enter the site from the main Access on the A59. The linear park then creates a multifunctional greenspace the assists in the delivery of the park which is proposed to connect Burscough to Ormskirk. The Masterplan offers the opportunity to improve access to a range of quality recreational and leisure facilities for the habitants of Yew Tree Farm and wider Burscough.	path of green towards the linear park as you enter the site from the main Access on the A59. The linear park then creates a multifunctional greenspace the assists in the delivery of the park which is proposed to connect Burscough to Ormskirk. The Masterplan offers the opportunity to improve access to a range of quality recreational and leisure facilities for the habitants of Yew Tree Farm and wider Burscough.	would have a negative impact upon the delivery of open space and access. Individual planning application would not be able to plan for and take account of wider infrastructure needs that require part of the site in order to be delivered such as the linear park.
	Will the Masterplan improve the access range and quality of essential services and amenities?	The Draft Masterplan allows for the provision of essential service and amenities to be located within the existing town centre with the higher density development drawn in this direction. Provision will be made through financial contributions for improvements to education and healthcare services are required by the infrastructure providers. However a site has been safeguarded for educational uses post 2027should it be required at that time.	The Final Masterplan allows for the provision of essential service and amenities to be located within the existing town centre with the higher density development drawn in this direction. Provision will be made through financial contributions for improvements to education and healthcare services are required by the infrastructure providers. However a site has been safeguarded for educational uses post 2027should it be required at that time.	Without a Masterplan in place the provision of services and amenities will be delivered on an adhoc basis therefore not providing any opportunities to benefit the wider community and provide services for Burscough.
To improve access to good	Will the Masterplan	The site will deliver a mix of housing to meet the local needs,	The site will deliver a mix of housing to meet the local needs,	The site will deliver a mix of housing to meet the local needs,

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
quality, affordable and resource efficient housing	provide for an appropriate mix of housing to meet all needs including affordable?	whilst delivering 35% affordable housing and a 20% elderly housing provision.	whilst delivering 35% affordable housing and a 20% elderly housing provision.	whilst delivering 35% affordable housing and a 20% elderly housing provision.
	Will the Masterplan support the development and operation of resource efficient housing?	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. The site also offers the opportunity for district heating and CHP, a Masterplan can encourage this through a strategic development approach.	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. The site also offers the opportunity for district heating and CHP, a Masterplan can encourage this through a strategic development approach.	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. Adhoc applications limit energy efficient opportunities such as district heating and ECP.
To reduce the need to travel, improve the choice and use of sustainable transport modes	Will the Masterplan reduce vehicular traffic and congestion?	The highways information suggests that traffic flows will be slightly increased through the development of the Yew Tree Farm site, however mitigation measures will be implemented to minimise this impact which will include junction and signalling improvements. There are a number of walking and cycling routes including the linear park that enhance the permeability of the site.	The highways information suggests that traffic flows will be slightly increased through the development of the Yew Tree Farm site, however mitigation measures will be implemented to minimise this impact which will include junction and signalling improvements. There are a number of walking and cycling routes including the linear park that enhance the permeability of the site.	If planning applications were received on an adhoc basic without the assessment of wider traffic and transport implications there would be a significant impact upon congestion particularly the A59. Multiple access points without an internal road network hierarchy would create pinch points and problem areas. It would also have an impact upon the delivery of walking and cycling routes that cross multiple ownerships.



YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	Will the Masterplan increase access to and opportunities for walking, cycling and the use of public transport?	The site will retain all footpath and created additional walking and cycling routes including the linear park in the Draft Masterplan.	The site will retain all footpath and created additional walking and cycling routes including the linear park in the Final Masterplan.	Absence of a Masterplan could create a layout for the site which would not lend itself to public transport for example numerous access points and a network of small integral roads. The delivery of walking and cycling routes would also have a very negative impact as they may not connect to the wider networks and allow maximum permeability of the site.
	Will the Masterplan improve the efficiency of the transport network?	The Draft Masterplan will introduce signalling and junction improvements that will assist in elevating some of the surrounding congestion. This will ultimately allow traffic to flow along the A59 whilst creating and enhancing walking and cycling routes. These measures with the increased volume of traffic will create a neutral impact.	The Final Masterplan will introduce signalling and junction improvements that will assist in elevating some of the surrounding congestion. This will ultimately allow traffic to flow along the A59 whilst creating and enhancing walking and cycling routes. These measures with the increased volume of traffic will create a neutral impact.	No Masterplan would not improve the efficiency of the surrounding transport networks; in relation to car travel there could be additional traffic flows that would not receive mitigation or any relief improvements.
To improve physical and mental health and reduce health inequalities	Will the Masterplan improve physical and mental health?	The Draft Masterplan offers walking and cycling routes together with areas of formal and informal open space. The layout is simple with connecting roads which in theory should assist those who struggle to work their way around estates to recognise	The Final Masterplan offers walking and cycling routes together with areas of formal and informal open space. The layout is simple with connecting roads which in theory should assist those who struggle to work their way around estates to recognise	Without a Masterplan in place the site would still deliver elements of open space in line with the Open Space SPD. However the connections and permeability of the site would not be implemented as no strategic site

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
		nodes and landmarks.	nodes and landmarks.	wide approach would be taken.
	Will the Masterplan promote a better quality of life?	Elderly housing, green open spaces and the linear park will help to create a better quality of life for future residents of Yew Tree Farm and the wider Burscough area through the Draft Masterplan.	Elderly housing, green open spaces and the linear park will help to create a better quality of life for future residents of Yew Tree Farm and the wider Burscough area through the Final Masterplan.	Without a Masterplan in place the site would still deliver elderly housing and an element of open space; however this would not necessarily be located in the most sustainable locations i.e. near to walking and public transport routes.
To protect places, landscapes and buildings of historical, cultural and archaeological value	Will the Masterplan protect and enhance the character and appearance of the Borough's landscape strengthening local distinctiveness and sense of place?	The character of the area in the preferred option draws on the radial pull towards Burscough, with higher density development in the north eastern tip filtering out to lower density development the further the site moves towards the linear park. The Green strip visible entering the site will offer an enhancement of open space and distinctive character of the area, drawing in the previous uses which gave a green visual appearance for surrounding residents. Whilst creating a sense of place in the Yew Tree Farm site the adaptation of the radial option links the new site with the existing town of Burscough.	The character of the area in the preferred option draws on the radial pull towards Burscough, with higher density development in the north eastern tip filtering out to lower density development the further the site moves towards the linear park. The Green strip visible entering the site will offer an enhancement of open space and distinctive character of the area, drawing in the previous uses which gave a green visual appearance for surrounding residents. Whilst creating a sense of place in the Yew Tree Farm site the adaptation of the radial option links the new site with the existing town of Burscough.	In the absence of a Masterplan planning applications will not be brought forward in any order of have any specific design code to follow, adhoc delivery could detract from the distinctiveness of burscough and create a stagnant inclusive development.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
To protect and enhance biodiversity	Will the Masterplan protect and enhance the biodiversity of the area?	The Draft Masterplan provides opportunities for landscape permeability through the linear park and green spaces suitable for species migration. A HRA and appropriate mitigation for all types of biodiversity is required.	The Final Masterplan provides opportunities for landscape permeability through the linear park and green spaces suitable for species migration. A HRA and appropriate mitigation for all types of biodiversity is required.	Adhoc planning applications and the absence of a Masterplan will make it difficult for the protection of species as cumulative impacts may not be address over the whole site. This could potentially have a significant impact on the protection and enhancement of biodiversity.
	Will the Masterplan protect and enhance habitats and species?	Habitats and species will be protected and enhanced in the Draft Masterplan through the creation of the linear park and any mitigation measures that are required following the submission of planning applications. The preferred option also retains most of the original hedgerows where possible.	Habitats and species will be protected and enhanced in the Final Masterplan through the creation of the linear park and any mitigation measures that are required following the submission of planning applications. The preferred option also retains most of the original hedgerows where possible.	If a Masterplan approach was not taken forward there would be significant implications for protecting and enhancing the habitat on Yew Tree Farm, hedge rows would be lost to create multiple accesses and mitigation measures would be lost as the site rolled out.
	Will the Masterplan create opportunities for new habitat creation?	New habitat creation will be encouraged in the Draft Masterplan through the green routes, including the linear park and areas of open space.	New habitat creation will be encouraged in the Final Masterplan through the green routes, including the linear park and areas of open space.	The absence of a Masterplan would not allow for sufficient ecological mitigation measures if each individual application was considered, a cumulative approach needs to be taken.
To protect and improve the quality of both inland and	Will the Masterplan assist is addressing	The Draft Masterplan will ensure that all surface water generated through the development of this site can be managed on site and	The Final Masterplan will ensure that all surface water generated through the development of this site can be managed on site and	Having no Masterplan would result in a very negative effect on surface water in the site. Although policy SP3 requires SuDs to be

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
coastal waters and protect against flood risk	issues of surface water flooding?	discharged to the local watercourse attenuated at a greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak rainfall.	discharged to the local watercourse attenuated at a greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak rainfall.	delivered on site this would need to be delivered at a site wide level in order to gain optimum results, adhoc planning applications would not achieve this.
To protect and improve noise and air quality	Will the Masterplan reduce noise and air pollution?	The Draft Masterplan allows for a buffer of green space, the linear park to separate the employment allocation from residential uses, this will assist in reducing the noise from residential proposals. The multifunctional green space which will be referred to as the linear park can also provide mitigation for the impact of the development on local air quality. There may be a slight increase in noise and air quality from the	The Final Masterplan allows for a buffer of green space, the linear park to separate the employment allocation from residential uses, this will assist in reducing the noise from residential proposals. The multifunctional green space which will be referred to as the linear park can also provide mitigation for the impact of the development on local air quality. There may be a slight increase in noise and air quality from the	If no Masterplan was in place for this site there would be no measures in place to allocate which portions of the site were for housing or employment use, an over engineered road network could also be implemented which would increase both air and noise pollution.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
		present levels due the site previously being allocated greenbelt, however the levels will not be significant enough to affect the amenity of existing residents.	present levels due the site previously being allocated greenbelt, however the levels will not be significant enough to affect the amenity of existing residents.	

## 9. Conclusions

9.1 In conclusion, it is considered that the Yew Tree Farm Masterplan achieves a sustainable balance between making provision for the layout of development to meet local needs and the requirements of the site as set out in Policy SP3. This is when factoring in infrastructure requirements and the physical and environmental constraints of the area and building in flexibility to respond to changing circumstances across the lifetime of the Masterplan and beyond.

9.2 The total of the number of significant effects for each alternative of the Yew Tree Farm Masterplan can be found in the table below:

Option	Very Positive	Positive	Neutral	Negative	Very Negative
Draft Masterplan	8	18	2	2	0
No Masterplan	2	3	4	9	13
Final Masterplan	8	18	2	2	0

9.3 The scoring in the Final Masterplan, is the same as that of the Draft Masterplan as only minor changes have been implemented in the Final Masterplan, such as which areas are to be safeguarded for development in the next plan period and the relocation of open space to allow it to function better.

9.4 The only negative significant effects of the 'Final Masterplan' would be regarding traffic congestion and air pollution. These factors could be monitored and mitigation could be implemented in order to address the negative issues through the Annual Monitoring Report (AMR).

### Highways

9.5 The implementation of the Masterplan will inevitably increase traffic flows through the increased development and initial investigations undertaken by LCC, the Highways Authority, suggests that areas along the A59 may become more congested as a consequence of the new trip generations from the Yew Tree Farm site. Notwithstanding this point, LCC confirm that if adequate junction and signalling improvements are installed there would be an easing of the impact upon the particular junctions and the overall flow of traffic should be assisted.

9.6 The Final Masterplan draws on one main access off the A59 with two roads (network feeder roads) to take traffic across the site. The layout of the site offers maximum walking and cycling permeability opportunities to the surrounding area and contributes to wider connections. The linear park, connecting Burscough to Ormskirk will be delivered through the site.

## **Economic Growth, Social Inclusiveness and Key Infrastructure**

- 9.7 One of the main thrusts of the Masterplan is to deliver housing land for 500 dwellings and 10 ha of employment land over the plan period with the remainder of the site safeguarded from development until such a time when this land may be required. The implementation of the masterplan is likely to have a very positive effect on the provision of housing and delivery of employment land.
- 9.8 The Final Masterplan layout set out in the Draft Masterplan for the Yew Tree Farm site provides strong connections to the existing town centre and draws on the character of the surrounding area, whilst creating a sense of identity for the site. Although it is not the intention of the masterplan to draw any trade from Burscough's existing centre, the site will offer the opportunity for a small element of retail. This has been strategically located in the centre of the site as it is envisaged that the occupants of the dwellings and the workers on the existing and proposed employment areas will make up the bulk of its custom.
- 9.9 The Final Masterplan will have a positive impact upon key infrastructure through the linear park, and safeguarding an area of land for the location of primary school should the need be required post 2027. Financial contributions will also be required from all development on the site to fund healthcare provision and library improvements. All of these uses should remain in the existing centre, further strengthening the support the development of the site will have in ensuring the viability and vitality of the existing centre of Burscough.
- 9.10 In essence, the Local Plan seeks to create healthy and liveable urban neighbourhoods, provide social infrastructure (such as health, community and sports facilities, and open space) and the Final Masterplan seeks to achieve this.

## **Climate Change**

- 9.11 The Final Masterplan layout draws development towards the existing centre of Burscough and towards existing services. However, small scale facilities on site such as a small convenience shop and safeguarded land for a primary school assist in reducing the potential
- 9.12 The Masterplan alongside the Local Plan policies will provide a range of sustainability benefits such as green spaces, energy networks through policy SP3 even down to IF2 requiring electric vehicle charging points; this will help to militate against any negative impact of increased air pollution associated with increased vehicular traffic movements along the A59. The introduction of the linear park with off road walking and cycling routes will have a positive impact on air quality and climate change mitigation in Burscough by encouraging greater sustainable travel methods.
- 9.13 Overall, it is considered that the implementation of the Yew Tree Farm Masterplan will achieve a sustainable mixed used environment to live work and play.

## **10. Measures that are to be taken to monitor the Significant Environmental Impacts of the Implementation of the Yew Tree Farm Masterplan**

- 10.1 Article 10 of the European Directive sets out the requirement to monitor Significant Environmental Impacts (SEI) and to take any necessary remedial action. It acknowledges that existing monitoring arrangements can be used where appropriate to avoid the duplication of monitoring.
- 10.2 As the SPD is an accompanying document of the Local Plan and specifically policy SP3 Yew Tree Farm the Masterplan will rely upon Appendix B of the Local Plan that provides the Objectives and indicators that comprise the monitoring framework. The purpose of the monitoring framework is to ascertain whether the strategy and policies of the Local Plan and the Masterplan are delivering their intended outcomes, and where they are not, recommend remedial action. The indicators will monitor a variety of environmental, social and economic effects of the Local Plan, encompassing the achievement of sustainability.
- 10.3 Due to the close relationships between the indicators of the Local Plan, and other more widely collected Council indicators, a number of the indicators are shared which has the advantage of removing the need to collect additional data and of providing a consistent data source.
- 10.4 The Council currently prepares an Annual Monitoring Report (AMR) setting out, amongst other things, the extent to which the policies set out in adopted DPDs and SPDs are being achieved. The significant effect indicators (for monitoring important effects identified by the SA) identified through the SA process can be monitored as part of the AMR process, which monitors the performance of the plan. Areas that are monitored through the AMR include; stronger safer communities, education training and the economy, health, natural environment, housing, accessibility and services, the built environment and climate change. It is envisaged that due to the only negative impacts arising from the preferred option being climate change and accessibility only these will need to be monitored closely as they are the areas identified for requiring mitigation. However the AMR will continue to monitor the other objectives as part of the overarching Local Plan where SP3 development of Yew Tree Farm sits.
- 10.5 The Localism Act removes the statutory requirement for Local Planning Authorities (LPAs) to submit AMRs to the Secretary of State, allowing LPAs the discretion to include whatever information they feel necessary and there is now more flexibility on the timescales for publication.



## **11. Other Assessments Health Impact Assessments**

11.1 The Yew Tree Farm Masterplan supports Policy SP3 - Yew Tree Farm of the Local Plan, therefore the Masterplan does not impose any additional development than what was approved in the adoption of the Local Plan in October 2013. The Masterplan assists the development of the site by introducing guiding principles to aid its development.

### **Equality Impact Assessments**

11.2 Each stage of the Yew Tree Farm Masterplan SPD preparation Equality Impact Assessments (EqIAs) were undertaken to assess the potential impacts of the Masterplan on equality groups within West Lancashire. Equality groups were defined into: gender, race, age, religion, disability and socio-economic status. The desktop review looked at whether each policy would have an adverse, neutral or positive effect on each equality group. Where an adverse impact was predicted, it considered any mitigation measures that could be taken.

11.3 Overall, the Yew Tree Farm Masterplan EqIA concluded that the policies would have no adverse effects on any of the equality groups, and broadly supported the need for housing, economic growth, improved transport services and a well-designed environment.

### **Further information**

11.4 Full copies of the Local Plan documents, Sustainability Appraisals, Habitats Regulation Assessments, Equality Impact Assessments and Health Impact Assessments can be found at [www.westlancs.gov.uk/YTF](http://www.westlancs.gov.uk/YTF)

Further information, or hard copies, can be obtained by phoning 01695 5577177 or emailing [localplan@westlancs.gov.uk](mailto:localplan@westlancs.gov.uk)



**Appendix 1**



**Sustainability  
Appraisal  
Review**

**Yew Tree Farm  
Masterplan Options  
Document**

**(Interim SA Report)**

Prepared for:  
West Lancashire Borough  
Council



Rev	Date	Details	Prepared by	Approved by
2	December 2013	SA Review	Ian McCluskey <i>Senior Sustainability Consultant</i>	Alan Houghton <i>Associate</i>

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## 1. CRITICAL REVIEW OF THE SA REPORT FOR YEW TREE FARM MASTERPLAN

The following table sets out a review of the (interim) SA Report for the Yew Tree Farm Masterplan 'Options' Document undertaken by URS.

The review is structured by the requirements of Schedule 2 (regulation 12[3]) of the *Environmental Assessment of Plans and Programmes Regulations 2004*.

Review criteria	Requirements	Findings
<b>What's the Plan seeking to achieve?</b>	1. An outline of the contents and main objectives of the plan	There is no specific section that sets out the content and objectives of the SPD. A short section should be included in the Final SA Report that outlines what the SPD will include and what its purpose is. <i>(This can be copied from the SPD itself)</i> .
<b>What's the sustainability 'context'?</b>	2. The relationship of the plan with other relevant plans and programmes 3. The relevant environmental protection objectives, established at international or national level	Appendix 1 sets out a summary review of relevant plans, programmes and environmental protection objectives. The review does not include a number of relevant national documents. However, there is a signpost to the Scoping Report.
<b>What's the sustainability 'baseline' at the current time?</b>	4. The relevant aspects of the current state of the environment 5. The environmental characteristics of areas likely to be significantly affected	The baseline review provided in the appendix covers the range of issues but less so at local level. It would be useful to make use of the Yew Tree Farm study or any other information about the immediate location / site <i>(although further detail is actually included in appendix 3)</i> . As a general point, some of the data is also quite old and should be refreshed if it is relevant to the SPD.

Review criteria	Requirements	Findings
<b>What's the baseline projection?</b>	6. The likely evolution of the current state of the environment without implementation of the plan.	The Baseline section in appendix 2 does not discuss how trends might be projected without the implementation of the SPD. However, appendix 3 does consider how some of the sustainability issues could affect the area in the longer term.
<b>What are the key issues that should be a focus of SA?</b>	7. Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	The key sustainability issues are identified in appendix 3.
<b>What has Plan-making / SA involved up to this point?</b>	8. An outline of the reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable') 9. The likely significant effects on the environment associated with <b>alternatives</b> / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.	The reasons for selecting the alternatives have not been made clear in the SA Report. These are outlined in the main consultation document, but need to be brought together in the SA to 'tell the story'.  The reasons for selecting the preferred alternatives (including how the SA has influenced the Plan) have also not been made clear in the SA report.  These aspects need to be completed to ensure the SA is not open to legal challenge.

Review criteria	Requirements	Findings
<p><b>What are the appraisal findings at this current stage?</b></p>	<p>10. The likely significant effects on the environment associated with <b>the draft plan</b></p> <p>11. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing <b>the draft plan</b></p>	<p>The methodology section ought to be made clearer about what constitutes ‘significant’ and how this relates to the baseline position.</p> <p>The impacts identified seem generally fine in terms of whether there are positive or negative implications. However, it would be better to refer to the baseline position and identify which impacts are ‘significant’.</p> <p>Mitigation measures are outlined in Appendix 3 to outline how some of the key issues could be tackled. Possible mitigation/enhancement measures have also been identified in the appraisal where potential negative impacts have been identified.</p>
<p><b>What happens next (including monitoring)?</b></p>	<p>12. A description of the measures envisaged concerning monitoring</p>	<p>There is no consideration of measures concerning monitoring. At this stage, it is only necessary to set out the measures ‘envisaged’. Would suggest that a section is included in the SA Report outlining ‘what happens next’. This could discuss consultation and set out measures envisaged for monitoring (these should link to any significant impacts that are identified and ideally draw upon existing monitoring measures such as in the AMR or other council performance management system to avoid effort and duplication.</p>



## 2. SUMMARY OF REVIEW AT THIS STAGE

A screening exercise might conclude that an SA is not actually required for this SPD. However, given that an SA is being produced; it needs to be SEA compliant. Therefore, the main issues that need to be addressed to ensure that the SA is not open to legal challenge are as follows:

- There is a need to set out an explanation of the different options and why they have been determined as 'reasonable alternatives'. This is a crucial aspect of SA following various legal challenges on these grounds.
- Once the preferred approach is selected (in the Plan), there is also a need to outline the reasons for choosing this approach.
- The methodology for determining the 'significance' of the impacts compared to the baseline position ought to be made clearer.
- Care needs to be taken when 'scoring' options more or less positively where there are no objective differences. A clearer methodology would help to justify differences perhaps.
- Monitoring measures envisaged need to be outlined in the final SA Report.
- The SA Report ought to be structured so that it 'tells the story' of how the SPD has developed and how the issues and options were established and appraised.

At this stage, there is no requirement to produce an SA Report. Therefore, it is entirely possible to fill in the gaps before the final SA Report is published alongside the SPD.

It is fine to combine at an 'issues and options' stage as interim reports are not mandatory. However, each document should have its own SA Report when the plans are published.

Inspectors also don't tend to like to cross-reference between different SA Reports. Therefore, it is sensible to include all the relevant information in the final SA Report(s).



## Appendix 2

# URS

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## Sustainability Appraisal Review

**Yew Tree Farm Draft  
Masterplan**

**(Interim SA Report)**

Prepared for:  
West Lancashire Borough  
Council

UNITED  
KINGDOM &  
IRELAND



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### 3. CRITICAL REVIEW OF THE SA REPORT FOR YEW TREE FARM MASTERPLAN

The following table sets out a review of the (interim) SA Report for the Yew Tree Farm Draft Masterplan Document undertaken by URS.

The review is structured by the requirements of Schedule 2 (regulation 12[3]) of the *Environmental Assessment of Plans and Programmes Regulations 2004*.

Review criteria	Requirements	Findings
<b>What's the Plan seeking to achieve?</b>	13. An outline of the contents and main objectives of the plan	An outline of the SPD context is set out in section 6 of the SA report. Include the objectives from the Masterplan which are included in the Summary.
<b>What's the sustainability 'context'?</b>	14. The relationship of the plan with other relevant plans and programmes 15. The relevant environmental protection objectives, established at international or national level	The SA report does not set out the sustainability 'context'. Reference is made to Appendix 1 of the Options SA Report. However to avoid a paper trail, it would be helpful if this report provided at least a summary of the sustainability context.
<b>What's the sustainability 'baseline' at the current time?</b>	16. The relevant aspects of the current state of the environment 17. The environmental characteristics of areas likely to be significantly affected	The SA report does not set out the sustainability 'baseline'. Reference is made to Appendix 2 of the Options SA Report. However the SA Report produced at this stage should at least summarise the sustainability 'baseline', to set the scene for the reader and to avoid having to refer back to a previous report.  The following comment from the URS review of the Yew Tree Farm Masterplan Options SA Report remains as it has not been addressed in the Draft Masterplan SA report (February 2014):  <u>"The baseline review provided</u>

Review criteria	Requirements	Findings
		<p><u>in the appendix covers the range of issues but less so at local level. It would be useful to make use of the Yew Tree Farm study or any other information about the immediate location / site (although further detail is actually included in Appendix 3). As a general point, some of the data is also quite old and should be refreshed if it is relevant to the SPD."</u></p>
<p><b>What's the baseline projection?</b></p>	<p>18. The likely evolution of the current state of the environment without implementation of the plan.</p>	<p>It is noted that an additional column has been included in the appraisal "No Option". Presumably this is to document the likely evolution of the current state of the environment without implementation of the SPD? If this is the reason why it has been included, this should be identified and explained in the accompanying text – to show how the SEA Directive is being complied with.</p>
<p><b>What are the key issues that should be a focus of SA?</b></p>	<p>19. Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</p>	<p>The SA report does not identify key issues that should be the focus of the SA. It is noted that the key sustainability issues were identified in Appendix 3 of the Options SA report (October 2013). However, this SA Report should also include a section on sustainability issues as a reference point for understanding the findings of the appraisal.</p>

Review criteria	Requirements	Findings
<p><b>What has Plan-making / SA involved up to this point?</b></p>	<p>20. An outline of the reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable')</p> <p>21. The likely significant effects on the environment associated with <b>alternatives</b> / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.</p>	<p>Section 7 of the SA Report addresses requirement 8 and 9 in part. However this discussion could be made much clearer. It would help if in the introductory sentences, it was explained why it is necessary to provide the commentary on the options – i.e. to meet the (quoted) requirements in the Directive. This provides a signpost to the reader as to why this information has been included. The text at paragraph 8.4 is a useful start and should be inserted here. It would also help to state clearly what the 4 high level options were, (those listed in Section 10) and provide a map/diagram to illustrate these. The commentary could then go on to describe what options were considered for each of the specific issues, i.e. highways, drainage, energy, open space etc at the earlier stage of development of the SPD.</p> <p>Under each heading, the commentary should clearly state why the options assessed were the 'reasonable ones' to consider and why the preferred option has been chosen – including by reference to the findings of the appraisal in section 10.</p> <p>As stated above, it would be helpful to include a map/diagrams to assist the reader with understanding this section.</p>



Review criteria	Requirements	Findings
<p><b>What are the appraisal findings at this current stage?</b></p>	<p>22. The likely significant effects on the environment associated with <b>the draft plan</b></p> <p>23. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing <b>the draft plan</b></p>	<p>The significant effects outlined in section 10 should be drawn out in the conclusions (section 11). Note our comment in the SA Report that you need to define which ‘colour category’ relates to significant effects – as we are not sure whether there are in fact no ‘significant’ effects identified (because there are no ‘very positive’ or ‘very negative’ effects identified through the appraisal), or whether ‘positive’ or ‘negative’ effects are also considered significant.</p> <p>If there are in fact no significant adverse effects of implementing the preferred option it should be explicitly stated that this is the case in section 11 (conclusions), and a summary provided of the mitigation measures which are being put in place (or enhancement measures) to achieve this (e.g. in relation to travel SA objective and noise and air quality objective). This has been done to some extent in the conclusions section, but it would be more helpful if this was tied back to the SA objectives. Also, the conclusions section covers some topics but not others – it would be useful to say why others have not been singled out for discussion in the conclusion, or alternatively, to give a brief overview of the findings in section 10 for all SA objectives.</p>

Review criteria	Requirements	Findings
What happens next (including monitoring)?	24. A description of the measures envisaged concerning monitoring	There is no consideration of measures concerning monitoring. At this stage, it is only necessary to set out the measures 'envisaged'. Would suggest that the SA report outlines indicators for monitoring the significant effects identified in Section 10. This may be tied back to the Local Plan monitoring framework perhaps.

#### 4. SUMMARY OF REVIEW AT THIS STAGE

A screening exercise might conclude that an SA is not actually required for this SPD. However, given that an SA is being produced; it needs to be SEA compliant. Therefore, the main issues that need to be addressed to ensure that the SA is not open to legal challenge are as follows:

- There is a need make clearer, the explanation of the different options and why they have been determined as 'reasonable alternatives' and to outline the reasons for choosing the preferred approach (combination of alternatives), including *in relation to the findings of the SA appraisal*. This particularly relates to the preferred option and the four reasonable alternatives that have been appraised at this stage.
- As we identified in our previous review, it would be helpful if the methodology for determining the 'significance' of the impacts compared to the baseline was made clearer. Care needs to be taken when 'scoring' options more or less positively where there are no objective differences.
- The SA report cross references information set out within the appendices to the Options SA report (October 2013). This information should be represented within this SA report to ensure completeness and prevent the need to refer back to previous reports. As we raised in our previous review, Inspectors do not like to cross-reference between different SA reports.
- Mitigation and measures for monitoring significant effects need to be outlined in the final SA Report.
- The SA Report ought to be structured so that it 'tells the story' of how the SPD has developed and how the reasonable alternatives were established

and appraised. It does this to some extent, but elements of the report need restructuring so that this story is clearer.



### Appendix 3: REVIEW OF RELEVANT PLANS AND PROGRAMMES

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
<b>INTERNATIONAL</b>				
Johannesburg Declaration on Sustainable Development	<ul style="list-style-type: none"> <li>• Commitment to building a humane equitable global community for all.</li> <li>• Renewable energy and efficiency</li> <li>• Sustainable construction.</li> <li>• Reducing impacts on biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater resource energy efficiency.</li> <li>• Renewable energy.</li> <li>• Increase energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• The Masterplan should encourage the use of energy efficiency resource and the use of renewables where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.</li> </ul>
Kyoto Protocol (1997)	<ul style="list-style-type: none"> <li>• To prevent greenhouses gases and climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce emission levels</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage renewable energy</li> </ul>	<ul style="list-style-type: none"> <li>• The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.</li> </ul>
European Spatial Development Perspective	<ul style="list-style-type: none"> <li>• Economic/Social cohesion.</li> <li>• Conservation of natural and cultural heritage.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the Directive within the SA.</li> </ul>
Directive 2001/42/EC on the assessment of the effects of	<ul style="list-style-type: none"> <li>• Protection of the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Must apply to plans after 21/07/2006.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a Masterplan taking</li> </ul>	<ul style="list-style-type: none"> <li>• Requirements of the Directive must be</li> </ul>

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certain plans on the environment			account of Directives requirements	met within the SA.
EU Air Quality Framework Directive 1996/62/EC and 1999/30/EC, 2000/3/EC	<ul style="list-style-type: none"> <li>• Maintain good air quality and improve where possible.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• Should include objectives to consider air quality.</li> </ul>
EU Water Framework Directive 2000/60/EC	<ul style="list-style-type: none"> <li>• Prevents deterioration of aquatic water systems.</li> <li>• Promotes sustainable water use.</li> <li>• Reduce underground pollution</li> <li>• Mitigate effects of flooding and droughts.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• Should include objectives to consider water quality.</li> </ul>
Drinking Water Directive	<ul style="list-style-type: none"> <li>• Quality of drinking water</li> </ul>	<ul style="list-style-type: none"> <li>• Standards are legally binding</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider water quality.</li> </ul>
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<ul style="list-style-type: none"> <li>• To ensure conservation of wild flora and fauna species and habitats. Special attention</li> </ul>	<ul style="list-style-type: none"> <li>• No targets identified</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider the natural environment and biodiversity issues.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>should be given to endangered and vulnerable species, included endangered and vulnerable migratory species.</p> <p>There are three main aims:</p> <ol style="list-style-type: none"> <li>1. Conserve wild flora, fauna and Natural Habitats.</li> <li>2. To promote co-operation between states.</li> <li>3. To give particular attention to vulnerable/endangered species.</li> </ol>			
EU Directive on the Conservation of Wild Birds 79/409/EEC	<ul style="list-style-type: none"> <li>• Identification of endangered species for which Member States are required to designate Special Protection Areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Creation of protected areas;</li> <li>• Upkeep and Management;</li> <li>• Re-establishment of destroyed biotopes.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider biodiversity issues.</li> </ul>
EU Directive on the Conservation of Natural Habitats and Wild Flora and Fauna 92/43/EEC	<ul style="list-style-type: none"> <li>• To conserve natural habitats;</li> <li>• Identification of areas of conservation and maintain landscape</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider the protection of landscape benefit for ecological issues.</li> </ul>

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	<ul style="list-style-type: none"> <li>features;</li> <li>• Protection of Species.</li> <li>• The consideration of Appropriate Assessments.</li> </ul>			
RAMSAR Convention on Wetlands of International Importance (1971)	<ul style="list-style-type: none"> <li>• The conventions mission statement is 'the conservation and wise use of all wetlands through local, regional and national actions and international co-operation, as a contribution to sustainable development throughout the world'.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Develop Masterplan to take account of the requirements of the Directive.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider the protection of the environment.</li> </ul>
EU Framework Waste Directive 75/442/EEC (as amended)	<ul style="list-style-type: none"> <li>• Seeks to prevent and reduce the production of waste and its impacts;</li> <li>• Where necessary waste should be disposed of with creating</li> </ul>	<ul style="list-style-type: none"> <li>• Promoting of the development of clean technologies to process waste;</li> <li>• Promote re-cycling and re-use</li> </ul>	To develop policies and programmes which take account of the Directive's requirements and consider recycling and treatment of waste?	<ul style="list-style-type: none"> <li>• The SA should include the minimisation of waste.</li> </ul>



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	environmental problems.			
Aarhus Convention (1998)	<ul style="list-style-type: none"> <li>Contribute to the protection of the right of every person and future generations to live in an environment adequate to his / her health and well being by:               <ol style="list-style-type: none"> <li>1. Access to Information;</li> <li>2. Public Participation in Decision Making;</li> <li>3. Access to Justice.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Ensure public are consulted at relevant stages.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure the public are consulted at the relevant stages.</li> </ul>
<b>NATIONAL</b>				
NPPF	<ul style="list-style-type: none"> <li>An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time</li> </ul>	<ul style="list-style-type: none"> <li>Making it easier for jobs to be created in cities, towns and villages;</li> <li>Moving from a net loss of bio-diversity to achieving net gains for nature;<sup>6</sup></li> <li>Replacing poor design with better design;</li> </ul>	<ul style="list-style-type: none"> <li>To develop the Masterplan to take account of the NPPF.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the Masterplan is economically, socially and environmentally sustainable.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;</p> <ul style="list-style-type: none"> <li>• A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and</li> <li>• An environmental</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the conditions in which people live, work, travel and take leisure; and</li> <li>• Widening the choice of high quality homes.</li> </ul>		

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</p>			
<b>SUB REGIONAL</b>				
Lancashire Minerals and Waste Local Plan	<ul style="list-style-type: none"> <li>• To resist minerals or waste developments where they could cause unacceptable impact on people and the environment;</li> <li>• To minimise the adverse impact of minerals or waste</li> </ul>	<ul style="list-style-type: none"> <li>• A variety of targets and indicators are referred to relating to a minerals production, waste minimisation and recycling relates.</li> </ul>	<ul style="list-style-type: none"> <li>• The Masterplan should take into account the key objectives of the Minerals and Waste Local Plan where relevant.</li> </ul>	<ul style="list-style-type: none"> <li>• The SA should consider, where appropriate, the need for objectives relating to minerals and waste.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>developments and seek where appropriate environmental and social benefits;</p> <ul style="list-style-type: none"> <li>• To identify the requirements for, and ensure a supply of land to meet necessary local, regional and national supplies of minerals;</li> <li>• To safeguard minerals resources for the future;</li> <li>• Increased emphasis on waste minimisation, re-use and recycling whilst ensuring that adequate provision is made for the treatment and disposal of waste;</li> <li>• To ensure that minerals and waste development are reclaimed to a high standard, to enable</li> </ul>			

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	<p>an acceptable after the use to be implemented;</p> <ul style="list-style-type: none"> <li>• To encourage the use of secondary materials;</li> <li>• To minimise the adverse impacts from the transport of minerals and waste; and</li> <li>• To facilitate the establishment of installations and sites needed to minimise waste requiring final disposal.</li> </ul>			
<p>A landscape strategy for Lancashire – Landscape Character Assessment (2000)</p>	<ul style="list-style-type: none"> <li>• To outline how the landscape of Lancashire has evolved in terms of physical forces and human influences;</li> <li>• To classify the landscapes in district landscape types</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• To incorporate landscape enhancement into the Masterplan.</li> </ul>	<ul style="list-style-type: none"> <li>• To include protection of landscapes in the Masterplan.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>identifying key characteristics and sensitivities and providing principles to guide landscape change;</p> <ul style="list-style-type: none"> <li>• To describe the current appearance of the landscape, classifying it into district zones of homogenous character, summarising the key features of each landscape character area;</li> <li>• To describe the principal urban landscape types across the County, highlighting their historical development.</li> </ul>			
Lancashire County Council Local Transport Plan	<ul style="list-style-type: none"> <li>• Reduce road casualties;</li> <li>• Improve access to jobs and services;</li> <li>• Improve air quality;</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators relating to areas such as traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Masterplan in relation to improving the accessibility to services,</li> </ul>	<ul style="list-style-type: none"> <li>• Include sustainability objectives in relation to improving traffic issues.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> <li>• Improve the condition of transport infrastructure;</li> <li>• Reduce delays on journeys;</li> <li>• Increase journeys by bus and rail; and</li> <li>• Increase active travel.</li> </ul>	<p>growth, air quality and public transport use, cycling and walking rates, congestion and accessibility.</p>	<p>encouraging the provision and use of public transport and cycling and walking.</p>	
Lancashire and Blackpool Local Flood Risk Management Strategy	<ul style="list-style-type: none"> <li>• Roles and Responsibilities</li> <li>• Understanding Risk</li> <li>• Funding</li> <li>• Communication and Involvement</li> <li>• Sustainable Flood Risk Management</li> </ul>	<ul style="list-style-type: none"> <li>• The plan includes a range of targets and indicators.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Masterplan taking into consideration the objectives of the Flood Risk Management Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• To include objectives in the Masterplan</li> </ul>
<b>LOCAL</b>				
West Lancs Local Plan 2012-2027	<ul style="list-style-type: none"> <li>• Stronger and safer communities</li> <li>• Education, training and the economy</li> <li>• Health</li> <li>• Natural Environment</li> <li>• Housing</li> <li>• Services and Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• The Plan includes a wide range of targets and indicators.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Masterplan in relation to the objectives of the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• To include objectives in the Masterplan.</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> <li>• Location of development and built environment</li> <li>• Climate Change</li> </ul>			
West Lancashire District Council Statement of Community Involvement	<ul style="list-style-type: none"> <li>• Describes the various stages in document preparation when the Council will involve the community, the different groups to be contacted at each stage and for each type of document, and the different ways in which groups will be involved at each stage.</li> <li>• Explains how the Council will provide feedback on any comments received.</li> <li>• Provides a list of organisations and community groups that the Council will</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• The Masterplan consultation must comply with the SCI.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the consultation on the SA in undertaken in accordance with the SCI.</li> </ul>



Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	consult, both formally and informally.			
Housing Needs Survey	<ul style="list-style-type: none"> <li>• Provide accurate and robust information about the housing need requirements</li> <li>• Help support the Council’s strategic housing role;</li> <li>• Help inform the Housing Strategy for the Masterplan;</li> <li>• Identify key priorities to creating a balanced housing market in the District, particularly addressing issues of affordability;</li> <li>• Provide an assessment of housing markets in the District;</li> <li>• Assess the specific housing needs of ethnic minorities, older people and key workers in the</li> </ul>	<ul style="list-style-type: none"> <li>• 20% elderly provision and 35% affordable housing provision.</li> </ul>	<ul style="list-style-type: none"> <li>• The Masterplan must address the issues of the Housing Needs Survey.</li> </ul>	<ul style="list-style-type: none"> <li>• SA Framework should include for the development of affordable and elderly housing.</li> </ul>

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	District; <ul style="list-style-type: none"> <li>• Provide projections on future housing need.</li> </ul>			
West Lancashire Open Space Strategy	<ul style="list-style-type: none"> <li>• To prioritise strategic sites for enhancement and development of open space and non-sports pitch facilities.</li> <li>• Provide quality targets and management targets for general open space and individual typologies.</li> <li>• Provide information that can be used within the LDF process and supplementary planning documents.</li> <li>• Protect sites, which increase nature conservation and biodiversity, from over use.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Masterplan must consider open space.</li> </ul>	<ul style="list-style-type: none"> <li>• SA should take account of open space in the Masterplan.</li> </ul>
West Lancashire Playing Pitch Assessment	<ul style="list-style-type: none"> <li>• Analyse the current level of pitch</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Masterplan must consider open space</li> </ul>	<ul style="list-style-type: none"> <li>• SA should take account of open</li> </ul>

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	provision in the District <ul style="list-style-type: none"> <li>• Review the quantity and quality of pitches in the District</li> <li>• Identify how facilities can be improved</li> <li>• Identify the levels of demand</li> <li>• Set a local standard for playing pitches within the District.</li> </ul>			space in the Masterplan.



#### Appendix 4: COLLECTION OF RELEVANT ECONOMIC, SOCIAL AND ENVIRONMENTAL BASELINE DATA

Indicator - 1. Encourage sustainable economic growth and performance.

Indicator	Data Source	Data recent at	Locality	West Lancs	North West	England	Comments
All Economically Active	2011 Census	2011	N/A	81,601	5,184,216	3,881,374	
% claiming JSA	2010 Nomis	2010	4.4%	4.1%	4.5%	4.1%	

Indicator – 2. Secure Economic Inclusion

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comments
All Economically Active	2011 Census	2011	N/A	81,601	5,184,216	3,881,374	
% Claiming JSA	2010 Nomis	2010	4.4%	4.1%	4.5%	4.1%	
Higher Occupation workers	2009 Economic Study	2009	37	38.6	N/A	N/A	
Intermediate Occupation	2009 Economic Study	2009	40.6	38.3	N/A	N/A	

Workers							
Lower Occupation Workers	2009 Economic Study	2009	23.1	22.4	N/A	N/A	

Indicator – 3. To deliver Urban Renaissance

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comments
Burscough Town Centre Vacancy Numbers							No Data Available
Number of dwellings.	2001 census	2001	3,383				
Deficiency of public open space	Playing pitch strategy	2004	2.8 playing field pitches				Needs reviewing as may have changed over time.

Indicator – 4. To deliver Rural Renaissance

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
% of population within 5km of 5 basic services	LCC	2005		55.93%			
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	LCC	2007		78.9%			

Indicator - 5. To protect and improve the quality of inland and coastal waters, and manage flood risk

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
Number of Planning Permissions permitted against	2012 AMR Environment Agency	2012		0			

Environment Agency Advice							
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Indicator – 6. To reduce the need to travel and improve the choice and use of sustainable transport modes.

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	WLDC Housing Land Database	2011/2012		65%			
Average distance (km) travelled to a fixed place of work..							Question not asked in 2011 census.
Length of Public Footpaths within the District	LCC GIS	2007		144km			
Length of cycle ways within the District	LCC GIS	2007		6km			
Number of people travelling to work within the borough	West Lancs AMR	2011		63%			



Indicator – 7. To minimise the requirement for energy, promote efficient energy use and increase the proportion of energy from renewable sources

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Daily domestic use of the water supply.	Audit commission	2004		148 Litres		154.14 Litres	
Average annual consumption of gas in Kwh.	Audit commission	2004		22971	20828	20496 (GB)	
Average Annual Consumption of electricity in Kwh.	Audit commission	2004		4919	4393	4628 (GB)	

Indicator – 8. To protect, enhance and manage West Lancashire’s rich and diverse culture and built environment and archaeological assets.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of Conservation Areas	Council Heritage List	2013	1	28			(Junction Lane CA)
Listed Buildings	English Heritage	2013	1	600			

Building of Local Importance	Council Heritage List	2013	6	120			
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Indicator – 9. To protect and restore land and soil

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Proportion of land stock that is neglected, underused or derelict.	AMR 2012	2012		29	680	4080	
Proportion of land stock that is classified as contaminated land							No data
Amount of Contaminated land that has been remediated.	West Lancs			0			

Indicator – 10. To protect and enhance biodiversity and sites of geological importance

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of RAMSAR sites within the District.	West Lancs AMR	2012		2			
Number of SSSI's within the District.	West Lancs AMR	2012		6			
Number of TPOs	West Lancs AMR	2012		557			
Green Flag Awards	West Lancs AMR	2012	0	3			
Biological Heritage sites				5,111			

Indicator – 11. To improve health and well-being and reduce health inequalities.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Life expectancy males	West Lancs	2003-2005		77.7	76.0	77.7	
Life expectancy Female	West Lancs	2003-2005		80.6	80.4	81.8	

Indicator – 12. To protect and improve air, light and noise quality

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Numbers of Air Quality Management Zones	West Lancs	2009		1			Moor Street Ormskirk
% of moderate / higher pollutant days	West Lancs						Not recorded by West Lancs

Indicator – 13. To improve access to and the provision of basic goods, services and amenities.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Amount of new residential development (completions) within 30 minutes public transport time of essential basic services (GP, Hospital,	West Lancs			65%			

Primary, Secondary, Retail, Employment)							
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Indicator – 14. To develop strong and vibrant communities and reduce the fear of crime.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Recorded Crime	Lancashire Profile – West Lancs	2008		38.3	58.4	53.7	
Violence Against the Person	Lancashire Profile – West Lancs	2008		1423			
Robbery	Lancashire Profile – West Lancs	2008		33			
Burglary Dwelling	Lancashire Profile – West Lancs	2008		329			
Theft of a Motor Vehicle	Lancashire Profile – West Lancs	2008		276			

Theft from a Motor Vehicle	Lancashire Profile – West Lancs	2008		497			
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Indicator – 15. To improve access to a range of good quality affordable and resource efficient homes.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of affordable housing units granted permission	West Lancs AMR	2012	15	330			
Brownfield conversions sites				233			
Greenfield agricultural conversion sites				17			

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**Appendix 5: IDENTIFYING SUSTAINABILITY ISSUES** Yew Tree Farm Masterplan SPD

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
Sustainable Drainage (waste water management strategy)	<p>Although the site is not located within the flood zone at risk from fluvial flooding (Flood Zone 2 and 3), due to network capacity issues, surface water flooding can occur in Burscough at times of extreme rainfall. The general capacity issue is worsened by pinch points in the network such as narrowing under the railway line and canal.</p> <p>In addition, waste (foul) water from the Burscough, Ormskirk, Scarisbrick and Rufford areas is treated at the New Lane Waste Water Treatment Works (WWTW) before discharging to BoatHouse Sluice where abstraction to the water course at Martin Mere takes place. Given the sensitivity of the area, discharge consent limits are tight and nearing capacity which limits how much foul</p>	<p>Careful consideration is needed in protecting areas from surface water flooding.</p> <p>The Council, along with Lancashire County Council and the Environment Agency will be required to work together to ensure new development and the existing area is protected.</p>	<p>United Utilities and the site promoters have confirmed (through the examination in public for the Local Plan) that all surface water generated through the development of this site can be managed on site and discharged to the local watercourse attenuated at a Greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak</p>

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Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	water can be treated here in the future.		rainfall.
Energy Provision	The 'primary' electricity substation for the Yew Tree Farm site is located approximately 1.5km away and currently has enough capacity for the connection of the proposed development at Yew Tree Farm.	<p>Energy is a topical issue at the moment with increasing energy cost the, provision of a decentralised energy network is an option to be considered, with other renewable options.</p> <p>The Council will be required to fully engage with Electricity North West to establish what options would be suitable for the site.</p>	In terms of on site infrastructure required, approximately three or four distribution substations would need to be installed at a cost to the developer. Given the rising cost of grid connected energy and possible future energy security, along with the policy requirement for the site to consider decentralised energy provision
Highways, Access and Public Transport	One of the main concerns for Burscough in terms of infrastructure is the impact of congestion. The road network through Burscough generally flows well unless a pinch point occurs as a result of a parked vehicle or school drop off, or around certain junctions during peak times. Opportunities for by-pass routes are	Congestion and the lack of inter connective public transport is an issue in Burscough. There are two train stations however these are located some distance apart and offer a sparse service. There are also a number of prime locations for congestions, for example at peak times around Lordsgate School and	Studies have been undertaken to examine options to link the Southport to Manchester line with the Ormskirk to Preston line. Options are also being reviewed to extend the electrified Merseyrail line to Burscough.



Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	<p>limited due to funding and physical barriers such as the canal and rail lines. Further more, the current cycle facilities around the area are to some extent disjointed with no link between Ormskirk and Burscough.</p> <p>In terms of public transport, Burscough has 2 rail stations and 2 rail lines, although they are disconnected.</p>	<p>at pinch points in the town centre.</p> <p>The Council and Lancashire County Council must work in partnership, ensuring that the issue of congestion is addressed through assessing problem junctions and ensuring a sustainable public transport network functions to its full potential.</p>	
Public Open Space and the Linear Park	<p>Many of the residents of Burscough are beyond the recommended 10 minute walking distance to Formal park provision and Burscough, like many other settlements in the borough, has a deficiency in sports facilities.</p>	<p>There is an identified playing pitch deficiency in the Burscough area, the updated Open Space Study will establish what requirement of formal and informal public open space will need to be delivered with the development of the site.</p> <p>Engagement with Leisure Services is key to the delivery of this and the Linear Park which will enhance</p>	<p>To support connectivity of the Yew Tree Farm site and Burscough in general, a Linear Park between Ormskirk and Burscough would allow for the movement of people between both settlements and facilities, and access to the Leeds-Liverpool Canal at Burscough.</p>

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
		sustainable networks to Ormskirk for walking and cycling.	
Ecology Issues	Yew Tree Farm is in close proximity to Martin Mere which is feeding habitat for pink-footed geese and whooper swans. Although the site is not currently identified as supporting habitat for the SPA/Ramsar site, it does have the potential to be and will need to be closely monitored. A pond within the site was identified as having potential for Great Crested Newts and the existing farm buildings may offer potential for bats, although a recent survey suggests this is currently not the case.	<p>The potential of the site as a feeding area for protected species will be assessed through the HRA.</p> <p>Liaison with Lancashire County Council and RSPB/Natural England will identify areas to be protected; these could be doubled up as areas of public open space.</p>	Habitat Regulations Assessment (HRA) to identify species on the site and any mitigation/provision for ecology on the site.
Education	The nearest educational facilities are Burscough Priory Science College. Secondary School and Lordsgate Township Primary School. The Education Authority (LCC) has indicated that the development of Yew Tree Farm is likely to trigger the	The Council will have to liaise with Lancashire county Council in order to establish if a need for additional primary /secondary school places is required. If a new school is required on the Yew Tree Farm site this could assist in elevating the highways	Should the requirement be met - an extension to an existing facility or a new school? Implications for other schools. Review the educational requirements with Lancashire County Council.

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	need for additional Primary School places although secondary provision is acceptable. Furthermore, existing highway issues on the A59 as a result of the “school runs” at Lordsgate School.	issues associated with pinch points at school drop off/pick up times.	If a new school is required provide drop off facilities.
Health	Capacity within Burscough’s health centres is likely to be exceeded as a result of cumulative future growth. There are 3 health practices within Burscough, 2 of which operate out of the Burscough Health Centre.	Engagement with the Health providers will establish what requirements are needed.	Liaise with the healthcare providers to establish what provision if any is required and provide through planning obligations.
Other Infrastructure	The library in Burscough is considered inadequate due to the size and facilities available. In addition, Burscough Leisure Centre could benefit from improvement to meet the growth in population.	Engagement with the community and infrastructure providers is key to the delivery of associated community facilities/benefits such as the library and leisure centre.	Liaise with providers to establish the required need and either provide a facility onsite or within the town centre, through a planning obligation.
Allocation of Housing/Employment Land	Yew Tree Farm is required to deliver 500 dwellings and 10 ha of employment within the Plan period. The remainder of the site is to be safeguarded from development until	The location of housing and employment land for development in this plan period and that which is to be safeguarded for development post 2027, will required engagement	Discussions with elderly care at West Lancs assessment of the needs and what type of elderly and affordable housing is required.

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	<p>2027 when it may be required to deliver a further 500 dwellings and 10ha of employment land safeguarded for beyond 2027. Additional policy requirements include a need for 20% of all housing to be suitable for the elderly and for a minimum of 35% to be affordable housing provision.</p>	<p>with all of the providers in each of the issues mentioned above.</p> <p>It is essential to have the correct infrastructure in place for the development of residential and employment land.</p>	<p>Allocating of parameters of development for housing, employment and associated infrastructure.</p>

# Equality Impact Assessment Form



<b>Directorate: Transformation</b>	<b>Service: Planning</b>
<b>Completed by: Peter Richards</b>	<b>Date: 03/12/14</b>
<b>Subject Title: Yew Tree Farm Masterplan SPD</b>	
<b>1. DESCRIPTION</b>	
Is a policy or strategy being produced or revised:	Yes
Is a service being designed, redesigned or cutback:	No
Is a commissioning plan or contract specification being developed:	No
Is a budget being set or funding allocated:	No
Is a programme or project being planned:	No
Are recommendations being presented to senior managers and/or Councillors:	Yes
Does the activity contribute to meeting our duties under the Equality Act 2010 and Public Sector Equality Duty ( <b>Eliminating unlawful discrimination/harassment, advancing equality of opportunity, fostering good relations</b> ):	Yes
Details of the matter under consideration:	The Adoption of a Masterplan SPD for the Yew Tree Farm Strategic Development Site to guide applicants on how the site should be developed for a mixture of housing, employment and community / retail uses.
<p><i>If you answered <b>Yes</b> to any of the above go straight to Section 3</i></p> <p><i>If you answered <b>No</b> to all the above please complete Section 2</i></p>	
<b>2. RELEVANCE</b>	
Does the work being carried out impact on service users, staff or Councillors (stakeholders):	Yes/No* <i>*delete as appropriate</i>
If <b>Yes</b> , provide details of how this impacts on service users, staff or Councillors (stakeholders): <i>If you answered <b>Yes</b> go to Section 3</i>	
If you answered <b>No</b> to both Sections 1 and 2 provide details of why there is no impact on these three groups: <i>You do not need to complete the rest of this form.</i>	
<b>3. EVIDENCE COLLECTION</b>	
Who does the work being carried out impact on, i.e. who is/are the stakeholder(s)?	The Masterplan SPD will have limited direct impact on any stakeholders other than those with specific needs to access the document in a format they can utilise.

	<p>However, the Masterplan SPD will inform planning decisions on applications that are subsequently brought forward for the site by other parties and which will potentially have direct impacts on the general public in the Burscough area, those that live work and spend leisure time in the area.</p>
<p>If the work being carried out relates to a universal service, who needs or uses it most? (Is there any particular group affected more than others)?</p>	<p>N/A</p>
<p>Which of the protected characteristics are most relevant to the work being carried out?</p> <p>Age Gender Disability Race and Culture Sexual Orientation Religion or Belief Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity</p>	<p>Yes No Yes No No No No No No No</p>
<p><b>4. DATA ANALYSIS</b></p>	
<p>In relation to the work being carried out, and the service/function in question, who is actually or currently using the service and why?</p>	<p>Previous engagement with the community and general public in relation to planning policy matters and consultation exercises in the Burscough area and across the Borough show that it tends to be those of a white-british ethnic background and those of older age groups who actively engage in the process. Completed equality questionnaires from those consultation exercises bear this out, but the limited number of such questionnaires completed does not provide sufficient statistical reliability to analyse and use this data.</p> <p>In relation to who actually utilises the Masterplan SPD once it is adopted, it will primarily be landowners / developers (i.e. commercial interested parties) seeking to submit a planning application or members of the local community who take a particular interest in the site, potentially of any age, gender, disability and ethnic background, but most likely to be of a white-british ethnic background and an older age group, as identified above through past experiences.</p>
<p>What will the impact of the work being carried out be on usage/the stakeholders?</p>	<p>The adoption of the Masterplan SPD will have</p>

	<p>limited direct impact on any stakeholders other than those who wish to access the document in a format other than the usual electronic or printed versions.</p> <p>However, delivery of the site, which will be informed by the Masterplan SPD, could potentially have both positive and negative impacts on a range of stakeholders, particularly the older age groups and young children and those with mobility disabilities, related to the accessibility of the site and its surrounding area by a variety of modes of transport and what is developed on the site itself (e.g. housing specifically for the elderly and potentially a new primary school).</p>
<p>What are people's views about the services? Are some customers more satisfied than others, and if so what are the reasons? Can these be affected by the proposals?</p>	<p>The Masterplan SPD has been consulted on extensively, as has the Local Plan which allocated the Yew Tree Farm site as a Strategic Development Site. The latest comments on the draft Masterplan SPD are included with the Cabinet Report.</p>
<p>What sources of data including consultation results have you used to analyse the impact of the work being carried out on users/stakeholders with protected characteristics?</p>	<p>Census data for Burscough and the wider Borough has been utilised, together with the evidence base for the Local Plan and the consultation feedback from each stage of the Local Plan and Masterplan SPD preparation.</p>
<p>If any further data/consultation is needed and is to be gathered, please specify:</p>	<p>N/A</p>
<p><b>5. IMPACT OF DECISIONS</b></p>	
<p>In what way will the changes impact on people with particular protected characteristics (either positively or negatively or in terms of disproportionate impact)?</p>	<p>Development of the Yew Tree Farm site, informed by the Masterplan SPD, could potentially impact those of an older age group positively by providing more housing specifically for that age group. Young children (and their parents) may benefit if a primary school is delivered on the site in the future. The working age population will benefit from increased opportunities for local employment.</p> <p>All ages will also benefit from improved connectivity and accessibility within Burscough and beyond by a range of modes of transport, a greater choice of housing (both market and affordable) and improved public open space provision.</p> <p>Those with mobility disabilities will benefit from the improved connectivity and accessibility</p>

	created by the development of the site and those with any disability could potentially benefit from the increased supply of homes built to Lifetime Homes Standard.
<b>6. CONSIDERING THE IMPACT</b>	
If there is a negative impact what action can be taken to mitigate it? (If it is not possible or desirable to take actions to reduce the impact, explain why this is the case (e.g. legislative or financial drivers etc.).	There is no clear cut negative impact on any particular protected characteristic as a result of the Masterplan SPD, but the planning application stage will provide opportunity to consider whether the detailed proposals for development impact on particular protected characteristics.
What actions do you plan to take to address any other issues above?	No actions
<b>7. MONITORING AND REVIEWING</b>	
When will this assessment be reviewed and who will review it?	The policy within the Masterplan SPD will only be reviewed as part of any review of planning policy covering the Yew Tree Farm site in the future (e.g. a new Local Plan or SPD). As such, the EIA will only be reviewed at that time. However, as part of the monitoring of the Local Plan and the SPD, the impact on particular protected characteristics will be monitored as far as is possible.





**AGENDA ITEM: 5(d)**

**CABINET 13 January 2015**

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**Report of: Assistant Director Community Services**

**Relevant Head of Service: Managing Director (People and Places)**

**Relevant Portfolio Holder: Councillor Martin Forshaw**

**Contact for further information: Mr C Brady (Extn. 5125)  
(E-mail [colin.brady@westlancs.gov.uk](mailto:colin.brady@westlancs.gov.uk))**

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**SUBJECT: ORMSKIRK TOWN CENTRE CAR PARKS**

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Wards affected: Borough Wide

**1.0 PURPOSE OF THE REPORT**

- 1.1 To review current car parking arrangements and charging on the Ormskirk town centre pay and display car parks.

**2.0 RECOMMENDATIONS**

- 2.1 That an amendment be made to the West Lancashire Borough Council (Off Street Parking Places) (Consolidation) and Revocation Order 2011 to:
- a) Change the length of time that vehicles can park on the short stay Ormskirk town centre car parks known as Lunesdale, Bus Station, Market Way and Park Road (rear of Tesco's)
  - b) Permit free parking on the 52 Derby Street car park on Saturdays, for up to 4 hours.
  - c) Revoke that part of the Order referred to in paragraph 4.7 below.
- 2.2 That the matter of pay on exit parking continue to be investigated and the findings be reported back as part of the implementation of the Ormskirk Town Centre Strategy.

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**3.0 BACKGROUND**

- 3.1 The Council currently operates pay and display car parks in Ormskirk town centre, some are designated as short stay car parks with a maximum permitted parking period of 2 hour (with no return within 2 hours).

There are also five long stay car parks with parking permitted as follows:

Park Pool	up to 4 hours
Hutton Way	up to 9 hours
Hants Lane	up to 9 hours
The Stiles	up to 9 hours
52 Derby Street	up to 9 hours

- 3.2 Parking charges are made on all the car parks Monday – Saturday inclusive, 08.30hrs to 17.30hrs, except for bank holidays. However, the first hour is free on the Park Road (rear of Tesco) car park. Additionally parking permits are also issued on the Hants Lane long stay car park.
- 3.3 Current charges on town centre car parks are as follows:

Short Stay

Up to 1 hour	70p
Up to 2 hours	£1.10

Long Stay (Except Hants Lane)

Up to 1 hour	70p
Up to 2 hours	£1.10
Up to 3 hours	£1.60
Up to 4 hours	£2.00
Up to 9 hours	£3.00

Long Stay (Hants Lane)

Up to 1 hour	40p
Up to 2 hours	60p
Up to 3 hours	£1.00
Up to 4 hours	£1.20
Up to 9 hours	£1.70

- 3.4 The short stay car parks are generally used by visitors to town centre retail facilities and local businesses. The stay on the short stay car parks is currently limited to two hours, with no return within two hours. Traditionally this limit was introduced in order that there would be a reasonable turnover of spaces on the car parks such that visitors to the town centre businesses are quickly able to find a parking space.
- 3.5 The long stay car parks (up to nine hours parking) are available for use by visitors and also are used by employees of the local business community for whom the available parking time on the short stay car parks is not sufficient. The Park Pool car park is mainly used by customers of the leisure facility, being immediately adjacent to the facility. The four hour stay at the Park Pool was introduced to allow sufficient time for users to take advantage of the various activities on offer at the sports facility.

- 3.6 Councils are being asked to review car parking arrangements such that they can help to generate and sustain local businesses, given that parking also provides an important linkage in local traffic management arrangements enabling users to quickly and easily find parking close to their needs.

#### **4.0 PROPOSALS**

- 4.1 In December 2011 the Government commissioned a review to look at ways to address the retail decline of the High Streets nationally. This review, subsequently known as the Portas Review, made a number of recommendations also noting the importance of town centre parking facilities in the health of town centres. This decline in the national retail economy has adversely impacted on the town centre business community.
- 4.2 The Department for Communities and Local Government (DCLG) has cited that independent experts have warned about parking policies harming high streets and local shops. It is recommended that local people and businesses should be allowed to have a say in reviewing parking proposals in their area.
- 4.3 In light of the above local town centre businesses have made representations to the Council suggesting that the short stay parking of up to two hours is no longer sufficient to meet the needs of their customers. They believe that it does not encourage the use of the increasing number of town centre retail facilities, such as teashops and restaurants, nor does it give sufficient time to shop for more than on a perfunctory basis.
- 4.4 They have asked that the Council consider extending the current short stay period, provide a period of free parking on some car parks and also look at the provision of pay on exit parking at some town centre car parks.
- 4.5 It is proposed to change the existing parking charging regime to encourage visitors and shoppers to make greater use of the town centre retail businesses by extending the designated parking period on the Lunesdale, Bus Station, Market Way and Park Road (rear of Tesco's) car parks and also provide a period of free parking on the 52 Derby Street car park on Saturday. The proposed new charges on the short stay car parks will be as follows:

Up to 1 hour	70p
Up to 2 hours	£1.10
Up to 3 hours	£1.60
Up to 4 hours	£2.00

- 4.6 A one hour period of free parking is currently available on the Park Road (rear of Tesco's) car park and there are no proposals to change this at this stage. The Council again made available the annual Christmas parking offer of an additional two hours free parking and also extended the period from 1 December 2014 up to 24 December 2014, to help support the local business community during this important trading period.
- 4.7 Revoke that part of the Order relevant to the Two Saints car park (shown as hatched) on Appendix A, due to the termination of the Agreement by the landowners of the Two Saints Retail Park, and also change the name of the car park in the Order from "Two Saints" to "Park Road".

- 4.8 The provision of pay on exit parking is a rather more involved matter, with a number of critical factors coming in to play notably car park management agreements, access and egress arrangements, cost of provision of equipment / barriers, hours of operation, manning of the facilities in the event of breakdowns / equipment failure, etc. Car parking will be looked at as part of the Ormskirk Town Centre Strategy and I believe that this matter is best considered as part of that strategy.
- 4.9 Public consultation will be carried out as part of the legal process to make an amendment to the Traffic Regulation order. The consent of Lancashire County Council, as highway authority for the West Lancashire Borough, to the making of the amendments will also be obtained as appropriate.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 5.1 Efficient off-street parking enforcement enables the Council to maintain direct control of parking on its pay and display car parks, thereby ensuring that car parking is well managed for all users of the car parks as well as for the benefit of both the community and businesses alike.
- 5.2 Extending the time to park on the short stay car parks and providing free parking for a period on Saturday on the 52 Derby Street car park will assist in supporting the current needs of the local business community.
- 5.3 In the longer term the extending parking periods from two hours to four hours will encourage the public to remain in the town centre for longer periods and help to increase retail trade and also the use of the available business and leisure facilities.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 6.1 The financial impact of the recommendations in this report will not be known until they are implemented. By giving a period of free parking on a Saturday of up to 4 hours then this will reduce overall parking income. If other town centre car park users also migrate to the 52 Derby Street car park to take up the Saturday free parking offer then overall car park income could reduce further.
- 6.2 By increasing the short stay duration up to four hours then overall car park income may increase slightly. The level of increase would be entirely dependent on usage and at this stage it is difficult to put any figure to this. Income and usage on car parks will therefore be closely monitored in order that any significant adverse variance on income can be reported back as part of the Council's financial monitoring process.
- 6.3 In amending existing parking arrangements, the costs to make and advertise the amended Traffic Regulation Order will be circa £1,000.
- 6.4 The cost of the installation of the barriers and payment equipment for the provision of pay on exit parking facilities would be in the region of £55,000. Additional to this would be the cost of any engineering works to the car parks for any new or altered entrance/exit arrangements plus maintenance/management costs. These costs remain unknown at this stage and will be considered further as part of the Ormskirk Town Centre Strategy.

## **7.0 RISK ASSESSMENT**

- 7.1 There is a risk by not extending the short stay parking hours that visitors may look to shop elsewhere where parking durations more suit their needs. This then could adversely affect the viability of the town centre.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

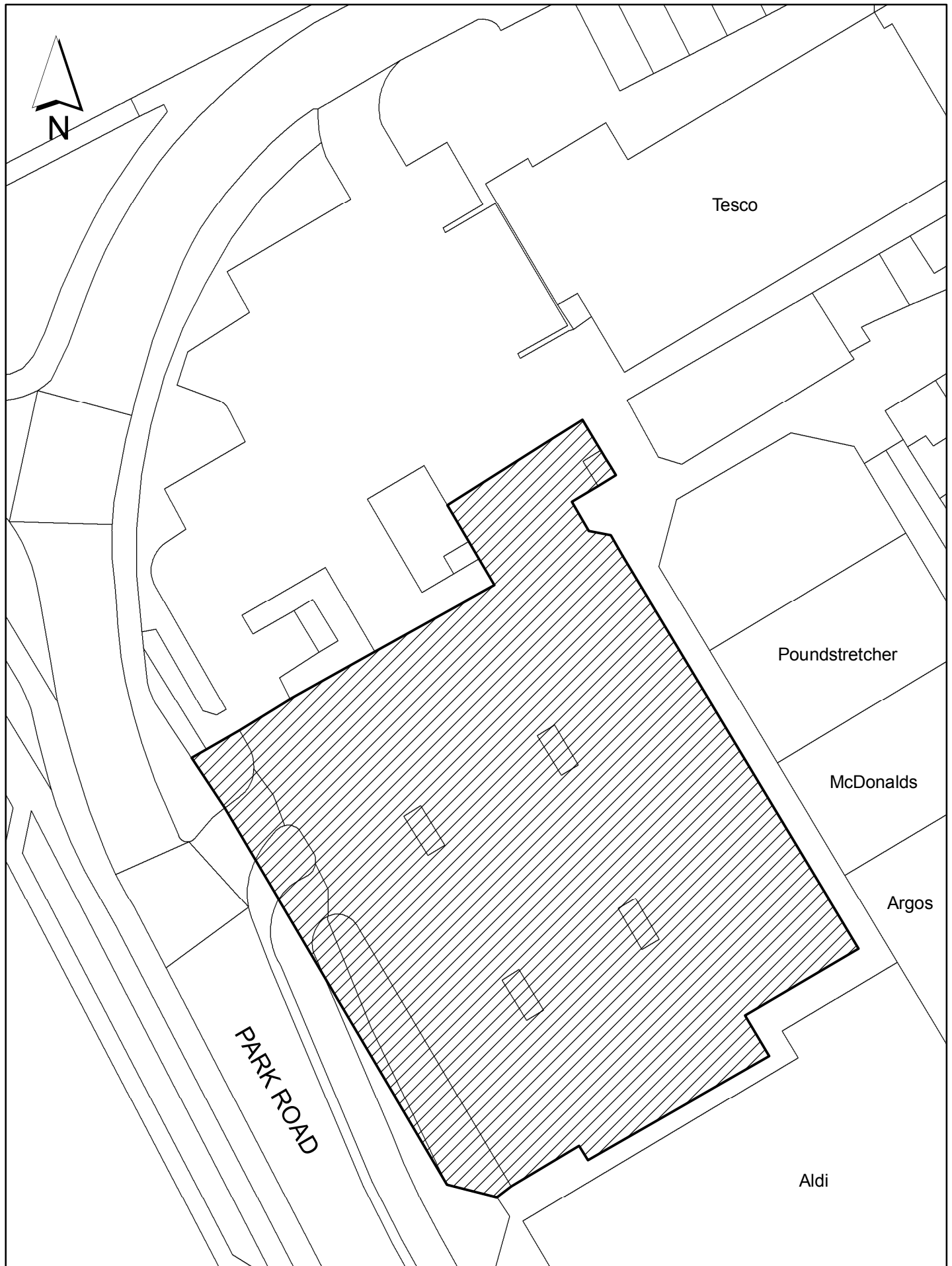
### **Equality Impact Assessment**

A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report

### **Appendices**

Appendix A            Plan showing section of the Two Saints car park Order to be revoked.









<p>1. Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service/policy/strategy/decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:  <i>People of different ages – including young and older people</i>  <i>People with a disability;</i>  <i>People of different races/ethnicities/ nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	<p>Blue badge holders are permitted to park free of charge, within marked parking bays, on all Council controlled pay and display car parks.</p>
<p>2. What sources of information have you used to come to this decision?</p>	<p>Inspection of existing car park usage, discussions with town centre businesses in relation to extending the short stay parking durations to accommodate customer needs.</p>
<p>3. How have you tried to involve people/groups in developing your service/policy/strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>Disabled bay usage and provision has also been looked in to in relation to this report and is considered adequate for the car parks in question.</p>
<p>4. Could your service/policy/strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010? Duties are to:-  <i>Eliminate discrimination, harassment and victimisation;</i>  <i>Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);</i>  <i>Foster good relations between people who share a protected characteristic and those who do not share it.</i></p>	<p>No major issues in relation to existing disabled bay provisions has previously been raised on these car parks and it is not envisaged that the recommendations contained within this report will have any effect on our duties under the Equality Act 2010. However, new disabled bays will be provided as part of the proposed upgrading works to the Park Road (rear of Tesco's) car park.</p>
<p>5. What actions will you take to address any issues raised in your answers above</p>	<p>Officers will continue to monitor the usage of the car parks to identify any potential issues which may arise out of the implementation of the recommendations contained within the report. The exiting disabled bays currently available on the town centre car parks are considered adequate and will continue to be in operation after the proposed changes are made to the parking stay duration. As mentioned in 4, new disabled bays will be provided as part of the proposed upgrading and re-orientation works to the Park Road car park.</p>





**AGENDA ITEM: 5(e)**

**CABINET: 13 JANUARY 2015**

**CORPORATE & ENVIRONMENTAL  
OVERVIEW & SCRUTINY COMMITTEE:  
19 FEBRUARY 2015**

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**Report of: Transformation Manager**

**Relevant Head of Service: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D Whittington**

**Contact for further information: Ms A Grimes (Extn. 5409)  
(E-mail: [alison.grimes@westlancs.gov.uk](mailto:alison.grimes@westlancs.gov.uk))**

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**SUBJECT: QUARTERLY PERFORMANCE INDICATORS (Q2 2014/15)**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To present performance monitoring data for the quarter ended 30 September 2014.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That the Council's performance against the indicator set for the quarter ended 30 September 2014 be noted.

2.2 That the call-in procedure is not appropriate for this item as the report is being submitted to the next meeting of the Corporate & Environmental Overview & Scrutiny Committee on 19 February 2015.

**3.0 RECOMMENDATIONS TO CORPORATE & ENVIRONMENTAL OVERVIEW & SCRUTINY COMMITTEE**

3.1 That the Council's performance against the indicator set for the quarter ended 30 September 2014 be noted.

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## **4.0 CURRENT POSITION**

- 4.1 Members are referred to Appendix A of this report detailing the quarterly performance data.
- 4.2 Of the 35 indicators reported quarterly:
- 22 met or exceeded target
  - 5 indicators narrowly missed target; 6 were 5% or more off target
  - 2 indicators have data unavailable at the time of the report (*NI 191 Residual household waste per household; NI 192 % household waste sent for reuse, recycling and composting*)

As a general comparison, Q2 performance from the 2013/14 suite gave 19 (from 31) indicators on or above target.

- 4.3 Improvement plans are already in place for those indicators where performance falls short of the target by 5% or more for this quarter if such plans are able to influence outturn.
- 4.4 These plans provide the narrative behind the outturn and are provided in Appendices B1-B6. Where performance is below target for consecutive quarters, plans are revised only as required, as it is reasonable to assume that some remedial actions will take time to make an impact.
- 4.5 For those PIs that have flagged up as ‘amber’ (indicated as a triangle), an assessment has been made at head of service level based on the reasons for the underperformance and balancing the benefits of implementing an improvement plan versus resource implications. This is indicated in the table.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 5.1 The information set out in this report aims to help the Council improve service performance and is consistent with the Sustainable Community Strategy aim of providing good quality services that are easily accessible to all.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 6.1 There are no direct financial or resource implications arising from this report.

## **7.0 RISK ASSESSMENT**

- 7.1 This item is for information only and makes no recommendations. It therefore does not require a formal risk assessment and no changes have been made to risk registers as a result of this report. Monitoring and managing performance information data helps the authority to ensure it is achieving its corporate priorities and key objectives and reduces the risk of not doing so.

## **8.0 CONCLUSIONS**

8.1 The performance indicator data appended to this report details the council's current performance against the key performance indicators from the full suite of indicators for 2014/15 as agreed by Cabinet in March 2014. Targets for the Revenues & Benefits and ICT Services provided through BTLs are established through the shared services contractual process. Performance against the full corporate suite of indicators 2014/15 will be reported within the Business Plan Annual Report.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

### **Appendices**

Appendix A – Quarterly Performance Indicators for Q2 July-September 2014/15

Appendix B – Current Improvement Plans

- B1: NI 157b+c Processing of planning applications: Minor + other applications
- B2: WL24 % Building regulations applications determined within 5 weeks
- B3: TS1 Rent Collected as a % of rent owed (excluding arrears b/f)
- B4: HS1-WL111 % Housing repairs completed in timescale
- B5: HS13-WL114 % LA properties with CP12 outstanding
- B6: WL01 No. residual bins missed

Appendix C – Minute of Cabinet 13 January 2015 (Corporate & Environmental Scrutiny Committee only) to follow











# APPENDIX A: QUARTERLY PERFORMANCE INDICATORS Q2 2014/15





Icon key					
PI Status		Performance against same quarter previous year			
	OK (within 0.01%) or exceeded	22		Improved	12
	Warning (within 5%)	5		Worse	9
	Alert (by 5% or more)	6		No change	9
N/A	Data not collected for quarter	0	/	Comparison not available	3
	Awaiting data	2		Awaiting data	2
Total number of indicators		35			

## Shared Services <sup>1</sup>

PI Code & Short Name	Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
ICT1 Severe Business Disruption (Priority 1)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	99.0%			
ICT2 Minor Business Disruption (P3)	98.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	97.0%			
ICT3 Major Business Disruption (P2)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	97.0%			
ICT4 Minor Disruption (P4)	99.0%	99.0%	99%	98.0%	99.0%	99.0%	99.0%	99.0%	99.0%	97.0%			
B1 Time taken to process Housing Benefit/Council Tax Benefit new claims and change events <sup>2</sup>	11.86	11.93	11.27	7.12	7.66	8.31	7.44	6.79	7.66	12.00			
B2 Overpayment Recovery of Housing Benefit overpayments (payments received)	£90,397	£130,250	£170,882	£43,041	£84,613	£123,567	£170,909	£34,524	£82,895	£84,611	Shortfall due to no stable/regular debit raised that can be relied on to influence on-going collection rates. A recovery plan supported by a dedicated resource has been implemented. No plan attached since actions for improvement are managed through contractual meetings.		

PI Code & Short Name	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	2012/13	2012/13	2012/13	2013/14	2013/14	2013/14	2013/14	2014/15	2014/15				
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
R1 % of Council Tax collected <sup>3</sup>	58.07%	86.77%	96.40%	28.33%	55.47%	82.85%	95.32%	28.95%	56.11%	56.50%	The Single Person Discount (SPD) review resulted in a number of SPD cancellations which increased the net collectable debt by over £40k. A recovery programme with increased activity and reduced lag between stages has seen £1.09 million more collected than at the same point last year. No plan attached since actions for improvement are managed through contractual meetings.		
R2 % council tax previous years arrears collected	12.91%	11.28%	18.32%	4.66%	11.71%	16.94%	20.94%	3.38%	12.36%	13.8%	An analysis of debt eg. age, value and recovery status was undertaken to better target recovery activities. Early indications are that performance is beginning to improve. No plan attached since actions for improvement are managed through contractual meetings.		
R3 % of Non-domestic Rates Collected <sup>3</sup>	61.41%	88.04%	95.40%	27.89%	58.57%	84.58%	95.53%	30.75%	58.26%	56.70%			
R4 Sundry Debtors % of revenue collected against debt raised <sup>4</sup>	N/A	N/A	N/A	48.23%	66.83%	71.07%	90.05%	62.59%	79.34%	65.75%			

### Community Services

PI Code & Short Name	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	2012/13	2012/13	2012/13	2013/14	2013/14	2013/14	2013/14	2014/15	2014/15				
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
WL08a Number of Crime Incidents	1,392	1,351	1,253	1,281	1,403	1,449	1,329	1,312	1,277	1,628			
WL_18 Use of leisure and cultural facilities (swims and visits) <sup>5</sup>	271,371	232,005	311,788	293,167	313,674	243,378	326,547	310,875	315,366	300,000			












**Planning**

PI Code & Short Name	Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
NI 157a Processing of planning applications: Major applications	80.00%	33.33%	80.00%	30.00%	77.78%	54.55%	85.71%	100%	76.92%	65.00%		/6	
NI 157b Processing of planning applications: Minor applications	82.09%	73.13%	75.86%	87.50%	84.62%	82.43%	72.15%	74.67%	70.00%	75.00%	Improvement plan attached at Appendix B1		
NI 157c Processing of planning applications: Other applications	92.54%	91.78%	89.23%	91.61%	93.02%	92.99%	84.35%	79.83%	76.10%	85.00%	Improvement plan attached at Appendix B1		
WL24 % Building regulations applications determined within 5 weeks	79.51%	66.20%	73.33%	80.00%	67.09%	75.61%	71.93%	71.58%	56.32%	70.00%	Improvement plan attached at Appendix B2		

**Transformation**

PI Code & Short Name	Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
WL19b(ii) % Direct Dial calls answered within 10 seconds <sup>7</sup>	78.49	78.38	79.47	79.55	80.18	80.49	81.82	82.01	81.50	82.21	Head of Service's amber assessment: improvement plan not required.		
BV8 % invoices paid on time	96.98%	96.71%	97.82%	97.21%	97.03%	97.75%	96.24%	96.53%	98.44%	98.24%			
WL90 % of Contact Centre calls answered	85.7%	88.8%	89.9%	87.3%	93.6%	92.6%	91.3%	93.1%	93.6%	90.6%			
WL108 Average answered waiting time for callers to the contact centre (seconds)	46.00	26.00	36.00	47.00	17.00	25.00	34.00	20.00	24.00	26.25			
WL121 Working Days Lost Due to Sickness Absence <sup>8</sup>	2.42	2.14	2.31	2.63	2.74	2.88	1.87	1.71	1.93	2.02			

## Housing & Regeneration

PI Code & Short Name	Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
TS1 Rent Collected as a % of rent owed (excluding arrears b/f)	98.15	98.63	98.41	97.58	97.58	98.25	98.47	99.2	98.04	99.83	Target for 2014/15 was increased from previous target of 97%. The impact of Welfare Reform and the September roll-out date for first tranche of Universal Credit were unknown when this target was agreed.  Data for previous years is not directly comparable but provided for reference. See note <sup>9</sup> .  Improvement plan attached at Appendix B3	⁹	
HS1-WL111 % Housing repairs completed in timescale	98.18%	98.66%	97.90%	97.20%	96.57%	96.46%	96.68%	96.76%	95.86%	97.00%	Target for 2014/15 was increased from 95.5%. Q2 performance would have exceeded the previously set target. Performance in July/August was impacted due to one contractor's completion data not being updated. This is now resolved and September outturn was 97.63%.  Improvement plan attached at Appendix B4		
HS13-WL114 % LA properties with CP12 outstanding	0.09%	0.08%	0.11%	0.07%	0.04%	0.01%	0.1%	0.1%	0.04%	0%	Target based on legal requirement for all eligible properties to have certificate. Reported performance is an average from months in the period and equates to around 2 properties.  Improvement plan attached at Appendix B5		
TS24a GN Average time taken to re-let local authority housing (days) - GENERAL NEEDS	19.70	21.75	29.67	53.61	49.52	58.10	65.74	30.25	18.19	28.00			
TS24b SP Average time taken to re-let local authority housing (days) - SUPPORTED NEEDS	73.29	167.57	50.23	29.94	64.73	98.01	62.31	79.20	41.39	50.00			

Street Scene

PI Code & Short Name	Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15	Current Target	Comments	Q2 14/15 vs Q2 13/14	Quarter Performance
	Value	Value	Value	Value	Value	Value	Value	Value	Value				
NI 191 Residual household waste per household (Kg)	122.3	131.59	116.18	114.84	111.36	140.5	134.38	133.82		123.48	Pending confirmation of merchant data by LCC		
NI 192 Percentage of household waste sent for reuse, recycling and composting	52.74%	44.17%	40.73%	52.35%	42.16%	39.93%	37.10%	50.88%		47.58%	Pending confirmation of merchant data by LCC		
NI 195a Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Litter	.33%	1.00%	N/A <sup>10</sup>	N/A	.83%	1.67%	.16%	N/A	1.17%	1.61%			
NI 195b Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Detritus	6.49%	3.10%	N/A <sup>10</sup>	N/A	7.09%	2.70%	2.47%	N/A	2.75%	7.33%			
NI 195c Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Graffiti	.67%	.00%	N/A <sup>10</sup>	N/A	.33%	.00%	.17%	N/A	.33%	1.11%			
NI 195d Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting): Fly-posting	0.00%	0.00%	N/A <sup>10</sup>	N/A	0.00%	0.00%	0.00%	N/A	0.00%	0.00%			
WL01 No. residual bins missed per 100,000 collections	63.36	65.40	87.09	64.78	63.54	65.40	134.20	90.52	87.07	70.00	Improvement plan attached at Appendix B6		
WL06 Average time taken to remove fly tips (days)	1.10	1.12	1.05	1.05	1.07	1.08	1.12	1.12	1.06	1.09			
WL122 % Vehicle Operator Licence Inspections Carried Out within 6 Weeks	N/A	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%		/	

Notes:

<sup>1</sup> Managed through LCC/BTLS contract. Contractual targets are annual. Quarter targets are provided as a gauge for performance only. Improvement plans are not attached since actions planned to improve performance are discussed and managed through contractual monthly Quality of Service meetings.

<sup>2</sup> B1: The PI reports cumulative progress to the annual target, not 'within quarter' performance. Data for previous quarters has been restated to reflect this change.

<sup>3</sup> R1 & R3: In line with current good practice, from 2013/14 outturns/targets no longer include a value of 'credit on accounts' resulting in the outturn being lower than if credits were still included. Quarter outturns of 2012/13 are therefore not directly comparable, but data provided for reference/information.

<sup>4</sup> R4: This is now reported as a %, rather than a cash figure.

<sup>5</sup> WL18: from Q1 2014/15, Community Resource Centre (CRC) data is no longer included. Data from 2012/13 onwards has been restated without CRC to allow comparison with previous performance.

<sup>6</sup> NI157a: For 2014/15, following updated guidance from DCLG, the 13 weeks period is not counted in those cases where a time extension is agreed with the applicant. A direct comparison with previous years outturn is therefore not possible, but data is provided for reference/information.

<sup>7</sup> WL19bii: Direct Dial - from Q1 2012-13 data does not include BTLS seconded staff.

<sup>8</sup> WL121: from 2014/15, BV12 is recoded as since the calculation used was not fully reflective of the BV12 guidance. Calculation for 2014-15 remains the same. From Q3 2012-13 data does not include BTLS seconded staff.

<sup>9</sup> TS1: For 2014/15, this replaces BV66a with a simplified calculation. A direct comparison with previous years outturn is therefore not possible, but data is provided for reference/information.

<sup>10</sup> NI195a-d: Data for Q4 2012/13 was collected but not analysed due to a staff vacancy, subsequently filled. However, due to competing priorities this analysis has not taken place.

'NI' and 'BV' coding retained for consistency/comparison although national reporting no longer applies.

<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Indicator</b>	NI 157b Processing of planning applications: Minor applications NI 157c Processing of planning applications: Other applications
<b>Reasons for not meeting target</b>	
<p>This drop in performance reflects a number of factors;</p> <ul style="list-style-type: none"> <li>- A planning officer left the authority and there was a gap between her departure and the start date of the new appointee;</li> <li>- A planning officer was on long term sickness absence; and</li> <li>- A significant increase in workloads</li> </ul> <p>The impact of which was compounded by the fact it was the main holiday period which further reduced staff resource.</p>	
<b>Brief Description of Proposed Remedial Action</b>	
<p>The team is now fully staffed but is still stretched as a result of increased workloads. Consideration is being given to increasing the available staff resource through the use of the significant favourable budget variance resulting from the increased workload.</p> <p>Without this investment in staff it may be increasingly difficult to meet current performance targets.</p>	
<b>Resource Implications</b>	
As above	
<b>Priority</b>	High
<b>Future Targets</b>	
<b>Action Plan</b>	
<b>Tasks to be undertaken</b>	<b>Completion Date</b>
Further assess the need and funding of additional staff resources	30 November 2014

<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Performance indicator</b>	WL24 % Building regulations applications determined within 5 weeks
<b>Reasons for not meeting target</b>	
<p>The failure to achieve the published target for Q2 2014/15 is mainly due to long-term sickness absence, and an associated backlog of work.</p> <p>In order to keep the work load live and due to the late requests for additional information made by us in a number of these cases, the agents / applicants requested an extension of time within which to furnish the council with amendments. If such a request is made we must extend the decision date to 2 months.</p> <p>There were a number of 'Partner Authority Schemes' submitted where we are not responsible for the plan checking and consequently they are beyond our control.</p>	
<b>Brief Description of Proposed Remedial Action</b>	
<p>Short term re-prioritising of workloads to focus on plan checking and issuing decisions within 5 weeks. Where applicable try and convince Partner Authorities to make decisions within 5 weeks, where this is possible.</p>	
<b>Resource Implications</b>	
None	
<b>Priority</b>	
High	
<b>Future Targets</b>	
No Change at this time	
<b>Action Plan</b>	
<b>Action</b>	<b>Due date</b>
As above.	

<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Indicator</b>	TS1- Rent Collected as a % of rent owed (excluding arrears b/f)
<b>Reasons for not meeting target</b>	
<p>The target for 2014/15 was increased from the previous target of 97% to 99.83%. The performance currently stands at 98.04% and it is unlikely that we will hit the new target. The reason for this is that the impact of Welfare Reform e.g. the Social Sector Size Criteria is beginning to impact on collection rates, particularly from November onwards when Discretionary Housing Payments (DHP) ceased for existing claimants.</p>	
<b>Brief Description of Proposed Remedial Action</b>	
<p>The following actions have already been put in place to minimise impact</p> <ul style="list-style-type: none"> <li>• Revised arrears escalation processes for UC claimants</li> <li>• Personal Budgeting Support for tenants moving onto UC who have no experience of managing housing costs</li> <li>• Targeted financial inclusion support to maximise income and benefits for tenants</li> <li>• Additional staffing resources within the rent recovery team to target those tenants who have never had to pay rent</li> <li>• Housing staff are part of a wider corporate UC task group who monitor impact and work with partners to mitigate impact</li> <li>• Regular meetings are held with BTLS benefits service to respond to changes in legislation</li> <li>• Successful bid to DWP for additional staffing resources to support UC. Financial Inclusion officer post is currently out to advert</li> <li>• Discussions with those tenants who will no longer receive DHP to explore alternatives including rehousing to smaller accommodation.</li> </ul> <p>We are also looking at incentives to encourage clear rent accounts along with continuing to promote the Direct Debit method of payment.</p>	
<b>Resource Implications</b>	
<p>There are resource implications in managing the additional workload resulting from social sector size criteria and UC. Two temporary Housing Assistant positions were agreed and funded to June 2015 to assist with this additional work and a growth bid has been submitted to make these posts permanent from June 2015.</p>	
<b>Priority</b>	
High	
<b>Future Targets</b>	
<p>With the cessation of DHP's in November, the target of 99.83% is not going to be achievable. A new target needs to be agreed for the next financial year when the impact of Universal Credit (UC) needs to be factored into calculations. The pilot schemes where full roll out of UC has taken place sees collection rates reduce to as low as 84%. I think this is an area that needs to be reviewed by Cabinet on an annual basis and the figure should be demanding but achievable.</p>	
<b>Action Plan</b>	
<b>Tasks to be undertaken</b>	<b>Completion Date</b>
To agree revised target through Cabinet process	March 2015

<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Indicator</b>	HS1 (WL 111) % Housing repairs completed in timescale
<p><b>Reasons for not meeting target</b>            Target for 2014/15 was increased from 95.5% to 97%. Q2 performance would have exceeded the previously set target. Performance in July/August was impacted due to an issue with one contractor's IT and their inability to log completions. This is now resolved and September outturn was 97.63%.</p>	
<p><b>Brief Description of Proposed Remedial Action</b>            The contractor with the IT issues that resulted in a reduction of the performance stats has assured officers that this has now been fully resolved and will not re-occur. Performance will continue to be monitored via contractor meetings.</p>	
<p><b>Resource Implications</b>            None</p>	
<p><b>Priority</b>            High</p>	
<p><b>Future Targets</b>            No revision to quarterly target at present.</p>	
<b>Action Plan</b>	
<b>Tasks to be undertaken</b>	<b>Completion Date</b>
This procedure will be monitored and reviewed at the contract meetings with the tenant representatives and contractors.	Ongoing



<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Indicator</b>	<b>WL114:</b> % LA properties with CP12 outstanding
<b>Reasons for not meeting target</b>	
The target has been set at our legal requirement in this area at 0%. This target has been achieved occasionally but, more often than not, there are a handful of properties where the gas appliance has not been serviced in accordance with requirements.	
<b>Brief Description of Proposed Remedial Action</b>	
The current process works reasonably well and the service cycle currently stands at 10 months. This gives 2 months to arrange to service boilers or take legal action. Where legal action is taken, quite often it takes more than 2 months to arrange for the case to be heard in the County Court and there is no way currently that this situation can be short circuited.	
<b>Resource Implications</b>	
A growth bid is being submitted to Members in February to see whether they wish to incur additional costs and have servicing carried out on a more frequent basis.	
<b>Priority</b>	
High	
<b>Future Targets</b>	
No change	
<b>Action Plan</b>	
<b>Tasks to be undertaken</b>	<b>Completion Date</b>
Council to review the time taken between services at February meeting	February 2015

<b>PERFORMANCE IMPROVEMENT PLAN</b>	
<b>Indicator</b>	WL01: missed bins per 100,000 collections
<b>Reasons for not meeting target</b>	
<p>There has been an improvement in the number of missed bins from the previous quarter.</p> <p>The delayed delivery of a service collection vehicle continues to have a negative impact on service delivery.</p>	
<b>Brief Description of Proposed Remedial Action</b>	
Continue with existing improvement measures. The anticipated delivery date for the collection vehicle is January 2015.	
<b>Resource Implications</b>	
None	
<b>Priority</b>	
Medium	
<b>Future Targets</b>	
Continue with existing performance target.	
<b>Action Plan</b>	
<b>Tasks to be undertaken</b>	<b>Completion Date</b>
Weekly performance monitoring	February 2015



**AGENDA ITEM: 5(f)**

**CABINET: 13 January 2014**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D. Westley**

**Contact for further information: Mr I Gill (Extn. 5094)**

**(E-mail: [ian.gill@westlancs.gov.uk](mailto:ian.gill@westlancs.gov.uk))**

**Mrs. P. Huber (extn 5359)**

**(E-mail: [paula.huber@westlancs.gov.uk](mailto:paula.huber@westlancs.gov.uk))**

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**SUBJECT: DRAFT WEST LANCASHIRE ECONOMIC DEVELOPMENT STRATEGY  
2015-2025**

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Borough wide interest

**1.0 PURPOSE OF THE REPORT**

1.1 To agree the draft West Lancashire Economic Development Strategy for public consultation purposes.

**2.0 RECOMMENDATIONS**

2.1 That the draft West Lancashire Economic Development Strategy (Appendix A) be approved for consultation from 14 January to 25 February 2015, having regard to any agreed comments of the Executive Overview and Scrutiny Committee.

2.2 That delegated authority be given to the Assistant Director Housing and Regeneration to make minor amendments to the Strategy to correct typographical or factual errors, prior to it going out to public consultation.

