

	Title	First Name	Surname	Organisation	Comments	Response
1	Dr	John	Watt		<p>a) The proposed infrastructural proposals seem to capitalise on the potential within the district and prospect of the Ormskirk – Burscough line materialising in the short term is encouraging. There will need to be a traffic light system to enable the A59 to the crossed between Abbey Lane – Lordsgate – the vehicular traffic already continues will become even busier.</p> <p>b) Maybe not within the ambient of the document, some cycle training opportunities for adults would encourage more uptake.</p> <p>c) Maintenance of condition of surface of off road cycle routes is very important and needs to be noted.</p> <p>d) On appendix I: Local Nature Conservation sites. Scutchies Wood is a misspelling and since then, this nature site (13ha) is called SCUTCHERS ACRES. Not evident why Ruff Wood is a BHS, whilst Scutchers Acres biologically very diverse, is only a LNCS.</p>	<p>Comments noted.</p> <p>a) Noted. Crossing of Abbey Lane-Lordgate will be raised with Lancashire County Council</p> <p>d) With regards to the BHS and LNCS comments this will form part of an Ecological Framework which is a separate document. There is no reference made to either Scutchies Wood or Scutchers Acres at Appendix 1 of the GI &amp; Cycling Strategy.</p>
2	Mr	Warren	Hilton	Highways England	<p>Thank you for inviting Highways England to comment on the draft Green Infrastructure and Cycling Strategy that West Lancashire Borough Council has produced, which we have no objection to.</p> <p>Our perspective on the Strategy is from the viewpoint of being the operator of the strategic road network (SRN), which consists of the M6 and M55 motorways. In the context of the strategy, we recognise the role that both these motorways can play in terms of green infrastructure, particularly in terms of the following themes:</p> <ul style="list-style-type: none"> <li>• The SRN as a barrier to providing access to green spaces and sustainable modes of transport (i.e. cycling and walking).</li> <li>• The SRN as a wildlife corridor.</li> </ul> <p>For us, the key themes expressed within the Strategy of Green Infrastructure (GI) providing and supporting accessible spaces, traffic-free routes and sustainable travel are particularly relevant. In the context of the above points, whilst it must be understood that (for safety reasons) motorways are not accessible GI features for people, motorway verges to function to provide a haven for wildlife and flora. Whilst outside of the Strategy itself, Highways England remains committed to supporting and enhancing these uses and recognises the inclusion of the M58 within the Strategy as a wildlife corridor.</p> <p>Turning to cycling and walking, Highways England is also committed to enhancing and improving crossings of the motorway for both sets of users as part of our Designated Funds programme for Cycling, Safety and Integration. In this respect, we have already completed improvements to improve crossings of the M58 by raising bridge parapets on the footbridge to the west of Junction 4, and clearing vegetation to improve sightlines for cyclists to aid crossings at Junction 4.</p> <p>Our future plans for 17/18 include undertaking feasibility work with a view to improving existing crossings of the M58 for cyclists and</p>	<p>Comments noted.</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>pedestrians at the Upholland Edge Hall Road bridges, Skelmersdale Back Lane underpass, Skelmersdale Crooked lane underpass, Skelmersdale Sutches Farm underpass and also to possibility of making improvements for Junction 3 Pedestrian crossings at M58 Junction 3 near Rainford. As part of these projects, we look forward to working with West Lancashire Borough Council on ways of being able to integrate these possible improvements with any initiatives that may emerge through the Strategy itself.</p> <p>If you would like to discuss anything about this email, or our programme of environmental, cycling and safety improvements within the West Lancashire Borough and how these may compliment the Strategy, please contact me.</p>	
3	Mr	Leigh	Boyton		<p>I would like to congratulate West Lancashire Borough Council and your excellent Planning Officers on a job well done.</p> <p>I have read the draft Green Infrastructure Plan 2017 and am very pleased with it.</p> <p>It shows connectivity for wildlife, walkers and cyclists, something, to a large extent, which has been downgraded for many years.</p> <p>In these times of reduced funding, it has shown ambition in its relatively wide concepts and a determination to make West Lancashire a better place to live.</p>	Comments noted.