2.3 That call-in is not appropriate for this item as this report has already been considered by the Executive Overview and Scrutiny Committee on 27 November 2014.

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### **3.0 BACKGROUND**

3.1 Executive Overview and Scrutiny Committee received a report on the Draft Economic Development Strategy on 27 November 2014 and resolved:-

#### **“38. DRAFT WEST LANCASHIRE ECONOMIC DEVELOPMENT STRATEGY 2015-2025**

Consideration was given to the report of the Assistant Director Housing and Regeneration that provided information in relation to the Draft West Lancashire Economic Development Strategy 2015-2025 and the consultation exercise proposed between 14 January and 25 February 2015 that sought the views of the Committee prior to consideration by Cabinet on 13 January 2015.

Members raised comments and questions in relation to:

- Consultation period (length) – sufficient time for feedback.
- Consultation exercise – wider audience participation within and outside the Borough.
- Format of documentation - provision for different audiences as part of the consultation process (shorter version / print size / layout etc.)

Reference was also made to the good quality of the document that had been produced and the strength of the ‘Key Asks”, as identified at paragraph 5.4 of the report, particularly references to the provision and improvement of Secondary Schools in Skelmersdale and in relation to the Skelmersdale Rail Link and Station/Transport Hub, and a possible rail freight link to the Simonwood industrial area.

The Deputy Assistant Director Housing and Regeneration attended the meeting, provided an overview of the consultation proposed and provided clarification on issues raised.

**RESOLVED:** That the content of the report and the draft Economic Development Strategy 2015-2025 document (Appendix A) be noted.

3.2 A copy of the report is attached as Appendix 1.

### **4.0 COMMENTS OF THE ASSISTANT DIRECTOR HOUSING AND REGENERATION**

4.1 The Executive Overview and Scrutiny Committee noted the report on the draft Economic Development Strategy.

4.2 In relation to timescales on the Ormskirk Movement Strategy being undertaken by LCC, officers have clarified the position with the County Council and it is understood that the Strategy work will take 2 years with a further 5 years for implementation. The timescales set out in the draft Strategy will be amended accordingly.

- 4.3 The draft strategy will now be released for consultation and any comments made brought back for consideration by Cabinet.
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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Appendices**

1. Executive Overview and Scrutiny Committee held on 27 November 20124 report of the Assistant Director Housing and Regeneration





**APPENDIX 1**

**AGENDA ITEM: 5(f)**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
27<sup>th</sup> NOVEMBER 2014**

**CABINET: 13<sup>th</sup> JANUARY 2015**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D. Westley**

**Contact for further information: Mr I Gill (Extn. 5094)**

**(E-mail: [ian.gill@westlancs.gov.uk](mailto:ian.gill@westlancs.gov.uk))**

**Mrs P Huber (Extn. 5359)**

**(Email [paula.huber@westlancs.gov.uk](mailto:paula.huber@westlancs.gov.uk))**

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**SUBJECT: DRAFT WEST LANCASHIRE ECONOMIC DEVELOPMENT STRATEGY  
2015-2025**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To provide Members with a copy of the Draft West Lancashire Economic Development Strategy 2015-2025 for comments to enable the draft Strategy to go out for public and stakeholder consultation.

**2.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE**

2.1 That the content of this report and the draft Economic Development Strategy 2015-2025 document (Appendix A) be considered and that agreed comments be referred to Cabinet.

**3.0 RECOMMENDATIONS TO CABINET**

- 3.1 That Cabinet approve the draft West Lancashire Economic Development Strategy 2015-2025 (Appendix A to this report) for consultation from 14 January to 25 February 2015, having regard to the agreed comments of the Executive Overview and Scrutiny Committee.
  - 3.2 That Call In is not appropriate for this item as this report has already been considered by the Executive Overview and Scrutiny Committee on 27 November 2014.
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#### **4.0 BACKGROUND**

- 4.1 In March 2014 the Council, and its partners Lancashire County Council (LCC) and the Homes and Communities Agency (HCA), appointed Regeneris Consulting Ltd to undertake a refresh of the 2009 West Lancashire Economy Study and produce an updated document.
- 4.2 In February 2014 two Member sessions were held to gain an understanding from both political parties on the issues they believed should be addressed within an Economic Development Strategy and what they felt are the key priorities to deliver economic growth and prosperity for the Borough over the next 10 years.
- 4.3 The West Lancashire Economy Study 2014 was received in September 2014, providing the Council, LCC and HCA with a robust evidence base that includes accurate and up to date information on key issues such as travel to work patterns, business sectors, employee numbers, qualification levels, etc. In addition, the consultants, Council and partners developed eight core Strategic Themes that aim to drive forward economic growth together with a suite of activities and Key Asks over the short, medium and long term.
- 4.4 An all Member presentation was held on the 18<sup>th</sup> September 2014, which gave Members an opportunity to hear the consultants outline the findings of the West Lancashire Economy Study 2014 as well as their insights into what they believed are some of the most significant and transformational economic regeneration projects in the Borough. A copy of the West Lancashire Economic Study 2014 can be made available upon request or is available for download at <http://www.westlancs.gov.uk/media/150530/West-Lancashire-Economy-Study-2014.pdf>

#### **5.0 CURRENT POSITION**

- 5.1 The Member consultation events and the refreshed West Lancashire Economy Study have enabled the development of the Draft West Lancashire Economic Development Strategy 2015-25.
- 5.2 The eight core Strategic Themes developed as part of the Economy Study and which now form part of the Draft Strategy are:
  - Theme 1 – Stimulating Change
  - Theme 2 – Providing the Right Scale and Mix of Employment Sites



- Theme 3 – Housing as a Driver for Change
- Theme 4 – Revitalised Town Centres
- Theme 5 – A Better Connected West Lancashire
- Theme 6 – Promoting the Place
- Theme 7 – Supporting the Rural and Visitor Economy
- Theme 8 – Advantage Through Knowledge and Skills

5.3 There are a series of actions that have been developed to support the delivery of each of these themes, and a number of 'Key Asks' have also been developed.

5.4 The 'Key Asks' highlight the major projects and initiatives that are essential for the Borough to truly deliver on its economic priorities and ensure economic growth for the future. The 'Key Asks' are:

- Establish a 'Skelmersdale Leadership Board' that will champion the regeneration of Skelmersdale through forceful and effective stewardship
- Give consideration to the potential for the allocation, and delivery of additional employment land within, or in close proximity to Skelmersdale
- Support for the delivery of housing estate improvements
- New wet and dry leisure centre in Skelmersdale Town Centre
- Provision of night-time economy in Skelmersdale Town Centre
- Public realm in Skelmersdale Town Centre
- Improving Ormskirk as a Market Town
- Skelmersdale Rail Link and Station/Transport Hub
- West Lancashire 'Wheel' (circular cycle/pedestrian route linking key settlements, employment areas and education & leisure facilities)
- Rail Investment in West Lancashire
- Develop a Skelmersdale brand
- Improve the positioning of West Lancashire as a visitor destination
- Improved Secondary School provision in Skelmersdale, Improve the Skills Gap and Raise Qualification Levels

5.5 The eight core themes, the action plan and the 'Key Asks' have all been developed as a result of the findings of the West Lancashire Economy Study 2014. The consultation process will allow a full debate on the core themes and identified 'asks'. Further study and strategy work will also help inform this process. For example the results of the Leisure Strategy and Rail Study will be key documents in determining whether and how a new Leisure Centre and Rail Station for Skelmersdale progress.

## **6.0 PROPOSALS**

6.1 A full copy of the Draft West Lancashire Economic Development Strategy 2015-25 is attached at Appendix A. Members are able to provide comments via the Executive Overview and Scrutiny Committee, and these will be presented to Cabinet for consideration at the January meeting.

6.2 Subject to Cabinet approval of the draft Strategy, a consultation exercise will be undertaken between the 14 January and 25 February 2015 to include all relevant citizens, stakeholders, partner organisations and businesses. Following

comments and any necessary changes to the draft Strategy, it is anticipated a Final Draft Strategy will return to Cabinet in March 2015 for approval with implementation of the action plan commencing in 2015.

- 6.3 A series of consultation questions have been devised alongside each of the eight strategic themes to add structure to the consultation process.

## **7.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

The Draft West Lancashire Economic Development Strategy 2015-25 has identified eight core strategic themes that will drive economic growth forward through a series of actions. The purpose of the Strategy will be to increase employment opportunities, raise skills and training levels of our local residents, support indigenous businesses and attract new investment into the Borough through the delivery of significant economic regeneration activities.

## **8.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 8.1 The Draft West Lancashire Economic Development Strategy 2015-2025 has been produced using existing resources, although the final Strategy will incur some printing and design costs. Internal resources up to £150,000 over a 3 year period have already been secured to deliver some of the actions identified within the draft document.

- 8.2 However, implementing the more significant actions will require additional resources, some of which will be from a range of partner organisations, and some of the actions will require external funding to be secured. Reports will be brought back to Members in due course as some of the major projects are progressed further.

## **9.0 RISK ASSESSMENT**

The actions referred to in this report are covered by the scheme of delegation to officers and any necessary changes have been made in the relevant operational risk registers.

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## **Background Documents**

The following background documents (as defined in Section 100D (5) of the Local Government Act 1972) have been relied on to a material extent in preparing this Report.

<u>Date</u>	<u>Document</u>	<u>File Ref</u>
Sept 2014	West Lancashire Economy Study 2014	ED Study14

## **Equality Impact Assessment**

There is a direct impact on members of the public, employees, elected members and / or stakeholders. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report.

## **Appendices**

Appendix A - Draft West Lancashire Economy Strategy 2015-2025

Appendix B - Equality Impact Assessment

Appendix C – Minute of Executive Overview and Scrutiny Committee 27 November 2014 (Cabinet only)





# Draft Economic Development Strategy

## 2015-2025



## FOREWORD

These are exciting times for West Lancashire. We have the ability and the ambition to capitalise on the new developments and opportunities that will be coming forward from major transformational projects including the regeneration of Skelmersdale Town Centre, Superport and Liverpool2 and Skelmersdale rail station and transport hub.

This draft West Lancashire Economic Development Strategy will help West Lancashire Borough Council to engage stakeholders in delivering economic benefits for the Borough. It will assist in attracting investment by demonstrating it has a clear direction for the future economic development and regeneration of the Borough, in particular the key regeneration opportunities for Skelmersdale, informed by an understanding of major changes in economic conditions and the local economic partnership context.

The Borough Council is committed to sustainable regeneration and growth within the Borough by supporting businesses and helping to create opportunities, improve skill levels and retain good quality jobs for local people.

### **Councillor Westley**

Leader and Portfolio Holder Regeneration & Estates  
West Lancashire Borough Council

# CONSULTATION

This draft West Lancashire Economic Development Strategy has been compiled using information from the West Lancashire Economy Study 2014, which included consultations with various key stakeholders across the Borough.

This draft Strategy was adopted by Cabinet in January 2014 and we are now looking forward to hearing **your views** on the future delivery of economic regeneration in West Lancashire.

At the end of this draft Strategy you will find a series of consultation questions relating to our proposed eight core strategic themes, we welcome your views on these questions together with any other additional points you would like to make.

You can share your views with us in the following ways:

Follow the link via our website [www.westlancs.gov.uk](http://www.westlancs.gov.uk)

Alternatively, you can post your completed questionnaire to:

Economic Regeneration Team  
West Lancashire Borough Council  
52 Derby Street  
Ormskirk  
Lancashire  
L39 2DF

Thank you for your feedback.

## Executive Summary

Introduction

Background

Strategic Context

Partnership Working

Future Strategy and Potential for Growth

Challenges and Opportunities

### **1. Introduction & Evidence Base**

- 1.1 Background
- 1.2 Corporate Priorities and Strategic Context
- 1.3 A Great Place to Live, Work, Invest and Study
- 1.4 Geographical Advantage & Strategic Links
- 1.5 Skelmersdale
- 1.6 Visitor and Rural Economy
- 1.7 Educational Excellence
- 1.8 Equality and Diversity

### **2. Demographic & Labour Market Trends**

- 2.1 Population
- 2.2 Occupational Structure and Workplace Analysis
- 2.3 Earnings
- 2.4 Qualification and Skills
- 2.5 Unemployment and Benefit Dependency
- 2.6 Travel to Work Patterns
- 2.7 Employment and Business Base Trends

### **3. How we are supporting our local economy now**

- 3.1 Strong Partnerships
- 3.2 Let's Talk Business
- 3.3 Skills, Training and Employment
- 3.4 Social Enterprise

### **4. Future Strategy and Opportunities for Growth**

- 4.1 Theme 1 - Stimulating Change
- 4.2 Theme 2 - Providing the right scale and mix of Employment Sites
- 4.3 Theme 3 – Housing as a Driver for Change
- 4.4 Theme 4 – Revitalised Town Centres
- 4.5 Theme 5 – A Better Connected West Lancashire
- 4.6 Theme 6 – Promoting the Place
- 4.7 Theme 7 – Supporting the Rural and Visitor Economy
- 4.8 Theme 8 – Advantage through Knowledge and Skills

### **5. Summary and Conclusion**



# EXECUTIVE SUMMARY

“We have developed a **VISION**  
and a clear set of **VALUES**  
and **PRIORITIES** that sees  
**SUSTAINABLE REGENERATION**  
and **GROWTH**”



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# EXECUTIVE SUMMARY

## Introduction

Home to around 110,700 residents, over 4,000 businesses and currently supporting over 44,900 jobs in a diverse mix of urban towns and rural villages and settlements **West Lancashire is a great place to live, work, study and invest.**

The majority of residents and employment are located in the Borough's three main settlements of Skelmersdale, Ormskirk and Burscough, with the Rural Parishes also performing an important role in the Borough as both residential and employment locations. These parishes contain some of the Borough's most desirable housing locations, offer a high quality of life within a rural landscape, have good schools, and support employment predominantly in the agricultural and food processing sectors. The Borough is also recognised as having the greatest amount of Green Belt designated land in England.

The Council is aware that the public sector and the manufacturing sector account for the largest employment sectors in the Borough, but we also acknowledge that we have a high concentration of employment across lower value sectors, such as transport and storage.

The Borough has experienced strong employment growth over the last decade with around 6,800 jobs, **exceeding rates of growth across all comparator areas and nationally.** However Skelmersdale has the highest levels of Job Seekers Allowance claimants and unemployment in the Borough, with around 70% of claimants in the Borough coming from one of the eight Skelmersdale and Up Holland wards.

There are challenges, but there are also some significant opportunities that lie ahead. With our partner organisations we will work to deliver strategic priorities, and we will look to our strategic partners and the private sector to help leverage funding and investment into the Borough.

## Background

West Lancashire Borough Council, and its partners Lancashire County Council and the Homes and Community Agency, commissioned a West Lancashire Economy Study in 2014 which would help support the growth of the Borough, whilst providing partners with a robust evidence base and growth projections. In addition, and in consultation with partners and stakeholders, the consultants Regeneris Consulting Ltd and Lambert Smith Hampton developed eight core strategic themes to drive forward economic growth in the Borough, together with an Action Plan setting out a suggested suite of activities over the short, medium and long term.

The West Lancashire Economic Development Strategy pulls together the baseline assessment from the Economy Study and sets out how the eight core strategic themes will act as enablers for growth for the Borough, whilst the Action Plan found at the end of this document provides details of specific activities that will drive the Strategy forward

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## Strategic Context

Given changes in economic conditions and the national move towards more devolved local economic development arrangements, with the formation of Local Enterprise Partnerships and Growth Deals, now is an opportune time to refresh our strategic thinking supported by an up-to-date economic evidence base.

The Council's Business Plan emphasises how important economic regeneration is to the Borough. We have developed a **Vision** and a clear set of **Values** and **Priorities** that sees sustainable regeneration and growth as being a key priority for us.

Being located within the County of Lancashire, West Lancashire is a member of the **Lancashire Local Enterprise Partnership** (LEP). The Lancashire LEP is supportive of West Lancashire Borough Council's key projects, in particular around the growth of Skelmersdale. Our Elected Members also recognize the importance of being strategically positioned alongside the Merseyside City Region to maximize opportunities coming forward for our businesses and those looking for employment therefore in 2014 the Borough Council became corporate members of the **Liverpool Local Enterprise Partnership**.

Greater Manchester and the Liverpool City Region are both forming Combined Authorities and as a neighbouring authority we will be interested to note how these develop. The Borough Council has recently decided to accept the invitation to join the Liverpool City Region Combined Authority as an Associate Member, which we believe will strengthen our partnership working and ensure we are best positioned for the maximum benefit.

## Partnership Working

The Borough Council recognises that we cannot deliver economic growth without working in partnership. The Council works with a range of partner organisations from the public, private and third sector organisations, and we have developed strong relationships that continue to successfully deliver economic activity across the Borough.

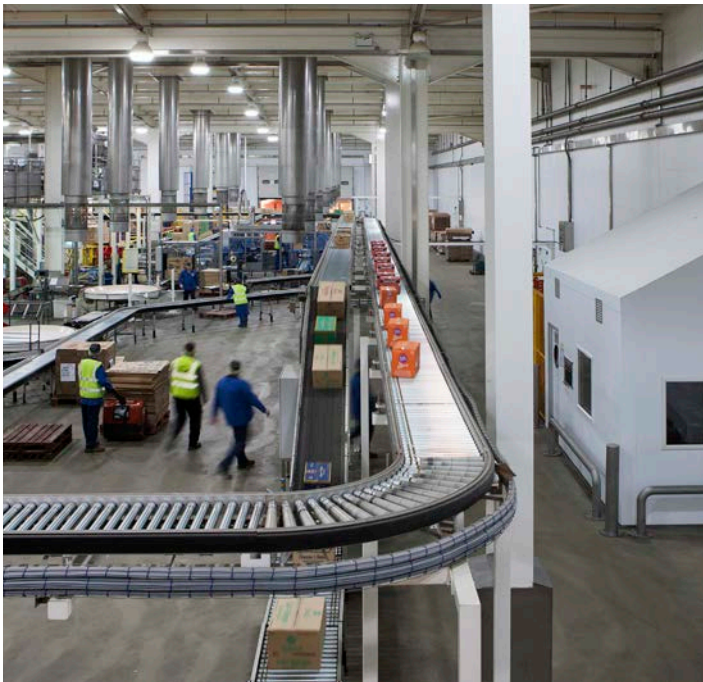
One West Lancashire was formed from the legacy of the West Lancashire Local Strategic Partnership and is currently supported by West Lancashire Council for Voluntary Services who provide the secretariat function. One West Lancashire is a voluntary partnership which brings together leaders from the public and community, voluntary, faith and social enterprise (VCSE) sectors. The aim of this forum is to make the best use of available assets and resources in order to improve social, economic, health, educational and environmental wellbeing of the Borough.

## Future Strategy and Potential for Growth

Eight core **Strategic Themes** have been developed for the Economic Development Strategy, together with a series of actions to support the delivery of each of these themes. Several **'Key Asks'**, which highlight the major projects and initiatives that are essential for the Borough to truly deliver on its economic priorities and ensure economic growth in the future, have also been identified.

Strategic Theme	Key Asks
Stimulating Change	Establish a 'Skelmersdale Leadership Board' that will champion the regeneration of Skelmersdale through forceful and effective stewardship
Providing the right scale and mix of Employment Sites	Give consideration to the potential for the allocation and delivery of additional employment land within, or in close proximity, to Skelmersdale
Housing as a Driver for Change	Support for the delivery of housing estate improvements
Revitalised Town Centres	New wet and dry leisure centre in Skelmersdale Town Centre Provision of night-time economy in Skelmersdale Town Centre Public realm in Skelmersdale Town Centre Improve Ormskirk's Town Centre Offer
A Better Connected West Lancashire	Skelmersdale Rail Link and Station/Transport Hub West Lancashire 'Wheel' Rail Investment in West Lancashire
Promoting the Place	Develop a Skelmersdale brand
Supporting the Rural and Visitor Economy	Improve the positioning of West Lancashire as a visitor destination
Advantage Through Knowledge and Skills	Improved Secondary School provision in Skelmersdale Improve the Skills Gap and Raise Qualification Levels





## Challenges and Opportunities

The population of West Lancashire increased by 2,100 residents between 2001 and 2011, and to make the most of the opportunities ahead it is important that the Borough maximises the utilisation of its resident workforce. West Lancashire has seen benefit claimants fall substantially from the peak of the recession, with those **residents claiming Job Seekers Allowance** now **below the national average**. However, higher rates of unemployment and inactivity are particularly apparent in Skelmersdale due to a number of significantly deprived wards which face a number of challenges.

The Borough has experienced strong employment growth over the last decade with around 6,800 jobs, **exceeding rates of growth across all comparator areas and nationally**, with Skelmersdale being a key employment location, supporting 19,100 jobs (43% of all jobs in the borough) and experiencing an increase of around 2,200 jobs over the last 10 years.

The public sector and the manufacturing sector are the largest employment sectors in the Borough, accounting for 11,100 jobs and 6,300 jobs respectively. However, the

Borough also has a high concentration of employment across lower value sectors, including transport and storage. The significant role of the manufacturing sector as a large employer is amplified further at the Skelmersdale level, with around a quarter of all jobs (4,300).

The majority of businesses in West Lancashire are micro-businesses (i.e. have less than 10 employees), 25% of which are based in Skelmersdale, accounting for 43% of all jobs across the Borough, due to Skelmersdale's above average concentration of businesses classed as large employers.

The Council is keen to understand the requirements of those sectors that are expected to expand as a result of the significant investments in the wider Lancashire, Liverpool and Manchester city regions as they could present opportunities for West Lancashire's residents. These opportunities will include the Lancashire Enterprise Zone, **shale gas exploration, the regeneration of Skelmersdale** and significant expansion in the housing supply in the town, **Liverpool2** and the wider **SuperPort** concept, and the opportunities this could generate for the logistics sector.

# 1 INTRODUCTION & EVIDENCE BASE



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# INTRODUCTION & EVIDENCE BASE



West Lancashire is a great place to live, work, study and invest, with thriving commercial centres nestled amongst beautiful countryside, and the greatest amount of Green Belt designated land in England, which has enabled West Lancashire to protect its rural characteristics and prevent sprawl from towns towards villages.

The Borough is home to around 110,700 residents, over 4000 businesses and currently supports just over 44,900 jobs in a diverse mix of urban towns and rural villages and settlements. However, while the Borough is predominately rural in nature, the majority of residents and employment are located in the Borough's three main settlements of Skelmersdale, Ormskirk and Burscough.

While these three settlements account for a high proportion of the population and employment base, the Rural Parishes also perform an important role in the Borough as both residential and employment locations. These parishes contain some of the Borough's most desirable housing locations, have a high quality of life offer within a rural landscape, have good schools, and support employment predominantly in the agricultural and food processing sectors.

In 2009 GVA per job stood at £34.7m and with the exception of Fylde, **GVA per job across West Lancashire was higher than all comparative areas** used within the West Lancashire Economy study 2014, including a Lancashire Local Enterprise Partnership (LEP) average for the area of £31.8m.



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## 1.1 Background

In 2014 West Lancashire Borough Council and its partners Lancashire County Council and the Homes and Community Agency commissioned a West Lancashire Economy Study in 2014 that would identify the strengths and opportunities to support the growth of the Borough, whilst providing partners with a robust evidence base and growth projections.

Consultants Regeneris Consulting Ltd and Lambert Smith Hampton were appointed and following consultation and stakeholder engagement, the Study was signed off in September 2014. In addition to providing an up-to-date baseline report, the consultants helped the key partners to develop eight core **Strategic Themes** to drive forward economic growth in the Borough, together with an Action Plan setting out a suite of activities over the short, medium and long term.

A series of comparator areas, as well as other relevant benchmark areas (e.g. England/GB) where uses to set the baseline for the West Lancashire Economy Study 2014, these comparator areas include:

- Liverpool, Sefton, St Helens and Knowsley in the Liverpool City Region;
- Preston, Chorley and South Ribble in Lancashire; and
- Wigan in the Manchester City Region.

The draft West Lancashire Economic Development Strategy has been developed using the baseline assessment from the Economy Study and sets out how the eight core strategic themes will act as enablers for growth for the Borough, whilst the Action Plan and a series of 'Key Asks' provides details of specific activities that will drive the Strategy forward.

The West Lancashire Economy Strategy will complement the suite of strategies the Council now has in place to take the Borough forward into a prosperous future, including the Local Plan 2012-2027, the Housing Strategy 2014-2019 and the forthcoming Ormskirk Town Centre Strategy 2015, Leisure Strategy 2015-2025 and the Financial and Digital Inclusion Strategies.



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## 1.2 Corporate Priorities and Strategic Context

### Business Plan

In April 2011 Full Council adopted a four-year Business Plan to deliver its key strategic objectives, whilst balancing the budget and minimising the impact of budget reductions on frontline services. The Plan is refreshed each year to make sure that we are undertaking the right actions to achieve our longer term goals, with the final refresh taking place in April 2014. A new Business Plan is currently in development, which will take the Council forward into 2015-2018.

The Council is managing the challenging financial situation through the current four-year plan to maximise efficiency savings and increase income to bridge the gap. However, whilst every effort is being made to drive out efficiency savings, service reductions are likely in some areas and we will need to prioritise spending carefully in line with the needs of local people.

Focusing upon sustainable regeneration and growth within the Borough, the Business Plan emphasises how important economic regeneration is, both in terms of the quality of life of local people, and bringing income into the Borough, with seven key projects highlighted:

- Skelmersdale Vision
- Firbeck Revival
- Land Auctions Pilot
- Infrastructure Delivery – Transport
- Strategic Asset Management Project
- Economic Development Strategy
- Financial Inclusion Strategy

The Council has developed a **Vision** and a clear set of **Values** and **Priorities**:

### The Council's Vision is:

*“To be a Council to be proud of – delivering services that are lean, local and fair”*

### The Council's Values:

We will deliver our vision by continuing to be an innovative organisation which:

- prioritises customers and the services that are most important to quality of life;
- works as ‘one council’ to provide a joined up approach;
- is open and accountable in the way that it makes decisions;
- develops and values employees;
- promotes equality and diversity; and
- works in partnership to benefit the Borough.

Our values underpin the way in which we will deliver our priorities and achieve our vision.

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## The Council's Corporate Priorities:

- balancing the budget and providing the best possible services within the resources available;
- focussing upon sustainable regeneration and growth within the borough;
- caring for our Borough by delivering the small improvements that can make a big difference.

Minimising uncertainty for staff and stakeholders by continuing to:

- Implement a managed approach to change and explore innovation as a means to secure further value for money.

Our services will continue to prioritise the following, subject to affordability:

- Protect and improve the environment and keep our streets clean and tidy;
- Combat crime and the fear of crime;
- Work to create opportunities for and retain good quality jobs in particular for local people;
- To be a top performing landlord;
- Improve housing and deliver housing that meets the needs of local people, including affordable housing; and
- Provide opportunities for leisure and culture that together with other Council services contribute to healthier communities

## Local Plan 2012-2027

The West Lancashire Local Plan 2012-2027 guides future development within West Lancashire over the 15 year period to 2027. It was adopted by Council on 16 October 2013 and immediately superseded the Replacement Local Plan 2001-2016.

The Local Plan 2012-2027 sets out:

- The distinctive features, issues and challenges in the Borough
- A vision of how we'd like the Borough to be in 15 years-time
- What we need to do to achieve this vision
- Key policies to help meet our goals

The West Lancashire Local Plan 2012-2027 Development Plan Document remains the key part of the Adopted Development Plan for the Borough, against which development proposals will be assessed. Further information on the background and preparation of the Local Plan, including how its policies are monitored and how to purchase a copy can be found using the following link: <http://www.westlancs.gov.uk/planning/planning-policy/the-local-plan/the-local-plan-2012-2027/local-plan-preparation-stages/stage-5-adoption.aspx> The Local Plan highlights **75 ha of new employment** land (B1, B2 and B8) will be promoted in West Lancashire between 2012 and 2027.

The housing requirement for West Lancashire for the period 2012-2027 is **4,860 dwellings** and there are various sites specifically identified within the Local Plan for residential development, with the larger locations including Skelmersdale Town Centre, land at Whalleys in Skelmersdale and land at Firwood Road, Lathom/Skelmersdale, together with Grove Farm in Ormskirk and Yew Tree Farm in Burscough.



## Housing Strategy 2014-2019

The Councils' Housing Strategy sets out our strategic housing delivery objectives which we aim to address over the five-year period from 2014 to 2019. It is acknowledged that housing market conditions and housing needs will change over time however we believe it is important to establish direction and to set out strategies and targets for improving housing circumstances in the short to medium term.

We have based our Strategy and Action Plan on analysis of our housing market and housing needs and consultation was undertaken widely with people in housing need and other stakeholders. The consultation process influenced the objectives we have established and achievement of these objectives will be subject to resource availability.

Our Housing Strategy delivery Objectives are:

1. Achieve the right supply of new homes including maximising affordable housing
2. Regenerate and remodel areas of Skelmersdale
3. Make the best use of all existing homes
4. Encourage well managed and maintained homes across all tenures
5. Encourage investment to meet specialist housing requirements
6. Deliver the Council's Sustainable Energy Strategy 2012-2020 Residential and Domestic Sector objectives.

The profile of West Lancashire as a whole is one of a Borough with high demand for housing in the private and public sector, with house prices more than 30% higher than Lancashire's average. Three main housing markets were identified within the Strategy as being:

- Skelmersdale: as well as being a free-standing employment centre and settlement, house prices are typically below those elsewhere in the Borough;
- Ormskirk: also a free-standing settlement and employment centre along with Burscough and Aughton;
- The more rural areas of the Borough: which contain smaller towns and villages, these areas are generally distinguished by higher prices and in some cases a commuter function associated with employment centres outside the Borough. This sub-market covers a large area with significant differences in accessibility to large employment centres.

A copy of the Housing Strategy 2014-2019 can be found using the following link:  
<http://www.westlancls.gov.uk/media/113555/final-housing-strategy-2014-2019.pdf>

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## 1.3 A Great Place to Live, Work, Invest and Study

In 2009 the West Lancashire economy was estimated to be worth £1,707m based on workplace based Gross Value Added (GVA) estimates, GVA per job stood at £34.7m and with the exception of Fylde, **GVA per job across West Lancashire is higher than all other comparative** areas, including a Lancashire Local Enterprise Partnership (LEP) average for the area of £31.8m.

West Lancashire has a diverse local economy from well-known international companies through to large numbers of entrepreneurial small and medium-sized firms.

The major industries within the Borough include:

- Wholesale and retail
- Transport and storage
- Food and drink
- Manufacturing
- Construction
- Professional services



Our manufacturing sector accounts for the largest numbers of employment in the Borough with around 15% of employee jobs, much higher than the 9% UK average. The transport and storage sector contributes to around 7% of employee jobs, again higher than the UK average of 5%

The high concentration of employment in the manufacturing and transport and storage sectors is amplified further at the Skelmersdale level. 23% of employee jobs (4,300) are based in manufacturing in Skelmersdale and 10% (1,800) based in transport and storage.

Skelmersdale has an **above average concentration** of employment in the **financial and insurance sector**, linked to the location of the Co-Operative Bank's main customer service and 'back office' facilities in the town centre. In addition Skelmersdale has a concentration equivalent to the national average of employment in the professional, scientific and technical service sectors.

There is also a cluster of public sector organisations across the Borough, contributing to around 26% of employee jobs (11,100), making it the largest employer in West Lancashire, slightly less than the UK average of 28%.

West Lancashire covers 347 square kilometres and offers a wide contrast between open farmland and small picturesque villages that offer a very good quality of living and community life, to the larger vibrant market towns of Ormskirk and Burscough and Skelmersdale a hive of urban activity with thriving employment areas and busy shopping centres.

A recent mapping exercise undertaken in 2014 of all the employment areas within the Borough revealed how vibrant and busy the areas are, with few properties standing vacant sending out a very clear and positive message that **West Lancashire is a great place to do business.**

The large employment areas within the Borough include:

- Pimbo Industrial Estate, Skelmersdale
- Gillibrands Industrial Estate, Skelmersdale
- Stanley and XL Business Park, Skelmersdale
- Burscough Industrial Estate
- Simonswood Industrial Estate
- Ormskirk Business Park



Our towns and villages provide access to local services whilst supporting key businesses providing local employment opportunities. The key major service centres are:

- Skelmersdale Town Centre
- Ormskirk Town Centre
- Burscough Village Centre

## 1.4 Geographical Advantage & Strategic Links

West Lancashire is a predominately rural Borough within the county of Lancashire, bordered by Preston and the Ribble Estuary to the north, Knowsley and St Helens to the south, Sefton to the west and Wigan, Chorley and South Ribble to the east.

Although the Borough is part of Lancashire, its geographical position as the southernmost Borough within the county means that West Lancashire is part of the wider labour market for the larger urban areas being in the advantageous position of such close proximity to the city regions of Liverpool and Manchester spatially and in terms of employment travel flows. This dual identity is important in understanding West Lancashire now, but also the opportunities which may emerge in the future.

West Lancashire has excellent accessibility to the strategic road network as well as easy access to the port of Liverpool, Liverpool John Lennon, Manchester and Blackpool Airports with the M58 motorway running along the south of the Borough, through Skelmersdale and linking West Lancashire to the M6 network and the M57 and M62 motorways. This means that the majority of West Lancashire can be accessed from the motorway network within 15 minutes, with the rural areas to the north of the Borough requiring a longer journey time to the motorway network (c. 30 minutes).

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## 1.5 Skelmersdale

Skelmersdale is West Lancashire's key economic driver for growth with great potential for major transformational projects coming on stream over the next few years including Skelmersdale Town Centre Regeneration and a Skelmersdale rail station will ensure the Borough is well placed to attract inward investors as well as many new business opportunities.

A large proportion (43%) of all employee jobs in West Lancashire are already located within Skelmersdale, the challenge will be to ensure our local workforce is equipped with the necessary and relevant skills to take up employment opportunities in the future.

Skelmersdale is a vibrant business location with a number of easy access employment areas, busy shopping centres and attractive wooded valleys and cloughs within the town. It has been an established base for many **international and well-known household** names, including:

- Pepsico-Walkers
- SCA Hygiene Group
- Turtle Wax UK
- Proctor & Gamble
- Asda Distribution
- Great Bear Distribution
- Kammac
- NSG Technical Centre (Pilkington Glass)

Skelmersdale town centre regeneration is being progressed by a partnership between the Borough Council, Homes and Communities Agency and developer St Modwen Development Ltd, and supported by Lancashire County Council to deliver a comprehensive vision. In 2012 planning permission was secured for a multi-million pound project to bring a mix of leisure, retail and environmental enhancements. With exciting new developments taking place in and around the town centre this demonstrates the great confidence partners have in Skelmersdale, who are also continuing discussions to bring forward residential development sites that form part of the town centre regeneration proposals.

Skelmersdale has seen some fantastic new facilities developed in recent times, including the £42m West Lancashire College building, the £2m JMO Sports Park and a new £2m Youth Zone in the heart of the town centre, anticipated to open in Autumn 2014. The Council's Leisure Strategy 2015-2025 is currently in development and will help to inform the future direction of, and investment in our leisure services across the Borough,

In addition, the Borough Council has worked closely with the HCA to build 17 new Council homes in Elmstead, Tanhouse the first to be built in West Lancashire since the 1990's, and together we are bringing forward four parcels of land in the Whalleys area leading to a potential 630 new homes.

The Firbeck Revival Project is a comprehensive £5.5m home improvement scheme taking place within Skelmersdale which has so far seen internal and external energy saving installations such as double glazed uPVC windows and doors, roofs and internal roof insulation, external improvements including canopies, cladding and removing old bin stores to give a clean modern new look. In addition, Council owned properties have also benefited from new bathrooms and kitchens and demolition is underway on ten unsightly three-storey blocks of flats and additional borrowing has been secured to enable the building of up to 44 new properties, bringing the total investment to £8m.

A recent mapping exercise has been undertaken of all the industrial and employment areas by the Economic Regeneration team with the expectation that some areas could be remodeled to provide more modern, fit for purpose business premises. However, the results of the mapping exercise demonstrated low vacancy rates within all of the employment areas across the Borough and that they were in fact bustling with enterprise.

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## 1.6 Visitor and Rural Economy

West Lancashire has a strong visitor economy, attracting around 2.6m visitors per annum and generating around £112m to the local economy. Our visitor economy is shaped by its rural landscape, with 92% Green Belt and mostly flat land it is a perfect destination for gentle pursuits such as family friendly walking and cycling routes together with some serious hills in Parbold and Up Holland for the more skilled and competitive cyclist.

We are home to a number of well-established wildlife areas such as the Wildfowl and Wetlands Trust, Martin Mere; the Lancashire Wildlife Trust, Mere Sands Wood; the Leeds Liverpool Canal, which winds its way through the heart of the Borough; and the Ribble Estuary Regional Park to the north bordering Preston and South Ribble.

There are strong links already established with Marketing Lancashire who provide support to market and promote the Borough as part of the wider Lancashire offer. West Lancashire attracted 2.7m visitors in 2013 which generated an estimated £135m in revenue, supporting 1,886 jobs. The Lancashire economy is the second largest in the region behind Manchester, and in 2013 Lancashire welcomed over 63m visitors generating £3.5bn in revenue and supporting 56,000 jobs.

As a result, the Lancashire Enterprise Partnership has identified the visitor economy as one of its key priorities for growth, together with the Rural Development Programme for England (RDPE) which provides financial support to tourism and rural businesses and initiatives. The Liverpool City Region also acknowledges how valuable the visitor economy is placing it firmly within its key priorities.

Sefton Council and West Lancashire Council have been working closely on a visitor economy project known as the Sefton and West Lancashire VISIT which aims to promote sustainable means of transport for visitors across both areas. The project has resulted in several walking and cycling routes being developed and marketing literature being produced, together with physical improvements for cyclists and walkers including cycle hire at key locations which is proving increasingly popular for visitors and students.

To benefit from investment and support in the rural and visitor economy, West Lancashire needs to continue to work with Marketing Lancashire to maximise all opportunities available and ensure we dovetail into any County-wide programmes that the Lancashire Enterprise Partnership develops, including the RDPE and by working with others on projects such as the Ribble Estuary Regional Park which would provide benefits on a wider geographical footprint potentially enabling additional financial support to be levered in to support larger cross-boundary projects. The Council also needs to be looking towards the Liverpool Local Enterprise Partnership (Liverpool LEP) and the Merseyside authorities for opportunities on how we can work together on joint initiatives.





## 1.7 Educational Excellence

West Lancashire can boast excellent educational establishments with a College located within the heart of Skelmersdale Town Centre and a University firmly established within walking distance of Ormskirk Town Centre.

### Edge Hill University

Edge Hill University has been **shortlisted for the Times University of the Year**, the fourth time in seven years the University has been shortlisted for the most prestigious accolade in the higher education sector, this achievement follows the University's rating as the top in the North West for Student Satisfaction and graduate employability (2013) has grown from strength to strength in recent years.

The University boasts over 9,000 full time undergraduate students and around 3,000 employees on an **award winning** 160 acre campus, which has seen investment of £180m in the last decade.

As well as the superb facilities on offer within 'Sporting Edge', The Arts Centre and the Rose Theatre, there are three faculties within the University:

- Faculty of Arts and Sciences
- Faculty of Education
- Faculty of Health and Social Care

The University has a range of business support services available through the Business Solutions Team. Support includes business growth through knowledge and research, training and professional development and knowledge transfer partnerships.

The University is a world-leading establishment, a centre for teacher training since 1885. The Faculty of Education is the second largest provider of teacher training in the country and the largest provider of secondary teacher training and 95.8% of PGCE trainees in employment or further study six months after graduation (2011/12).



## West Lancashire College

Following the merger with the Newcastle Group in 2007, the College's aim is to create a high performing college of national stature that meets the learning and skills aspirations of all the communities it serves. The College was able to make a considerable investment in the heart of Skelmersdale by opening a brand new state of the art £43m campus in 2011.

The new campus boasts realistic working environments providing learners with real life work experience enhancing employment prospects. Facilities include:

- The Imagery - hair, beauty and holistic salons.
- The Atrium – silver service training restaurant
- Little Learners Nursery
- Hope Theatre
- Café West
- The Loft at West Lancashire Construction Academy.

The College is graded '**Outstanding**' by Ofsted and holds **Beacon Status** in the FE sector. They have over 4,500 students, supports over 1,000 businesses and are placed within the **Top 10%** of Colleges nationally.

Engaging closely with employers, the College offers bespoke training programmes tailored to each business, as well as offering free skills training, work experience placements and apprentices.



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## 1.8 Equality and Diversity



The Borough Council continues to be committed to equality, not only with its own in-house recruitment, selection and training, but across the community too. The Equality in Employment Policy applies to all individuals working at all levels and grades, including all other employees such as consultants, contractors, apprentices and work experience placements. The Council has a dedicated Equality & Diversity Strategic Steering Group with representation from across all Council services.

This Strategy wants to ensure that the local labour market is well placed to take advantage of the potential economic growth opportunities coming forward from the transformational projects highlighted within this document.

Activities delivered through the West Lancashire Challenge project are aimed at supporting individuals who have barriers to unemployment, training or work experience. New initiatives are being developed as the project evolves, for example providing individuals with the support, guidance and accessibility to IT in preparation for Universal Credit.

# 2 DEMOGRAPHIC & LABOUR MARKET TRENDS

“West Lancashire has a **HIGHER SHARE** of **EMPLOYMENT** in **SKILLED OCCUPATIONS** than a number of **COMPARATOR AREAS**”



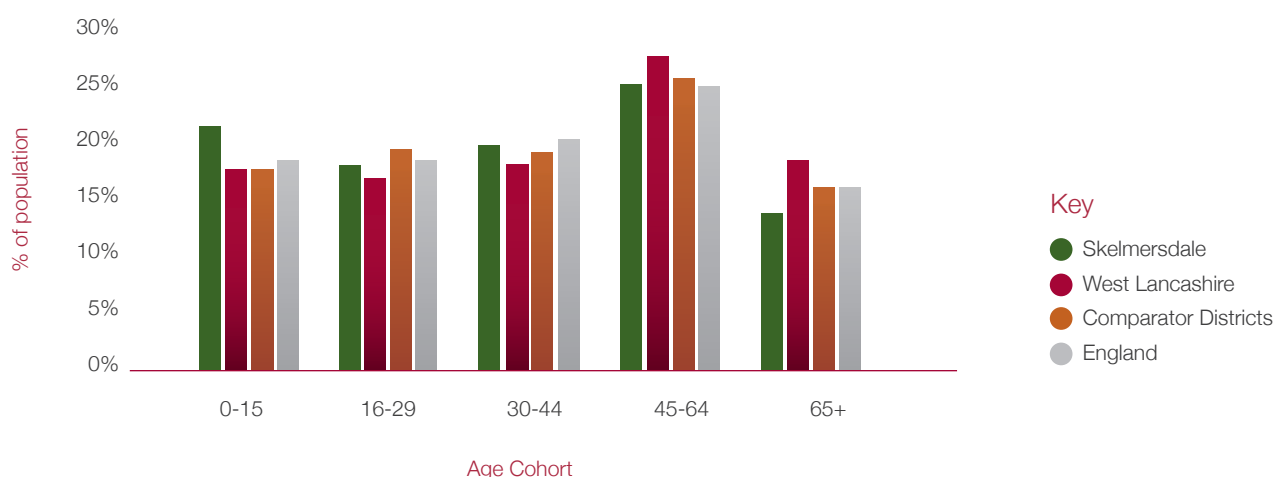
# DEMOGRAPHIC & LABOUR MARKET TRENDS

## 2.1 Population

The Borough has a population of 110,700 residents, which accounts for just less than 10% of Lancashire's total population, Skelmersdale contains over a third of the Borough's population with around 40,700 residents (2011 Census).

The current age structure shows that the Borough has an older than average resident population. The population aged over 45 years make up just 47% and the younger age groups 16-29 and 30-44 comprise just over a third at 35%.

Skelmersdale has a comparatively younger population with 22% aged 15 years or under, compared to 18% for the rest of the Borough and only 14% aged over 65 years, compared to 19% for the rest of the Borough. Figure 2.1 shows the Age Structure of the Borough's population.



This analysis highlights that in the upcoming years, as the 45-64 age cohorts enters retirement age, there is likely to be a notable ageing effect on the population of the Borough. West Lancashire's working age population as a proportion of total population has already contracted from 64% to 63% over the last decade. The proportion of working age residents within the Borough is lower than the average across the comparator districts (66%) and nationally (65%).

In 2012/13 around 81% of males aged 16-64 were economically active and 78% of females, and although the economic activity rate amongst males falls slightly behind the GB average, economic activity amongst females in the Borough surpasses that across GB and the comparator districts by around 6%.

Between the 2010/11 and 2011/12 there was a marked increase in the number of economically active females across West Lancashire. The proportion of females aged 16-64 who were economically active increased from 72% to 78%, equivalent to an absolute increase of approximately 1,200 economically active females. It is this increase in economically active females which has driven the overall Borough-wide increase in economic activity across the period, enabling the proportion of economically active residents in West Lancashire to return above the GB average by 2011/12.

This information will enable projects such as the WL Challenge to develop initiatives to target and support those individuals within the community who are having difficulties accessing training and/or employment opportunities, in particular males aged over 50 years.

## 2.2 Occupational Structure and Workplace Analysis

West Lancashire has a higher share of employment in skilled occupations than a number of comparator areas, including Liverpool, Wigan, St Helens, Preston and Knowsley. However compared to the national average the Borough has a lower proportion of residents working in the most highly skilled occupations (managers and professionals), with these two groups representing 38% of employment. This unfortunately demonstrates that the Borough has failed to keep pace with the national average in terms of creating highly skilled employment opportunities for residents.

The Borough is also over-reliant on the public sector for high skill employment opportunities with clear evidence showing that almost all of the highly skilled occupations have been created within the public sector, with 44% of residents in these occupations compared to 38% in England and Wales. There is a large concentration of healthcare and education professionals, likely to be explained by the presence of Edge Hill University and Ormskirk & Southport Hospital.

Other other key sources of demand for higher level skills are from the financial and professional services sector, which accounts for 16% of total demand, and the distribution, hotels and restaurants sector which accounts for 15% of total demand. However these sectors have failed to create significant numbers of new job opportunities for high skill residents over the last ten years.

The concentration of employment in low value occupations is further amplified if the Skelmersdale area is looked at in isolation. The 2011 Census shows employment is heavily concentrated in low value sectors, predominantly in process plant, machinery and elementary occupations, with 30% of all jobs in these occupations. Skelmersdale also has a low level of employment in higher skill roles, with just 8% of all jobs in manager, director and senior official positions compared to 11% England average, and 20% of all jobs in professional, associate professional and technical positions compared to 30% across England. Figure 2.2 provides details of the proportion of all employment by occupation, Residence based analysis, 2011.

	Skelmersdale	West Lancashire	England
Managers, Directors & Senior Officials	8%	11%	11%
Professionals, associated professionals & technical	20%	28%	30%
Administration & Secretarial	11%	11%	11%
Skilled Trades	11%	12%	11%
Caring, Leisure, Sales, Customer Service & Other	20%	18%	18%
Process, plant, machinery, elementary occupations	30%	21%	18%

Table 2.1 Proportion of all employment by occupation, Residence based analysis, (Census 2011)

## 2.3 Earnings

West Lancashire has the highest resident median gross weekly earnings (£505.80) when compared to the comparator districts, however it has the lowest workplace median gross weekly earnings (£440.60), this is likely due to the proximity of Liverpool where the workplace earnings exceed resident earnings and a likely destination for West Lancashire residents to work.

The median West Lancashire resident's weekly earnings have grown by 28% since 2002, while national weekly earnings have grown by 31%, and resident's earnings in 2013 standing at £506 per week compared to £521 per week nationally. West Lancashire suffers from a low-wage economy in many sectors with a high proportion of residents travelling out of the Borough for work, typically to well-paid jobs in the city regions of Liverpool, Manchester and Preston, those who live and work in the Borough typically have lower earnings. Figure 2.3 shows the median gross weekly earnings in the Borough for both resident and workplace analysis.

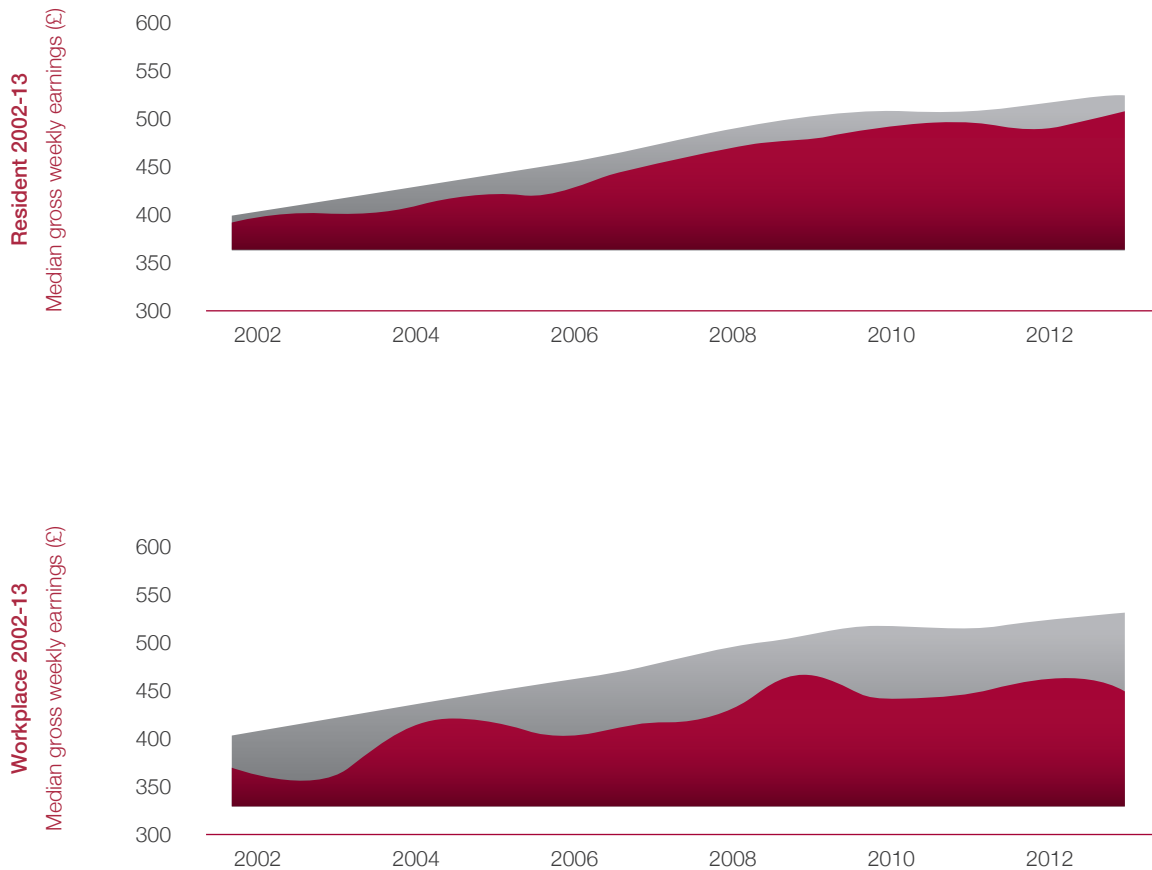


Figure 2.2 Median Gross Weekly Earnings in West Lancashire – Resident and Workplace Analysis, ONS, Annual Survey of Hours and Earnings, 2013

### Key

● West Lancashire

● England



## 2.4 Qualifications and Skills

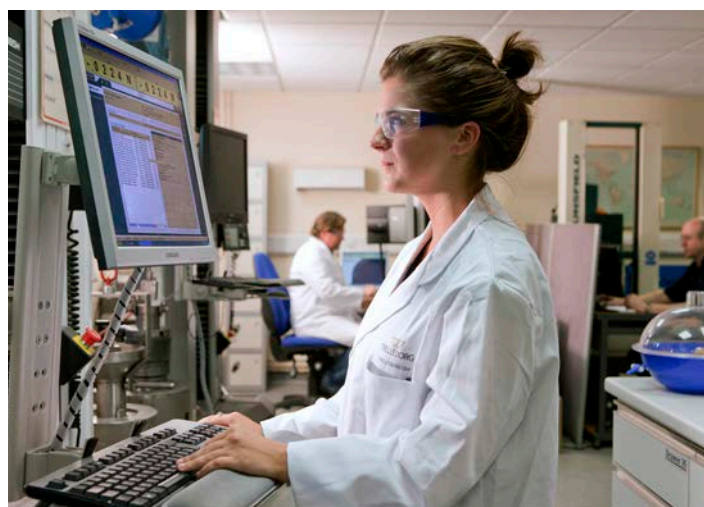
Analysis of qualifications amongst West Lancashire residents shows that only 25% of its working age population (WAP) (16-64) are qualified to degree level (NVQ level 4) and above, compared to 34% across GB. The Borough is ranked 7th out of the 8 comparator districts for its proportion of working age residents with NVQ 4 or above.

Around 12% of the Borough's working age residents have no qualifications compared to 10% nationally. Across all other qualification levels (NVQ Level 1+, NVQ Level 2+ and NVQ Level 3+) the proportion of the Borough's residents which hold each qualification type falls behind the GB average, with the exception of those with other qualifications (any qualifications outside of NVQ 1 to 4) which is equivalent to that of the GB average.

West Lancashire's relatively low proportion of residents with higher level qualifications is reflected in the occupational structure of West Lancashire's work place employment base, which is more concentrated in lower value occupations, such as elementary occupations. Both findings are also mirrored in the relatively low workplace weekly earnings across West Lancashire. If West Lancashire aims to attract inward investment, create new employment opportunities, raise wages levels, and sustainably grow its economy, there will be an on-going imperative to raise the skill profile of its residents across the whole spectrum of basic, intermediate and higher level skills.

Data from the 2011 census of population reveals that 16% of Skelmersdale residents (age 16 and above) are qualified to level 4 and above, compared to 25% across West Lancashire and 27% England average. There are also a particularly high proportion of residents with no qualifications across Skelmersdale, representing around 30% of its population, compared to 24% across West Lancashire and 23% nationally.

Skelmersdale's noticeably poor level of residents with higher level qualifications closely reflects its occupational structure amongst resident jobs which is largely concentrated in lower value occupations. Within Skelmersdale, the Birch Green, Digmaor and Moorside wards have particularly low levels of qualifications, which is again in line with noticeably large concentrations of employment in low value occupations across these areas.



## 2.5 Unemployment and Benefit Dependency

Some areas within the Borough suffer from deprivation, the major concentrations being in Skelmersdale, in particular within the wards of Birch Green, Digmaor, Tanhouse and Moorside. There are 73 Lower Super Output Areas (LSOAs) in the Borough highlighted by the Indices of Multiple Deprivation 2010 (IMD 2010). Of these 73 LSOAs 17 are within the top 30% most deprived LSOAs nationally, 19% are within the top 20% and 7% are within the top 10%.

Analysis of Job Seekers Allowance (JSA) claimant count data has shown that Skelmersdale has the highest levels of claimant count unemployment in the Borough. In fact, around 70% of claimants in the Borough come from one of the eight Skelmersdale and Up Holland wards. Averaging across these wards results in a claimant count rate of 5.0% for Skelmersdale (almost 1,300 claimants), almost double the 2.6% rate measured across the Borough. This disparity is also mirrored in the index of multiple deprivation data referred to earlier, which accounts for employment and income deprivation amongst other factors. In fact, all fifteen LSOAs with the highest IMD scores were located in Skelmersdale wards.

Area	Claimant Count Rate (% of Working Age Population)
Ashurst	3.3
Birch Green	6.9
Digmaor	8.0
Moorside	6.1
Skelmersdale North	4.2
Skelmersdale South	3.8
Tanhouse	7.5
Up Holland	2.4
Skelmersdale	5.0
West Lancashire	2.6

Source: ONS, Job Seekers Allowance Claimants

Table 2.2 JSA Claimant Rates (%) in Skelmersdale, February 2014

## 2.6 Travel to Work Patterns

Travel to work patterns provide an insight into the strength of an area as an employment base through its ability to retain local labour and to the extent in which it relies on imported labour to fill local employment opportunities. It is also a helpful analysis in understanding the labour market relationship between different areas, which is particularly important for West Lancashire given its position in close proximity to larger city-regions

In July 2014 the ONS released the 2011 origin and destination statistics from the 2011 Census. The data revealed in that year approximately 19,800 workers from other areas travelled into the Borough for employment, while 22,000 West Lancashire residents travelled out of the Borough for work. Overall, West Lancashire is a net exporter of labour with a net outflow (i.e. outflow minus inflow) of around 2,200 workers in 2011. This net outflow results from several key factors:

- The proximity of West Lancashire to neighbouring city regions, with larger, growing and successful economies and employment opportunities, such as in Liverpool, Manchester and Preston
- The Borough's employment base is less diverse, offering fewer opportunities, and a lower wage economy
- The Borough's good road and motorway infrastructure which enables ease of commuting, as well as train links in some parts of the borough.

Despite a sizeable proportion of residents remaining in the Borough for work, an in-flow of around 19,800 workers suggests opportunity for improving the retention of its resident labour force, and the constraints in doing so, such as a miss-match of resident skills and the occupational and/or sectoral composition that may exist across

## Migration

Migration flows illustrate the economic linkages between West Lancashire and its neighbouring authorities. Table 2.3 below shows net migration flows for West Lancashire and the comparator districts over the decade from 2002. Estimates indicate that there were an average of 360 net migrants into West Lancashire per annum between 2002 and 2011.

	2002-2011	10yr annual average	5yr annual average
Chorley	4,700	470	450
Wigan	4,700	470	550
Preston	3,700	370	-320
South Ribble	3,700	370	320
West Lancashire	3,600	360	180
St. Helens	700	70	160
Sefton	-1,400	-150	130
Liverpool	-2,200	-220	-540
Knowsley	-5,600	-560	-640

Source: ONS Mid-year population estimates 2002-2011 (2013). Data rounded to the nearest 100. Annual average figures rounded to the nearest 10.

Table 2.3 Net Migration 2002-2011

Over 4,500 UK residents migrate into and out of the Borough each year on average. International migration flows represent a small proportion of total migration (about 7% of all in-migrants and 5% of all out-migrants). Total net migration has averaged 360 people per annum since 2002. Over the most recent five years the annual average has reduced to around 180 net migrants.

Tables 2.4 and 2.5 show the total in and out migration for the Borough for the year ending June 2012. The migration counts for each of the top 5 districts which experience the greatest flows of migrants into and out from West Lancashire are also shown.

	All		Working Age Population (WAP)		% that are WAP
	Count	% of total	Count	% of total	
Sefton	870	17.3%	560	14.2%	64.2%
Wigan	480	9.5%	330	8.5%	69.5%
Liverpool	330	6.6%	260	6.5%	76.9%
South Ribble	190	3.7%	130	3.4%	70.7%
Knowsley	170	3.3%	110	2.9%	67.7%
<b>Total</b>	<b>5,035</b>	<b>-</b>	<b>3,930</b>	<b>-</b>	<b>78.1%</b>

Table 2.4 In-Migration to West Lancashire 2012

	All		Working Age Population (WAP)		% that are WAP
	Count	% of total	Count	% of total	
Sefton	930	18.4%	650	16.0%	69.6%
Wigan	510	10.1%	370	9.2%	72.1%
Liverpool	360	7.1%	300	7.5%	84.6%
Chorley	190	3.7%	130	3.1%	67.1%
St Helens	160	3.1%	130	3.1%	78.9%
<b>Total</b>	<b>5,060</b>	<b>-</b>	<b>4,040</b>	<b>-</b>	<b>79.8%</b>

Source: ONS Internal Migration by Local Authorities in England and Wales, Year Ending June 2012. Figures rounded to the nearest 10.

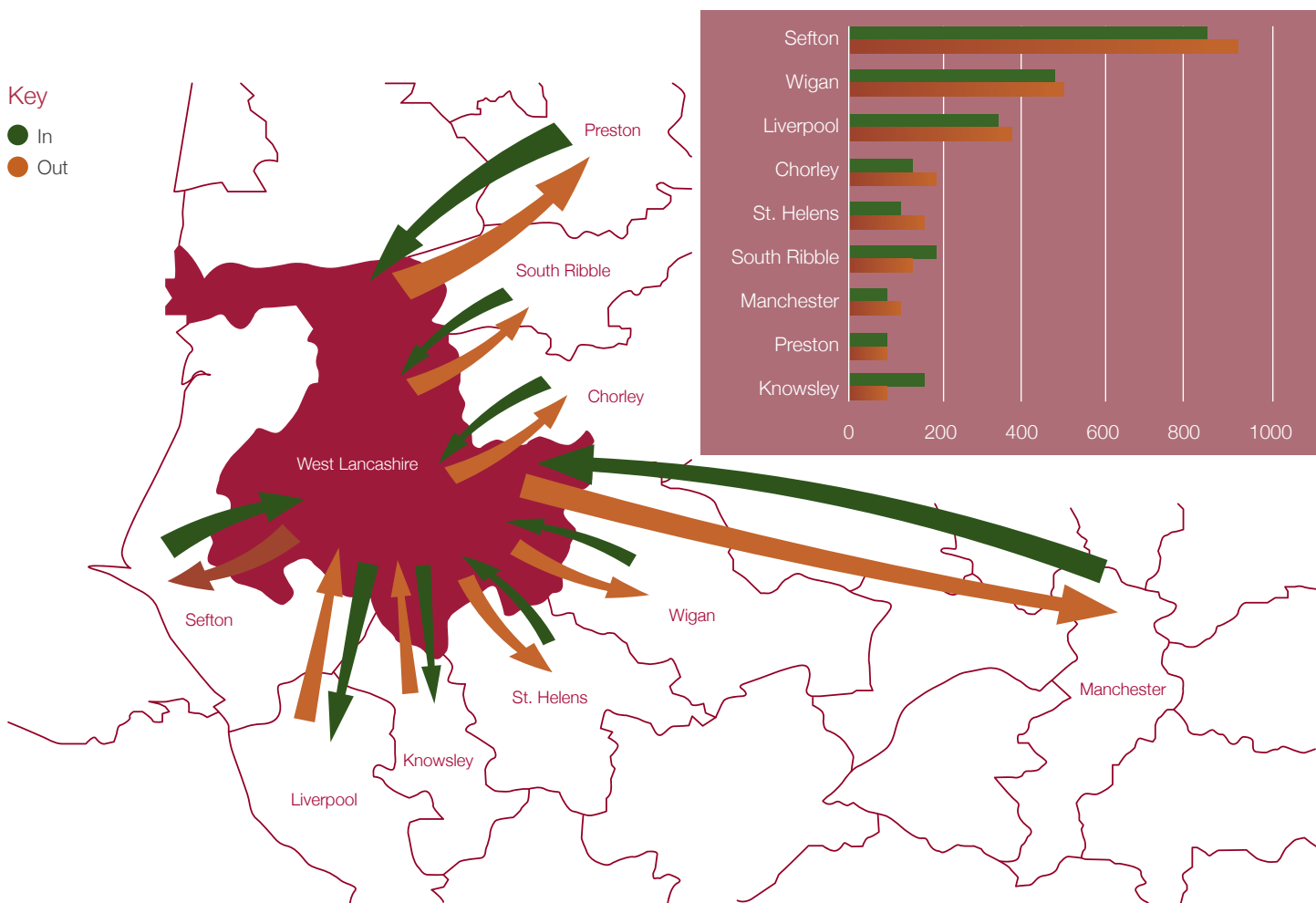
Table 2.5  
Out-Migration from West Lancashire, 2012

The numbers of people who migrate into and out of the Borough are broadly in balance. Net migration is slightly negative when only working age adults are included in the figures - the data shows that in 2011 there were around 100 more working age out-migrants than in-migrants. 78.1% of in migrants are working age, but 79.9% of out migrants are working age.

The estimates can also be broken down by age. They show that in-migration is higher amongst younger age groups. Around 40% of in-migrants are aged 16-24, whereas 36% of out-migrants fall into this age group. Therefore there is a slight net inflow of students/young working-age people (of around 170). These individuals move from a wide variety of locations – only 20% of the total in-migrants in this age category originate from the top 5 districts by rank order, compared to 35.5% of all working in-migrants. This is likely to be influenced by the presence of Edge Hill University which draws in students from around the country.

Figure 2.3 illustrates the flows of internal migration into and out of West Lancashire during 2012. The nine districts shown constitute around 50% of domestic migration flows for the Borough. It is apparent that the largest flows involve Sefton, Wigan and Liverpool. For each of these districts, a slightly greater number of people migrated out from West Lancashire into these districts than migrated from these districts into West Lancashire. South Ribble and Knowsley are the only two districts where net migration into West Lancashire is positive.





Source: ONS Internal Migration by Local Authorities in England and Wales, Year Ending June 2012, ONS. Migration flows of fewer than 100 people are not shown.

West Lancashire's closest linkages are with Sefton; accounting for around 18% of all migration flows. Around 40% of West Lancashire's in-migrants originate from Sefton, Wigan, Liverpool, South Ribble or Knowsley. The Borough's housing offer, the natural environment (green and rural landscape), and its high quality of life offer are all attractive pull factors which shape the significant flows of domestic migrants into the Borough. The Borough's towns and villages continue to attract residents who desire a better overall quality of life than is on offer in nearby urban areas, and who are willing to commute further in order to access job opportunities in the city regions of Liverpool, Manchester and Preston.

## 2.7 Employment and Business Base Trends

### Employment

The latest Business Register Employment Survey (BRES) data indicates that West Lancashire supports around 44,900 jobs. The total number of employee jobs in West Lancashire has increased over the last decade (2003-2012) by around 6,800 jobs, equivalent to a 19% increase. This compares favourably with the growth rate across the comparator districts, which on average experienced a -3% loss of jobs over the last decade, while nationally (GB), there was a 1% increase in jobs.

Skelmersdale plays a critical role in shaping the Borough's employment base and heavily influences the overall employment trend across the Borough. Skelmersdale supports around 43% of West Lancashire's total employment base, being home to around 19,100 jobs in 2012. The major employment locations in the town, including industrial estates such as Pimbo, Gillibrands and Stanley, as well as the town centre and White Moss Business Park account for the majority of this employment.

Skelmersdale has seen a very healthy rise in employment over the last decade. Employment in Skelmersdale has increased by around 2,200 jobs, equivalent to a 13% increase in the total number of jobs in the town. This increase in jobs in Skelmersdale has made a significant contribution towards the Borough's overall employment growth, accounting for around two fifths of all job growth across the West Lancashire. Skelmersdale clearly plays an important role as West Lancashire's large urban centre as a provider of employment and driver of growth in the West Lancashire economy.

Skelmersdale's key role as a local employment base is also evident during periods of employment decline. In the period between 2008 and 2009, West Lancashire experienced a

net loss of 1,200 jobs (3% decline). Over the same period Skelmersdale experienced a loss of approximately 1,300 jobs (7% decline). Despite the decline in employment between 2008 and 2009, West Lancashire and Skelmersdale have, more recently, experienced an increase of around 1,100 and 500 jobs respectively from 2009 to 2012. This equated to an average annual growth rate of around 1% across both areas, which compares favourably to an average -0.6% and 0.1% average annual growth rate across comparator areas and GB respectively.

Table 2.5 illustrates growth in jobs across West Lancashire and each comparator area between 2009 and 2012. Over this period, West Lancashire has experienced a 3% increase in new jobs in the Borough (a growth of 1,100 new jobs), **the highest rate of job growth of all comparator areas**, with the exception of South Ribble which, according to the latest BRES data, has experienced extraordinarily high levels of growth over the same period (+12%).



Area	2009	2012	Absolute change	% growth
Great Britain	26,642,600	26,720,000	77,400	0.3%
South Ribble	49,000	55,000	6,000	12%
West Lancashire	42,200	43,300	1,100	3%
St. Helens	60,500	61,500	1,000	2%
Skelmersdale	18,200	18,700	500	3%
Knowsley	55,500	56,000	500	1%
Chorley	40,200	39,200	- 1,000	-2%
Liverpool	228,600	226,400	- 2,200	-1%
Wigan	99,900	95,700	- 4,200	-4%
Preston	87,400	81,900	- 5,500	-6%
Sefton	92,400	85,000	- 7,400	-8%

Source: ONS, Business Register and Employment Survey 2009-2012

Table 2.6 Change in jobs from 2009-2012

## Sectors

In 2012 the public service and manufacturing sectors were significant employers, accounting for 26% (11,100 jobs) and 15% (6,300 jobs) of all employees respectively. The retail and the accommodation and food services sectors accounted for the next largest share of the Borough's employee base – accounting for around 9% and 8% of all West Lancashire employees.

West Lancashire's predominantly rural nature and the key role of the agriculture sector across the West Lancashire economy, is not reflected in the analysis due to the limitations of BRES data which excludes farm agriculture employment. As a result, the data suggests that the agriculture, forestry and fishing sector plays a limited role in the West Lancashire employment base, accounting for a mere 0.2% (100 jobs) of employment.

However, this is not an accurate reflection of the importance agricultural employment plays in the Borough. Although a few years older, employment statistics from DEFRA for 2010 highlighted that around 2,300 people worked in West Lancashire's agricultural sector. This equated to around 5% of total employment when measured by BRES in 2010. Compared to England (where agricultural employment accounted for 1.2% of total employment) there was four times the concentration of employment in the agricultural sector in West Lancashire. Of those employed in agriculture in the borough, 55% were full-time workers, 20% were regular part-time workers, and 25% were casual workers.

Overall, West Lancashire has a higher concentration of employment compared to the GB average across lower value sectors, which tend to have a lower occupational skill requirement, thus reflecting West Lancashire's occupation and skills base.

Analysis of the sectoral distribution of employment in West Lancashire compared to the distribution nationally allows a comparison of the relative concentration of employment by sector in the Borough. This is called Location Quotient (LQ) analysis. A LQ above 1 for West Lancashire highlights that the Borough has a particular specialism/concentration within a sector compared to the national economy as a whole, as highlighted within Table 2.6 below.

Sector	West Lancashire		Great Britain		LQ West Lancashire Vs. GB
	Number	%	Number (000's)	%	
Public sector	11,100	26	7,463	28	0.9
Manufacturing	6,300	15	2,298	9	1.7
Retail	4,000	9	2,726	10	0.9
Accommodation & food services	3,600	8	1,818	7	1.2
Transport & storage	3,100	7	1,211	5	1.6
Professional, scientific & technical	2,700	6	2,000	8	0.8
Business administration & support services	2,700	6	2,231	8	0.8
Wholesale	2,300	5	1,086	4	1.3
Construction	2,200	5	1,194	5	1.2
Arts, entertainment recreation & other services	1,312	3	1,182	4	0.7
Financial & insurance	1,200	3	1,036	4	0.7
Motor trades	1,100	3	460	2	1.5
Mining, quarrying & utilities	700	2	353	1	1.3
Information & communication	600	1	1,031	4	0.4
Property	200	1	426	2	0.3
Agriculture, forestry & fishing*	100	0.2	207	0.8	0.3

Source: ONS, Business Register and Employment Survey, 2012

Table 2.7 Employee Jobs across West Lancashire and GB, 2012

\*Note: Excludes farm agriculture sectors

West Lancashire has always had a high concentration of employment in the manufacturing and transport and storage sector, amplified further at the Skelmersdale level. Nearly a quarter (23%) of employee jobs (4,300) are based in the manufacturing sector in Skelmersdale and 10% (1,800) are in the transport and storage sector. These proportions significantly exceed the level nationally with more than double the concentration of employment in both sectors locally. Unlike West Lancashire's employment base, **Skelmersdale has an above average concentration of employment in the financial and insurance sector.** This is linked to the location of one of the Cooperative Bank's main customer service and 'back-office' facilities in the town. **Skelmersdale also has a LQ equivalent to that nationally** for its concentration of employment in the **professional, scientific and technical service sectors.**



# 3 HOW WE ARE SUPPORTING LOCAL ECONOMY NOW



# HOW ARE WE SUPPORTING OUR ECONOMY NOW?

## 3.1 Strong Partnerships



Being located within the County of Lancashire, West Lancashire is a member of the Lancashire Local Enterprise Partnership (LEP). The Lancashire LEP are supportive of West Lancashire Borough Council's key projects, in particular around the growth of Skelmersdale town centre and Skelmersdale rail station. In 2014 the Borough Council also became corporate members of the Liverpool Enterprise Partnership as West Lancashire's Elected Members recognised the importance of being strategically located to maximise the opportunities coming forward for our businesses and those looking for employment.

The Borough Council recognises that we cannot deliver all the necessary services our businesses and residents require and that partnership engagement is critical. The Borough Council works with a range of partner organisations from the public, private and community, voluntary and social enterprise sector, and we have developed strong relationships that continue to successfully deliver economic activity across the Borough.

One West Lancashire was formed from the legacy of the West Lancashire Local Strategic Partnership and is currently supported by West Lancashire Council for Voluntary Services (WLCVS) who provide the secretariat function. One West Lancashire is a voluntary partnership which brings together leaders from the public and community, voluntary, faith and social enterprise (VCSE) sectors. The aim of this forum is to make the best use of available assets and resources in order to improve social, economic, health, educational and environmental wellbeing of the Borough.

The Borough Council has worked closely with a range of partners from the public, private and the community/voluntary/faith and social sector on various capital and revenue economic programmes and projects over recent years. Many of the current initiatives are highlighted within this Strategy

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## 3.2 Let's TALK Business

The Borough Council has a strong track record of delivering economic regeneration programmes and projects, including the flagship West Lancashire Investment Centre in Skelmersdale.

The Council's commitment to businesses within the Borough is carried out at the highest level, with the two Managing Directors engaging directly with key businesses to better understand the needs and issues our businesses are facing.

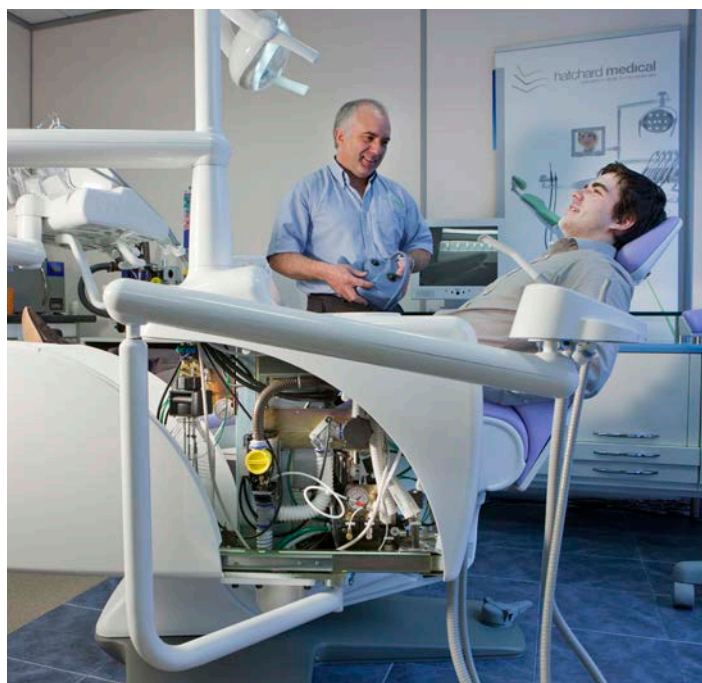
Recent times has seen the number of business support programmes steadily increasing across Lancashire, with a range of advice, support, guidance and mentoring schemes available to businesses together with grants, loans and financial support.

The Borough Council's Economic Regeneration Team acts as a one-stop-shop for all business support enquiries, we have developed a Business Support Framework that identifies the range of support mechanisms and how the Council promotes this activity through the various mediums available, including e-newsletters, direct mail and websites. We are able to support individuals to start up, indigenous businesses to develop and expand, and provide clear advice and support to inward investors through signposting and referrals to the right provider. The Council team also assists with searches for sites and premises and with various workforce solutions such as help to take on apprentices.

### Starting Up

Those individuals considering starting up in business can access a wide range of support from interactive workshops based on business basics, to one to one support and mentoring from qualified business advisors.

The Council is closely linked with the Start-Up Lancashire Programme, and the Social Enterprise in Lancashire Network (SELNET) who are the recognised lead organisation to support start-up social enterprises in need of specialist expertise and advice.



## Funding and Finance

Key programmes for supporting established businesses across Lancashire are delivered under the BOOST umbrella, with initiatives including Accelerating Business Growth (ABG) and ABG+, delivered by Regenerate Pennine Lancashire, as well as the Growing Places, Growth Sector Support Programme, Funding Circle and Rosebud loans, delivered by Lancashire County Council.

The Growth Sector Support programme which is delivered under BOOST is also offering grant funding and mentoring to help with developing information technology, product development including intellectual property and prototyping, and process innovation. Grants of up to £5000 are available to eligible non-retail SMEs in certain priority sectors.

The Rural Development Programme for England (RDPE) 2014-17 is anticipated to commence in 2015 and will provide support to businesses and communities located within the rural areas of Lancashire. The previous RDPE programme completed in 2013/14 and supported several businesses across West Lancashire, drawing-down funding totalling around £800k in a 3 year period.

Enterprise Vouchers up to £1000 are also available for eligible start-up businesses and businesses up to 3 years old in West Lancashire.

Government backed start-up loans are currently available and being delivered by various partners including Lancashire Community Finance and Merseyside Special Investment Fund.

There are a whole range of business support programmes taking place across Lancashire to support businesses, many of which are delivered by Universities and Colleges across the County, together with additional opportunities made available via the relationships we are developing within the Liverpool City Region that our West Lancashire businesses could potentially exploit.

It would be impossible to detail all the support programmes currently available and what may come on stream in the future, however Council officers will need to continue to keep abreast of this changing environment to ensure the businesses located here can benefit from the support and expertise that is available to further their growth aspirations.

## Sites and Premises

West Lancashire Borough Council has an extensive commercial property portfolio offering a variety of business premises to let on flexible terms and at competitive rates and a range of industrial, warehouse, storage, retail units and office suites available.

A commercial property database is maintained by the Council which includes Council owned land and property as well as those managed by intermediaries.

Businesses can search the database via the Council's website [www.westlancs.gov.uk/locate](http://www.westlancs.gov.uk/locate) or we can provide a bespoke tailored search based on a business' individual requirements.

Bespoke reports can also be provided for potential inward investors matching suitable properties, along with any additional required information such as labour market statistics, funding information and the business support available to businesses based within the Borough.



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## West Lancashire Investment Centre

Located at Junction 4 of the M58, the West Lancashire Investment Centre offers easy access to Liverpool, Manchester and Preston with great access to the region's M6/M57 motorway networks.

A flagship Council-owned office and conference facility, where tenants benefit from a fantastic modern building and facilities, which includes an on-site café, plus a dedicated on-site management team to ensure everything is in place to a business thrive. The Centre offers flexibility to accommodate growth, excellent infrastructure and connectivity, lease arrangements with no long term tie-ins, 24/7 access, a dedicated reception and administrative service as well as a Virtual Office service and excellent meeting and conference room facilities.

## Greenshoots

In 2013 the Council demolished four 5,000sq ft of unfit commercial units at Gorse Place Business Park in Gillibrands, Skelmersdale to make way for the Greenshoots development which will consist of up to eleven smaller high-spec, modern units ranging from 1,250sq ft to 2,250sq ft.

The new development will meet demand for smaller units which will be constructed to a standard sensitive to green issues and should be available to let in 2015.

The new units will offer businesses:

- A secure, gated facility
- Abundance of parking
- Yard space and internal offices
- B2-B8 use class
- Modern, high specification units with flexible terms and competitive rates.

## Workforce Solutions

The Council offers bespoke support and guidance on workforce solutions to businesses. This may include providing information on up-skilling employees or accessing local training courses, as well as signposting to Council partners to ensure businesses are aware of and can access all available support and training options available to them.

As well as enhancing the skills of current employees, guidance is also available for businesses looking to recruit, including providing information on the area's labour market, links to local educational establishments, as well as providing support to businesses that are looking to enhance their workforce by recruiting apprentices.

This area of work very much links into the West Lancashire Challenge project and the need to continue to support those currently in employment and those who are unable to secure employment or training due to barriers or complex needs.



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### 3.3 Let's Talk Skills, Training and Employment

The Skills, Training and Employment Partnership (STEP) has been in existence for over 5 years, with partners meeting on a quarterly basis to discuss Government policy, new projects and issues affecting the West Lancashire Borough. The Partnership enables all the key parties involved in the skills, worklessness and employment arena to share ideas, best practice and develop new projects. The Partnership also currently monitors the **West Lancashire Challenge** project. The Partnership is currently Chaired by the Council Leader and Portfolio Holder for Regeneration & Estates and is facilitated by the Economic Regeneration Manager. The STEP group reports into the One West Lancashire partnership to ensure joined-up thinking and best practice.

The West Lancashire Challenge project is a great example of partnership working involving key partners such as Job Centre Plus, West Lancashire College and WLCVS, together with a wide range partners from local social enterprises, Lancashire County Council, Citizens Advice Bureau and other training, IT and digital providers. In the last 3 years, the project has achieved the following key outputs:

- Almost 300 apprentices into employment
- 363 individuals signed up to the 'Passport' scheme
- 100 financial inclusion reviews
- 40 work experience placements
- Over 50 businesses engaged (12 month period)
- 1500 volunteering hours attributed

It is likely that issues arising from welfare reforms will have a negative impact on those who are unemployed, live in areas of deprivation or have complex needs that are preventing them from accessing training, volunteering or employment. From the experience of the 'pathway' areas initiatives such as Universal Credit are already negatively impacting on particular members of the community.

Partnership working is very strong in West Lancashire, especially around the skills, worklessness and employment agenda and it is clear from those Universal Credit 'pathway' areas that it will take great partnership-working to be able to support the numbers of people who are likely to be affected by welfare reform measures.

Universal Credit roll out in the Borough began in September 2014 and we are well placed through the well-established relationships that have been developed and maintained with partners to help support those individuals affected, with the ultimate aim of helping individuals to become more 'job ready' and equipped with the digital skills to be confident to get online, apply for jobs and access the whole host of training and support that is freely available. The West Lancashire Challenge project can help to facilitate this activity if resources continue to be made available.

New and creative projects are emerging from within the Housing and Regeneration Service Area to support individual tenants into employment, training and volunteering opportunities, with a particular emphasis around the digital agenda. The Get Ahead Get Online events that have been delivered by the Economic Regeneration Team in partnership with other providers across the Borough have to date proved successful in engaging with JCP clients and unemployed housing tenants, providing support to become more digitally aware with an email address and an up to date CV.



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## 3.4 Community and Social Enterprise



There are a range of entrepreneurial community and social enterprises operating across West Lancashire, including recycling and environmental businesses through to training organisations.

The West Lancashire Social Enterprise Hub is part of a network of support linking into the sub regional network, SELNET, whose aim is to support the development of community and social enterprises across Lancashire. The nature of these enterprises means not only are they providing a range of services within the communities in which they operate, they can also provide vital grass roots support to individuals who have a range of complex issues preventing them from accessing mainstream training, volunteering or employment opportunities.

WLCVS provide a supporting role to the West Lancashire Social Enterprise Hub, which in recent times the Council committed resources to supporting, although resources are currently limited the Council continues to support the aims and objectives of the SELNET and the West Lancashire Social Enterprise Hub.



# 4 FUTURE STRATEGY & OPPORTUNITIES FOR GROWTH



“We were able to  
**DEVELOP EIGHT CORE  
STRATEGIC THEMES** that will  
**DRIVE FORWARD** economic  
**GROWTH** in the **borough**”



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# FUTURE STRATEGY & OPPORTUNITIES FOR GROWTH

By working with Regeneris Consulting Ltd, we were able to develop eight core strategic themes that will drive forward economic growth in the Borough. We have taken these eight themes to develop an Action Plan with SMART outcomes that will enable a focused and targeted programme of activity to be delivered over the short, medium and long term.

Each of the themes set out below has a **Key Ask**, a key project(s) that we see as a priority within each theme, followed by a set of actions unique to that theme. The organisation indicated in bold purple denotes the lead organisation.



## 4.1 Theme 1 - Stimulating Change

Theme 1 is about putting in place the resources, processes and structures that are essential to capitalise on and further drive forward economic growth in local areas. For West Lancashire this will mean:

- A business facing set up, with sustained engagement at a senior level with key local businesses.
- A can do attitude and emphasis on being open for business and growth.
- A focus on prioritisation of the Skelmersdale regeneration agenda and partnership working.
- Getting West Lancashire's voice heard amongst sub regional and national partners in relation to West Lancashire's needs and opportunities.

It is recognised that the strongest performing local economies are underpinned by assertive and proactive leadership on economic development and regeneration issues, underpinned by a clear vision and agreed set of priorities. This approach to economic leadership needs to engage with stakeholders including the public, private and community/voluntary sectors at the highest level.

Skelmersdale is the key driver for growth within the Borough, therefore to ensure local businesses and residents do not miss out on opportunities, West Lancashire needs to further raise its game on a strategic level, be it on a sub-region, region or at a national level. To do this the Borough Council and our partners LCC and HCA have committed to put in place the resources, processes and structures that are essential for driving forward economic growth.

**Key Ask: Establish a 'Skelmersdale Leadership Board' that will champion the regeneration of Skelmersdale through forceful and effective stewardship**

This will require support from a range of partners, in particular the private sector, to establish a Board with strong leadership to drive forward regeneration activity for Skelmersdale

**Timescale:** 2015-2017  
**Partners:** **WLBC/LCC/HCA/Private Sector**

## Theme 1 Action Plan

Action	Estimated Timescale	Partners
A more forceful and effective stewardship of the Skelmersdale regeneration agenda, including the establishment of a 'Skelmersdale Leadership Board' and local business/partner Ambassadors	2015-2017	<b>WLBC/</b> LCC/HCA/ Private sector
Be more vocal amongst sub-regional and national partners of West Lancashire's needs and opportunities	2015/16	WLBC/LCC/HCA/ STEP partners/ schools
The Borough Council will become an even more business facing organisation, with sustained engagement at a senior level with key local businesses, developers and investors	2015-2017	WLBC
Develop an action plan and make resources available to further develop the approach to business engagement and support business growth enabling them to capitalize on sub-regional and national funding programmes. This needs to focus on ensuring businesses perceive WLBC as a Council which is "open for business and open for growth"	2015-2017	WLBC



## 4.2 Theme 2 - Providing the right scale and mix of Employment Sites

A key component in the achievement of the Borough's economic growth objectives will be the availability of the right balance and scale of employment sites.

Access to the commercial powerhouses of Greater Manchester and Merseyside, including proximity to the Port of Liverpool, as well as labour supply have been the key pull factors for a range of occupiers for several decades – in particular in the logistics sector. Allied to this accessibility, the availability of large employment sites in and around Skelmersdale and the M58 motorway, with relatively low land values and lower-cost rents have also been key determining factors for the industrial developments seen to date.

As well as opportunities around logistics, West Lancashire and particularly Skelmersdale are good locations for manufacturing facilities across both the SME and larger business sectors.

The current West Lancashire Local Plan has identified a number of strategic employment sites, as well as other significant employment sites in the Borough. The Local Plan seeks to deliver 75Ha of new employment development by 2027, mainly across Skelmersdale (52Ha), with the remainder across Burscough, Simonswood and smaller sites in rural areas.

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Of the 52Ha in Skelmersdale, around 30% (17Ha) is identified as arising through the redevelopment of under-utilised/vacant land and premises within existing employment areas (e.g. Pimbo, Gillibrands, Stanley). Whilst the delivery of 17 ha of employment land through the redevelopment of land within existing employment areas is challenging, this element of the employment land supply in the Local Plan is not anticipated to come forward until after 2020, allowing time to identify the most appropriate locations for redevelopment or an alternative supply of land if redevelopment proves undeliverable. In addition, there is also the release of 10 ha of employment land in Burscough as part of the Yew Tree Farm development which will provide high quality premises for new or expanding businesses and those relocating into the Borough.

The Liverpool Local Enterprise Partnership's (LEP) Superport land demand assessment (2014) points to the need to accommodate approximately 630ha of employment land for logistics and manufacturing floorspace (80% of which is for logistics) for the forecast growth at Liverpool2. However, further work is required to ratify these forecasts and understand what proportion of any growth in demand for employment land could be accommodated in West Lancashire.

At present, West Lancashire does not have a sufficient supply of large allocated sites adjacent to, or in close proximity to the M58 corridor to take advantage of the longer-term logistics and warehousing opportunities that will emerge from the growth of the Port of Liverpool (Liverpool2). Only the XL/G-Park sites in the Stanley area of Skelmersdale, as well as land adjacent to Fredericks Diaries (now Fruitappeal) in Simonswood, are identified in the Liverpool City Region LEPS' analysis of current high quality sites of over 5ha within a 60 minute drive-time from the Port. While these sites could accommodate port-related growth in the short-medium term, a longer term position on site allocations in the Borough, particularly around Skelmersdale will be required.

We also recognise that in order to build on West Lancashire's commercial advantages (i.e. proximity to the Port, non-congested motorway infrastructure, proximity to major urban centres and markets, availability of labour and wage rates) and attract significant inward investment opportunities from businesses wishing to develop regional or even national distribution centres (RDCs/NDCs) to serve their markets, we need to begin the process of identifying future employment site allocations.

**Key Ask: Give consideration to the potential for the allocation, and delivery of additional employment land within, or in close proximity to Skelmersdale**

This requires partners working together to maximise forthcoming opportunities for economic growth by considering additional employment land opportunities.

**Timescale:** 2015-2020  
**Partners:** WLBC/Liverpool LEP/Lancashire LEP

## Theme 2 Action Plan

Action	Estimated Timescale	Partners
Consider the potential for the allocation, and delivery of additional employment land within, or in close proximity to Skelmersdale to meet longer term needs	2015-2020	<b>WLBC/</b> Liverpool LEP/ Lancashire LEP
Deliver Greenshoots	2016-2018	<b>WLBC/private</b> sector
Improve the signage and the wider environment of Skelmersdale's existing employment areas, particularly at key gateways	2015-2017	<b>WLBC/LCC</b>
Work with the private sector to ensure the delivery of allocated employment land at Burscough and Simonswood	2015-2020	<b>WLBC/LCC/private</b> sector
Consider the potential for a Greenshoots 2 development, further remodeling workspaces in Skelmersdale	2018-2020	<b>WLBC/private</b> sector



## 4.3 Theme 3 – Housing as a Driver for Change

Given the Borough's location, rural nature, and mix of housing and settlements, much of West Lancashire has long been regarded as an attractive and popular residential location. In particular, commuting to employment opportunities in Lancashire and across the Liverpool and Greater Manchester city regions is relatively straightforward and attractive for many residents employed in managerial and professional roles. West Lancashire needs to build on these assets and attract more managerial and professional residents, whilst working with partners to up-skill the current local workforce and the workforce of the future.

People living within Skelmersdale are reaping the benefits from the Borough Council's £65m investment in its housing stock, with major schemes including new bathrooms in approximately 80% of the Council's homes and new kitchens in approximately 60% of the Council's housing stock. The £5.5m Firbeck Revival scheme is breathing new life into the estate, with new kitchens and bathrooms as well as double-glazed uPVC windows and doors, new roofs and internal roof insulation. Demolition on 10 three-storey blocks of flats followed by consultations on building up to 44 new Council homes on the Firbeck estate to replace most of the flats with homes that meet modern requirements of families.

Along with West Lancashire's popularity brings challenges:

- Parts of West Lancashire now suffer from an identified short-fall in new housing (as a result of relatively low levels of housing completions) and clear affordability constraints as house prices have continued to increase. Affordability is a particular concern for those on lower incomes, or those forming new households.
- West Lancashire also has an ageing population and a contracting working age population, when measured as a proportion of all residents and this position is forecast to continue. If the Borough is going to deliver economic growth, there will be a clear requirement for the Borough to grow its resident workforce to meet future employment growth needs. This is also important in sustaining the long-term vibrancy and vitality of the Borough's towns and settlements through household expenditure.

A clear regeneration opportunity is to **grow Skelmersdale further as a housing location of choice** and meet some of the challenges identified above. The West Lancashire Local Plan identifies a number of allocated housing sites within Skelmersdale, including Whalleys, Firwood Road and Chequer Lane which will accommodate around 1200 new homes, together with housing development in the town centre having the capacity for 600+ new homes. Given the appetite within Government to support housing growth, and the funding support this could potentially leverage, Skelmersdale can play a key role in meeting housing need within the Borough, but also more widely.

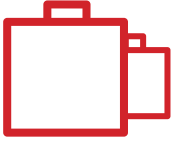
#### Key Ask: Support for the delivery of housing estate improvements

Funding to enable a rolling programme of estate improvements to be delivered in Skelmersdale. This activity is seen as a priority as it will help to increase the overall image of Skelmersdale by providing environmental and other visual improvements throughout the town.

**Timescale:** 2015-2025  
**Partners:** WLBC/HCA/LCC

#### Theme 3 Action Plan

Action	Estimated Timescale	Partners
Support for the delivery of housing estate improvements	2015-2025	WLBC/HCA/LCC
Support the delivery of significant new market and affordable housing in Skelmersdale on allocated sites, including within the town centre	2015-2025	WLBC/HCA/ Private sector
Work with the private sector to explore if additional opportunities for further new housing growth in Skelmersdale can be identified and work with partners to drive this forward	2015-2025	WLBC/HCA/Private sector
Support the delivery of homes on allocated sites in Burscough and Ormskirk	2015-2020	WLBC/Private sector
Develop employment initiatives in collaboration with house builders, contractors and training providers, to support local people into employment	2015-2016	WLBC/ West Lancashire College STEP/private sector/



## 4.4 Theme 4 – Revitalised Town Centres

Driving up the vibrancy and vitality of West Lancashire's town centres is a key part of a successful local economy. The Borough's town centre retail and leisure offer is very mixed, with a significant level of leakage of resident expenditure outside of the Borough (e.g. Southport, Liverpool, Wigan and Greater Manchester).

The objective for all the town centres must be to drive up footfall, significantly increasing the numbers of people who shop, work, use services and spend their leisure time in the Borough's main towns. While the mix of investment needed will differ for each town, there are likely to be common actions including:

- The strengthening of classic town centre functions (markets, other retail, key public services). While town centre retailing faces considerable commercial challenges, it must continue to be a core part of the role of the Borough's town centres.
- An emphasis on the development of niche strengths, which come to define the roles of the individual towns. This could include the development of cultural facilities and activities or the provision of new leisure and visitor uses (e.g. cafes, bars and restaurants).