4	Mr & Mrs	Carole & Richard	Davies		<p>The idea of a cycle path on and off road is a brilliant idea.</p> <p>The map is confusing. Not a good map to try and follow.</p>	Comments noted. The maps are indicative at this point until funding and planning applications are secured on future projects. The West Lancashire Wheel Plan will be made larger so that annotations are easier to read.
5	Mr	James	Gerrie		<p>With reference to your proposals for change and the green cycling report I note you plan on making the River Douglas one of your linear parks.</p> <p>Will consideration be further given to the shelved project to link Hesketh Bank and Longton with a footbridge/cycle bridge at Shore Road (Marsh Road) Hesketh Bank and link to Station Road, Much Hoole.</p> <p>This will effectively mean commuters to the Preston and Hutton areas can access the areas without risking life and limb on the dangerous A59 and the shocking cycle path on the A565 link road between Tarleton and Southport.</p> <p>This would also link the two communities like never before and offer valuable business links to local business.</p> <p>A project to surely worth consideration based on the amount you plan on investing in the area. Encourage cyclists to be safe on the commute away from the main roads.</p>	<p>Comments noted.</p> <p>The green infrastructure and cycling strategy is not a finite document and can be revised adding in schemes as and when they should materialise. Many of the projects within the document are anticipated to be achievable within a short, medium or long term timescale. The Hesketh Bank/Longton foot bridge does not currently have an anticipated funding source therefore that not been included as a priority scheme.</p>

	Title	First Name	Surname	Organisation	Comments	Response
6	Miss	Michaela	Riches		As a keen cyclist in the local area I fully welcome this provision. It will enhance the cycling experience and provide some much needed safe cycle routes.	Comments noted.
7	Mr	Craig	Sneddon		<ol style="list-style-type: none"> <li>1. The Strategy focuses too much on off road routes whereas the majority of cycling is done on road. How can the on road experience of cycling be improved and encouraged?</li> <li>2. The document lacks detail and ambition with regard to timescales for delivery. "Delivery within 10 years" is not "short term" by any definition what will be delivered in the next 1, 3, 5 years?</li> <li>3. Why are there no target numbers re increased participation, replacement of vehicle miles etc.? Success of the strategy will ultimately come down to factors such as these.</li> </ol>	<p>Comments noted.</p> <ol style="list-style-type: none"> <li>1. No change. The GI and cycling strategy concentrates on off road leisure routes and incorporating green infrastructure and cycling together whereas on road cycle routes will be dealt with more by the highways authority Lancashire County Council.</li> <li>2. No change. The timescales for funding need to be realistic in relation to potential available funding.</li> <li>3. No change. Target numbers to increase participation etc will be set and monitored by the Lancs County Council document Lancashire Cycling and Walking Strategy 2016-26.</li> </ol>
8	Ms	Gillian	Laybourn	Historic England	Thank you for consulting Historic England on the above document. At this stage we have no comments to make on its content.	Comments noted
9	Mr	Mark	Harrison	The Coal Authority	Having reviewed the document, I confirm that we have no specific comments to make at this stage.	Comments noted
10	Ms	Tess	Reddington	Burscough Parish Council	<ol style="list-style-type: none"> <li>a. Sustainable tourism, which will be based on the attractive countryside and local heritage including the Leeds-Liverpool Canal, is important to Burscough and the strategy should outline how Burscough's growing visitor economy can develop alongside the development of sustainable routes for walking and cycling. A tourism strategy is being developed for Ormskirk. The strategy may be more successfully implemented if Burscough is funded to produce a tourism strategy.</li> <li>b. This strategy offers a solution to the Maintenance and improvement of safe pedestrian and cycle routes to provide easier access to education, employment and other key services, in the form of a non-profit organization or charity. Further details are welcome about how this might work.