We know that Skelmersdale's retail offer needs significant enhancement and that the leisure offer and night time economy is extremely poor. The delivery of a new town centre is something the Council and our partners have been pushing for many years. One of our key strategic actions is the delivery of the partners' comprehensive town centre development scheme for Skelmersdale, led by St Modwen.

Ormskirk has a market town offer, with a traditional town centre serving both local workers and residents. The town has rather modest comparison retailing, but a better than average leisure and night time economy, compared to other parts of the Borough. There is a need to build on Ormskirk's assets and to ensure that any weaknesses are addressed. Burscough has a smaller offer, given proximity to Ormskirk, but is perceived as being a centre which is performing relatively strongly for its size, and which there have been investments such as the Burscough Wharf development which have improved the local offer.

Revitalised town centres and improved public realm and environment can also support housing growth, can lessen leakage of expenditure, and deliver improved perceptions and investor confidence.

### Key Ask: New Wet & Dry Leisure Centre in Skelmersdale Town Centre

A major new wet & dry leisure centre located within the town centre to serve Skelmersdale and wider West Lancashire. This will strengthen the leisure offer in the town centre and promote footfall back into the centre linking directly into forthcoming Leisure Strategy 2015-2025.

**Timescale:** 2015-2020  
**Partners:** Private Sector/WLBC/LCC

### Key Ask: Provision of night-time economy in Skelmersdale Town Centre

Skelmersdale lacks a night-time economy (cinema/bars/restaurants) and it is vital than any town centre scheme brings forward these necessary facilities.

**Timescale:** 2015-2020  
**Partners:** Private Sector/WLBC/HCA/LCC/Marketing Lancashire

### Key Ask: Public Realm in Skelmersdale Town Centre

To attract residents and visitors into the town centre, it is essential that it has attractive public realm to not only complement any town centre regeneration but to draw together the current offer with the new centre, including the supermarket, library, Concourse Shopping Centre, Wet & Dry leisure facility, etc.

Timescale: 2015-2020  
Partners: **LCC/Private Sector**/WLBC/Marketing Lancashire

### Key Ask: Improve Ormskirk's Town Centre Offer

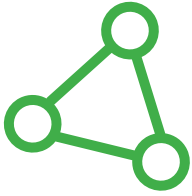
To ensure Ormskirk remains a vibrant town centre which can respond to a changing retail environment, there is a need to implement the developing Town Centre Strategy and Action Plan. This could include improving the bus station, Moor Street improvements and look at potential development sites and the general environment of the Town Centre and its marketing and promotion.

Timescale: 2015-2020  
Partners: **WLBC/LCC/private sector**

### Theme 4 Action Plan

Action	Estimated Timescale	Partners
Deliver the Skelmersdale Vision Town Centre proposals for the regeneration of Skelmersdale	2015-2020	<b>St Modwen/</b> WLBC/ HCA/ LCC/LCP
Investigate funding/ development opportunities to re-develop civic spaces and leisure facilities within Skelmersdale Town Centre	2015-2016	<b>WLBC/LCC</b>
Ensure proposals for infrastructure projects which complement the regeneration of Skelmersdale Town Centre are co-ordinated and joined-up	2015-2022	<b>LCC/WLBC</b>
Implement a skills, training and employment strategy, drawing in all the relevant partners to maximise employment opportunities for local people arising from the regeneration of Skelmersdale town centre	2015-2020	<b>STEP/WLBC</b>
Improve Ormskirk's Town Centre Offer through the implementation of the Ormskirk Town Centre Strategy and Action Plan, working with partners including local business networks and social enterprises	2015-2020	<b>WLBC/LCC/</b> Private Sector





## 4.5 Theme 5 – A Better Connected West Lancashire

The M58 motorway provides West Lancashire with a relatively congestion free route into Liverpool and towards the M6 motorway for access to Greater Manchester and Lancashire. Access to the M58/M6 motorways from Skelmersdale and the surrounding areas is particularly easy for those with access to a car or for businesses. Proximity to labour and motorway accessibility are two key reasons for the growth of logistics, warehousing and manufacturing businesses within Skelmersdale and along this motorway corridor. The development and overall success of the White Moss Business Park is also attributable to location and motorway accessibility.

While motorway accessibility is a positive for those with access to a car, Skelmersdale does not have any direct rail connectivity to other parts of the Borough, or out towards Merseyside, Greater Manchester and parts of Lancashire. Skelmersdale is the second largest town in the North West without a train station, a major factor which is inhibiting the town's growth potential. For a town of its size, location within a largely rural borough, and its socio-economic issues, this is a particularly unusual position, but one which is more a consequence of the planning/cost constraints of the New Town era. Without access to a car or train services, public bus services do serve the town. However, connecting to other towns within and outside of the Borough is often cited as being challenging for employment or leisure purposes given costs and frequency of services.

As well as poor public transport options, movement and accessibility within Skelmersdale has also been challenging for both pedestrian and cyclist. This again is a function of the principal in the New Town of separating car users and pedestrians/cyclists through the creation of walkways and under-passes/subways. These are now considered dated, undesirable, unsafe, and often not the most direct route between residential, employment, education and leisure areas of the town. With the opportunities arising around the regeneration of Skelmersdale town centre it will be important to also address public transportation/infrastructure issues facing the town, including pedestrian and cycling infrastructure, which can play a role in linking residential, retail, leisure, education and employment areas as well as other areas of the Borough.

Digital connectivity is considered a key requisite for any successful economic area (i.e. a key utility for businesses, homes, education, health and social care) therefore it is extremely important to ensure the Borough remains an attractive location for businesses and residents. The roll out of superfast broadband across Lancashire is being supported by commercial provider BT in conjunction with Lancashire County Council's Superfast Lancashire project. Superfast Lancashire's focus is to ensure employment areas have access to high-speed broadband connections, although they also have a community element it is not their main priority.

### **Key Ask: Skelmersdale Rail Link and Station/Transport Hub**

Delivery of a new rail station next to Skelmersdale town centre, with integration into the public transport network and cycling and walking provision, as well as car parking. The new rail link and station would be served by services to both Liverpool and Manchester, providing direct access to growth opportunities in both Merseyside (including those associated with the Superport) and Greater Manchester (including the Enterprise Zone at Manchester Airport).

**Timescale:** 2014/15 GRIP 2/3 work, 2015/16-2021/22 planning and implementation  
**Partners:** Merseytravel/LCC/Network Rail/WLBC

### Key Ask: West Lancashire 'Wheel'

Delivery of a circular cycling and walking route connecting major settlements, employment areas, visitor destinations, transport modes and educational establishments in the Borough. Entry points accessible by rail from Preston, Southport, Wigan/Manchester and Liverpool. This could be a major visitor draw to the Borough whilst helping to support and grow businesses along its route.

**Timescale:** 2015-2022

**Partners:** WLBC/LCC/SUSTRANS/Canals and Rivers Trust/Marketing Lancashire

### Key Ask: Rail Investment in West Lancashire

Work with key partners to investigate measures to improve the service on the Ormskirk to Preston line (including potential electrification) and to address connectivity between this line and the Southport to Wigan/Manchester line in the Burscough area, so as to provide greater accessibility and connectivity for more parts of West Lancashire by rail.

**Timescale:** 2017-2019

**Partners:** LCC/Merseytravel/Network Rail/WLBC

### Theme 5 Action Plan

Action	Estimated Timescale	Partners
Pro-actively support the development of the business case and future delivery of a new rail station and transport hub in Skelmersdale	2015-2022	LCC/Mersey Travel/Network Rail/WLBC
Develop cycle and walking infrastructure between key settlements across the Borough (West Lancashire Wheel)	2015-2022	WLBC/LCC
Develop sustainable and long-term transport initiatives to connect Skelmersdale's residential and employment areas to support job seekers to access skills, training and employment opportunities	2015-2018	LCC/WLBCSTEP
Support the implementation of Superfast Lancashire to ensure West Lancashire's businesses and residents have access to the latest digital infrastructure	2015-2016	LCC/BT/WLBC
Develop a movement strategy for Ormskirk	2015-2025	LCC/WLBC
Continued case making for rail infrastructure improvements in Ormskirk and Burscough	2015-2019	LCC/Mersey Travel/Network Rail/WLBC
Support the development of the proposed Tarleton 'Green Lane Link' to alleviate rural road congestion and support businesses	2019-2020	LCC/WLBC



## 4.6 Theme 6 – Promoting the Place

West Lancashire can often be overshadowed by its proximity to larger neighbouring authorities and city regions, with Skelmersdale perhaps suffering from some negative perceptions. However with the right approach, there is a positive story to tell about Skelmersdale being a place to **live**, a place to **work**, a place to **study**, a place to start or **locate a business** and a place to **invest** in. West Lancashire needs to find a way to shout loudly about the Skelmersdale story with a cadre of powerful, senior level advocates and ambassadors required to help to make this happen.

This theme should be seen as both an enabler of change for West Lancashire and as a key part of the efforts to reposition Skelmersdale and raise its profile and to garner support for investment priorities. Presenting a positive story about improvement and aspiration, sustained over a long period, will help businesses, potential new residents and investors to think differently about the Borough.

The Council and its partners have a substantial amount of intelligence about the Borough and Skelmersdale at our disposal, we now need to bring this together to enable partners to present a clear picture of the area’s assets and capabilities, both current and emerging, using this intelligence as the basis for creating a stronger identity for Skelmersdale. We face difficult challenges in raising our profile and improving Skelmersdale’s reputation as a place to live, a location to develop a business, a place to visit, a place to work and a place to study.

### Key Ask: Develop a Skelmersdale Brand

Developing a new brand/image will be an important step in helping to change any negative perceptions of both existing and future residents, businesses and investors

**Timescale:** 2015-2017

**Partners:** **WLBC/Marketing Lancashire/HCA/Private Sector**

### Theme 6 Action Plan

Action	Estimated Timescale	Partners
Improve the image of Skelmersdale through the development of a Skelmersdale brand	2015-2017	<b>WLBC/Marketing Lancashire/HCA/Private Sector</b>
Identify and utilise West Lancashire ‘Ambassadors’ from public and private sectors who will act as high profile advocates for West Lancashire	2015-2016	<b>WLBC/Private Sector</b>
Periodically refresh the Welcome to West Lancashire inward investor ‘script’	2015-2025	<b>WLBC/Marketing Lancashire</b>
Develop and periodically refresh a Skelmersdale ‘script’	2015-2025	<b>WLBC/Marketing Lancashire/HCA</b>



## 4.7 Theme 7 – Supporting the Rural and Visitor Economy

The rural economy, particularly driven by agriculture and agricultural processing and related sectors, plays an important role in West Lancashire. These sectors are in transition and often vulnerable to global market shifts as well as climate change. As such they need continual monitoring and support. The types of activity envisaged are:

- Signposting to opportunities for growth and diversification – e.g. tourism diversification measures, accommodation needs of Onshore Oil and Gas operators/visitors etc.
- Providing information on public grant/subsidy availability and assistance on securing it.
- Provision of small specialist workspace, which can provide a key source of economic opportunity for the Borough

West Lancashire's visitor economy attracts around 2.6m visitors per annum, generating around £112m for the local economy and despite some fantastic visitor assets as detailed earlier, consultations to develop the West Lancashire Economy Study highlighted that there is no clear visitor brand which presents a compelling case for why people would want to visit or live in West Lancashire. This results in low recognition of the Borough as a visitor destination as it has no clear identity, although the VISIT Sefton and West Lancashire project has gone some way to help raise the profile in recent times.

West Lancashire has enviable grade 1 horticultural status, with a large number of farm shops and significant production of vegetables, salads, flowers and bulbs and with some

of our smaller businesses who have diversified quickly becoming recognised and established brands, such as Lancashire Crisps. In addition to being vital components of the rural economy, these businesses could also be seen as visitor assets. There may be opportunities to develop the visitor economy and further raise the profile of the Borough through food festivals, farmers markets or promotional material which highlights the range of producers in the Borough. This is a potential project which could be investigated through the RDPE, possibly with our Local Action Group partners.

West Lancashire also sits within striking distance of the Sefton and Lancashire beaches and coastline, as well as city centre destinations such as Liverpool, Preston and Manchester. This could make us a very appealing destination for visitors to the North West looking for a rural retreat with good access to the region's main shopping and cultural centres.

While it is unrealistic to compare with some of the more established visitor economies in the sub region, there are a number of opportunities to increase the economic contribution of the tourism sector by gaining greater leverage from West Lancashire's visitor assets, and by putting across a much clearer message about why people should visit the Borough. To do this we need to work closely with our partners and the production of a new Visitor Economy Strategy for Lancashire presents an ideal opportunity for us to put this message across.

### Key Ask: Improve the positioning of West Lancashire as a visitor destination

West Lancashire is not positioned within the region's visitor economy as well as it could be, we therefore need to work closely with our cross-border partners to improve the visitor offer for the Borough.

**Timescale:** 2015-2020  
**Partners:** WLBC/Marketing Lancashire

## Theme 7 Action Plan

Action	Estimated Timescale	Partners
Improve the positioning of West Lancashire in the forthcoming Lancashire Visitor Economy Strategy	2015-2020	<b>WLBC/ Marketing Lancashire</b>
Support the 'Made in Lancashire', and other similar campaigns by encouraging more businesses to participate	2015-2025	<b>WLBC/Marketing Lancashire/ Myerscough College</b>
Actively participate in the Rural Development Programme for England (RDPE) Lancashire Programme to ensure activity is directed into the Borough and West Lancashire businesses benefit from support	2015-2017	<b>WLBC/LCC/ Myerscough College/ Wigan Council</b>
Market rural visitor attractions as part of the WL visitor offer	2015-2020	<b>WLBC/ Marketing Lancashire</b>
Consider the need for bespoke rural workspace/rural technology hubs and investigate opportunities	2017-2020	<b>WLBC/LCC/ Private Sector</b>



## 4.8 Theme 8 – Advantage Through Knowledge and Skills

Economic forecasts for West Lancashire present a positive picture for West Lancashire's economy. **Employment growth in the Borough is expected to outperform the national, regional and Lancashire average.** There are also a number of transformational projects within and on West Lancashire's doorstep, including the regeneration of Skelmersdale, the Lancashire Enterprise Zone, Liverpool 2 and the Onshore Oil and Gas industries which could generate significant growth in the construction, energy and logistics sectors of the Borough.

The combined effects of this sectoral growth will be a significant increase in the demand for skills in West Lancashire. Yet this will occur at the same time that a significant proportion of West Lancashire's population leaves the workforce through retirement. It is therefore essential that West Lancashire better utilises its resident workforce by raising skills levels and raising economic activity. This is a particular issue in Skelmersdale which accounts for around 70% of all unemployment claimants in the borough, and where many people living in deprived communities face significant barriers to work.

Faced with this skills challenge, it is vital that schools, the further education colleges and other training providers are aware of sectoral opportunities and can offer courses and insights which meet the needs of these transformational projects and local employers generally. Recent changes to skills policy mean that colleges have much greater freedom, and this presents opportunities for colleges and employers to come together to tailor provision to the needs of our economy. This also relies on people making well informed choices about learning and career development opportunities which will ensure there is a sufficient supply of people on the courses which are in highest demand among employers. Consultations carried out as part of the West Lancashire Economy Study identified some sectors where there is a lack of awareness of job opportunities among young people, therefore vital that young people have access to high quality careers advice and guidance which reflects the needs of the economy.

The FE and HE establishments within our Borough can play an extremely important role in shaping the skills base of the Borough over the next 10-15 years. Building on existing work, it is important that both establishments are fully engaged with the Council to ensure that the skills demanded through major capital programmes and other economic development projects are sourced within the Borough. The presence of Edge Hill University in particular is a major asset for our Borough, both in terms of its economic contribution and its supply of highly skilled graduates and specialisms in courses which are relevant to future growth sectors such as Onshore Oil and Gas. The performance of local secondary schools is also vital in shaping the understanding of local young people on upcoming opportunities in the labour market.

### Key Ask: Improved Secondary School provision in Skelmersdale

Improve secondary school provision in Skelmersdale is seen as a priority to raise educational attainment and will be an important element in the overall regeneration of Skelmersdale.

**Timescale:** 2015-2022  
**Partners:** LCC/schools/WLBC

### Key Ask: Improve the Skills Gap and Raise Qualification levels

Both the HE and FE establishments within the Borough are developing initiatives to raise skill levels and match these with local employers, however improved co-ordination and sharing of information is required in order to fulfill this objective.

**Timescale:** 2015-2017  
**Partners:** STEP/Edge Hill University/WL College/WLBC

### Theme 8 Action Plan

Action	Estimated Timescale	Partners
Support the regeneration of Skelmersdale by strengthening secondary school provision	2015-2022	LCC/WLBC/ STEP/Schools
Develop sector-focused work-based training in partnership with employers and training providers, and strengthening links between businesses and training providers	2015-2017	STEP/WL College/ Edge Hill University/ WLBC
Strengthen FE links with Liverpool Superport stakeholders to maximise opportunities in the logistics sector	2015-2016	WLBC/WL College/ Edge Hill University/ Liverpool LEP
Develop sustainable and long-term skills initiatives to support tenants and residents into employment	2015-2017	WLBC/STEP/LEP
Ensure Edge Hill University & West Lancashire College are linked into all major projects in West Lancashire as appropriate, strengthening engagement with LCC and LEP.	2015-2025	LCC/LEP/WLBC/STEP/ WL College/ Edge Hill University
Develop an Employment Charter and encourage employers, including social enterprises and 'Business Ambassadors' to sign up, this will encourage employers to consider local employment options, work experience, apprenticeships and other local skills and employment initiatives	2015-2016	WLBC/STEP
Continue to support partners in the delivery of the WL Challenge project, continue to monitor the project's success and its future sustainability	2015-2016	STEP/WLBC

# 5 SUMMARY & CONCLUSION







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# SUMMARY AND CONCLUSION



The draft West Lancashire Economic Development Strategy 2015-2025 recognises the strengths of the Borough, with highly skilled residents, a large and successful business base with many world leading companies and international household brands located here, and the good quality housing we have on offer in a predominately rural setting. However, the Strategy also highlights the challenges that the Borough will need to address in order to achieve our ambitions plans, including improving our town centres, developing a Skelmersdale brand and championing the area as a business destination with strong leadership, whilst dealing with issues of worklessness, unemployment and improving the skills gap and raising qualification levels.

The fourteen Key Asks and the suite of activities outlined in the Action Plan will be delivered over a 10 year period and reviewed periodically to ensure the Strategy remains relevant to the issues facing the West Lancashire Borough.

*For Further information regarding this Strategy and Action Plan, contact:*

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<p>1. Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service/policy/strategy/decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:  <i>People of different ages – including young and older people</i>  <i>People with a disability;</i>  <i>People of different races/ethnicities/ nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	<p>There should be no negative impact on any of the groups listed due to the nature of this activity being to support economic development across West Lancashire.</p>
<p>2. What sources of information have you used to come to this decision?</p>	<p>Various, including local intelligence (i.e. unemployment data, West Lancashire Economy Study 2014) and by working with partners such as the Skills, Training &amp; Employment Partnership (STEP).</p>
<p>3. How have you tried to involve people/groups in developing your service/policy/strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>The draft Strategy will be going out to stakeholders for consultation, in addition project activity relating to supporting people into employment and/or training will be developed in partnership with members of the STEP group.</p>
<p>4. Could your service/policy/strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010? Duties are to:-  <i>Eliminate discrimination, harassment and victimisation;</i>  <i>Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);</i>  <i>Foster good relations between people who share a protected characteristic and those who do not share it.</i></p>	<p>The Strategy will help the Council's ability to meet the duties under the Equality Act 2010, by supporting individuals from disadvantaged communities by enhancing opportunities for employment and/or training.</p>
<p>5. What actions will you take to address any issues raised in your answers above</p>	<p>The West Lancashire Economy Strategy 2015-2025 will have a positive impact on the economic regeneration of the Borough and it will be important to ensure partner organisations (i.e. training providers, apprenticeship providers, etc.) are involved in project developments.</p>



## MINUTE OF EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE – 27 NOVEMBER 2014

**38. DRAFT WEST LANCASHIRE ECONOMIC DEVELOPMENT STRATEGY 2015-2025**

Consideration was given to the report of the Assistant Director Housing and Regeneration that provided information in relation to the Draft West Lancashire Economic Development Strategy 2015-2025 and the consultation exercise proposed between 14 January and 25 February 2015 that sought the views of the Committee prior to consideration by Cabinet on 13 January 2015.

Members raised comments and questions in relation to:

- Consultation period (length) – sufficient time for feedback.
- Consultation exercise – wider audience participation within and outside the Borough.
- Format of documentation - provision for different audiences as part of the consultation process (shorter version / print size / layout etc.)

Reference was also made to the good quality of the document that had been produced and the strength of the 'Key Asks', as identified at paragraph 5.4 of the report, particularly references to the provision and improvement of Secondary Schools in Skelmersdale and in relation to the Skelmersdale Rail Link and Station/Transport Hub, and a possible rail freight link to the Simonwood industrial area.

The Deputy Assistant Director Housing and Regeneration attended the meeting, provided an overview of the consultation proposed and provided clarification on issues raised.

**RESOLVED:** That the content of the report and the draft Economic Development Strategy 2015-2025 document (Appendix A) be noted.





**AGENDA ITEM: 5(g)**

**CABINET: 13 January 2014**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D. Griffiths**

**Contact for further information: Mr I Gill (Extn. 5094)**

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**Mr. D. Carr (extn 5122)**

**(E-mail: [dominic.carr@westlancs.gov.uk](mailto:dominic.carr@westlancs.gov.uk))**

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**SUBJECT: DRAFT ORMSKIRK TOWN CENTRE STRATEGY**

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Borough wide interest

**1.0 PURPOSE OF THE REPORT**

1.1 To agree the draft Ormskirk Town Centre Strategy for public consultation purposes.

**2.0 RECOMMENDATIONS**

2.1 That the draft Ormskirk Town Centre Strategy (Appendix A) be approved for consultation from 14 January to 14 April 2015, having regard to any agreed comments of the Executive Overview and Scrutiny Committee.

2.2 That delegated authority be given to the Assistant Director Housing and Regeneration to make minor amendments to the Strategy to correct typographical or factual errors, prior to it going out to public consultation.

2.3 That call-in is not appropriate for this item as this report has already been considered by the Executive Overview and Scrutiny Committee on 27 November 2014

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### **3.0 BACKGROUND**

3.1 Executive Overview and Scrutiny Committee received a report on the Draft Ormskirk Town Centre Strategy on 27 November 2014 and resolved:-

#### **“37. DRAFT ORMSKIRK TOWN CENTRE STRATEGY**

Consideration was given to the report of the Assistant Director Housing and Regeneration that provided information in relation to the draft Ormskirk Town Centre Strategy and the consultation exercise proposed between 14 January and 14 April 2015 that sought the views of the Committee prior to consideration by Cabinet on 13 January 2015.

Members raised comments and questions in relation to:

- Long-term Car Parking Issues – maintenance of car parks/ creating car parks suitable for purpose / fee initiatives / alternatives to open-space car parks (mixed use).
- Consultation – ensuring wide audience participation within and outside the Borough.
- Format of documentation – font size; layout etc.
- Branding of the Town Centre – wider Marketing; Ormskirk as a visitor destination; Identity.
- Environmental considerations – road surfacing; layout of the Market; pedestrian areas.
- Traffic movement in/through the Town – traffic flow / management / road lay-out / “bottle-necks” / closer working with Lancashire County Council (LCC).
- Timetable relating to proposals.

The Deputy Assistant Director Housing and Regeneration attended the meeting, provided an overview of the consultation proposed and provided clarification on issues raised.

**RESOLVED:** That, as a consequence of the discussion on the report and Draft Ormskirk Town Centre Strategy document (Appendix A), the following agreed comments of the Executive Overview and Scrutiny Committee to Cabinet be:

- (i) the need to sort out the car parks as an urgent priority and attention be given to signage, road markings, removal of vegetation and in the long-term make them suitable for purpose and in the short term fit for purpose.
- (ii) that the timescales listed in the report be revised.
- (iii) that the Cabinet Member seeks information from the County Council (LCC): on the “bottle-neck” (traffic movement) at Church Street (A570) to find a remedy to this problem and to consider the latest Transport Study relating to the A570 through Ormskirk to Southport.”



3.2 A copy of the report is attached as Appendix 1.

#### **4.0 COMMENTS OF THE ASSISTANT DIRECTOR HOUSING AND REGENERATION**

- 4.1 The Executive Overview and Scrutiny Committee wanted particular attention and priority to be given to car parking issues and a report is being brought to this meeting of Cabinet to review certain elements of car park charging. There are some longer term issues that are flagged up within the Strategy though, such as consideration of new technology and pay on exit car parking. These will need to be given further consideration in due course.
- 4.2 In relation to timescales on the Ormskirk Movement Strategy being undertaken by LCC, officers have clarified the position with the County Council and it is understood that the Strategy work will take 2 years with a further 5 years for implementation. The timescales set out in the draft Strategy will be amended accordingly.
- 4.3 There were detailed discussions about many aspects of the Town Centre at the Committee meeting and the long consultation period on this document will enable all stakeholders to input into the process, and all these comments will be brought back for consideration before the Strategy is finalised.

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#### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

#### **Appendices**

1. Executive Overview and Scrutiny Committee held on 27 November 2014 report of the Assistant Director Housing and Regeneration





**AGENDA ITEM: 5(g)**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
27<sup>th</sup> NOVEMBER 2014**

**CABINET: 13<sup>th</sup> JANUARY 2015**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor D. Griffiths**

**Contact for further information: Mr I Gill (Extn. 5094)**

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**(Email [dominic.carr@westlancs.gov.uk](mailto:dominic.carr@westlancs.gov.uk))**

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**SUBJECT: DRAFT ORMSKIRK TOWN CENTRE STRATEGY**

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Wards affected: Knowsley/Scott/Derby Wards

**1.0 PURPOSE OF THE REPORT**

1.1 To agree the draft Ormskirk town centre strategy for consultation purposes.

**2.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE**

2.1 That the content of this report and the Draft Ormskirk town centre strategy at Appendix A, be considered and that any agreed comments be referred to Cabinet.

**3.0 RECOMMENDATIONS TO CABINET**

3.1 That Cabinet approve the draft Ormskirk town centre strategy (Appendix A) for consultation from 14 January to 14 April 2015, having regard to any agreed comments of the Executive Overview and Scrutiny Committee.

- 3.2 That Call In is not appropriate for this item as this report has already been considered by the Executive Overview and Scrutiny Committee on 27 November 2014
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#### **4.0 BACKGROUND**

- 4.1 The draft Ormskirk town centre strategy has been developed to set out the key activities for the Council and Partners.
- 4.2 To revitalise the town centre bringing new investment, businesses and visitors the Council will seek to work with various partners to deliver these aims.
- 4.3 The strategy will seek to build upon the work of the Ormskirk Market Town's Initiative and take into consideration external factors such as how the economic climate has affected the town centre and what actions need to be taken to maintain the vitality and viability of Ormskirk town centre.
- 4.4 In order to further develop this strategy and ensure a co-ordinated approach across the Council, a wider Ormskirk town centre cross-service working group was established and has held a number of meetings. This wider officer group was made up of the Heritage and Environment Manager, Technical Services Manager, Market and Car Parking Officer, Arts Development Manager and the Planning Policy and Implementation Team Leader. Through this group a list of priorities and stakeholders were identified and meetings with external stakeholders have taken place.
- 4.5 To further develop a draft strategy, initial discussions have taken place with a number of partners including Ormskirk Community Partnership, Love Ormskirk, Edge Hill University and the Students Union.
- 4.6 In November 2013, a special Member workshop for Ormskirk Members, relevant Portfolio Holders and opposition Spokespeople took place in which the following key themes were explored:
- The market
  - Car parking
  - The environment & special features
  - Leisure and night-time economy
  - Technology and marketing

Following this workshop, the views expressed by Members were taken into consideration as this draft strategy was further developed.

- 4.7 Love Ormskirk has also submitted and been successful in applying for Ormskirk to become a Healthy High Street pilot area. This initiative is supported by Business In The Community (BITC) and provides intensive support to Ormskirk town centre over a three year period. This support includes providing business experience or resources to high street champions to help develop and implement initiatives. Since being successfully nominated Council officers have attended a number of meetings with BITC and are have ensured that this initiative and the town centre strategy would work to complement each other.

## **5.0 CURRENT POSITION**

- 5.1 The draft strategy identifies and investigates seven key areas in relation to the town centre in which a number of actions are identified. These areas are listed below.

### Brand, Marketing & Town centre Management

- 5.2 The draft strategy identifies that one of the main issues with Ormskirk town centre is that there is no defined recognisable brand and that the management and marketing of the town centre is currently fragmented and unco-ordinated, although the 'Love Ormskirk' initiative has been positive. There is a recommendation that a new town centre forum should be established to enable a better dialogue between stakeholders, as well as establishing a monitoring programme for delivering the strategy and action plan once adopted. There is a proposal to set up a marketing sub group to develop and promote a brand for Ormskirk.

### Building and Place

- 5.3 It is recognised that the historic importance of Ormskirk town centre is one of the town's unique selling points. However, in order to capitalise upon this heritage, improvements to some buildings and currently vacant development sites are required. This section also identifies several areas in which gateways into Ormskirk can be improved, therefore improving first impressions of the town.

### Ormskirk Market

- 5.4 This theme investigates the strengths and weaknesses of both the Thursday and Saturday market and explores opportunities to diversity the appeal of the market. This will complement the work being carried out by the Corporate and Environmental Overview and Scrutiny Committee, as well as proposals to redevelop Moor Street.

### Car Parks

- 5.5 This section explores the current situation in regard to car parks in Ormskirk town centre and examines a range of issues including the differentiation between Council and private car parks, signage for long and short stay car parks, as well as the physical condition and pricing. It recommends a review of the current pricing strategy in relation to car parks and explores whether new technology could/should be introduced.

### Transport and Access

- 5.6 Looks at some of the issues in regards to transport and access and investigates some of the possible improvements which can be made. The draft strategy recommends that the Council work with LCC to provide improvements to bus and

rail provision, as well as developing a much improved pedestrian and cycle network including links to Edge Hill University.

#### Night Time/Evening Economy

- 5.7 This section identifies that although Ormskirk has a relatively strong night time/evening economy there are still opportunities for growth. Some recommendations include exploring if an evening events programme could be developed to help support shops opening up later, introducing new permanent lighting to help create a safer and more attractive night time environment and working with a number of agencies to ensure that the town centre remains a safe environment.

#### Recording Monitoring Town centre Information

- 5.8 The draft strategy identifies that in order to monitor the health of a town centre; a range of data sets will be required. This data can help the town centre become more responsive to changes and monitor which initiatives are working, helping to target available resources where they are having the greatest effect. The draft strategy recommends that we investigate opportunities to attain as much data as possible including working with the Healthy High Streets campaign to investigate if retailers can share their footfall data to help with more targeted marketing.

### **6.0 PROPOSALS**

- 6.1 A full copy of the draft Ormskirk town centre strategy is attached at Appendix A for comment and then approval for consultation purposes
- 6.2 Following Cabinet approval of the draft strategy, a consultation exercise will be undertaken between the 14 January and 14<sup>th</sup> April 2015 to enable relevant stakeholders, partner organisations and businesses, as well as the general public to participate and comment. Following comments and any necessary changes to the draft Strategy, it is anticipated a final draft strategy will return to Cabinet in June 2015 for approval with implementation of the action plan commencing in 2015.
- 6.3 A series of consultation questions have been devised in relation to the aims and objectives of the draft strategy and the seven key themes to add structure to the consultation process.

### **7.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 7.1 The draft Ormskirk town centre strategy has been developed to help deliver growth in Ormskirk town centre. The strategy aims to address a number of issues including reducing vacancy levels, improving the appearance of the town centre, developing a brand which can be promoted to encourage visitors developing the evening/night time economy and improving access into and out of the town Centre.

## **8.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 8.1 The draft Ormskirk town centre strategy has been produced using existing resources, although the final strategy will incur some printing and design costs.
- 8.2 Some of the actions contained within the strategy have already been budgeted for, however, there are some actions contained within the draft strategy which will require Council resources if they are to be taken forward, in terms of both financial and officer time. In this year's budget (April 2014-March 2015) £490,000 was made available to fund Environmental/Town & Village Centre improvements across the Borough and officers have already requested that some of this funding be used to help deliver some of the actions within this strategy.

## **9.0 RISK ASSESSMENT**

- 9.1 The draft strategy identifies a range of actions to be investigated and delivered to help improve Ormskirk town centre. Some of these actions have the potential to deliver significant benefits in terms of helping to deliver a more prosperous and vibrant town centre. The draft strategy has the potential to revitalise the town centre, bringing new investment, business and visitors to the town.
- 9.2 In order for this draft strategy to be successful it requires buy in from a range of partners and stakeholders. The draft strategy will also require funding to deliver some of the initiatives identified, as well as a staff resource in terms of officer time.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

There is a direct impact on members of the public, employees, elected members and / or stakeholders. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report.

### **Appendices**

Appendix A - Draft Ormskirk Town centre strategy  
Appendix B - Equality Impact Assessment  
Appendix C – Minute of Executive Overview and Scrutiny Committee 27 November 2014 (Cabinet only)

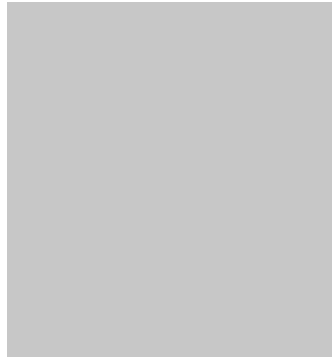




# Draft Ormskirk Town Centre Strategy 2015

- 2751 -





## FOREWORD

Ormskirk is a fantastic town centre and with the historic market has traditionally been seen as the heart of West Lancashire. The town centre has a great mix of national retailers as well as thriving, smaller independent shops which give the town a unique vibrancy. This vibrancy is further enhanced by the success of Edge Hill University which is located in close proximity to the town centre.

The town centre fulfils a variety of roles helping to bind the local community together. Town centres are areas where the community comes together to interact. It is where shoppers come to buy goods, where we come to socialise, where people come to work and spend their leisure time.

Although Ormskirk town centre is in a relatively healthy position we all know that town centres and retail habits are changing. There is no single answer to meeting these changing needs. This presents challenges now and for the future. This draft strategy has been produced in response to these changes to help manage the town centre so that it can be as responsive as possible to adapting to changing needs. It is hoped that with the buy in of the community and retailers, this strategy can help manage the town centre as one entity in a similar way to how a privately operated shopping centre works. Ormskirk town centre is unique and has a special character which helps to distinguish it from neighbouring towns. The work within this draft strategy will help build upon the strengths that already exist and address some of the issues the town is facing.

Although we are still at a very early stage we would like to hear your views in response to this draft strategy. This strategy requires the input and support of the local community in order to be successful. At this stage we want to hear a range of views to ensure that this strategy truly reflects the views of the people and businesses who use and work within Ormskirk town centre. Once we have received your views we will look to amend the strategy, so we can finalise a robust and deliverable strategy for the future.

### **Cllr David Griffiths**

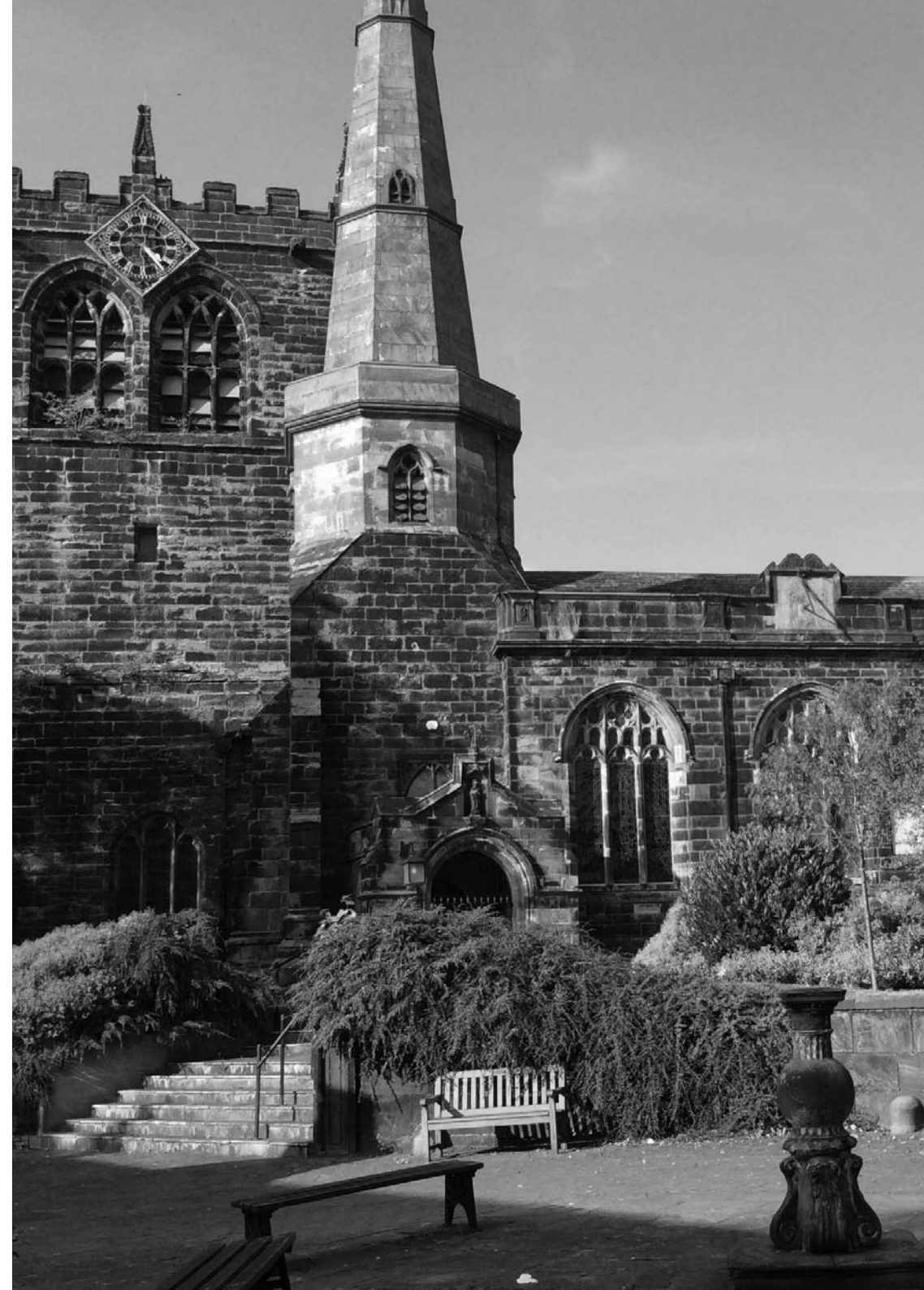
Cabinet Member Town & Village Centres  
West Lancashire Borough Council

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## 1.0 INTRODUCTION

- 1.1 This draft strategy has been developed for discussion and consultation purposes with partners and members of the public. Once approved for consultation, this draft strategy is now launched for full public consultation where partners and members of the public can input.
- 1.2 Ormskirk is an attractive and popular historic market town with a successful university in close proximity. The town centre is host to a market on two days of the week, which includes a midweek Thursday market and weekend Saturday market. The market has been operated continuously for over 700 years. Special continental and vintage markets are also held regularly, as well as the impressive annual Ormskirk Motorfest event. The town centre has an attractive airy feel with many historic buildings adding to the character of the town. As well as being host to main street retailers, Ormskirk's strengths lie in its independent retailers, cafes and restaurants, as well as unique features such as the town centre clock dating back to 1876, Ormskirk Parish Church with its origins in the 12th century, Chapel Gallery and Coronation Park in close proximity.
- 1.3 Although popular, the town centre and market could provide a wider offer, appealing to the resident student population and residents living in outlying areas. Although there are a relatively small number of vacant units in the town centre, there is a perception by some residents that the town centre is starting to decline and the condition of some buildings is seen as poor.
- 1.4 Ormskirk is home to the innovative and dynamic Edge Hill University and with around 4,000 employees contributing an estimated £800 million into the local economy in the last 5 years, and an additional £86 million into the local economy through staff and supplier spend, the university is an important asset to Ormskirk and a real jewel in West Lancashire's crown.
- 1.5 In 2008, Ormskirk was part of a Market Towns Initiative, which included significant community engagement and stakeholder involvement focusing on four key themes; Economy, Environment, Social and Community and Transport and Access. This piece of work resulted in a detailed Action Plan encompassing all these themes.
- 1.6 This strategy will include a review of the actions contained within the Ormskirk Market Town Initiative Action Plan, to determine whether there are any outstanding actions that are still relevant to today's economy and will look to build on these where possible.



## 2.0 COMMUNITY WORKING



- 754 -
- 2.1** The Council recognises the value and importance in consulting with, and working in partnership with public, private and community/voluntary organisations as well as the local community. Ormskirk is fortunate to have a number of dynamic organisations working to help improve and support the town centre economy including Ormskirk Community Partnership, Ormskirk Community Safety Partnership, Love Ormskirk and OWL Business Focus. This strategy will seek to engage with these organisations to ensure that all stakeholders are working in a coherent manner to help achieve shared goals. In order to ensure that this strategy works it requires support from a range of local groups, as well as the local community and should be seen as a shared strategy.

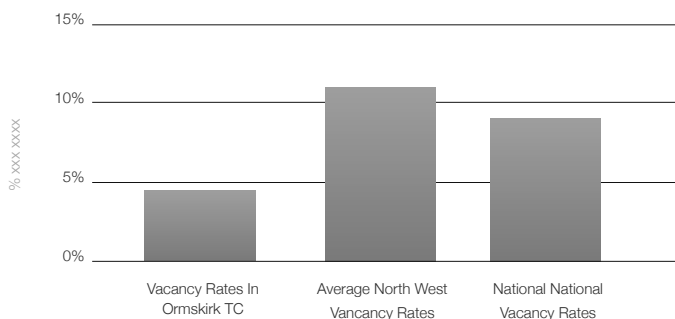
## 3.0 PURPOSE OF THIS STRATEGY



- 3.1** This strategy has been developed in order to help co-ordinate the approach of the Council, local traders and other interested parties and should help create a strong vision and identity for Ormskirk that helps set Ormskirk aside from its neighbouring areas. This vision and strategy should be one that is focused and achievable in the short term, but that also takes a longer, more strategic view. The strategy aims to use innovative methods to bring the history of the town back to life, animating spaces and providing a strong sense of place that will engender pride and community engagement.
- 3.2** With some fantastic transport links into Ormskirk, the strategy aims to capitalise on Ormskirk's unique location attracting people from neighbouring cities including Liverpool, Manchester and Preston.
- 3.3** Following a clear understanding of the current situation, the aim of this strategy is to recognise the town centre's distinctiveness and identify opportunities, with stakeholders and partners, to revitalise the town centre bringing new investment, business and visitors through a co-ordinated campaign and a strong marketing strategy to ensure the town centre has the right offer of retail, food and drink, community and leisure uses.
- 3.4** This strategy aims to build upon the work of the Ormskirk Market Towns Initiative and taking into consideration external factors such as the current economic climate, the aims and objectives of this strategy will be considered under three key themes:- Economy, Environment and Visitor.
- 3.5** Although Ormskirk town centre can be considered to be 'holding its own' compared to many local high streets, nationally high streets are changing and need to evolve to remain competitive. This strategy can be seen as an intervention to help reduce decline and to put in place an action plan to help Ormskirk prosper.

## 4.0 Property Market & Vacancy Levels

- 4.1 The buoyancy of the local property market is a manifestation of wider economic trends. Although some of these trends may be outside of our control there are a number of factors that can be influenced locally. This strategy must analyse Ormskirk's ability to compete with similar neighbouring centres and work to position Ormskirk town centre to be as vibrant and attractive as possible.
- 4.2 The UK retail sector is undergoing a fundamental change and this change can be seen in all high streets across the Country, including Ormskirk. The type of retailers in the town centre has changed reflecting national trends. Whilst the Council welcomes opportunities for vacant units to be brought back into use, it will be important to ensure that Ormskirk maintains a varied mix of units providing a mix of retail and nonretail units.
- 4.3 Council records show that in July 2014 vacancy rates for ground floor commercial units in the wider Ormskirk town centre area were 5.8%. Vacancy rates for the 'Ormskirk Town Centre Core' which can be defined as Aughton Street, Burscough Street, Moor Street and Church Street were 4.52%. Given the current economic climate this is an extremely positive figure and shows that Ormskirk town centre property market is buoyant. According to Springboard UK which is a market analysis company in July 2014 the average vacancy levels were 12.9% for the North West and 10.1 for the national average. Springboard also release figures showing that the amount of independent units located in Ormskirk is 56.9% compared with a regional average of 54.6% and a national average of 52.7% showing that Ormskirk is well served by independent retailers. (Source: Springboard UK)
- 4.4 However, there may still be opportunities to improve the buoyancy of the local property market, reducing vacancy rates further and even improving the types of units that are available providing a greater offer than presently exists. Although in real terms vacancy rates may be low, the perception may be higher, given the prominence of some of the units that are currently vacant. There may also be opportunities for re/development on some sites with and on the edge of the town centre. If these sites could be developed they could add to the offer presently available improving the appearance of the town centre and overall add to the vitality of the town centre. Although many of these sites are in private ownership there may be opportunities to help facilitate development.



## 5.0 LINKS TO PLANNING & OTHER STRATEGIES



- 5.1 National Planning Policy Framework
- 5.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The purpose of the planning system is to contribute to the achievement of sustainable development which includes an economic role.
- 5.3 The NPPF requires that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.

### West Lancashire Local Plan

- 5.4 The West Lancashire local Plan supports growth and development within Ormskirk town centre including supporting the vitality and viability of the town centre. In particular, the following policies are of relevance to Ormskirk town centre:

- GN1 Settlement Boundary
- IF1 Maintaining Vibrant Town and Local Centres
- EN2 Preserving and Enhancing West Lancashire's natural Environment
- EN4 Conservation Area
- EC1 The Economy and Employment Land
- EC4 Edge Hill University
- RS3 Provision of Student Accommodation
- IF2 Enhancing Sustainable Transport Choice

- 5.4
- RS3 Provision of Student Accommodation
  - IF2 Enhancing Sustainable Transport Choice

### West Lancashire Economic Strategy

- 5.5 Improving Ormskirk as a market town is one of the key asks of the emerging West Lancashire Economic Development Strategy which aims to deliver economic growth across West Lancashire over a ten year time period. Being one of the key asks of the Economic Development Strategy demonstrates the Council's commitment to improving Ormskirk and provides a mechanism through which future funding bids can be supported.

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## 6.0 Key Partners

**6.1** As previously mentioned in order for this strategy to be successful it requires the support and buy in of a number of organisations and interested parties, as well as the wider community.

- Some of the partner agencies include:
- Love Ormskirk
- Ormskirk Community Partnership
- OWL Business Focus
- Local business owners
- Edge Hill University
- West Lancashire College
- Marketing Lancashire
- VISIT Project
- Independent businesses
- Lancashire County Council
- Jobcentre Plus
- Ormskirk Advertiser and other local press
- Skills, Employment and Training Partnership
- Letting agents
- Ormskirk market traders

### Healthy High Street Pilot

- 6.2** Love Ormskirk has successfully submitted a bid in which Ormskirk town centre has been chosen as a Healthy High Street pilot area. This pilot will provide Ormskirk with support through engagement high street champions.
- 6.3** The Healthy High Streets programme will provide intensive support over a 3 year period, providing business experience and resources to high street champions. The Healthy High Streets campaign's founding partners include Boots UK, the Co-operative Group, Marks & Spencer and Santander. These groups collaborate with town centre teams to develop and implement activities.
- 6.4** Through Love Ormskirk, Ormskirk has been chosen amongst the first group of towns and local teams. Along with other towns, Ormskirk will receive bespoke support. Stakeholders including the Council have already met with representatives from the Healthy High Streets campaign and we intend to use their experience and support to help implement many of the actions in this strategy.



## 7.0 Vision & Objectives

### VISION

Ormskirk town centre will continue to be a vibrant place to serve the people of West Lancashire, with an improved bustling and popular street market and a wide range of shops, bars, restaurants and other leisure attractions set within a high quality environment that has due regard to its history. The town will continue to be easily accessible by all forms of transport, with improved facilities for cyclists and public transport users, as well as having plenty of accessible parking at a comparatively competitive price.

Links will be made to maximise the benefit of having the successful Edge Hill University within the town. There will be a regular pattern of co-ordinated events and the town will be one of the most advanced locally in terms of IT infrastructure and the trends in social media to publicise the attractions which Ormskirk holds and which will make Ormskirk a destination for day trips across the sub-region.



**7.1** This image represents the views of the Council in consultation with the views of the local community and traders. It is believed that this vision will help deliver Ormskirk as a sustainable and vibrant town to the benefit of residents, traders and visitors alike.

### Objectives

**7.2** The following objectives have been used to deliver the vision for this strategy:

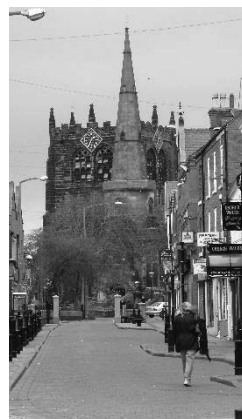
- Improve the appearance of Ormskirk's historic environment to help sustain and improve the character of the town
- Deliver and promote a programme of events that will help attract new visitors to Ormskirk. This events programme should be delivered throughout the year when trade would otherwise be at a low level.
- Enhance the features that are already successful for Ormskirk including helping to facilitate improvements to Chapel Gallery in the town centre.
- Secure improvements to the public realm in Ormskirk to help enhance the natural environment and appearance of the town centre and the gateways into it.
- Make it easier for people to access the town by all means of transport and for those with specific mobility issues.
- Working with partners develop a marketing strategy to promote Ormskirk as a brand, also utilising the latest digital/technology and social media.
- Build links with, and ensure that the town centre maximises the benefits of, Edge Hill University
- Improve the strength and offer of Ormskirk's markets
- Ensure the long term management and maintenance of the town centre as a whole, for shoppers, residents and businesses.
- Increase footfall in the town centre through a variety of initiatives.
- Help make Ormskirk a safe place to live, work and visit

## 8.0 Brand, Marketing & Town Centre Management

- 8.1** Ormskirk is fortunate in that a number of groups actively work to promote Ormskirk and the town centre and the efforts and achievements of these organisations needs to be recognised and built upon. Some examples include the popular town centre map produced by Ormskirk Community Partnership and the Christmas Markets organised by Love Ormskirk.
- 8.2** However, although there are varied organisations, including different Council departments, working to improve and promote Ormskirk, there is no co-ordinated approach, with development and marketing initiatives tending to be 'ad hoc' and not co-ordinated. Ormskirk currently does not have a recognisable brand identity and there is no comprehensive management strategy for the town.
- 8.3** In order for Ormskirk to compete and prosper this needs to be addressed as soon as possible as a lack of co-ordination could mean that regeneration initiatives become fragmented with different organisations not working towards a common vision and goal.

### Management

- 8.4** In order to ensure a successful management of the town centre, options need to be explored which could include the development of a town centre management forum, in which representatives from specific organisations could monitor the implementation of this strategy and drive forward certain initiatives. This group would need to have clear governance and support from all partners to ensure it did not become a 'talking shop'.
- 8.5** In order to help retailers the Council has introduced a new Retail Relief Scheme to replace the previous business rate discount scheme. The new scheme will provide a discount worth up to £1,000 a year - in both 2014-15 and 2015-16 - to retail premises with a rateable value of up to £50,000. This will provide support to retail premises including pubs, cafes, restaurants and shops.



### Developing a Brand

- 8.6** The historic buildings and layout of Ormskirk is generally recognised by the people of the town and visitors as some of its greatest assets. This special historic character creates a sense of pride of place and affects how people use and are attracted to the town.
- 8.7** Working with partner organisations, Ormskirk's brand needs to be clearly defined and marketed. This brand needs to build upon the current strengths of the town, including the historic character, but also needs to be locally distinctive. Once decided upon, all organisations promoting Ormskirk need to agree and sign up to promoting this brand.
- 8.8** This brand should be developed through a marketing group/forum which could be a sub group of the overall town centre management group. Once this brand has been established it will be extremely important to ensure that it is actively promoted through as many mechanisms as possible, including a town centre website, promotional literature, information boards and public artwork etc.

### Promotion and Events

- 8.9** In order to promote Ormskirk and develop a brand, Ormskirk town centre should ideally have one comprehensive website which is regularly updated and acts as a 'one shop stop' for town centre activities/events arranged by any key town centre organisations. The development of an events calendar should form part of the remit of the marketing sub group. This website must also be represented on social media including Twitter feeds and Facebook. This website may also have the capability for developing a contact database where users are regularly updated regarding events and activities taking place in the town centre.
- 8.10** Access to free Wi Fi is increasingly important for visitors to a town. Although large parts of Ormskirk town centre are covered by a free Wi Fi network, there is no promotion of this facility and many shoppers/visitors do not realise it exists. Opportunities exist to make better use of this technology including promoting the facilities which are available.
- 8.11** Some smaller scale improvements to gateways into the town centre could also make a big improvement including updating information boards and the information contained within them, in addition to environmental improvements.



## KEY ACTIONS

- Develop a town centre management forum/group with a clear governance structure to monitor progress and implement other actions in this strategy.
- The Council to assess how staff resources can be made available to support town centre initiatives.
- Monitoring the new retail relief scheme to assess how successful it has been and whether it should be continued beyond 2016.
- Set up a Marketing Sub Group involving local stakeholders to:
- Develop a brand for Ormskirk that all parties can sign up to and a marketing campaign with clearly defined outputs.
- Develop a dedicated website for Ormskirk town centre and make arrangements to ensure that this webpage is regularly updated. This website should be mindful of existing websites promoting Ormskirk.
- Investigate how Ormskirk town centre can be promoted using social media.
- Promote the existing free Wi Fi available in Ormskirk town centre and investigate opportunities to improve/extend this facility.
- Work with partners to develop and promote events such as town centre trails.
- Work with Edge Hill University and the Students Union to develop events that will engage the student population, as well as staff, to use Ormskirk town centre.

## LONG TERM ACTIONS

- The Council to give consideration to having one dedicated town centre officer/manager whose sole focus is to drive forward initiatives set out in this strategy. The Council and other groups continue to work with the University to build relationships and promote the town centre.

## Conclusion

- 8.12** The marketing and management of the town centre is currently fragmented and acts as a barrier to the growth and development. In order for Ormskirk town centre to be successful it is essential that the marketing, management and branding of the town centre can be resolved. This must be done before other initiatives in this strategy are taken forward.
- 8.13** In order for any marketing strategy to work, it is essential that all partners are fully supportive and take ownership of the strategy. This strategy cannot be the responsibility of one organisation, due to the importance of the interventions needed and the amount of resources required.

## 9.0 Buildings and Place

- 9.1** Ormskirk has an attractive, historic town centre which boasts a number of listed buildings and is also located within a Conservation Area. The town centre maintains much of its historic character giving the town a unique sense of identity which helps distinguish it from neighbouring towns. This heritage has great benefits for Ormskirk and, if integrated and promoted correctly, can be used as a focus for positive change and regeneration.
- 9.2** Although the town centre generally looks attractive, a minority of the buildings appear to require some maintenance and there are some development sites where works on site have halted or indeed never started. Some vacant units are in prominent positions and in particularly poor repair.
- 9.3** The appearance of the condition of the physical environment in an area can really effect the perception of that area; this is particularly true for visitors and investors. If a town gives a positive first impression it increases the likelihood of return visits. This is true for both day-visitors and shoppers. A positive physical environment gives a perception of pride in an area and helps an area appear safe and inviting.
- 9.4** The appearance of the condition of the physical environment in an area can really effect the perception of that area; this is particularly true for visitors and investors. If a town gives a positive first impression it increases the likelihood of return visits. This is true for both day-visitors and shoppers. A positive physical environment gives a perception of pride in an area and helps an area appear safe and inviting.
- 9.5** The Council is currently undertaking building appraisal work to highlight the prominence and condition of buildings in the town centre, so that the Council and partners can focus any available resources to those areas where it would provide the greatest benefit. These appraisals will provide a snapshot of the current state of the buildings and could also help track the deterioration or improvement of properties and prove an important monitoring tool. Although the Council is aware of the most important and prominent buildings, we have limited information on their condition. This appraisal work will help identify the most appropriate locations to help target resources, whether this is financial or in terms of officer time.
- 9.6** In addition, some gateways into Ormskirk could benefit from improvement/development and some of the main shopping streets in the town could benefit from refurbishment works/maintenance.
- 9.7** Like many towns in the United Kingdom the ownership of buildings and land within the town centre is fragmented, being mainly in the hands of a large number of private owners. Whilst some property owners are pragmatic in their approach, some property owners can be difficult to contact and work with to deliver improvements. The Portas Review said that 'fragmented ownership is one of the main disadvantages of the high street. For many it is the primary constraint on change.' Unfortunately, the Council has limited powers to force landlords to conduct maintenance, with the exception of the most severe cases where enforcement powers may be used.



**9.8** The amount of street furniture, including shop 'A' boards, lampposts, benches, council signs etc. further detract from the character of the town centre, making the main shopping streets appear cluttered. Although many of these items serve a purpose, some are unnecessary and with better management could be reduced. Some items could be removed, repositioned, camouflaged or be potentially combined. This approach to reducing street clutter will require street audits to assess the problem, careful planning and coordination with interested parties; however, this approach could significantly improve the appearance of the street scene and enhance the historic character.

**9.9** The Council is currently working with Lancashire County Council to secure major environmental improvements along Moor Street, which is at the heart of Ormskirk's retail centre. As part of this exercise, a consultation event was undertaken in June (2014). Proposals include undertaking repaving and reconstruction works in Moor Street, as well as considering other environmental improvements, such as the provision of street trees to create a green spine through the street. Additionally, new street furniture will be fitted, an events space will be provided, as well as bespoke artwork reinforcing the character of Ormskirk. The new layout of Moor Street will also have an impact upon the market, helping to formalise the location for stalls. These improvements should improve the attractiveness of the town centre and act as a catalyst to encourage further investment and development.

## Conclusion

**9.10** Ormskirk is unique in that it still maintains a number of historic buildings and has a unique character setting it aside from neighbouring towns. This historic character should be protected and where possible enhanced so that it can be used as a tool for attracting visitors and investors

**9.11** Although a series of measures/actions has been identified which will improve the physical appearance of the town centre and build upon the heritage/brand of Ormskirk, there may be difficulties in delivering some of the proposals. Many of the proposals are reliant on factors which are beyond our control, for example co-operation from landlords, availability of finance and market conditions.

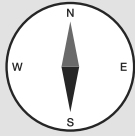
## KEY ACTIONS

In order to help improve the physical environment of the town centre, including improving the appearance, the Council, along with partners, is going to actively work to:

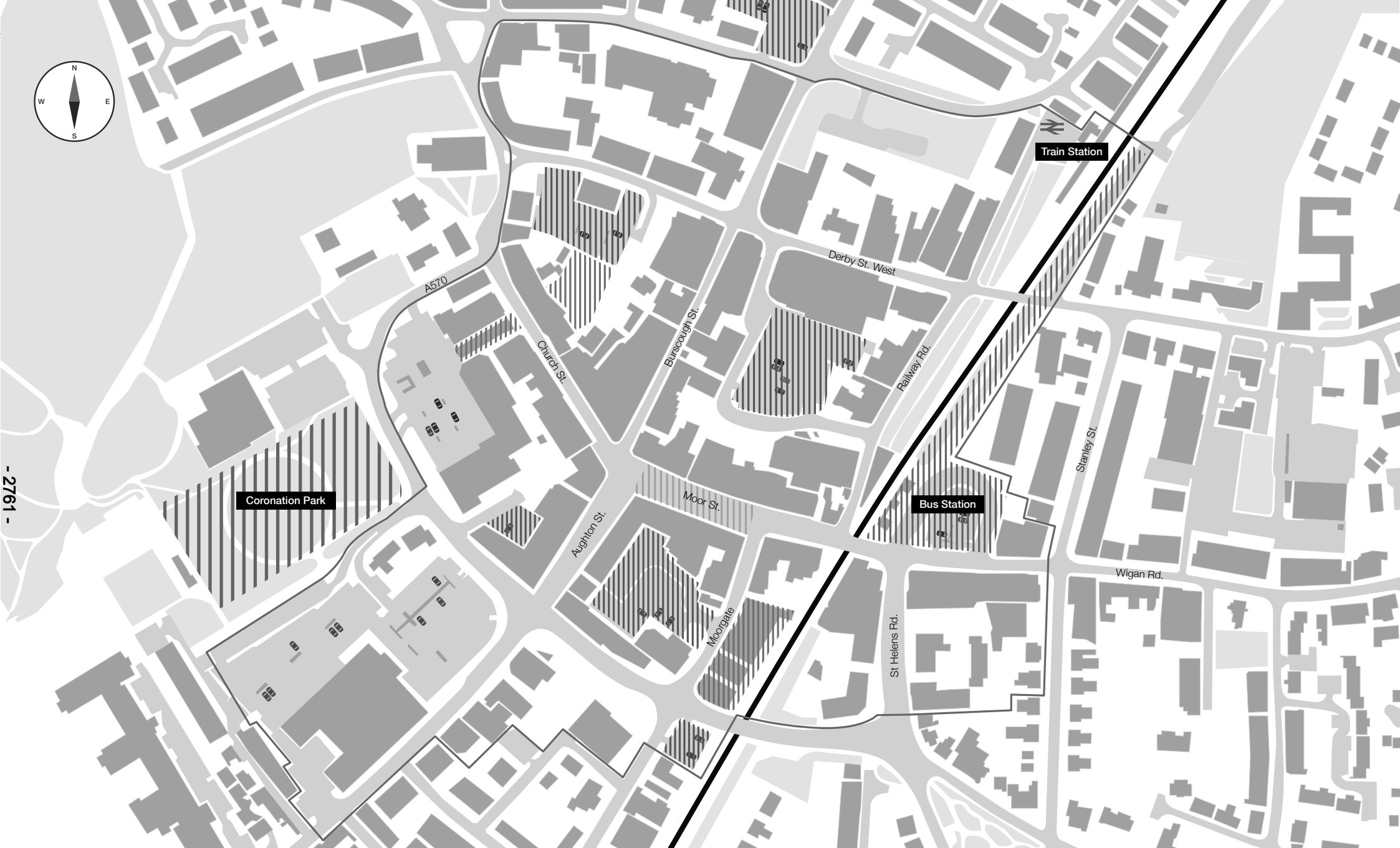
- Identify the key potential development sites that should be brought forward which are causing the greatest negative perception of the town and start a dialogue with the relevant landowner/freeholder to encourage suitable developments in line with the Council's planning policy and aspirations.
- If development opportunities cannot come forward in the short term, it will be important to try and ensure that sites are at least made to look visually more attractive so that they no longer create a negative perception of the town.
- Continue to move forward with proposals to improve Moor Street.
- Identify the current condition of all buildings through a buildings appraisal.
- Investigate funding opportunities to improve the external appearance of buildings and the public realm.
- Where buildings have been identified by the Council as being of significance and their physical condition has suffered, the Council will contact the owners of the property, highlighting their condition and offering guidance/advice on how to adequately maintain these buildings.
- In some instances, where funding is available, the Council may consider providing grants to help improve the appearance of that building.
- Conduct a street audits to investigate the level of street clutter in the town centre and if staffing resources permit, set up a working group to investigate ways of reducing this clutter. This could involve providing official advertising signs to reduce the need for individual 'A boards', limiting Council clutter to a minimum and working holistically to ensure that all street furniture matches and has one brand/theme.
- As a pilot, and working with property owners, the Council will look to clean up and provide some form of public art within Ormskirk's alleyways. This artwork should be part of a community engagement project and should fit in within a brand which has yet to be established for Ormskirk. If this pilot is successful it should be rolled out across all of Ormskirk's alleyways where agreement can be reached with property owners.
- Work with LCC to secure maintenance to some high streets which could benefit from improvement.

## LONG TERM ACTIONS

- Bring forward development sites. This may involve the Council using its own land or swapping land to help facilitate a better standard of development.
- The Council should consider options for acquiring land/property if landowners cannot be found/ or will not engage in dialogue.








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## ORMSKIRK IMPROVEMENTS MAP

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### Key

-  Public realm improvements
-  Event Space
-  Potential development sites
-  Car Park Enhancement opportunity
-  Bus station improvement site

## 10.0 ORMSKIRK MARKET



- 10.1** It is clear that the historic market in Ormskirk is a key asset, bringing tradition and vibrancy to the town, whilst helping to distinguish Ormskirk from neighbouring areas. The market is enhanced by the pedestrianised nature of the town centre, providing a large yet open shopping environment. The market sells a wide variety of products but has traditionally been known for its locally grown fruit and vegetables, as well as butchers and fishmongers selling local produce.
- 10.2** As well as the traditional outdoor markets on a Thursday and Saturday, Ormskirk is also home to a permanent indoor market and has also been host to special continental and vintage markets on a regular basis. These special markets are also sometimes held in the Chapel Gallery.
- 10.3** Although both the Thursday and Saturday markets are proving popular, the Saturday market tends to attract less stalls and visitors than the Thursday market. This is partly due to the fact that there is greater competition locally for markets on a Saturday and also as markets tend to compete with larger retail centres for Saturday trade. In addition, the current layout of the market can appear cluttered, as some stalls tend to creep forward and extend onto pedestrian areas which can cause congestion for pedestrians and detract from a pleasant shopping experience.

- 10.4** As part of the redevelopment of Moor Street, some work has already been done to investigate how the market should best be laid out to accommodate the needs of the market traders, local shops, pedestrians and local shoppers. This work should continue and when a suitable solution is found it should be consulted on.
- 10.5** Although both markets are popular, appropriate opportunities still exist to better promote the market and this could be done with the development of a new brand for Ormskirk.
- 10.6** In order to diversify the appeal of the Saturday market which is not as popular as the Thursday market, consideration should be given to working with Edge Hill University to investigate if a section of the market could be used as student stalls, encouraging students to use the market and town centre.
- 10.7** Alternatively encouraging a hub of new market stall holders who specialise in a specialist area for example arts and crafts may help create a niche market which could help the Saturday market compete against other mainstream retail competition.
- 10.8** In order to ensure that the market remains as popular and competitive as possible and in consultation with the stall holders, the Council will consider investigating in infrastructure such as high quality, uniform stall covers, card payment systems and new electrical hook up points.

### KEY ACTIONS

In order to take the market forward consideration should be given to:

- Assessing other markets to understand best practice that could be applied to Ormskirk Market.
- Looking for opportunities to continue to promote the market to a wider area. Ormskirk is close to a number of urban conurbations and could potentially become a shopping destination of choice for specialist locally grown/farmed produce.
- Looking at opportunities to expand the appeal of the Saturday market, considering looking at opportunities to link in with and promote the market to Edge Hill University students/new traders.
- Consider attracting new specialist stall holders to create a niche market of a Saturday.
- Consider bringing forward an events programme of guest markets/vintage markets, subject to available resources.
- Work to improve the physical appearance of the market in regards to layout and introducing new, uniform stall covers.
- In consultation with the market traders consider the introduction of new infrastructure to ensure the market has up to date facilities.

### Conclusion

- 10.9** Ormskirk's markets are successful and do attract people into the town helping to create a unique selling point for Ormskirk. However, by exploring the interventions above the market should continue to thrive and may even attract new customers who traditionally may not have used the market. The market will also be a key consideration in developing a brand for Ormskirk.

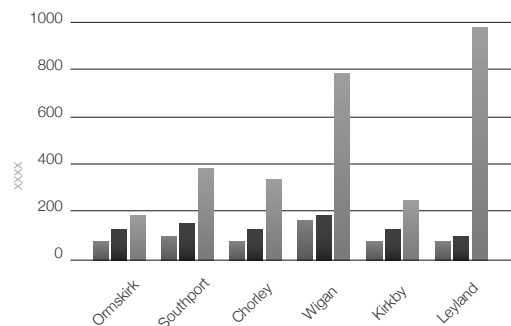
## 11.0 Car Parking

- 11.1 The Portas Review highlighted the importance of parking for a successful high street. The role of car parks in the town centre is a multi-functional role serving a variety of purposes and includes supporting local shops and businesses, providing a service for local residents and visitors, generating an income and enhancing leisure opportunities for local residents. In order to better serve the town centre we believe that it is vital for this strategy to look to manage car parking provision in a holistic way.
- 11.2 The cost of car parking, as well as business rates etc, has helped to reduce the competitiveness of town centres generally, compared to out of town developments and some e-commerce retailers who do not have similar constraints.
- 11.3 Ormskirk town centre is well served with a number of predominantly Council owned car parks. At present there are 11 Council owned car parks providing approximately 750 parking spaces. As well as Council owned car parks there are a number of privately owned car parks which currently provide sufficient car parking spaces for visitors to Ormskirk.
- 11.4 The Council has a number of short stay car parks providing parking for up to 2 hours, as well as a number of longer stay car parks and some free car parks. In addition, there are a number of private car parks located around the town centre who charge for car parking.
- 11.5 Although the Council does have some free car parks these tend to be smaller and located in slightly out of centre locations which tend not be favoured by shoppers or visitors to the town centre. Although the cost of Ormskirk's town centre car parks are similar to the cost of similar sized towns locally, there is still an additional cost to visiting Ormskirk that is not found in most out of town retailers.

### Comparative costs of car parks

- 11.6 Although prices vary from car park to car park the average cost of a town centre car parking space in Ormskirk is 70p for up to one hour, £2 for up to 4 hours and up to £3 for up to 9 hours. This compares very favourably to neighbouring towns, as shown in Figure X.

Key ● Cost for up to 1 hour  
 ● Cost for up to 2 hour  
 ● Cost for 6 hours plus



(Figure X - Comparative cost of car parking in Ormskirk compared to neighbouring areas)

- 11.7 Although Ormskirk is well served by car parks, some of the car parks are difficult to locate due to the one way system which surrounds the town. This can be further complicated due to the fact that some car parks are long stay and some are short stay. In addition, some of the car parks may offer a poor first impression of Ormskirk to visitors, partly due to the presence of neighbouring derelict/vacant sites, and some car parks could be improved to make them more visually attractive.
- 11.8 The Council has recently upgraded some car parks, including Park Pool and Wheatsheaf car parks, and these upgrades have significantly improved the appearance of the car parks.
- 11.9 With some Council and privately owned car parks located in close proximity there are issues relating to confusion over parking costs and regulations.
- 11.10 Additionally, there are issues over how the public pay for their car parking. The Council car parks in Ormskirk only have pay on entry formats, whereas some members of the public prefer pay on exit facilities which provides flexibility allowing shoppers to be able to stay longer if required. In order to make the car parks as user friendly as possible a range of payment options should be considered including mobile top up facilities.



## KEY ACTIONS

The Council needs to work together with private car park operators and shop owners to develop a comprehensive strategic car park strategy that will help support the vibrancy of the town centre. This should include:

- Reviewing the current pricing strategy of the town centre car parks. In particular, reviewing if offering free car parking for shorter periods of time (such as half an hour) would help attract shoppers who may want to pick up one or two items.
- Investigate the introduction of new car park technology where you pay on exit opposed to paying on entry.
- Review if the Council should increase the time period of the current short stay car parks from 2 hours to 3, in order to allow shoppers more flexibility to enjoy some of the non-retail attractions, for example to go for a meal, visit the hairdressers or go for coffee that are not traditionally offered in out of town retailers.
- Some of the Council's car parks could benefit from some environmental improvements in order to help improve their appearance and overall visitor experience of visiting the town centre. This should include updating Ormskirk town centre information boards, planting trees, resurfacing some areas and possibly new artwork in appropriate areas.
- Better signage of car parks so visitors can easily distinguish between car parks including considering intelligent signage.
- Investigate the possibility of introducing additional user friendly payment options such as mobile payment top up systems.
- Promote the fact that Ormskirk has plenty of car park provision at competitive prices.
- In the longer term there may be opportunities to consider increasing the capacity of some car parks, for example extending car parks into vacant development sites or introducing multi-story/deck car parks. This may offer opportunities to develop other car parks which may have development potential.

### Conclusion

- 11.11** The management of car park provision in Ormskirk is critical to ensuring the success of the high street. Whilst the position in Ormskirk is relatively healthy compared to some areas, improving the experience for shopper is essential to maintaining existing and attracting new customers. Also as shopping habits change and the high street is used in different ways it will be important to ensure that the management of the town's car parks can be as adaptable as possible

## 12.0 Transport & Access

- 12.1** Ormskirk is an extremely well connected town with good road and rail links. However, at certain times, Ormskirk does suffer from problems of congestion with the A570 running through the town carrying traffic accessing Southport from the M58. Additionally, there is room for improvement with the current rail service to Preston being infrequent, and the current one way system acts as a barrier for pedestrians and cyclists.
- 12.2** Lancashire County Council (LCC) have recently published their Highways and Transport Masterplan in which they say that they will produce a 'Movement Strategy' for Ormskirk including an innovative bicycle hire scheme centred on the university. The strategy will also focus on how removing longer distance traffic from the town can be a catalyst for making public transport, cycling and walking modes of choice in the town.
- 12.3** Many public transport interchanges are the first and last place a visitor sees when they visit Ormskirk and therefore it is important that these places leave a good impression. This includes Ormskirk bus station which requires updating.
- 12.4** The Borough Council has worked with Lancashire County Council to investigate and develop a number of schemes which will improve transport provision in Ormskirk and will continue to work with LCC as the 'Movement Strategy' for Ormskirk is developed.

## KEY ACTIONS

Working with the County Council the Borough Council will:

- Seek to ensure that the aspirations for Ormskirk town centre are supported in the development of LCC's 'Movement Strategy' for Ormskirk.
- Explore opportunities to redevelop Ormskirk bus station to provide a modern, fit for purpose facility. This facility may include community and/or retail opportunities if they can be made viable. This proposal should also help improve the physical appearance of the bus station building which a key building on the approach to Ormskirk.
- Develop an integrated cycle and pedestrian link from Ormskirk train station to Edge Hill University providing the required infrastructure to enable students to get to the university by bike. This scheme should also help improve the link between the bus and train station and reduce congestion.

### Conclusion

- 12.5** As LCC are the transport authority for West Lancashire it will be extremely important to ensure that we liaise to ensure that the aspirations of the strategy are fully integrated into the development of the Ormskirk 'Movement Strategy'.

## 13.0 NIGHT TIME/EVENING ECONOMY



- 13.1 With town centres changing, it is becoming clear that having a vibrant and safe night time/evening economy is a crucial element to the success of the town centre. No longer are town centres being seen as locations which close at 5pm. As well as the traditional night time economy the evening/leisure economy is becoming critical to meeting the demands of modern consumers.
- 13.2 Ormskirk has a prosperous night time economy with a good selection of restaurants, bars, pubs and other late night establishments. This helps diversify Ormskirk's appeal and extend the use of the town centre beyond the traditional 5 o'clock threshold. The evening/leisure economy is used by both residents, visitors and students with some facilities being located slightly out of the main town centre.
- 13.3 This night time economy is supported in part by the student population within the town, who tend to use these establishments more mid-week, whereas the majority of local residents tend to use the town centre night time establishments at the weekend.
- 13.4 The town centre is well policed and feels safe with a number of agencies working together through Ormskirk Community Safety Partnership to help provide assistance, protect residential amenity and ensure community safety. Ormskirk town centre is well served with CCTV, as well as being patrolled by police, community support officers, street pastors and representatives from Edge Hill University.
- 13.5 In order for the town centre to be able to meet the needs of both the day time, evening and late night economy the town centre will have to be attractive, safe and versatile.

- 13.6 With growing numbers of students at Edge Hill University and increasing numbers of student properties located within or close to the town centre there is still opportunity for growth, particularly in the evening/leisure economy between the traditional day time and night time operational hours ie When traditional shops and offices close at 5pm and when pubs and restaurants become busy around 7-8pm. The Association of Town Centre Management (TCM) commissioned a Retail Trading Hours Study which has shown that sales between 5pm and 8pm are typically 50% more than those between 9am and 11am. This represents an opportunity for growth which has not been fully exploited in Ormskirk.
- 13.7 In order to help facilitate this change, a number of actions will need to take place to help boost the evening economy making it more attractive to both retailers and members of the public. In order to do this a series of events could be co-ordinated between relevant partners to ensure that any events/festivals are supported by retailers. One such example could be a food and drink festivals Such festivals could be supported if the Council had facilities such as a pop up entertainment space, outdoor seating etc.
- 13.8 In order to help support the evening and night time economy, one possible solution could be to provide a new permanent lighting system which could help improve public safety whilst also improving the appearance and ambiance of the town of a night. This could be in the form of a suspended lighting above the town centre illuminating buildings and pavements.
- 13.9 Consideration will also need to be given to supporting public transport in the evening to allow both members of the public and workers to be able to get to and from Ormskirk in an evening. This should include links within West Lancashire as well as with neighbouring areas.

## KEY ACTIONS

In order to help facilitate and support the change from the traditional day time to night-time economy the Council needs to:

- Work with local retailers to consider temporary periods where shop owners are encouraged to open up later into the early evening anchored by events such as late night entertainment, evening markets, outdoor food and drinks festivals. Investigate the introduction of new car park technology where you pay on exit opposed to paying on entry.
- Continue to work with other agencies including the police, street pastors and Edge Hill University to ensure that the town centre is a safe place for all to visit.
- Continue to liaise with Lancashire County Council and public transport providers to ensure that Ormskirk is well served by public transport provision in an evening.
- Investigate if an evening events programme could be supported by the provision of appropriate outdoor events equipment.
- In order to ensure that Ormskirk remains an attractive place to visit in the evening, the Council will continue to work with licensed premises and external partners to support initiatives such as accreditation schemes.
- Investigate the introduction of new permanent lighting within the town centre to provide a safe and effective night time environment.
- Work closely with the local media to help promote Ormskirk as an evening/night-time destination.

### Conclusion

- 13.10** The night time and evening/leisure economy in Ormskirk is relatively strong, however, it does have the potential for growth. In particular, the evening economy has a lot of potential to fill the void left between the normal shopping hours and the traditional night time economy. By improving the evening/night time economy we have the ability to enrich the offer of Ormskirk town centre for both residents and visitors, attract new visitors and could prevent residents and visitors going to neighbouring centres. However, it will be important to ensure that this growth is balanced and does not come at the expense of local residents.

## 14.0 Recording/Monitoring Town Centre Information

- 14.1** In order to effectively monitor if the actions within this strategy have had a positive effect upon the town centre a range of data sets will be required. Before we introduce measures in this strategy to bring about improvement in the town centre it will be important to know what the current situation is.
- 14.2** The Council has recently started conducting surveys of the town centre showing vacancy levels. These surveys are conducted quarterly and will provide an extremely invaluable record providing comparative data which can be compared over time.
- 14.3** However, in order to effectively monitor the health of the town centre, a range of different data sets will be required. As well as vacancy rates, we can obtain figures showing how well Council owned car parks are performing and we may be able to obtain some data from some public transport providers, giving an indication of visitor numbers. Additional data may also be available from local estate agents and shops who may provide information about the strength of the market.
- 14.4** Despite the level of information available, there is a gap in this data, with no footfall figures available. Although footfall does not always equate to sales, it can be seen as one of the key indicators of a healthy high street. In addition, through obtaining footfall figures, we can compare the strength of Ormskirk town centre compared to similar sized towns.
- 14.5** In order to effectively manage and monitor how initiatives work within Ormskirk town centre, consideration should be given to the introduction of a footfall monitoring system which comes with an associated cost. These monitoring systems are now used in many town centres providing data which helps with the management of the particular town centre.
- 14.6** A footfall monitoring system could allow the Council to monitor and interoperate the amount of visitors using the town centre. This could also help to identify trends which could help direct future initiatives. There may even be possibilities to look at benchmarking where comparisons could be made between the footfall within Ormskirk and other similar towns across the Country, and use such data as a marketing tool.



## KEY ACTIONS

Working with the County Council the Borough Council will:

- Continue to monitor vacancy levels across the town centre.
- Investigate the different footfall monitoring systems available on the market with consideration given to purchasing a suitable system for Ormskirk town centre.
- Subject to available resources, work with local businesses to assess the strength of Ormskirk's property market.
- Work with Healthy High Streets campaign to investigate if major retailers in Ormskirk can provide any footfall data which could be used to help access the strength of Ormskirk town centre.

### Conclusion

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- 12.5** As retail habits change it will be important to ensure that the town centre is adaptable and responsive and that we can monitor which interventions are delivering the greatest benefit. This will be important to ensure that we know where best to target available resources. The monitoring of effective data will be crucial in identifying trends which may help highlight issues that can be addressed before they become larger problems. Although this strategy contains a number of possible actions without effective monitoring we will not be in a position to know if these actions are delivering positive results.

# Appendix A&B



## STRENGTH WEAKNESS OPPORTUNITY AND THREATS (SWOT) ANALYSIS



### Strength

- Ormskirk town centre has excellent access with good bus and rail links, as well as good car parking areas with the ability to attract people from the local area as well as further afield.
- Ormskirk is a historic Lancashire market town with a unique character that could appeal beyond the local area.
- Ormskirk has a large number of national retailers and service providers including Morrison's, Tesco, Iceland, Home and Bargain, Boots, Dorothy Perkins, New Look, Clarks, Costa Coffee, Hallmark, RBS, Natwest, HSBC, Wetherspoons, O2, Superdrug, Argos, Aldi, WH Smith, Marks & Spencer, Timpson, Card Factory, Holland & Barrett, Tony & Guy and Specsavers amongst others.
- Ormskirk has an impressive number of independent retailers selling quality produce including independent butchers, fruit and veg shops, cafes and gift shops.
- The town centre hosts two successful markets on a Thursday and Saturday bringing in many repeat shoppers
- There are a number of retail and leisure facilities within close proximity to the town centre including Park Pool, Coronation Park, Chapel Gallery, Ormskirk Parish Church, Ormskirk Cricket Ground, Ormskirk Civic Hall and a number of recreational sports facilities etc.
- Ormskirk town centre has a large amount of car parking spaces with a number being provided by the Council and a number being provided privately.
- Ormskirk is a well policed town with a number of safety measures including policing, CCTV, street pastors, Edge Hill guardians amongst others.
- Ormskirk has a large student population with the successful Edge Hill University located close to the town centre.
- Ormskirk has a safe feel good factor and is an inviting town centre.



### Weaknesses

- Although Ormskirk has a number of car parking spaces there is little free car parking especially for short stay car parking. Although longer stay car parks may suit people who wish to spend a number of hours, there is little car park availability for people who wish to visit for a short period of time or even drop off visitors.
- The appearance of Ormskirk town centre appears cluttered with a number of obstacles including illegal advertisements as well as Council proliferation.
- Due to the physical nature of shops within town centres which tend to be smaller, some retailers larger, more flexible out of town units which may also have lower business rates.



### Opportunities

- Although Ormskirk has relatively good transport connections with regular rail services to Liverpool and services to Preston, as well as bus services to Wigan, Skelmersdale, Tarleton, Southport and Liverpool connections between the bus and rail station could be improved along with the design and appearance of the bus station.
- Ormskirk is a historical market town and has some character buildings; however some of these buildings are in a poor state of repair with many buildings appearing to lack basic maintenance such as having cleaned gutters and painted buildings.
- Although Ormskirk town centre does host a number of events including Ormskirk Motor Fest the town centre could play host to many more events. The town centre benefits from having Coronation Park located very close to the town centre. The park has the potential to host larger events such as Proms in the Park, sporting and other competitions which could increase the footfall of the town centre.
- The town centre has the potential to offer additional retail and residential space with some development opportunities still being available and significant capacity for residential accommodation above the ground floor of many retail units.
- Significant improvement could be made within Ormskirk to the public realm. The current public realm is in a poor condition and could benefit from refurbishment and greater utilisation.
- Ormskirk has several active representative groups including 'Love Ormskirk' and 'Ormskirk Community Partnership' who can partner the Council to help deliver initiatives.
- Ormskirk has significant outdoor space which is currently not utilised as well as it could be. Potential ideas to improve this space could include encouraging outdoor eating and drinking space.



### Threats

- Although Ormskirk has a small number of vacant properties, the vacant properties tend to be located in prominent positions within the town centre and appear to be in a poor condition in need of investment.
- Competition from neighbouring and out of town shopping centres. Out of town shopping centres offer a convenience for car based shoppers that is difficult for most town centres to compete with.
- The current trend of fewer retailers having a presence on the high street and where there is a presence it tends to be in larger centres.
- A number of national retailers have vacated Ormskirk in recent years.

## APPENDIX B: INDICATIVE ACTION PLAN SHOWING POSSIBLE KEY DELIVERY PARTNERS AND ANTICIPATED TIMESCALES

Key Action Area	Action Point	Key Delivery Partner	Estimated Timescale
Brand, Marketing & Town Centre Management	Work with representatives from the Healthy High Streets campaign to help implement actions within this strategy.	WLBC/private sector	2015-2017
	Investigate opportunities to develop an Ormskirk town centre forum or other management group with a clear governance structure and set of aims and objectives.	WLBC/private/ comm&vol sectors	2015-2016
	Monitoring the new retail relief scheme to assess how successful it has been and whether it should be continued beyond 2016.	WLBC	2015
	Investigate opportunities to set up a marketing subgroup of the town centre forum to develop a series of actions to market and promote the town centre, including: developing a brand; events calendar; marketing campaign(s); dedicated website; investigate social media, promote free Wi-Fi and events.	WLBC/OCP/Love Ormskirk/OWL/Marketing Lancashire/Edge Hill University	2015-2017
	Consider the necessary resource implications of appointing a dedicated town centre officer or whether existing staff resources can be made available to support town centre initiatives.	WLBC	2015
Building & Place	Identify key sites to bring forward for development. This may involve the Council using its own land or swapping land to help facilitate a better standard of development.	WLBC/private sector	2015-2020
	If development opportunities cannot come forward in the short term, it will be important to try and ensure that sites are at least made to look visually more attractive so that they no longer create a negative perception of the town until conditions are right for development to take place.	WLBC/private sector	2015-2020
	Continue to move forward with proposals to improve Moor Street.	WLBC/LCC	2015-2017
	Identify the condition of all buildings through an annual condition survey.	WLBC	2015-2020
	Investigate funding opportunities to improve the external appearance of buildings and the public realm.	WLBC/Ormskirk town centre forum	2015-2017
	Where buildings have been identified by the Council as being of significance and their physical condition has suffered, the Council will contact the owners of the property highlighting their condition and offering guidance/advise on how to adequately maintain these buildings.	WLBC	2015-2017
	In some instances where funding is available the Council may consider providing grants to help assist the owner of the property provide upgrades to the external appearance of that building.	WLBC	2015-2020
	Conduct street audits to investigate the level of street clutter in the town centre (both Council and non-Council street clutter).	WLBC/Ormskirk town centre forum	2015-2020
	As a pilot, and working with property owners, the Council will look to provide some form of public art within Ormskirk's alleyways. If successful, potential to roll out across all of Ormskirk's alleyways, where agreement can be reached with property owners.	Ormskirk town centre forum	2015-2020
	Work with LCC to bring forward key projects which could improve gateways into Ormskirk.	WLBC/LCC	2015-2020
Ormskirk Market	Consider bringing forward options for acquiring land/property if landowners cannot be found/ or will not engage in dialogue.	WLBC	2015-2020
	Investigate opportunities to expand the appeal of the Saturday market considering looking at opportunities to link in with and promote the market to Edge Hill University students/traders.	Marketing sub group/ Edge Hill University	2015-2018
	Consider attracting new specialist stall holders to create a niche market of a Saturday.	Marketing sub group	2015-2020
	Consider bringing forward an events programme of guest markets/vintage markets subject to available resources.	Marketing sub group	2015-2020
	Work to improve the physical appearance of the market in regards to layout and introducing new, uniform stall covers.	WLBC	2015-2018
In consultation with the market traders consider the introduction of new infrastructure to ensure the market has up to date facilities.	WLBC/Market traders	2015-2018	

Key Action Area	Action Point	Key Delivery Partner	Estimated Timescale
Carparks	Review the current pricing strategy of the town centre car parks. In particular, review if offering free car parking for shorter periods of time (such as half an hour) would help attract shoppers who may want to pick up one or two items.	WLBC	2015-2018
	Investigate the introduction of new car park technology where you pay on exit opposed to paying on entry and user-friendly payment options via mobile, etc..	WLBC	2015-2018
	Review if the Council should increase the time period of the current short stay car parks from 2 hours to 3, in order to allow shoppers more flexibility to enjoy some of the non-retail attractions.	WLBC	2015-2018
	Improve the overall appearance of town centre car parks this could include updating information boards, planting trees, resurfacing some areas and possibly new artwork in appropriate areas.	WLBC	2015-2020
	Subject to resources, provide better signage of car parks so visitors can easily distinguish between car parks including considering intelligent signage.	WLBC/LCC	2016-2018
	Investigate opportunities to consider increasing the capacity of some car parks, for example extending car parks into vacant development sites or introducing multi-story/deck car parks. This may offer opportunities to develop other car parks which may have development potential.	WLBC	2018-2020
Transport & Access	Seek to ensure that the aspirations for Ormskirk town centre are supported in the development of LCC's 'Movement Strategy' for Ormskirk.	LCC/WLBC	2015-2020
	Explore opportunities to improve Ormskirk bus station to provide a modern, fit for purpose facility.	WLBC/LCC	2015-2018
	Improve the current service on the Ormskirk to Preston rail line do that it is more regular and therefore more user-friendly.	WLBC/LCC/WoLCRP	2015-2020
	Development of a much improved pedestrian and cycle network around the town including links to Edge Hill University.	WLBC/LCC	2015-2020
	Work with Network Rail to explore opportunities to increase/improve car parking facilities at Ormskirk rail station to provide a better park and ride facility.	WLBC/Network Rail	2018-2020
	Night time/evening economy	Work with local retailers to consider temporary periods where shop owners are encouraged to open up late anchored by events such as late night entertainment, evening markets, outdoor food and drinks festivals.	Marketing sub group
Continue to work with other agencies including the police, street pastors and Edge Hill University to ensure that the town centre is a safe place for all to visit.		WLBC/Ormskirk town centre forum	2015-2020
Continue to liaise with providers to ensure Ormskirk is well served by public transport provision of an evening.		WLBC/LCC/Network Rail	2015-2020
Investigate if an evening events programme could be supported by the provision of outdoor events paraphernalia.		Marketing sub group	2015-2018
Continue to work with licensed premises and external partners to support initiatives such as accreditation schemes.		Ormskirk town centre forum	2015-2020
Investigate the introduction of new permanent lighting within the town centre to provide a safe and effective night time environment.		WLBC/Ormskirk town centre forum	2015-2020
Work closely with the local media to help promote Ormskirk as an evening/ night-time destination.		Marketing sub group	2015-2018
Recording/ Monitoring Town Centre Information		Investigate the different footfall monitoring systems available on the market with consideration given to purchasing a suitable system	Ormskirk town centre forum
	Subject to available resources work with local businesses to assess the strength of Ormskirk's property market	Ormskirk town centre forum	2015-2020
	Work with the Healthy High Streets campaign to investigate if major retailers can share their footfall data to better target marketing activity	Healthy High Streets campaign	2015-2017



**West Lancashire Borough Council**

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**Equality Impact Assessment - process for services, policies, projects and strategies**  
**Appendix**

<p>1. Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service/policy/strategy/decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:  <i>People of different ages – including young and older people</i>  <i>People with a disability;</i>  <i>People of different races/ethnicities/ nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	<p>The draft strategy aims to improve conditions in the town centre, making the town centre more attractive and accessible for all members of society, therefore there should be no negative impacts on any of the groups listed.</p>
<p>2. What sources of information have you used to come to this decision?</p>	<p>Officers have met with a range of organisations to discuss the proposals and representatives have provided feedback. Data relating to town centre vacancy rates has also been obtained from Springboard, as well as council figures relating to vacancy rates. Information has also been obtained from a number of reports including;  The Portas Review (Dec 2011)  Beyond Retail-Redefining the shape and purpose of town centres (Nov 2013)</p>
<p>3. How have you tried to involve people/groups in developing your service/policy/strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>As this draft strategy was being developed consultation took place with a number different organisation representing a range of people including Love Ormskirk (LO), Ormskirk Community Partnership (OCP), Business In The Community (BITC), Edge Hill University and Students Union. An all member workshop also took place in which Members provided feedback.</p> <p>As this strategy is a consultation draft, a full public consultation with the wider public will take place.</p>
<p>4. Could your service/policy/strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010? Duties are to:-  <i>Eliminate discrimination, harassment and victimisation;</i>  <i>Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);</i></p>	<p>This strategy aims to be inclusive and promote use of the town centre for all groups.</p> <p>This document is in draft form and a full public consultation will take place in which the views of all those who respond will be taken into account.</p>

<p><i>Foster good relations between people who share a protected characteristic and those who do not share it.</i></p>	<p>In addition, this strategy should help improve safety within Ormskirk town centre, making the town centre more appealing to all members of society.</p>
<p>5. What actions will you take to address any issues raised in your answers above</p>	<p>N/A</p>



**AGENDA ITEM: 5(h)**

**CABINET: 13 January 2015**

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**Report of: Assistant Director Community Services**

**Relevant Managing Director: Managing Director (People and Places)**

**Relevant Portfolio Holder: Councillor M Forshaw**

**Contact for further information: Mr C Brady (Extn. 5125)  
(E-mail [colin.brady@westlancs.gov.uk](mailto:colin.brady@westlancs.gov.uk))**

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**SUBJECT: MOOR STREET IMPROVEMENT WORKS**

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Wards affected: Scott, Derby and Knowsley.

**1.0 PURPOSE OF THE REPORT**

1.1 To update Members on the progress of the Moor Street Environmental Improvement scheme, as requested in the meeting of Council held on 19 December 2012.

**2.0 RECOMMENDATIONS**

2.1 That Cabinet note and endorse the current position.

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**3.0 BACKGROUND**

3.1 A decision was taken at the meeting of Council on 19 December 2012, as detailed in minute no. 66 below:

“RESOLVED: A. That the Revised Capital Programme, including the virements and budget adjustments contained within it, be approved, together with,

(ii) The sum of £265,000 for improvements to Moor Street, Ormskirk, which will be the subject of a report to Cabinet in due course. “

3.2 In February 2013 BCA consultants were appointed to explore design options which would draw on the existing palette of materials, as previously used in

Aughton Street, Church Street and Moorgate, to help achieve a bespoke streetscape design within the allocated budget.

- 3.3 As highway authority for the Borough, LCC were subsequently appointed as Project Managers for the scheme.
- 3.4 A joint consultation by LCC and WLBC on the draft layout scheme prepared by BCA was carried out with representatives from various disability groups to inform the project. Moor Street is currently a “shared surface” with no physical vertical definition for vehicular traffic and this feature will be retained in the completed scheme.
- 3.5 A further public consultation was carried out in July 2014 which was publicised in the local press, available on the WLBC website for comments, and a public open information day with both WLBC and LCC officers present, was held in Chapel Gallery. A copy of the consultation documentation was also hand delivered to all market traders and affected businesses in the town centre.
- 3.6 Once again issues raised as part of the public consultation process were used to further inform the design process.

#### **4.0 ISSUES**

- 4.1 Investigations and CCTV camera surveys into the existing surface water drainage infrastructure in Moor Street have identified that there are numerous faults / issues with the existing system. Rectification of these faults, which need to be carried out prior to any carriageway construction / re-paving works, are being scheduled into the contract construction programme.
- 4.2 The surveys also noted that the existing highway drainage connections were not suitable to take the new connections for the revised gully positions and will therefore need to be replaced down to the connections with the existing highway / surface water sewer.
- 4.3 LCC have held discussions with United Utilities (UU) regarding the condition of the public sewer and various options explored as to how best to carry out the repairs given the carriageway replacement surface proposals.
- 4.4 UU also carried out detailed sewer investigation and considered that they could repair the surface water sewer in-situ, rather than carry out a dig down repair to the full length of the affected sewer. UU have also checked their combined sewer in Moor Street and this does not require any repairs.
- 4.5 UU programmed the repair works to be completed by 7 November 2014 and also confirmed that this should then give the surface water sewer a life expectancy beyond that of the finished highway works proposals.
- 4.6 Detailed design works on the project are being finalised by the County’s design team with a view to starting on site in mid February 2015. We are still awaiting the final Project Plan from County which will identify the predicted timescales and milestones required to achieve the completion of the project in the 26 week contract period, as suggested by the County Council project team. The Project Plan will be forwarded to Members when we receive it from County.



- 4.7 LCC have recently confirmed that in order to carry out the works in Moor Street it will be necessary to move the outdoor market situated in Moor Street, between the clock tower and the junction with Moorgate.
- 4.8 This matter is currently being considered by market staff to find the most appropriate location to move the market to. It will need to be to a site which is in the ownership of the Council and this therefore limits the options potentially to the town centre car parks.
- 4.9 Upon completion of the works the outdoor market will be set up in a new configuration in Moor Street, which will work better in the new streetscape and also be visually more attractive. Discussions are being held with traders to try to ensure that the market is reinvigorated and footfall is increased as a result.

## **5.0 TRAFFIC MANAGEMENT PROPOSALS**

- 5.1 In order to facilitate the works LCC are proposing to introduce temporary traffic regulation orders to coincide with the start on site of the works. This order will restrict vehicle access times and also change existing vehicular access arrangements in to the town centre, with Moor Street being out of action as a through route for the period of the works.
- 5.2 Following the feedback from the July 2014 consultation exercise LCC are also proposing to introduce a new town centre traffic regulation order which will control access and parking within the four main town centre streets, notably Aughton Street, Church Street, Burscough Street and Moor Street
- 5.3 As part of the traffic management proposals vehicle access will not be permitted to the above town centre streets between the hours of 10.00am and 4.00pm. This will ensure that Ormskirk town centre is a safe environment for pedestrians and visitors during this period.

## **6.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 6.1 Investment in to the town centre streetscape is seen as important in helping maintain the vitality of the town centre and also to help attract new businesses in these difficult economic times.

## **7.0 PROPOSALS**

- 7.1 Cabinet note and endorse the contents of the report and the proposal by LCC to have the market re-sited during the course of the works.

## **8.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 8.1 £265,000 has been approved as a capital contribution to the scheme, together with a further £40,000 contribution from the High Street Innovation Fund initiative.
- 8.2 LCC have also committed a budget of £389,000 to the scheme, which includes monies to renew the pointing of the stone setts in the damaged areas in Aughton Street and provide the signage for the new town centre traffic regulation order.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required.

### **Appendices**

None



**AGENDA ITEM: 5(i)**

**CABINET: 13 January 2015**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
29 January 2015**

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**Report of: Borough Treasurer**

**Relevant Managing Director: Managing Director (People and Places)**

**Relevant Portfolio Holder: Councillor D Whittington**

**Contact for further information: Mrs K Samosa (Ext. 5038)  
(E-mail: karen.samosa@westlancs.gov.uk)**

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**SUBJECT: MEDIUM TERM GRA CAPITAL PROGRAMME**

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Wards Affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To set out a number of options for determining the medium term capital programme.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That the medium term financial position be noted, and consideration given to how a balanced capital programme can be achieved.

2.2 That the Portfolio Holder for Resources be given delegated authority to submit firm proposals to Council on 25<sup>th</sup> February 2015 to enable the capital programme to be set.

2.3 That call in is not appropriate for this item as it is to be submitted to the Executive Overview and Scrutiny Committee on 29<sup>th</sup> January 2015.

**3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE**

3.1 That consideration be given to how a balanced capital programme can be set and that any comments agreed by the Committee be submitted to the Portfolio Holder for Resources in advance of the Council meeting to be held on 25<sup>th</sup> February 2015.

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## 4.0 BACKGROUND

- 4.1 The Council has a medium term rolling capital programme, which is reviewed and updated on a regular basis. As part of the budget setting process, a programme covering the next three years will need to be agreed by Council at its meeting in February 2015. This report concentrates on the general capital programme and does not consider the HRA capital programme which is determined through a separate process.

## 5.0 CAPITAL RECEIPT FUNDING

- 5.1 The main source of Council funding available to support the capital programme are receipts from the sale of assets, and at the start of this financial year there were £3.027m of receipts being held for this purpose. The number and value of assets sold each year can vary significantly depending on a range of factors. In particular Council House sales under Right to Buy legislation can be volatile depending on the state of the economy and changes in government rules on levels of discounts.
- 5.2 Table 1 shows details of sales by number and value in recent years. Part of the proceeds from the sale of Council Houses must be repaid to the Government, and the usable sale proceeds shown below reflect the amount available for new capital spending after taking these payments into account:

Year	Number of Sales		Usable Sale Proceeds £000	
	Council Houses	Other Assets	Council Houses	Other Assets
2007/08	91	4	1,181	8
2008/09	27	2	326	158
2009/10	12	2	174	43
2010/11	18	2	226	97
2011/12	10	0	123	0
2012/13	25	3	240	102
2013/2014	48	4	307	29
2014/2015 (mid year)	19	3	160	188

- 5.3 Following changes to Government rules on how capital receipts are treated, since 2013/14 the Council has been able to retain an additional share in relation to an “Allowable Debt” factor on Council house sales. Part of this funding is set aside for the repayment of Housing debt and the remaining element is then available for new capital spending. It is estimated that this should enable new spending of around £0.3m per year over the next 4 years in addition to the figures shown above.
- 5.4 Taking all of these factors into account, it is anticipated that there will be estimated capital receipts of £3.471m generated over the 4 year period 2014-15 to 2017-18 that will be available to fund new capital expenditure. This is based

on an estimated 40 Right to Buy Council House Sales each year, the sale of the Westec Site, and other anticipated sales through the SAMP process.

- 5.5 The estimates of capital receipt funding are potentially subject to significant variation as, for example, a single large asset sale could produce a large receipt and the level of future house sales is difficult to predict. However, in looking at medium term financial plans it is best practice to use a prudent approach when estimating future available resources. The assumptions underlying these projections have been based on discussions with colleagues in Housing and Estates and the estimates will be updated on a regular basis to ensure they take account of new developments.

## **6.0 SPENDING REQUIREMENTS**

- 6.1 The Council's current 3 year programme covers the period 2014/2015 to 2016/2017. Consequently, in addition to current year budgets there are also indicative spending approvals in place for the following two years. It should be recognised, however, that as we operate a medium term capital programme, approvals that have been given for future years are indicative allocations only that are potentially subject to change.

- 6.2 The current value of spending approvals to be funded from capital receipts is £4.893m which is analysed in the Appendix. In addition to the existing scheme approvals it has become normal practice in developing the rolling medium term programme to include provisional allocations for the next year of the programme (in this case 2017/2018). Consequently, the Appendix also contains provisional allocations of £0.802m for ongoing capital schemes which typically receive funding each year.

## **7.0 OVERVIEW**

- 7.1 Table 2 summarises the current position in terms of estimated capital receipt funding and spending requirements. The bottom line position is that there is an estimated £0.803m that will be available to fund new capital schemes over the 3 year period 2015/16 to 2017/18. In considering this position Members should note that if a high proportion of this funding is allocated for the 2015/16 financial year, then there will be less scope to develop new capital schemes in the remaining 2 years of the 3 year medium term plan period.

<b>Table 2 –General Capital Receipts Funding Available</b>	<b>£000</b>
Usable capital receipts held in April 2014	3,027
Estimate of receipts that will be generated between April 2014 and the end of the 2017/2018 financial year	3,471
Existing spending approvals covering period to 2014/2015 – 2016/2017	-4,893
Provisional spending approvals for 2017/2018	-802
<b>Total Funding Available</b>	<b>803</b>

## **8.0 WAY FORWARD**

- 8.1 In developing the next capital programme, Members will need to consider what proposals for new capital schemes to approve to meet corporate and service objectives and to ensure a balanced overall financial position. Officers will work with each Political Group through the budget process to review the available options. The Council meeting will then provide an opportunity for each Political Group to put forward proposals to produce a balanced capital programme.
- 8.2 In addition to capital receipt funding there will also be a need to consider external capital investment and grants. The Council has been successful in attracting external capital investment over many years and this can provide an important source of funding for the capital programme. A Local Land Auction Pilot is also being actively pursued and this could potentially deliver significant additional finance for investment in specific areas. A further potential source of finance alongside the capital programme is the new Community Infrastructure Levy system which has recently been introduced and which should enable a higher level of infrastructure development to take place.
- 8.3 The Council also has the ability to prudentially borrow to obtain the funding necessary to develop new capital schemes. This type of borrowing can be used to finance investment in long term assets where it is prudent, affordable and sustainable. For example, if the Council was to borrow £1m for 25 years, it would increase revenue costs by £80,000 to £90,000 per annum as a result of interest and minimum revenue provision requirements (money set aside for the repayment of the debt). The costs associated with this borrowing would then need to be factored into the revenue budget.

## **9.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 9.1 The proper management of the Council's asset base enhances service delivery. Assets consume a high level of resources both in terms of capital investment and revenue maintenance and having a proper strategy in this area ensures that the capital base can shape the future direction of the Council.

## **10.0 RISK ASSESSMENT**

- 10.1 The level of capital receipts generated by asset sales is a significant risk to the future development of the programme. If receipts exceed the projections contained in this report, it would enable additional schemes to be developed. However, if receipts are below the projections, it would require reductions to be made.
- 10.2 Some schemes in the Programme are dependent on external partner funding. To minimise the risk of funding not being available, such schemes will only begin once their funding details have been finalised.

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### **Background Documents:**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision from this report does not have any direct impact on members of the public, employees, elected members and/or stakeholders. Therefore, no Equality impact assessment is required.

### **Appendix**

1. Capital Receipt Funding Approvals
2. Minute of Cabinet 13 January 2015 (Executive Overview and Scrutiny Committee only) to follow





**APPENDIX - CAPITAL RECEIPT FUNDING APPROVALS**

SERVICE AND SCHEME	Current Allocations				Provisional Allocation
	2014/2015	2015/2016	2016/2017	Total	2017/2018
	£'000	£'000	£'000	£'000	£'000
<b><u>Corporate Services</u></b>					
Parish Capital Schemes	28	50	30	<b>108</b>	30
I C T Infrastructure	50	50	50	<b>150</b>	50
ICT Development Programme	241	200	100	<b>541</b>	100
Website Contract Management System	69			<b>69</b>	
Env & Town Centre Improvement Fund	490			<b>490</b>	
<b><u>Community Services</u></b>					
Playground Improvements	30	30	30	<b>90</b>	30
Play Strategy	80			<b>80</b>	
Play Area Improvements	54			<b>54</b>	
Coronation Park	50			<b>50</b>	
Richmond Park	40			<b>40</b>	
Abbey Lane Playing fields		100		<b>100</b>	
Leisure Trust	228	228	228	<b>684</b>	228
CCTV	81	5		<b>86</b>	
<b><u>Community Services - Housing</u></b>					
Housing Renewal Grants	60	155	100	<b>315</b>	100
Disabled Facilities Grants	100	100	100	<b>300</b>	100
<b><u>Planning Services</u></b>					
Free Tree Scheme	3	2		<b>5</b>	
Preservation of Buildings at risk	2			<b>2</b>	
Planning System Upgrade	15			<b>15</b>	
Canal Towpath	30			<b>30</b>	
S106 / CIL Database	45			<b>45</b>	
Replacement Scanner	30			<b>30</b>	
Implementation of OR recommendations	34			<b>34</b>	
Skem Town Centre Vision		11		<b>11</b>	
<b><u>Corporate Property</u></b>					
Corporate Property Investment Programme	212	164	164	<b>540</b>	164
<b><u>Housing and Regeneration</u></b>					
Culvert Debris Screens	22	7		<b>29</b>	
Affordable Housing	336	321		<b>657</b>	
Estate Remodelling - Findon/Firbeck	252			<b>252</b>	
<b><u>Street Scene</u></b>					
Blue Bin Scheme	86			<b>86</b>	
<b>Total Programme</b>	<b>2,668</b>	<b>1,423</b>	<b>802</b>	<b>4,893</b>	<b>802</b>





**AGENDA ITEM: 5(j)**

**CABINET: 13 January 2015**

**EXECUTIVE OVERVIEW &  
SCRUTINY COMMITTEE:  
29 January 2015**

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**Report of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Relevant Portfolio Holder: Councillor Houlgrave**

**Contact for further information: Mr D McCulloch (Extn. 5203)  
(E-mail: darroll.mcculloch@westlancs.gov.uk)  
Mr W Berkley (Extn. 5259)  
(E-mail: william.berkley@westlancs.gov.uk)**

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**SUBJECT: HOUSING ACCOUNT – REVENUE AND CAPITAL PROGRAMME**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To provide a summary of the budget position for the Housing Account for the next financial year.

**2.0 RECOMMENDATIONS TO CABINET**

2.1 That the financial position for 2015-16 be noted, and consideration given to the budget issues set out in this report.

2.2 That the use of the Assistant Director Housing and Regeneration's delegated authority in relation to rent and service charge increases be noted.

2.3 That this report be used for consultation purposes prior to the Council considering this matter in February 2015.

2.4 That the Housing and Transformation Portfolio Holder be given delegated authority to submit firm proposals to Council on 25 February 2015 to enable the budget to be set.

- 2.5 That call in is not appropriate for this item as it is to be submitted to the next meeting of the Executive Overview and Scrutiny Committee on 29 January 2015.

### **3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE**

- 3.1 That the budget position be considered and that any comments agreed by the Committee be submitted to the Housing and Transformation Portfolio Holder in advance of the Council meeting to be held on 25 February 2015.

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### **4.0 BACKGROUND**

- 4.1 The Council must set a budget for its Housing Account before the start of each financial year, and this budget will set out the financial basis for the delivery of services. The budget that is set must enable Council and tenant priorities to be delivered but must also be affordable. In addition it should comply with best practice requirements on budget setting, and meet statutory and accounting regulations. The Council meeting on the 25<sup>th</sup> February will provide all Members with the opportunity to debate and agree this budget.

### **5.0 RENTAL INCOME**

- 5.1 The Government introduced a policy that authorities should aim to achieve what is known as target rents by 2015. Target rents were set to broadly bring Local Authority rent into line with Housing Associations so that tenants would pay a similar rent for similar properties within each locality. The target rent is based on the value of the property, the size of the property and the average regional earnings.
- 5.2 This Government framework was based on rent convergence taking place in 2015-16 based on rental growth of RPI +0.5% plus £2. However, the Government decided that the transitional formula to reach convergence would end in 2014-15 removing the £2 additional uplift in 2015-16. To compound matters the Government also decided to change the inflation factor from RPI +0.5% to CPI + 1% (which produces a smaller increase). This means that there will be a significant number of properties that will not have achieved the Government's target rent by April 2015, and that the rent income generated is less than what could have been achieved with an adverse impact on the overall business plan position. It is the Council's policy to charge target rents on all re-let properties, and consequently all properties will eventually move to the target rent level, but this may take some time to fully achieve.
- 5.3 The Government's rent restructuring guidance provided that from 2015-16 the expected increase in rents would be set at CPI plus 1% based on September inflation rates. In September 2014 CPI was reported by the Office of National Statistics as 1.2%. Therefore the annual increase expected by the government

will be 2.2%, and I intend to use my delegation to set the rent increase at this level.

5.4 There are a number of other factors that will influence the rent levels achieved including:

- In 2013-14 the Council sold 48 properties under Right To Buy legislation (RTB). However, despite government initiatives to stimulate RTB sales, in 2014-15 the Council have only sold 20 properties by the end of November. Consequently a reduction in RTB sales from 50 to 40 dwellings per annum has been factored into the attached estimates and the HRA Business Plan.
- Void levels and the time it takes to relet can have an adverse impact on income levels. In 2014-15 a major drive has been undertaken to relet high cost, mothballed, and hard to let properties. It is estimated that void levels should return to more normative levels at 2% in 2015-16 and beyond
- Universal Credit is being rolled out to West Lancashire as part of the Government's Welfare Reform agenda, and this could potentially have an impact on rent collection rates and levels of bad debts, and consequently this is an area that will need to be monitored closely going forward to assess its impact

## 6.0 OTHER CHARGES

6.1 A general principle is applied to service charges that they should be calculated to ensure that they are sufficient to recover the cost of services provided to tenants. In keeping with this principle I intend to use my delegated authority to increase the level of service charges next year by 2.2% (in line with the rent increase) except as stated below.

6.2 On 6 November 2014 Cabinet resolved in relation to a number of leased properties located at Beacon Crossing:

*That the Assistant Director Housing and Regeneration be requested to review service charges in the light of the current under charging arrangements and introduce increases on a phased basis.*

6.3 In overall terms the expenditure incurred on these properties is significantly in excess of the income generated through the current level of service charges by almost £1,000 per property. In accordance with the authority delegated to me by Cabinet I am proposing to phase increases in service charges over a three year time frame and have written to the tenants concerned that their charges will increase by £7 per week from 2015-16. To assist with this transition I have instructed our Money Advisers to work with tenants affected by these changes.

6.4 Work is on-going with regard to reviewing leasehold service charges and it is proposed that we consult with leaseholders on proposed changes during the course of 2015-16.

6.5 District Heating charges have recently been reviewed and due to the favourable state of the Heating Charge Account no increase was made in 2014-15. In

compliance with EU Directives the Council is installing, where possible, individual property heat meters and will be consulting with tenants shortly about how this will affect them. Additionally we are continuously reviewing other energy efficiency measures and alternative heating sources that are available in the market place to drive down heating costs and lower carbon emissions. I propose to review District Heating charges again in Autumn 2015 and will bring a report to Cabinet when this is concluded.

- 6.6 Currently, we let 72% of garages which produces an income which benefits the HRA by around £359,000 per annum. Due to the relatively low level of garages that are let, charges have not been increased for several years and additional funding was agreed in 2014-15 to develop and implement a garage strategy. Given the investment that is now taking place, I am proposing to increase the charges on garages that have been improved by 2.2% next year in line with the general rent increase, and freeze the rent level for other garages.
- 6.7 Next year it is anticipated that Lancashire County Council will reduce its Supporting People Grant funding by £194,000, and this will have a significant impact on this service area. This issue will be given specific consideration through the budget process, and a range of options will be assessed.

## **7.0 GOVERNMENT POLICY CONSIDERATIONS**

- 7.1 Members should be aware that the Council can determine its own rent and service charge policy and does not have to follow the Government's rent restructuring formula. Higher increases in charges will produce additional income for reinvestment in the housing stock. However there are a wide range of factors that need to be considered in making this decision. In particular the majority of our tenants are on low incomes and are in receipt of some form of housing benefit, and the Government can limit the increases in benefit that tenants may receive.

## **8.0 DRAFT ESTIMATES**

- 8.1 The base assumptions used in the HRA Business Plan and for the HRA Estimates are detailed in Appendix A. The HRA business Plan sets out projections of expenditure and income over a 30 year period to enable forward planning and long term investment decisions to be made. The HRA Estimates for 2015-16 then provide more detailed information that sets out the financial basis for how the HRA service objectives will be achieved.
- 8.2 The draft Estimates for next year are set out in Appendix B and provide a provisional budget for the HRA revenue account covering all areas of expenditure and income. These estimates include increases in the base budget required to roll forward agreed service levels but do not allow for any service improvements. These figures also allow for the increase in rents and other charges as set out above. These estimates will be reviewed prior to the Council meeting in February to ensure that they are robust for the purposes of the budget calculation in accordance with the requirements of the Local Government Act 2003. These figures currently show that there is £9.560m available for new

policy developments and capital investment, before consideration is given to borrowing and other sources of funding.

- 8.3 In addition to the roll over budget in continuing services, it is also important to consider new budget issues and areas for development. Appendix C comprises a list of budget issues that Officers have identified that should be considered as part of the budget process. This includes consideration of Evenwood Court, which was considered by Cabinet in November and is now undergoing a full option appraisal.
- 8.4 Members will need to carefully consider those options, and any others that emerge through the budget process, and determine which proposals to include in the final budget to meet service objectives.

## **9.0 CAPITAL INVESTMENT**

- 9.1 There is a five year capital programme plan in place that sets out the investment that will be made in the housing stock to ensure that all properties meet a defined quality standard and to ensure effective asset management. This plan was considered as part of the 2014-15 mid-year review and a revised plan was approved by Council on 17 December 2014. The estimates attached at appendix D detail the 5 year proposed plan from 2015-16 through to 2019-20 and reflect the decision made at Council in December. These estimates also reflect the additional borrowing approval of £2.5m that has been provided by the Government to help build 39 new properties in Firbeck.
- 9.2 There is a need to link the rent policy into the investment strategy in order to develop a robust business plan. This is because the investment strategy can only be delivered if the rental income levels that are projected are actually achieved. Agreeing the investment strategy will therefore effectively produce a commitment to the rental policy. Members need to understand the strong link between rents and investment.
- 9.3 We need to ensure our properties are sustainable and have a positive effect on the business plan. Therefore investment in properties that have a negative effect on the business plan need careful consideration. Work on some of these properties is included within the investment plan in years 2 and 3. However these properties will undergo an option appraisal prior to this investment being carried out.
- 9.4 A fully worked up set up of budget proposals will be brought back to Council in February highlighting all the financial and resource implications both in terms of revenue and capital which will support the HRA Business Plan. These proposals will take into account the consultation with residents that will take place as part of the budget process.

## **10.0 SUSTAINABILITY IMPLICATIONS / COMMUNITY STRATEGY**

10.1 Clearly the Council with its Tenants will want to ensure that the future business plan allows properties to be brought up to a reasonable standard and that appropriate investment can be made at the appropriate time. The further modelling of the business plan will enable a well informed investment plan to be developed in keeping with the requirements of an effective asset management strategy. The community strategy has highlighted that local people should receive good quality homes for a fair and appropriate rent, and these issues are considered through the business plan process.

## **11.0 RISK ASSESSMENT**

11.1 The formal consideration and reporting of the budget estimates is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council. This process is resource intensive for both Members and Officers but ensures that a robust and achievable budget is set.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required. A formal Equality Impact Assessment will be produced when the Council agrees the budget at its meeting in February.

### **Appendices**

Appendix A – Key Assumptions  
Appendix B – Draft HRA Estimates  
Appendix C - Budget Issues  
Appendix D - Draft 5 Year Investment Plan



**APPENDIX A - KEY ASSUMPTIONS UNDERLYING THE HRA BUSINESS PLAN**

Line	Year	1	2	3	4	5	
	Financial Year	2015.16	2016.17	2017.18	2018.19	2019.20	Comment
<b>1</b>	<b>DWELLING STOCK</b>						
2	Right to Buy Sales	40	40	40	40	40	Based on 40 sales per year
3	Demolitions	0	16	0	0	0	16 planned demolitions as part of Beechtrees Revival project
4	Additions	39	0	0	0	0	39 new build properties as part of the Firbeck Revival project
<b>5</b>	<b>INFLATION AND GROWTH</b>						
6	CPI	1.20%	2.00%	2.00%	2.00%	2.00%	Sept CPI 1.2% for 2015/16 and 2% in later years based on government target
7	RPI	2.30%	3.00%	3.00%	3.00%	3.00%	Sept RPI 2.3% for 2015/16, then assume 1% higher than CPI in line with experience
8	<b>Real Growth above RPI</b>						
9	Premises Related Expenditure	0.00%	0.00%	0.00%	0.00%	0.00%	Increase in line with RPI - but see note (1)
10	Other Management & Supervision Costs	0.00%	0.00%	0.00%	0.00%	0.00%	Increase in line with RPI
11	<b>Real Growth above CPI</b>						
12	Rents	1.00%	1.00%	1.00%	1.00%	1.00%	Rents will increase by 1% above CPI
13	Garage Rents	1.00%	1.00%	1.00%	1.00%	1.00%	Garage rents will increase by 1% above CPI for those that have been improved while other garage rents will be frozen
14	Service Charges	1.00%	1.00%	1.00%	1.00%	1.00%	Service charges will increase by 1% above CPI - but see note (2) Leasehold and district heating charges are also subject to different approaches
15	<b>Pay Costs</b>						
16	Employee Related Pay	1.20%	1.00%	1.00%	1.00%	1.00%	Pay award for 2015/16 agreed, assume 1% in subsequent years
17	<b>PENSION FUND VALUATIONS</b>						
18	Increase in Employer Contributions	£43,200	£87,000	£0	£0	£0	Reflects results of latest actuarial review
19	<b>VOIDS</b>	2.00%	2.00%	2.00%	2.00%	2.00%	Assume 2% void levels in line with previous years
20	<b>BAD DEBTS</b>	1.00%	1.00%	1.00%	1.00%	1.00%	Assume 1% in line with previous years - but see note (3)
21	<b>INTEREST EARNED / PAID</b>						
22	Interest on SF Debt with PWLB	3.47%	3.47%	3.47%	3.47%	3.47%	Loans are at fixed long term rates
23	Interest on New External Borrowing	4.50%	5.00%	5.00%	5.00%	5.00%	
24	Interest Earned on Working Balances etc	0.50%	0.75%	1.00%	1.00%	1.00%	Rates in line with Capital Interest Rate Forecasts
25	<b>VOLUNTARY DEBT REPAYMENT</b>						
26	Amount of Voluntary Set Aside	£0.27m	£0.28m	£0.29m	£0.30m	£0.30m	
27	<b>PROFESSIONAL FEES</b>	8.00%	8.00%	8.00%	8.00%	8.00%	

NOTES

(1) Rates of contract inflation for building work need to be reassessed in the light of experience and will be updated if required

(2) There are specific issues that have to be considered in relation to supporting people service charges and these will be separately considered through the budget process.

(3) The Welfare Reform agenda may potentially affect the level of bad debts and this area will be reviewed through the budget process



**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM		2014.15	2015.16
		BUDGET	BUDGET
		1	2
	<b>SUMMARY</b>		
	EXPENDITURE		
1	General Expenses HRA 2.7	14,914,300	4,004,950
2	Supervision, Management & Housing Repairs & Maintenance HRA 3.8	10,876,759	10,944,106
3	<b>Total HRA Expenditure</b>	<b>25,791,059</b>	<b>14,949,056</b>
	INCOME		
4	General Income HRA 2.11	24,165,059	24,509,111
5	Transfer from Unused Reserves	1,626,000	
6	<b>Total Income</b>	<b>25,791,059</b>	<b>24,509,111</b>
7	<b>HRA Resource Available for Items in Appendices C and D</b> HRA 1.6 less HRA 1.3	<b>-</b>	<b>(9,560,055)</b>

**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM		2014.15	2015.16
		BUDGET	BUDGET
	<b>GENERAL EXPENSES</b>	1	2
		£	£
1	Premises Related Expenses	126,808	126,808
2	Contributions to Provisions for Bad Debts	125,000	125,000
3	Pension costs contribution	260,721	303,921
4	Contribution to Capital Outlay	11,078,351	
5	Capital financing costs	3,056,990	3,169,487
6	Voluntary debt set aside for redemption of debt as loans mature	266,430	279,734
7	<b>Total Expenditure to Summary</b>	<b>14,914,300</b>	<b>4,004,950</b>
	To HRA 1.1		
	<b>GENERAL INCOME</b>		
8	Customer & Client Receipts	24,096,239	24,432,111
9	Interest receivable	68,820	77,000
10	<b>Total Income to Summary</b>	<b>24,165,059</b>	<b>24,509,111</b>
	To HRA 1.4		

**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM			2014.15	2015.16
			BUDGET	BUDGET
			1	2
	<b><i>SUPERVISION, MANAGEMENT &amp; HOUSING REPAIRS &amp; MAINTENANCE</i></b>		£	£
	<b>SUMMARY</b>			
1	Central Administration	HRA 4.8	2,267,850	2,200,300
2	Performance Improvement Team	HRA 4.15	554,035	516,137
3	Rent & Money Advice	HRA 4.20	715,905	613,675
4	Voids & Allocations	HRA 5.8	2,009,085	1,999,916
5	Estate Management & Tenant Participation	HRA 5.16	781,790	861,518
6	Property Services	HRA 6.9	4,219,834	4,242,294
7	Elderly & Disabled Support	HRA 6.18	328,260	510,266
8	Total Expenditure to summary	To HRA 1.2	10,876,759	10,944,106

**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM		2014.15	2015.16
		BUDGET	BUDGET
		1	2
	<b><i>SUPERVISION, MANAGEMENT &amp; HOUSING REPAIRS &amp; MAINTENANCE</i></b>		
	<b><i>- CENTRAL ADMINISTRATION</i></b>		
	EXPENDITURE		
1	Employee Expenses	525,540	509,790
2	Premises Related Expenses	71,870	21,870
3	Transport Related Expenses	10,470	10,470
4	Supplies and Services	158,900	158,900
5	Support Services	1,738,360	1,736,560
6	<u>Total Expenditure</u>	2,505,140	2,437,590
7	INCOME	237,290	237,290
8	Net Expenditure to Summary to HRA 3.1	2,267,850	2,200,300
	<b><i>- PERFORMANCE IMPROVEMENT</i></b>		
	EXPENDITURE		
9	Employee Expenses	289,520	285,974
10	Transport Related Expenses	8,000	8,000
11	Supplies and Services	222,270	187,270
12	Support Services	34,245	34,893
13	<u>Total Expenditure</u>	554,035	516,137
14	<u>INCOME</u>	-	-
15	Net Expenditure to Summary to HRA 3.2	554,035	516,137
	<b><i>- RENT &amp; MONEY ADVICE</i></b>		
	EXPENDITURE		
16	Employee Expenses	486,050	344,190
17	Transport Related Expenses	14,930	14,930
18	Supplies and Services	37,030	37,030
19	Support Services	177,895	217,525
20	Net Expenditure to Summary to HRA 3.3	715,905	613,675

**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM		2014.15	2015.16
		BUDGET	BUDGET
	<b>- VOIDS &amp; ALLOCATIONS</b>	2	2
		£	£
	EXPENDITURE		
1	Employee Expenses	395,755	374,080
2	Premises Related Expenses	1,765,530	1,765,530
3	Transport Related Expenses	26,040	26,040
4	Supplies and Services	40,840	40,840
5	Support Services	27,810	30,827
6	<u>Total Expenditure</u>	2,255,975	2,237,317
7	INCOME	246,890	237,401
8	Net Expenditure to Summary <span style="float: right;">to HRA 3.4</span>	2,009,085	1,999,916
	<b>- ESTATE MANAGEMENT &amp; TENANT PARTICIPATION</b>		
	EXPENDITURE		
9	Employee Expenses	355,230	379,800
10	Premises Related Expenses	238,770	292,200
11	Transport Related Expenses	20,050	20,050
12	Supplies and Services	129,250	129,250
13	Support Services	50,850	52,578
14	<u>Total Expenditure</u>	794,150	873,878
15	INCOME	12,360	12,360
16	Net Expenditure to Summary <span style="float: right;">to HRA 3.5</span>	781,790	861,518

**WEST LANCASHIRE BOROUGH COUNCIL**  
**DRAFT REVENUE ESTIMATES 2015/16**  
**HOUSING REVENUE ACCOUNT**

ITEM		2014.15	2015.16
	<b>- PROPERTY SERVICES</b>		
		BUDGET	BUDGET
		2	2
	<b>ADMINISTRATION</b>	£	£
1	Employee Expenses	1,736,499	1,754,226
2	Premises Related Expenses	3,274,165	3,274,165
3	Transport Related Expenses	89,350	89,350
4	Supplies & Services	134,910	134,910
5	Agency & contracted Services	51,260	51,260
6	Support Services	79,470	84,203
7	<u>Total Expenditure</u>	5,365,654	5,388,114
8	INCOME	1,145,820	1,145,820
9	Net Expenditure to Summary <span style="float: right;">to HRA 3.6</span>	4,219,834	4,242,294
	<b>- ELDERLY &amp; DISABLED SUPPORT</b>		
10	Employee Expenses	744,800	742,275
11	Premises Related Expenses	471,690	471,690
12	Transport Related Expenses	39,910	37,910
13	Supplies & Services	88,960	88,960
14	Agency & contracted Services	950	950
15	Support Services	220,290	225,690
16	<u>Total Expenditure</u>	1,566,600	1,567,475
17	INCOME	1,238,340	1,057,209
18	Net Expenditure to Summary <span style="float: right;">to HRA 3.7</span>	328,260	510,266



Essential Budget Issues		2015.16 £000	2016.17 £000	2017.18 £000
	<b>Capital Expenditure</b>			
1	Compartmentalisation of roof spaces in sheltered properties	62		
2	Replacement of Balcony Surfaces and associated works at New Church Farm and Little Digmaor	80		
3	Upgrade of existing Communal Door Entry systems	28		
4	Void Capital works	150	150	150
5	Contract inflation	74	72	29
6	Mobile Working PSN compliance	25		
7	Investment to deliver Housing OR recommendations (provisional estimate)	129		
	<b>Sub total</b>	<b>548</b>	<b>222</b>	<b>179</b>
	<b>Revenue Expenditure</b>			
8	Assistant Solicitor post (0.5FTE)	22	22	22
9	Communal Door Entry - servicing of equipment	10	10	11
10	Communications and Digital Inclusion Officer post	39	39	39
11	Environmental Strategy Officer post	40	40	40
12	Leasehold Support Officer post	28	28	28
13	Permanent additional staffing resources within Rent Income Team (2 posts)	24	48	48
14	Void revenue costs	300	300	300
15	Accountant post	37	37	37
16	Revaluation of Housing Assets (temporary resource)	18		
	<b>Sub total</b>	<b>518</b>	<b>524</b>	<b>525</b>
	<b>Total</b>	<b>1066</b>	<b>746</b>	<b>704</b>

<b>Desirable Budget Issues</b>		<b>2015.16 £000</b>	<b>2016.17 £000</b>	<b>2017.18 £000</b>
	<b>Capital Expenditure</b>			
17	Digital Inclusion Initiatives	20		
18	Pilot Scheme - Painting / Rendering "No Fines' properties	15		
19	Solar Photovoltaics (PV) with ongoing revenue savings of £4,500 per year	75		
20	Evenwood Court re-modelling subject to option appraisal	400		
	<b>Sub total</b>	<b>510</b>	<b>0</b>	<b>0</b>
	<b>Revenue Expenditure</b>			
21	Electrical Testing (2 posts)	73	74	74
22	Energy Efficiency Officer post	35	35	35
23	Heating Servicing cycles	15	15	15
24	Occupational Therapy Assessment post (0.5 FTE)	17	17	17
25	Environmental Issues	7	8	9
	<b>Sub total</b>	<b>147</b>	<b>149</b>	<b>150</b>
	<b>Total</b>	<b>657</b>	<b>149</b>	<b>150</b>

APPENDIX D - REVISED CAPITAL INVESTMENT PROGRAMMES FOR THE FINANCIAL YEARS 2015-16 THROUGH TO 2019-20 - DRAFT

Scheme Description	2015-16 Reprofiled from 2014-15 £'000	2015-16 Budget £'000	2015-16 Total Budget £'000	2016-17 Budget £'000	2017-18 Budget £'000	2018-19 Budget £'000	2019-20 Budget £'000	Total All Years Budget £'000
<b>EXPENDITURE</b>								-
DISABLED ADAPTATIONS		652	652	697	735	664	718	3,466
FAILED DOUBLE GLAZING		11	11	12	12	12	13	60
LAUNDRY EQUIPMENT	19	16	35	18	19	19	20	111
GULLEY'S		11	11	12	12	12	13	60
GUTTERS		11	11	12	12	12	13	60
KITCHENS		2,147	2,147	2,315	964	586	601	6,613
BATHROOMS		1,806	1,806	1,893	2,003	226	232	6,160
ELECTRICAL WORK		87	87	129	120	241	247	824
ENERGY EFFICIENCY MEASURES	1,183		1,183					1,183
HEATING SYSTEMS		1,491	1,491	1,581	606	796	818	5,292
LIFTS	547		547			169	174	890
FENCING & PAVING		938	938	930	1,533	1,327	1,363	6,091
WINDOW & DOOR REPLACEMENT	280	647	927			353	362	1,642
ROOFING WORKS	85	1,311	1,396	1,554	1,266	1,059	1,087	6,362
WALLS		727	727	844	778	427	439	3,215
COMMUNAL AREAS CAT		110	110	118	124	128	131	611
EQUIPMENT REPLACEMENT SHELTERED HOUSING	200		200					200
HEAT METERS	91		91					91
SHELTERED UPGRADES	135	110	245	118	124	128	131	746
STRUCTURAL WORKS		165	165	176	186	192	197	916
BIN STORAGE IMPROVEMENTS	39		39					39
CAPITAL CONTINGENCY - VOIDS		658	658					658
CAPITAL CONTINGENCY		137	137	147	155	159	163	761
FIRBECK REVIVAL	2,776	3,000	5,776					5,776
MAINS WATER			-	795	818			1,613
GARAGES		329	329					329
MINOR WORKS		7	7		3	21	21	52
COMMUNAL DOORS ELECTRICS			-		184	332	341	857

**APPENDIX D - REVISED CAPITAL INVESTMENT PROGRAMMES FOR THE FINANCIAL YEARS 2015-16 THROUGH TO 2019-20 - DRAFT**

<b>Scheme Description</b>	<b>2015-16 Reprofiled from 2014-15 £'000</b>	<b>2015-16 Budget £'000</b>	<b>2015-16 Total Budget £'000</b>	<b>2016-17 Budget £'000</b>	<b>2017-18 Budget £'000</b>	<b>2018-19 Budget £'000</b>	<b>2019-20 Budget £'000</b>	<b>Total All Years Budget £'000</b>
COMMUNAL HEATING			-		122	7	7	136
FEES	274	949	1,223	908	782	550	567	4,030
BEECHTREES REVIVAL SCHEME			-	568	850	1,578		2,996
SAVINGS TO BE ALLOCATED	312		312					312
<b>TOTAL EXPENDITURE</b>	<b>5,941</b>	<b>15,320</b>	<b>21,261</b>	<b>12,827</b>	<b>11,408</b>	<b>8,998</b>	<b>7,658</b>	<b>62,152</b>

**NOTES**

1. These figures do not include programme slippage from 2014-15 which is not yet known
2. The investment for the period 2016-17 through to 2019-20 are indicative figures and will be reviewed on an annual basis according to investment need, contract inflation, experience etc



**AGENDA ITEM: 5(I)**

**CABINET: 13 January 2015**

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**Report of: Assistant Director Community Services/Transformation Manager**

**Relevant Managing Director: Managing Directors**

**Relevant Portfolio Holder: Councillor Mrs J. Houlgrave**

**Contact for further information: Mr. P. Charlson (Extn. 5246)**  
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**Ms S Lewis (Extn. 5027)**  
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**SUBJECT: ELECTRONIC CIGARETTE USE AND SMOKING POLICIES**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To introduce a Policy restricting the use of electronic cigarettes and to update the Smoking Policy in all Council Buildings including communal areas in Sheltered Housing Schemes.

**2.0 RECOMMENDATION**

2.1 That the introduction of the E-Cigarette Use Policy at Appendix (ii) and the updated Smoking Policy at Appendix (iii), be approved.

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**3.0 BACKGROUND**

3.1 Throughout the UK, smoking is prohibited by law in virtually all enclosed workplaces and public places, in vehicles used for work and public vehicles. The Council's Smoking Policy was last reviewed in 2006 and implements the requirements of this legislation accordingly. However, since the Smoking Policy was reviewed, smoking habits, and attitudes to smoking, have changed. In more recent years, the awareness and use of products known as electronic cigarettes (e-cigarettes) has increased significantly.

## **4.0 ISSUES**

4.1 Given the links between the proposed e-cigarette policy and the existing Smoking Policy, the opportunity was taken to review the existing Smoking Policy at the same time. However, other than to update the content of the Smoking Policy, no substantive changes have been made.

4.2 The E-cigarette Policy and updated Smoking Policy are attached at Appendices (ii) and (iii) to this report. The introduction of an E-cigarette policy is recommended for the following reasons:

- The use of e-cigarettes is subject to limited regulation and they are not licensed as a medicine in the UK;
- Given the potential similarities in appearance, it would be difficult to distinguish between a tobacco cigarette and an e-cigarette, making enforcement of the Policies or no smoking legislation problematical;
- There have been issues regarding the safe use of e-cigarettes – for example, there have been reports of fire as a result of USB ports being used to recharge the battery within e-cigarettes;
- It is not appropriate to support a product that normalises the habit and/or practice of smoking (this specifically relates to the way e-cigarettes commonly resemble the appearance of tobacco cigarettes);
- To recognise the importance of the promotion a good role model for children – i.e. the less smoking appears as ‘normal behaviour’ to a child, the less likely they are to smoke. (It should be noted that whilst there is strong evidence to support the effect of a tobacco smoking role model on influencing a child to smoke, there is no current comparable evidence for the use of e-cigarettes. However, a 2013 Trading Standards Survey of 18,000 young people aged 14-17 years in the North West highlighted that 13% had tried e-cigarettes. This could potentially facilitate a life-long addiction to nicotine and provide a route into smoking tobacco cigarettes).

4.3 The Smoking Policy is applied in all Council Buildings including communal areas in sheltered housing schemes. Consultation has now taken place with the Trade Unions in respect of the implications for staff and this is now concluded. A separate consultation exercise has taken place with the residents of sheltered housing schemes and this too has concluded with the majority of respondents in support of the introduction of the E- Cigarette Policy.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

5.1 The provision of information and promotion of health related issues will help improve the health of Council employees.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

6.1 Implementation of both policies could be conducted within existing resources.

## **7.0 RISK ASSESSMENT**

- 7.1 There is insufficient current evidence to support that e-cigarettes are safe and effective for their intended use. Accordingly, it is prudent to produce a policy governing the use of e-cigarettes. This approach will help to support employees' health, but also address the issue within the wider community. A failure to address this issue could lead to some criticism of the Council's approach to health.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

There is a direct impact on members of the public, employees, elected members and / or stakeholders. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report.

### **Appendices**

Appendix (i): Equality Impact Assessment

Appendix (ii): E-Cigarette Policy

Appendix (iii): Smoking Policy

Appendix (iv): Minute of the Landlord Services Committee (Cabinet Working Group held on 8 January 2015 (to follow))

## Appendix (i): Equality Impact Assessment - process for services, policies, projects and strategies

1.	<p>Using information that you have gathered from service monitoring, surveys, consultation, and other sources such as anecdotal information fed back by members of staff, in your opinion, could your service/policy/strategy/decision (including decisions to cut or change a service or policy) disadvantage, or have a potentially disproportionately negative effect on, any of the following groups of people:</p> <p><i>People of different ages – including young and older people;</i>  <i>People with a disability;</i>  <i>People of different races/ethnicities/ nationalities;</i>  <i>Men; Women;</i>  <i>People of different religions/beliefs;</i>  <i>People of different sexual orientations;</i>  <i>People who are or have identified as transgender;</i>  <i>People who are married or in a civil partnership;</i>  <i>Women who are pregnant or on maternity leave or men whose partners are pregnant or on maternity leave;</i>  <i>People living in areas of deprivation or who are financially disadvantaged.</i></p>	No.
2.	<p>What sources of information have you used to come to this decision?</p>	<p>The Council's Equality in Employment Policy.</p> <p>Policies governing smoking and e-cigarette use are imposed uniformly throughout Council premises and operations.</p>
3.	<p>How have you tried to involve people/groups in developing your service/policy/strategy or in making your decision (including decisions to cut or change a service or policy)?</p>	<p>As part of the implementation of the policies at Appendix (ii) and (iii), suitable consultation with trade unions will be conducted.</p>
4.	<p>Could your service/policy/strategy or decision (including decisions to cut or change a service or policy) help or hamper our ability to meet our duties under the Equality Act 2010?</p> <p>Duties are to:-          Eliminate discrimination, harassment and victimisation;          Advance equality of opportunity (removing or minimising disadvantage, meeting the needs of people);          Foster good relations between people who share a protected characteristic and those who do not share it.</p>	<p>The actions detailed in this report aim to ensure compliance with the Equality Act 2010, as well as with relevant legislation and national best practice guidance.</p>
5.	<p>What actions will you take to address any issues raised in your answers above?</p>	<p>Such issues will be taken into account on an on-going basis in respect of the potential review of the Council's Smoking Policy and E-cigarette Use Policy.</p>



## **Appendix (ii)**

### **E-CIGARETTE USE POLICY**

The Council operates a No E-cigarette use policy throughout its buildings.

#### **1. INTRODUCTION**

- 1.1 West Lancashire Borough Council is committed to ensuring the health, safety and welfare of its employees, customers and visitors.
- 1.2 Throughout the UK, smoking is prohibited by the Health Act 2006 in virtually all enclosed workplaces and public places, in vehicles used for work and public vehicles. However, recent changes in smoking habits and attitudes have included the increased use of products known as electronic cigarettes (e-cigarettes). At present, there are an estimated 1.3 million users of e-cigarettes in the UK.

#### **2. WHAT IS AN E-CIGARETTE AND WHAT ARE EFFECTS ON HEALTH?**

- 2.1 The term e-cigarette is generic and potentially misleading, as such products are not like a cigarette at all. Whilst some e-cigarettes are designed to look like a cigarette or mimic the action of e-cigarette use (including a release of nicotine vapour into the air as the user exhales) there is no combustion and no smoke is produced. This means their use falls outside the remit of smoking legislation, which is only concerned with smoking tobacco and other lit materials.
- 2.2 A typical e-cigarette consists of 3 components: a battery, an atomiser and a replaceable cartridge containing nicotine. Most replaceable cartridges contain nicotine suspended in propylene glycol or glycerine and water. The level of nicotine in the cartridges may vary and some also contain flavourings. As the user inhales on the device, the nicotine solution is heated which vaporises the solution and delivers the nicotine to the user.
- 2.3 Nicotine is the key component of tobacco which causes addiction to smoking. Whilst nicotine is addictive and can be toxic, it is the other toxins and chemicals found in tobacco which cause the most harm when smoking - both directly and passively. As tobacco is not present in an e-cigarette, they are considered as a potentially safer alternative to smoking. However, whilst the concentrations of the constituents of e-cigarette vapours (propylene, glycol, glycerine, flavouring substances and nicotine) are lower than tobacco cigarettes, they are still potentially harmful to health. Furthermore, the British Medical Association has found evidence that 'passive vaping' can occur with the use of e-cigarettes, although the full health effects of this are unknown at this time.
- 2.4 There is currently insufficient evidence to demonstrate that e-cigarettes are safe, effective or made to a consistent standard of quality. This is because there are many different types of e-cigarette available and they are currently unregulated other than as general consumer products. Accordingly, e-cigarettes are not currently recognised as a smoking cessation aid in the UK by health providers, in

contrast to regulated smoking cessation aids which include gums, lozenges, patches and mouth sprays.

- 2.5 The British Medical Association is encouraging employers to implement organisation wide policies prohibiting the use of e-cigarettes in their workplaces as little is known about the long term health effects of e-cigarettes. Similarly, the World Health Organisation is advising consumers that they should not use e-cigarettes until they are deemed safe by a competent regulatory body.
- 2.6 It is therefore the Council's intention to provide an e-cigarette free environment for all its employees and visitors within all its premises in the interests of health and safety and in conjunction with the existing smoking policy.

### 3. POLICY

- 3.1 **All buildings** operated by West Lancashire Borough Council, except as detailed in paragraph 3.2 below, are e-cigarette prohibited environments. **No provision will be made for separate e-cigarette use areas or e-cigarette use breaks.**
- 3.2 In the case of Sheltered Housing, e-cigarette use will not be permitted in communal areas although residents and employees will still be permitted to use e-cigarettes within their own living accommodation. Employees must not use e-cigarettes in any other part of the building at any time.
- 3.3 In respect of other Council Housing, tenants may of course continue to use e-cigarettes in their 'own home', but neither tenants nor employees may use e-cigarettes in shared corridors, hallways and landings and any other enclosed areas of housing schemes which are shared with other tenants. Employees must not use e-cigarettes in a tenant's home whilst on duty.
- 3.4 Where an e-cigarette use ban is in effect, e-cigarettes are not permitted in any part of the building, or entrances at any time, by any person regardless of their status or business with the Council.
- 3.5 This Policy applies to all elected members, Council employees, contractors and all visitors to and users of Council premises. Accordingly, all 'no smoking' signage used in Council owned and operated buildings and vehicles shall also be deemed to refer to the use of e-cigarettes.
- 3.6 This policy seeks to:
  - Promote and achieve a healthy working environment and protect the current and future health of employees, customers and visitors;
  - Accept that there is currently insufficient evidence to demonstrate that e-cigarettes are safe, effective or made to a consistent standard of quality;
  - Acknowledge that the use of e-cigarettes is currently subject to limited regulation and they are not licensed as a medicine in the UK;
  - Address the potential similarities in appearance between a tobacco cigarette and an e-cigarette, which would make it difficult to distinguish between the two, thereby making enforcement of the relevant Council policies problematical;

- Discourage a product that normalises the habit and/or practice of e-cigarette use (this specifically relates to the way some e-cigarettes resemble the appearance of tobacco cigarettes);
- Recognise the importance of the promotion a good role model for children – i.e. the less the act of smoking appears as ‘normal behaviour’ to a child, the less likely they are to smoke or use e-cigarettes;
- Take account of the needs of those who use e-cigarettes and to support those who wish to stop using such devices and/or smoking.

3.7 The Human Resources Team will be responsible for publicising the policy and ensuring that all job applicants are aware of the policy before offers of appointment are made or accepted.

3.8 Heads of Service, through their normal managerial arrangements will be responsible for overseeing the implementation and management of the policy for all areas of their responsibility.

3.9 All employees and elected members will be personally and individually responsible for ensuring that they comply with the policy.

3.10 Employees receiving visitors to Council premises will explain the e-cigarette use policy politely but firmly in order to ensure that visitors comply with the policy.

#### **4. CAR TRAVEL/USE OF OFFICIAL VEHICLES**

4.1 The policy will apply at all times to all Council owned vehicles and also to privately owned vehicles at any time when official passengers are carried. E-cigarettes must not be used in Council owned vehicles at any time.

#### **5. E-CIGARETTE USE BREAKS**

5.1 E-cigarette use breaks are not permitted. Suitable smoking shelters compliant will be provided where the number of employees who smoke / use e-cigarettes justify the investment.

5.2 Employees are obviously allowed to use e-cigarettes in their own lunch breaks, however, this must take place away from Council buildings. E-cigarettes must not be used in the entrance or exit from or to any Council building.

#### **6. OPEN SPACES**

6.1 Employees using e-cigarettes during working time in open spaces (e.g. grounds maintenance staff) will be encouraged to reduce their e-cigarette use. Employees must not use e-cigarettes in open spaces whilst in the presence of children. In addition, employees concerned must not use e-cigarettes in Council premises, vehicles, or their depot/work base.

## **7. SUPPORT TO E-CIGARETTE USERS**

- 7.1 Research shows smokers are four times more likely to quit successfully if they get support from the NHS rather than going it alone.
- 7.2 Advisors are available across Central Lancashire offering free one to one help and advice and group support or telephone consultations to help people who want to stop smoking or e-cigarette use. Employees should call 0800 328 6297.
- 7.3 More information is available at [www.nhs.uk/smokefree](http://www.nhs.uk/smokefree) or by calling the Smokefree Helpline: 0300 123 1044.

## **8. ENFORCEMENT**

- 8.1 It is not the intention of the policy to force employees to give up using e-cigarettes, but to protect others from the potentially harmful effects of their use. Employees who fail to comply with the provisions of the policy will be liable to face disciplinary action and in the case of repeated offences will be dismissed from the Council's employment.
- 8.2 A requirement will be built into all Council contracts requiring contractors to ensure that their employees comply with the Council's e-cigarette use policy.

## **9. REVIEW**

- 9.1 This policy will be reviewed as part of a rolling programme of policy reviews or as a consequence of any legislative changes.

## Appendix (iii)

### SMOKING AT WORK POLICY

The Council operates a No Smoking policy throughout its buildings.

#### **1. INTRODUCTION**

- 1.1 West Lancashire Borough Council is committed to ensuring the health safety and wellbeing of its employees, customers and visitors and acknowledges that smoking and the inhalation of second-hand tobacco smoke is both a public and work place health hazard. The Council recognises that smoking is the greatest preventable risk to health and is estimated to be responsible for more than 120,000 deaths in Britain each year. It is understood that about 70% of smokers say they want to quit and will smoke less if they don't smoke at work which will therefore help improve the health of our employees. This policy should also be read in conjunction with the Council's E-Cigarette Policy.
- 1.2 For a number of years the Council has operated a smoking policy within its premises which in 1991 designated a number of areas as non smoking, allowed individual offices to be designated as smoke free and created a limited number of designated smoking areas. In 1997 the policy was reviewed and further restrictions were placed upon where smoking was permissible which effectively stopped smoking in Council premises except in those designated smoking areas.
- 1.3 The Council provides a tobacco smoke free environment for all its employees and visitors within all its premises in the interests of health and safety and in compliance with the Workplace (Health and Safety) Regulations 1992. In addition this amended policy will ensure compliance with the ban of smoking in all enclosed or substantially enclosed public spaces or workplaces

#### **2. POLICY**

- 2.1 **All buildings** operated by West Lancashire Borough Council, except as detailed in para 2.2 below, are non-smoking environments. **No provision has been made for separate smoking areas or smoking breaks.**
- 2.2 In the case of Sheltered Housing, smoking is not permitted in communal areas, although residents and employees will still be permitted to smoke within their own living accommodation. Employees must not smoke in any other part of the building at any time. In respect of other Council Housing, tenants may of course continue to smoke in their 'own home' but neither tenants nor employees may smoke in shared corridors, hallways and landings and any other enclosed areas of housing schemes which are shared with other tenants. Employees must not smoke in a tenant's home whilst on duty.
- 2.3 Where a smoking ban is in effect, smoking is not permitted in any part of the building, or entrances at any time, by any person regardless of their status or business with the Council.

- 2.4 Tobacco products will not be sold on Council premises.
- 2.5 This Policy applies to all elected members, Council employees, contractors and all visitors to and users of Council premises.
- 2.6 The policy seeks to:
- Promote and achieve a healthy working environment and protect the current and future health of employees, customers and visitors
  - Enforce the right of non-smokers to breathe in air free from tobacco smoke
  - To comply with health & safety legislation and employment law
  - Raise awareness of the dangers associated with exposure to tobacco smoke
  - Take account of the needs of those who smoke and to support those who wish to stop
- 2.7 The Human Resources Team will be responsible for publicising the Policy and ensuring that all job applicants are aware of the policy before offers of appointment are made or accepted.
- 2.8 Heads of Service, through their normal managerial arrangements will be responsible for overseeing the management of the policy for all areas of their responsibility.
- 2.9 All employees and elected members will be personally and individually responsible for ensuring that they comply with the policy.
- 2.10 Employees receiving visitors to Council premises will explain the smoking policy politely but firmly in order to ensure that visitors comply with the non-smoking policy.

### **3 CAR TRAVEL/USE OF OFFICIAL VEHICLES**

- 3.1 The non-smoking policy will apply at all times to all Council owned vehicles and also to privately owned vehicles at any time when official passengers are carried. Council owned vehicles must not be used as Smoking shelters at any time.

### **4 SMOKING BREAKS**

- 4.1 Smoking breaks ceased from 14<sup>th</sup> March 2007 and the smoking rooms were closed. Suitable smoking shelters compliant with legislation will be provided where the number of employees who smoke justify the investment.
- 4.2 Employees are obviously allowed to smoke in their own lunch breaks, however, this must take place away from Council buildings. Smoking must not take place in the entrance or exit from or to any Council building.

### **5 OPEN SPACES**

- 5.1 Employees smoking during working time in open spaces (e.g. grounds maintenance staff) will be encouraged to give up and reduce their smoking. Employees must not smoke in open spaces whilst in the presence of children. In addition employees concerned must not smoke in Council premises, vehicles, or their depot/work base.

## **6 SUPPORT TO SMOKERS**

- 6.1 Employees are urged to visit [www.nhs.uk/smokefree](http://www.nhs.uk/smokefree) or call 0300 123 1044 for advice and support about stopping smoking, including how to contact their local NHS Stop Smoking Service.
- 6.2 Research shows smokers are four times more likely to quit successfully if they get support from the NHS rather than going it alone.
- 6.3 Advisors are available across Central Lancashire offering free one to one help and advice and group support or telephone consultations to help people who want to stop smoking.

## **7 ENFORCEMENT**

- 7.1 Whilst it is not the intention of the smoking policy to force employees to give up smoking, but to protect non- smokers from the effects of second-hand smoke, employees who fail to comply with the provisions of this revised policy will be liable to face disciplinary action and in the case of repeated offences will be dismissed from the Council's employment.
- 7.2 A requirement will be built into all Council contracts requiring contractors to ensure that their employees comply with the Council's smoking policy.

## **8 REVIEW**

- 8.1 This policy will be reviewed as part of a rolling programme of policy reviews or as a consequence of any legislative changes.







**AGENDA ITEM: 5(m)**

**CABINET: 13 January 2015**

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**Report of: Assistant Director Community Services**

**Relevant Managing Director: Managing Director (People and Places)**

**Relevant Portfolio Holder: Councillor D Sudworth**

**Contact for further information: Mrs Laura Lea (Extn. 5196)  
(E-mail: [laura.lea@westlancs.gov.uk](mailto:laura.lea@westlancs.gov.uk))**

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**SUBJECT: REDRESS SCHEMES FOR LETTINGS AGENCY WORK AND  
PROPERTY MANAGEMENT WORK**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To inform Members of the enforcement powers provided to the Council by the Redress Scheme for Lettings Agency Work and Property Management Work (Requirement to Belong to a Scheme etc) (England) Order 2014.

**2.0 RECOMMENDATIONS**

2.1 That the Assistant Director Community Services be given delegated authority to carry out enforcement action under the Order.

2.2 That the Enterprise and Regulatory Reform Act 2013 be included in the Acts listed in the Scheme of Delegation to Chief Officers under 4.2D (Assistant Director Community Services).

2.3 That Members agree to the monetary penalty for failure to comply be set at £5,000, with the discretion to impose a lesser penalty where there are extenuating circumstances.

### **3.0 BACKGROUND**

3.1 The Enterprise and Regulatory Reform Act 2013 (the Act) received Royal Assent on the 25 April 2013. Under s.83 of the Act, the Secretary of State may by order, require persons who engage in lettings agency work or property management work, be members of a redress scheme for dealing with complaints. Any redress scheme must be approved by the Secretary of State.

3.2 The Redress Schemes for Lettings Agency Work and Property Management Work (Requirement to Belong to a Scheme etc) (England) Order 2014 (the Order), was made on the 3<sup>rd</sup> September 2014 and came into force on the 1<sup>st</sup> October 2014. The Order places the enforcement responsibility at District Council level.

3.3 The Government approved schemes are:

- Ombudsman Services Property
- Property Redress Scheme
- The Property Ombudsman

3.4 Where the enforcement authority is satisfied on the balance of probabilities that a person has failed to comply with the requirement to belong to a redress scheme, the authority may serve a notice requiring the person to pay the authority a monetary penalty. The level of the penalty is to be determined by the authority but must not exceed £5,000.

### **4.0 WHAT IS MEANT BY LETTINGS AGENCY WORK?**

4.1 Lettings agency work means tasks carried out by an agent in the course of a business in response to instructions from:

- a private rented sector landlord who wants to find a tenant; or
- a tenant who wants to find a property in the private rented sector

4.2 The following is not classed as lettings agency work:

- publishing advertisements or providing information;
- providing a way for landlords or tenants to make direct contact with each other in response to an advertisement or information provided;
- providing a way for landlords or tenants to continue to communicate directly with each other

4.3 Social housing providers are not covered by the scheme nor are local authorities who help people find tenancies in the private rented sector as they are covered by the Housing Ombudsman Scheme. Higher and further education establishments providing accommodation are also excluded as are employers who find homes for their employees.

## **5.0 WHAT IS MEANT BY PROPERTY MANAGERS WORK?**

5.1 Property management work means tasks carried out by a person in the course of their business in response to instructions from another person who wishes to arrange services, repairs, maintenance, improvement or insurance or to deal with any other aspect of the management of residential premises. For example, high street and web-based agents, agents managing leasehold blocks of flats and other organisations who manage property on behalf of the landlord or freeholder.

5.2 The requirement to belong to a redress scheme does not apply to a manager of commonhold land, student accommodation provided by an education establishment, refuge homes or right to manage companies. Social housing providers and local authorities are also excluded as they are covered by the Housing Ombudsman Scheme.

5.3 For there to be property management work, the premises must consist of or contain:

- a dwelling house let under a long lease (includes leases granted for more than 21 years, leases granted under the right to buy and shared ownership leases);
- an assured tenancy under the Housing Act 1998; or
- a protected tenancy under the Rent Act 1977

5.4 Property management work arises where a landlord instructs an agent to manage a house let to a tenant in the private rented sector. It would also arise where one person instructs another to manage a block of flats that contains flats let under a long lease or let to assured or protected tenants.

## **6.0 LANDLORDS**

6.1 Where a landlord lets and manages their property directly, they will not generally be caught by the definitions given above as they are not acting on instructions from another party.

## **7.0 RESIDENT MANAGEMENT COMPANIES**

7.1 Resident management companies usually arise where a management company owns the freehold of a building and manages the building directly. Under these circumstances, there is no requirement for the company to join a redress scheme as they are not managing the premises on the instruction of someone else.

## **8.0 CHARITIES**

8.1 Charities are not excluded from the requirement to join a redress scheme as they will already be exempt if they are not operating as a business. Charities that find accommodation for homeless people in the private rented sector are also excluded unless they charge a fee for the service.

## **9.0 FAILURE TO JOIN A REDRESS SCHEME**

- 9.1 The local authority can impose a monetary penalty of up to £5,000 where a lettings agent or property manager has not joined a redress scheme where they are required to do so.
- 9.2 The authority must give written notice of their intention to impose a penalty setting out the reasons and the amount of the penalty. The letting agent or property manager will have 28 days (starting the day after the notice of intent was served) to make written representations or objections to the authority. At the end of the 28 day period, the authority must decide whether to impose the penalty. If the penalty is to be issued, a final notice must be served giving at least 28 days for payment to be made.
- 9.3 The lettings agent or property manager has a right of appeal against the penalty to the First Tier Tribunal. The appeal must be made within 28 days of the day on which the final notice was sent.
- 9.4 If a lettings agent or property manager fails to join a redress scheme after the imposition of a monetary penalty, the authority can impose further penalties. There is no limit to the number of penalties that can be imposed if they continue to fail to join a scheme.
- 9.5 Each of the approved redress schemes will publish a list of members on their respective websites enabling the public and the local authority to check whether a lettings agent or property manager has joined.

## **10.0 LEVEL OF MONETARY PENALTY**

- 10.1 Guidance issued on the 4<sup>th</sup> December 2014 recommends that the penalty be set at £5,000 with the local authority having the discretion to impose a lesser penalty where there are extenuating circumstances.

## **11.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

- 11.0 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder. The report has no significant links with the Sustainable Community Strategy.

## **12.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 12.1 There are no significant financial or resource implications in undertaking enforcement action under this legislation.
- 12.2 There is the potential to generate an income for the Council where enforcement action is taken that results in the imposition of a penalty.

## **13.0 RISK ASSESSMENT**

- 13.1 The implementation of this legislation provides the Council with increased powers to ensure that lettings agents and property managers join an approved redress scheme. In turn, there is an opportunity for the Council to increase revenue income where a penalty is imposed due to the failure of an agent or property manager to comply.
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### **Background Documents**

The following background documents (as defined in Section 100D (5) of the Local Government Act 1972) have been relied on to a material extent in preparing this Report.

07/10/14      Lettings Agents and Property Managers:      Which      Government  
approved      redress scheme do you belong to?

<https://www.gov.uk/government/publications/lettings-agents-and-property-managers-redress-schemes>

18/11/14      Enterprise and Regulatory Reform Act 2013

<http://www.legislation.gov.uk/ukpga/2013/24/contents/enacted>

18/11/14      The Redress Schemes for Lettings Agency Work and Property Management Work (Requirement to Belong to a Scheme etc) (England) Order 2014

<http://www.legislation.gov.uk/ukdsi/2014/9780111116821/article/8>

### **Equality Impact Assessment**

There is a direct impact on members of the public, employees, elected members and / or stakeholders. Therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report

### **Appendices**

1. Equality Impact Assessment



# Equality Impact Assessment Form

<b>Directorate:</b> Community Services	<b>Service:</b> Private Sector Housing
<b>Completed by:</b> Laura Lea	<b>Date:</b> 18 <sup>th</sup> November 2014
<b>Subject Title:</b> Redress Schemes for Lettings Agency Work and Property Management Work	

## 1. DESCRIPTION

Is a policy or strategy being produced or revised:	No <span style="float: right;"><i>*delete as appropriate</i></span>
Is a service being designed, redesigned or cutback:	No
Is a commissioning plan or contract specification being developed:	No
Is a budget being set or funding allocated:	No
Is a programme or project being planned:	No
Are recommendations being presented to senior managers and/or Councillors:	Yes
Does the activity contribute to meeting our duties under the Equality Act 2010 and Public Sector Equality Duty ( <b>Eliminating unlawful discrimination/harassment, advancing equality of opportunity, fostering good relations</b> ):	Yes
Details of the matter under consideration:	New legislation places a duty on the Council to enforce lettings agents and property managers to join an approved redress scheme.

*If you answered **Yes** to any of the above go straight to Section 3*  
*If you answered **No** to all the above please complete Section 2*

## 2. RELEVANCE

Does the work being carried out impact on service users, staff or Councillors (stakeholders):	Yes <span style="float: right;"><i>*delete as appropriate</i></span>
If <b>Yes</b> , provide details of how this impacts on service users, staff or Councillors (stakeholders): <i>If you answered <b>Yes</b> go to Section 3</i>	By enforcing the legislation, the Council can ensure that lettings agents and property managers operating in the private sector are providing their customers with a right of redress against their working practices where they feel they have not been properly treated. This places a further element of protection for vulnerable client groups.
If you answered <b>No</b> to both Sections 1 and 2 provide details of why there is no impact on these three groups: <i>You do not need to complete the rest of this form.</i>	

<b>3. EVIDENCE COLLECTION</b>	
Who does the work being carried out impact on, i.e. who is/are the stakeholder(s)?	Lettings agents and property management companies operating in the private sector, private rented sector tenants.
If the work being carried out relates to a universal service, who needs or uses it most? (Is there any particular group affected more than others)?	
Which of the protected characteristics are most relevant to the work being carried out?	<i>*delete as appropriate</i>
Age Gender Disability Race and Culture Sexual Orientation Religion or Belief Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity	No No No No No No No No No
<b>4. DATA ANALYSIS</b>	
In relation to the work being carried out, and the service/function in question, who is actually or currently using the service and why?	The requirement to join a redress scheme and the duty of the Council to enforce that requirement have only just been introduced therefore there isn't currently a service in place.
What will the impact of the work being carried out be on usage/the stakeholders?	There are no views available as the service is not currently in operation.
What are people's views about the services? Are some customers more satisfied than others, and if so what are the reasons? Can these be affected by the proposals?	
What sources of data including consultation results have you used to analyse the impact of the work being carried out on users/stakeholders with protected characteristics?	None
If any further data/consultation is needed and is to be gathered, please specify:	N/A



<b>5. IMPACT OF DECISIONS</b>	
In what way will the changes impact on people with particular protected characteristics (either positively or negatively or in terms of disproportionate impact)?	The introduction of the enforcement power will have a positive impact on anyone with renting in the private sector who has a protected characteristic. By ensuring a letting agent/property manager is a member of a redress scheme, management practices will be improved within the sector as the tenant will have an independent body to address any complaints to.
<b>6. CONSIDERING THE IMPACT</b>	
If there is a negative impact what action can be taken to mitigate it? (If it is not possible or desirable to take actions to reduce the impact, explain why this is the case (e.g. legislative or financial drivers etc.).	N/A
What actions do you plan to take to address any other issues above?	No actions  <i>If no actions are planned state no actions</i>
<b>7. MONITORING AND REVIEWING</b>	
When will this assessment be reviewed and who will review it?	1 year after the Council decision to include the enforcement power within the list of delegations (February 2016)





**AGENDA ITEM: 5(n)**

**CABINET: 13 January 2015**

**COUNCIL: 25 February 2015**

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**Report of: Managing Directors**

**Relevant Portfolio Holder: Councillor D Westley**

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**SUBJECT: TOWARDS A COMBINED AUTHORITY FOR LANCASHIRE**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 To update Members on discussions on collaborative working, and seek authority to participate in ongoing discussions and negotiations in respect of a Combined Authority for Lancashire including a review of Governance Arrangements.

**2.0 RECOMMENDATIONS TO CABINET AND COUNCIL**

2.1 That the Options Paper at Appendix 1 and draft timetable at Appendix 2 be noted.

2.2 That authority be delegated to the Leader and Managing Directors (as appropriate) to represent the Council in discussions and negotiations, in relation to the possible establishment of a Combined Authority for Lancashire and to participate in a review of Governance Arrangements.

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**3.0 BACKGROUND AND CURRENT POSITION**

3.1 Members will recall that on 15 October 2014 Council received, and agreed, the recommendations of a report in relation to West Lancashire Borough Council joining the Liverpool City Region Combined Authority (LCRCA) as an Associate

Member. The Council's membership on an associate basis has since been confirmed by the LCRCA, and the Leader and Managing Directors will attend relevant meetings in an observer capacity from January 2015.

3.2 As part of that report, Members will recall that the benefits of a Combined Authority arrangement were highlighted as:

- Enabling a shared strategic approach to transport, economic development and regeneration issues
- The potential for shared communication and lobbying activities – for example on the issue of greater devolved powers.

3.3 It is clear that in terms of the future approach to devolution the preferred approach of all 3 main political parties nationally is to deal with Combined Authorities.

3.4 In this context the Leaders of the County Council, District Councils and the two Unitary Councils in Lancashire have recently been discussing the scope for developing a Combined Authority arrangement in Lancashire. At a meeting on 9th December 2014, they resolved to seek agreement from their respective Councils, as appropriate, to enter detailed discussions about the possibility of forming a Lancashire-wide Combined Authority. A paper which was presented to the Leaders, and which underpinned this agreement is attached at Appendix 1.

## 4.0 ISSUES

4.1 A key element for consideration in the developing of a Combined Authority for Lancashire will be the establishment of the principles that would guide the Combined Authority in its decision-making and approach to issues.

Key amongst the principles requiring early consensus would be:

- Areas of focus - the exercise of powers, including which powers would be transferred/held concurrently with the CA
- Membership of the CA and the constituent and related bodies (LEP/TFL, other sub-groups)
- Voting rights of Members in relation to the above e.g. one Member one vote, or another arrangement
- Approach to decision making and the role of and process for appointing a Chair
- The discharge of statutory functions e.g. Head of Paid Service, Monitoring Officer, Section 151 Officer
- The discharge of any other requirements e.g. Overview and Scrutiny
- Financing and contributions – a CA can levy its constituent Authorities and borrow with regards to its transport function only. Any other costs incurred must be met by its constituent Authorities, subject to their agreement.

4.2 The current draft timetable envisaged for the work in establishing a Combined Authority in Lancashire is set out in Appendix 2. This is subject to review as work progresses.

## **5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY**

5.1 It is anticipated the development of a Combined Authority for Lancashire would assist in delivering greater democratic oversight, and co-ordination, of economic development, regeneration and transport issues, with potential positive impacts for West Lancashire and Lancashire going forward.

## **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

6.1 Some officer and Member time will be required, but there are no direct financial implications involved at this stage in taking part in the discussions towards a Combined Authority.

## **7.0 RISK ASSESSMENT**

7.1 There is a risk that if Lancashire does not develop a Combined Authority, that it could lose out in comparison to other areas. Being involved in the discussions gives West Lancashire the opportunity to influence the outcome.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report

### **Appendices**

1. Options for a Combined Authority and Collaborative Working in Lancashire
2. Draft timetable
3. EIA

# **Options for a Combined Authority and Collaborative Working in Lancashire**

**Lancashire Chief Executives  
Version dated 3.12.14**

## **1.0 INTRODUCTION**

Council Leaders in Lancashire have indicated their wish to develop closer collaborative working across Lancashire, on economic-related matters and to explore the options in this regard, with particular reference to the creation of combined authority arrangements including Lancashire's Unitary Authorities.

This paper sets out the context, and options, for enhancing collaborative working, and is intended as a background document.

## **2.0 BACKGROUND**

### **2.1 The Lancashire, Regional and National Context**

Lancashire has achieved considerable success in the last three years when it has worked in partnership and spoken with a clear voice to government. The establishment of an effective Local Enterprise Partnership, Enterprise Zones, City and Growth Deals, the Strategic Economic Plan (SEP) and transport master plans have established Lancashire as a place that can deliver the government's growth agenda. This has resulted in a major flow of additional financial resources into Lancashire to help regenerate the economy.

There are a number of converging themes that provide an opportunity to build upon this success and create a stronger voice for Lancashire, both in dialogue with government and within the North West Region:

- At the recent Transport for Lancashire and LEP board meetings the challenges of creating a sustainable public transport system to support our communities and provide access to employment was identified as an area where the three transport authorities needed to work more collaboratively.
- Rail North has now developed a formal constitution and will become the vehicle through which government will devolve rail franchise arrangements. This covers the whole of the north of England and there is a need for a strong voice for Lancashire given the dominance of the Combined Authorities of Greater Manchester and West Yorkshire. (It can be seen that the Greater Manchester Combined Authority (25.7%) and West Yorkshire Combined Authority (23.7%) dominate the landscape).
- "One North" is a proposition for an interconnected north by the five major northern city regions; Leeds, Liverpool, Manchester, Sheffield and Newcastle. They are driving the agenda for greater connectivity and massive infrastructure investment across the north of England. The "One North" report was launched in August 2014 following George Osborne's "Northern Powerhouse" speech in June. A positive response to "One North" is widely anticipated to be a "centrepiece" of the Chancellor's December Autumn Statement. It is critically important that the vital infrastructure needs of the sub-regions like Lancashire, outside these five core city regions, are not forgotten and side-lined in the allocation of resources to the "One North" agenda.

- On the 3rd November proposals were announced for a staged approach to the evolution of Greater Manchester's governance arrangements, in return for the devolution of significant additional functional and fiscal responsibilities by Government. GMCA formally endorsed a Devolution Agreement that had been negotiated between the Government and the GMCA, which sets out the additional powers and responsibilities which will be transferred to GM in return for governance changes and involving an Appointed Mayor as the lead member of the GMCA, and a directly elected Mayor as part of a Cabinet of Leaders, through new legislation.
- Devolution of powers and resources to England, following the commitment of all parties to greater devolution of powers to Scotland, will open major opportunities to shape future policy agendas and resource allocations. A city-regions approach to devolution in England is seen as the most likely avenue to the rapidly evolving English devolution agenda. In response to the RSA's Growth Commission report "Unleashing Metro Growth" published on Wednesday 22 October, David Cameron described the report as "absolutely first class", and said that there was a "real opportunity" to rebalance the economy using high speed rail and other infrastructure to "link up our great northern cities" and create a "northern powerhouse". The devolution agenda is therefore being explicitly linked to the One North agenda.

Key recommendations of the Growth Commission's report outline a significant shift – from the centre to metros – in policy and finance, enabling metro leaders to:

- Coordinate resources across their city-region and make strategic policy and finance decisions via place-based budgeting and investment strategy.
- Make more informed and responsive decisions based on evaluation of local data and evidence.
- Develop effective ways of integrating public service reform and economic development.
- Have greater flexibility over their spending and borrowing arrangements, including:
  - Multi-year finance settlements of between five and 10 years,
  - Retention of a proportion of the tax proceeds of growth; and
  - Freedom for the most devolved metros to set and fully retain a suite of taxes.

Furthermore, metros should be represented in national decision making, bringing forward measures to enhance connectivity and growth, including:

- A comprehensive review of how our current and future needs for digital infrastructure can be met; and,
- Accelerated connectivity between metros in the North, Midlands and other 'super city-regions'.

## **2.2 Lancashire Leaders Meetings 3rd and 27th November 2014**



At a meeting on 3rd November, following a presentation on political governance, Lancashire Leaders recognised that whilst we have made significant progress in presenting Lancashire's case to government through the LEP, Lancashire does not yet have the presence that can respond effectively to the challenges and opportunities of the context set out above. Importantly we do not have a political governance structure, vested in a statutory body, which can co-ordinate transport, economic and regenerative effort or represent Lancashire as a whole.

This was built on in the discussion at an informal meeting of Leaders on 27th November 2014, at which the Chairman of the LGA was invited to give his experience of CAs.

The landscape of Combined Authorities in England consists of:

- Sheffield City Region Combined Authority
- North East Combined Authority
- Greater Manchester Combined authority
- Liverpool City Region Combined authority
- West Yorkshire Combined Authority

### **2.3 The Legislative Context**

A Combined Authority (CA) is a formal legal arrangement which supports and enables collaboration and co-ordination between two or more local government areas on transport, regeneration and economic growth. It supports increased democratic accountability and transparency (over and above that provided by LEPs) to a major area of local government policy making.

To establish a CA, a governance review is undertaken, and a scheme proposal developed for the Secretary of State's consideration, and subject to his invitation, parliamentary approval. A Statutory Order needs to be agreed for regulations to become law. Government agreement is also required to amend or dissolve the Combined Authority. If a local authority wished to leave the Combined Authority, a new review of governance arrangements would have to take place and a revised scheme would need to be published, before the Statutory Order could be amended.

Under statute the Secretary of State can only make the Order, if, having regard to the scheme, he considers that establishing a Combined Authority would be likely to improve the effectiveness and efficiency of transport in the area, the exercise of statutory functions relating to economic development, regeneration and transport in the area, and the economic conditions in the area. In making this judgement, the Secretary of State consults on the scheme in question.

Combined Authorities may be delegated functions of Local Authorities, (if they chose), and the Secretary of State, and may have powers and transport functions transferred to it, (if they chose), under the provisions of the Local Transport Act 2008.

It is up to the constituent authorities to design/ agree the scale and detailed nature of the Combined Authority – within the statutory provisions set out in the Local Democracy,

Economic Development and Construction Act (LDEDC) 2009. There is no single model for a CA – although previous CAs for metropolitan areas have been very similar; in two tier areas the model is likely to look and feel different to some degree.

Whilst the legislation/guidance is not entirely clear on the position for an area such as ours, the legislation as currently drafted means that in a County area, all Districts require to be Members of a Combined Authority. The Government are very keen wherever possible that a CA proposal would keep the LEP geography together. In any event a Combined Authority must consist of the whole of 2 or more local government areas. Those involved must consent to involvement. It is not currently possible for a Local Authority to be a full member of two Combined Authorities or to be a member of a Combined Authority it does not share boundaries with (amongst other conditions).

Government has recently consulted on changes to the law, including in relation to allowing Councils with non-contiguous boundaries to join or form a CA, and those which would enable a County Council to become a member of a CA with respect to part of its area, where that area is the same as that of those District Councils that wish to join or form a CA.

If Lancashire wished to move forward with a proposal, there would be a need to set out the 'offer' of what was to be included across the range of economic development, regeneration and transport functions. There would be a need to be ambitious about this offer to demonstrate what is different from the existing arrangements and what strategic issues can be tackled as a result (e.g. NEETs, skills gaps, travel to work etc).

A clear advantage of Combined Authorities is that they attract certain, additional functions and powers in their own right, such as the general power of competence which allows them to do anything they believe will help achieve their stated objective (not possible with a Joint Committee – see 3.0 below). The Localism Act 2011 also allows ministers to transfer any other public function to Combined Authorities which could include, for example, responsibility for skills, support for jobseekers or the ability to set variable business rates.

Government could devolve these responsibilities to individual Councils, but ministers have made it clear they prefer to deal with Combined Authorities. Indeed this appears to be the preferred approach of all 3 parties.

### **3.0 BENEFITS**

There is an 'unwritten hierarchy' in terms of the different governance models for managing co-ordination of economic development, regeneration and transport set out by Government:

1. Joint Committee – a collaborative working arrangement between Authorities; not a 'body corporate'; discussion is shared but formal decision making is undertaken by individual Local Authorities
2. Economic Prosperity Board – a stronger form of governance than an EPB which Government recognises has some considerable merit. It is a legally constituted body;

can be the accountable body (i.e. capable of attracting and holding money), and is a single and formal arena for decision making.

3. Combined Authority - is the strongest form of governance and strongly supported by Government and the Opposition. It is able to do everything the EPB can do but also includes the transport function (unlike an EPB) and has financial powers i.e. is able to raise levies and borrow for transport purposes. This means its potential to drive strategic and comprehensive improvements to the local economy is greater, as it helps bring together the broader discussions on prosperity as well as economic growth. It can also help deliver the social inclusion agenda and tackle disadvantage more comprehensively. Other northern core city LEP areas have all progressed to a CA arrangement.

The CA (as with an EPB) is an accountable body in its own right. This means it is a single point of decision making on agreed functions (quicker and simpler decisions); has powers delegated to it from Government and the individual Local Authorities (subject to local discussion and determination); and can hold substantial amounts of Government and European funding. Over and above an EPB, a Combined Authority sends a strong signal to Government about the seriousness of an area as an economic region and it presents an opportunity to rationalise and simplify LEP governance. The CA option does respond to the current circumstances and provides some flexibility to respond to any future changes.

In relation to transport, greater co-operation would allow improvements to the region's public transport network, including the increased opportunity to address congestion on the local road network, and deliver step change in information and ticketing provision for the travelling public.

Establishing a Combined Authority could also present a significant opportunity to improve local services, as well as making them more efficient.

#### **4.0 WHAT POWERS/FUNCTIONS COULD A COMBINED AUTHORITY HAVE?**

There is no single/set model for a CA – it needs to have relevance to the local circumstances and be capable of tackling the pressing issues.

In setting up a Combined Authority, the constituent member Authorities can agree to hold functions concurrently with the CA or to transfer them in part/full (NB: most other existing CAs hold functions concurrently. In an area such as Lancashire consisting of unitary and two tier areas there is a complex pattern of powers and functions that would need careful consideration in relation to this choice).

To support clear decision making and avoid duplication, the final scheme would need to clarify what decisions the CA would take in relation to the 'concurrent' functions.

The key potential roles for the Combined Authority are focused on driving economic growth and prosperity – generally around the following activities: external funding, inward investment, skills and transport.

The functions included in a Combined Authority aren't prescribed in statute – what is included is for local determination. A full range of functions and powers will need to be finalised but the outline below provides a number of practical examples and proposals.

The CA could potentially hold these functions concurrently with the relevant Local Authorities, for example:

- Research, development and strategy development
- External funding
- Inward investment
- Business support and engagement
- Skills
- Transport

Other functions which could potentially be included in the CA are:

- Site development and land assembly
- Marketing
- Visitor economy
- Strategic Housing
- Subregional Spatial Planning

There is also a strong argument to include a strategic programme management function, providing oversight to individual projects and the availability of external funding etc. Individual Authorities would retain responsibility for project delivery.

Additional functions proposed not to be included as they are bespoke to each Local Authority area are typically linked to other functions such as property, street cleansing, car parking, etc.:

- Managed workspace – very specific to localities
- Town centre management – very specific to localities and range of functions varies considerably

## **5.0 WHAT A COMBINED AUTHORITY IS NOT**

- It is not part of a process to instigate local government reform and bring about unitary status.
- It is not a take-over by any Authority nor a merger of Authorities.
- It is not about ceding (transferring) powers to a single body – unless the constituent Local Authorities wish it to be.
- It is not a 'physical entity' with regeneration officers from the constituent Authorities sitting in one building – unless the constituent Local Authorities wish it to be.
- It does not relate to functions outside of those linked to economic development, regeneration and transport

## 6.0 INTERACTION WITH EXISTING ARRANGEMENTS AND OTHER ISSUES

Relationship with LEP - A Combined Authority would not replace the LEP – although recent policy documents are suggesting a changing role for LEPs over the coming years. The required governance review which precedes the development of a scheme proposal for a Combined Authority presents an opportunity to strengthen current arrangements, ensuring the voice of Local Authorities, enterprise and business is fully articulated within a collective approach to driving growth – but within a more democratically accountable arena.

In a number of arrangements for example, the Chair of the LEP attends the CA meetings, and this is an approach which could be adopted in Lancashire.

Relationship with TFL – Co-ordination of transport matters would be delivered by a Combined Authority. Again the Combined Authority presents an opportunity to strengthen current arrangements.

## 7.0 ISSUES AND IMPLICATIONS

The implications for Local Authorities including risk, resource and equality impacts, would depend on the nature of the CA scheme, which would be decided locally.

Key amongst the issues requiring early consensus would be:

- Membership of the CA and the constituent and related bodies (LEP/TFL, other sub-groups)
- The exercise of powers, including which powers would be transferred/held concurrently with the CA
- Voting rights of Members in relation to the above
- Decision making and the role of and process for appointing a Chair
- The discharge of statutory functions e.g. Head of Paid Service, Monitoring Officer, Section 151 Officer
- The discharge of any other requirements e.g. Overview and Scrutiny
- Costs – a CA can levy its constituent Authorities and borrow with regards to its transport function only. Any other costs incurred must be met by its constituent Authorities, subject to their agreement.

There would be value also, in clarifying, were the legislative position to change, the CA schemes' intentions in relation to Districts bordering on other CA/LEP areas, and with whom functional geography might suggest a more natural fit.

Given the emphasis within a CA of co-ordination and collaboration, it will be key to success to have a set of principles underpinning the way the member Authorities would work, and to settle this at an early stage of development (e.g. one member one vote vs. an element of proportional representation, and rights to vote or not on matters which are not within the powers/functions of an Authority.)

## 8.0 NEXT STEPS

In terms of the next steps, there is a need to identify whether a consensus could be reached to move forward on:

- A joint committee model
- An Economic Prosperity Board
- A combined authority for Lancashire

In relation to the above, one approach would be to see these as a series of steps towards ultimately creating a Combined Authority, however, given the stated intentions of government, movement directing towards a CA may be preferable.

## 9.0 CONCLUSION

Lancashire is well placed to move forward on collaborative arrangements, provided there was the political consensus to do so.

The success of the Lancashire LEP, its governance arrangements and Transport for Lancashire provide the essential building blocks on which to build, and the case for further enhancing collaboration on economic matters could be strongly made.

### Appendices

Attached for reference is the Annex from consultation that was undertaken to establish the Combined Authority for West Yorkshire. It sets out the powers and constitutional arrangements which are typical of a Combined Authority and the draft statutory Instrument. It is worth noting at page 15 the constitutional arrangements for how the non-metropolitan district of the City of York and the Local Enterprise Partnership are accommodated within the Combined Authority.



West Yorks  
consultation final - Ar

Attached also is a link to the constitution of the Liverpool City Region Combined Authority.  
<http://councillors.knowsley.gov.uk/documents/s28005/Establishment%20of%20the>

and the draft Scheme for the Establishment of a Combined Authority for Derby and Derbyshire.



Scheme%20for%20t  
he%20Establishment'

by way of comparison.

WHEN	WHAT	WHO
Dec 9	Exploratory discussions	Lancashire Leaders
Dec end of Feb 2015	Leaders seek mandate to conduct a review of governance arrangements for the delivery of economic development, regeneration and transport establishing a case for change in Lancashire.	County Council 2 Unitaries 12 District Councils
March 2015	Work commences on the governance review including the rationale (i.e. the case that a CA would improve effectiveness/efficiency of transport, statutory functions relating to Economic Development, regeneration, transport and economic conditions).	Chief Executives/Officer working group
April 2015	Agree governance review to recommend to each Council/body.	Lancashire Leaders' Group
April to July 2015	Draft scheme for the Combined Authority to be developed.	Chief Executives/Officer working group
July – October 2015	Councils/bodies consider the Proposal Paper and possibility of establishing a joint committee as a transitional arrangement.	County Council 2 Unitaries 12 Districts (LEP as appropriate)
August /Nov 2015	Subject to agreement, proposals submitted to Secretary of State. NB. Following this there is a Secretary of State Consultation period and subject to Secretary of State Agreement, a Parliamentary Order prior to any Combined Authority becoming operational. During this period a transitional arrangement e.g. Joint Committees, if agreed, could operate.	Lancashire Authorities/bodies as appropriate

# Equality Impact Assessment Form



<b>Directorate: Transformation</b>	<b>Service:</b>
<b>Completed by: Managing Directors</b>	<b>Date: 16.12.14</b>
<b>Subject Title: TOWARDS A COMBINED AUTHORITY FOR LANCASHIRE</b>	
<b>1. DESCRIPTION</b>	
Is a policy or strategy being produced or revised:	<i>*delete as appropriate</i>
	No
Is a service being designed, redesigned or cutback:	No
Is a commissioning plan or contract specification being developed:	No
Is a budget being set or funding allocated:	No
Is a programme or project being planned:	Yes
Are recommendations being presented to senior managers and/or Councillors:	Yes
Does the activity contribute to meeting our duties under the Equality Act 2010 and Public Sector Equality Duty ( <b>Eliminating unlawful discrimination/harassment, advancing equality of opportunity, fostering good relations</b> ):	Yes
Details of the matter under consideration:	The report seeks authority for the Leader and MDs to represent the Council in discussions about forming a Combined Authority for Lancashire.
<p><i>If you answered <b>Yes</b> to any of the above go straight to Section 3</i></p> <p><i>If you answered <b>No</b> to all the above please complete Section 2</i></p>	
<b>2. RELEVANCE</b>	
Does the work being carried out impact on service users, staff or Councillors (stakeholders):	<i>*delete as appropriate</i>
	Yes/No*
If <b>Yes</b> , provide details of how this impacts on service users, staff or Councillors (stakeholders): <i>If you answered <b>Yes</b> go to Section 3</i>	
If you answered <b>No</b> to both Sections 1 and 2 provide details of why there is no impact on these three groups: <i>You do not need to complete the rest of this form.</i>	
<b>3. EVIDENCE COLLECTION</b>	
Who does the work being carried out impact on, i.e. who is/are the stakeholder(s)?	Councils in Lancashire, the LEP, residents and businesses in Lancashire.
If the work being carried out relates to a universal service, who needs or uses it most? (Is there any particular group affected more than others)?	N/A



Which of the protected characteristics are most relevant to the work being carried out? Age Gender Disability Race and Culture Sexual Orientation Religion or Belief Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity	Yes Yes Yes Yes Yes No No No No	<i>*delete as appropriate</i>
<b>4. DATA ANALYSIS</b>		
In relation to the work being carried out, and the service/function in question, who is actually or currently using the service and why?	The proposals would lead to the enhancement of economic development, regeneration and transport in Lancashire, benefitting businesses and residents throughout.	
What will the impact of the work being carried out be on usage/the stakeholders?	Improved economic prosperity and transport availability in Lancashire.	
What are people's views about the services? Are some customers more satisfied than others, and if so what are the reasons? Can these be affected by the proposals?	As above. No specific views available on Combined Authorities.	
What sources of data including consultation results have you used to analyse the impact of the work being carried out on users/stakeholders with protected characteristics?	Consultation would be undertaken, as part of any transition to a Combined Authority, with key stakeholders.	
If any further data/consultation is needed and is to be gathered, please specify:	As above.	
<b>5. IMPACT OF DECISIONS</b>		
In what way will the changes impact on people with particular protected characteristics (either positively or negatively or in terms of disproportionate impact)?	Potentially, positive, due to further enhanced economic prospects for businesses/residents.	
<b>6. CONSIDERING THE IMPACT</b>		
If there is a negative impact what action can be taken to mitigate it? (If it is not possible or desirable to take actions to reduce the impact, explain why this is the case (e.g. legislative or financial drivers etc.).	N/A	
What actions do you plan to take to address any other issues above?	N/A	
<b>7. MONITORING AND REVIEWING</b>		
When will this assessment be reviewed and who will review it?	As part of any further reporting on this matter, by report authors.	



**WEST LANCASHIRE BOROUGH COUNCIL**

**KEY DECISION FORWARD PLAN  
CONSTITUTION 6, RULE 15 (GENERAL EXCEPTION)**

To: Chairman of the Executive Overview and Scrutiny Committee

I hereby give notice that, in accordance with Constitution 6, Rule 15(b) the following matter, "Towards a Combined Authority for Lancashire " is likely to be the subject of a key decision, which has not been included on the Forward Plan. It is impracticable to defer the decision until it has been included in the next Forward Plan. The reason for this is that a decision needs to be taken to facilitate the early engagement in the process for consideration and, if appropriate, development of proposals for a Combined Authority with other local authorities across Lancashire.

The above key decision will be taken in public subject to Constitution 6, Rule 10.

Dated: 16 December 2014

Gill Rowe  
Managing Director (People and Places)

N.B. Five days are required to elapse between the date of this notice being made available to the appropriate Chairman and made available to the public via the Councils' Notice Board and the date of the decision being taken.

Copy to: Notice Board  
website