</li> <li>c. The strategy talks in general terms and does not address specific issues such as the lack of connectivity at Heathfields or the lack of access to the industrial estate and a major issue for Burscough which is the dominance of the A59 and associated risks to cyclists and pedestrians walking along or crossing it. The Parish council would like these issues to be recognized within the strategy.</li> <li>d. The Parish Council request the inclusion of a Bridge over the canal linking Heathfields with Burscough Bridge and wider leisure opportunities as it offers improved safe pedestrian and cycle route to education employment and key services as well as providing a leisure and tourism offer/healthier lifestyle. The pathway now planned between School Lane and L&amp;L canal towpath should also be included in the strategy.</li> <li>e. The linear park from Ormskirk to Burscough will make walking or cycling between the two places much more pleasant. Burscough PC</li> </ol>	<p>Comments noted.</p> <ol style="list-style-type: none"> <li>a. The development of the visitor economy and links to walking and cycling is considered to be beyond the scope of the GI and Cycling Strategy and would be better addressed through the Economic Development Strategy or dedicated tourism strategy.</li> <li>b. The GI &amp; Cycling Strategy makes no reference to a non-profit organisation or charity. The improvement and maintenance of pedestrian/cycle paths will be dealt with on a scheme by scheme basis, as each project will require planning permission this will form part of the application. It is not possible to include this information within the document as some sites are within private ownership and will be delivered by private developers or through funding which will have its own maintenance requirements.</li> <li>c. The inclusion of a bridge over the canal linking Heathfields with Burscough Bridge and pathway between School Lane and the L&amp;L canal towpath are not considered essential to the wider operation of the green infrastructure and cycling network in the Borough. It is suggested that the Parish Council undertake their own investigation</li> </ol>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>would like to see the section which crosses the A59, (described as Abbey Lane / Lordsgate Drive Link section) providing a safe crossing point for walkers and cyclists brought forward to be delivered at the earliest possible time.</p> <p>f. Strategy refers to short term and long term – please can actual estimates of what length of time this means be included in the document.</p> <p>g. Walking and cycling to work on the industrial estate(s) is difficult due to the lack of pavements and walking routes. Can the strategy clearly outline how Burscough Industrial Estate can develop a safe footpath and cycling network. P41 identifies the provision of a Higgins Lane / New Lane Cycle Route Designation for Burscough which would link into Linear Park at YTF. This would also link to the industrial estate but leave cyclists without a safe route for the final part of their journey</p> <p>h. The canal network is very important to Burscough and improving the link to Scarisbrick will enhance opportunities to expand the visitor economy.</p> <p>i. Footway lighting along cycling and walking routes must be considered in locations where usage is likely to extend to hours of darkness.</p> <p>j. We welcome that the strategy is considering future management and improvements to our network of cycle and walking routes. This should also include WLBC’s position with regard to enforcement action being implemented where rights of way are encroached upon leaving pavements too narrow for safe passage.</p>	<p>of feasibility for the canal bridge proposal.</p> <p>d. Schemes are included within the GI and Cycling Strategy which are considered to be deliverable. The proposals put forward would require further investigation in terms of their feasibility and are therefore aspirational at present. If further investigation indicates that they are deliverable they could be included in a revision to the Strategy in the future.</p> <p>e. Noted. Matter to be raised with Lancashire County Council.</p> <p>f. Details of what short and long terms timescales entail are given at page 24 of the draft Strategy.</p> <p>g. The lack of pavements and walking routes and therefore challenges for walking and cycling in the Burscough Industrial Estate is recognised. An item will be added to the Burscough and Western Parishes strategic projects table for further investigation.</p> <p>The creation of the proposed Linear Park through the Yew Tree Farm site will provide an alternative route for pedestrians/ cyclists from Ormskirk to Burscough.</p> <p>h. Noted.</p> <p>i. Lighting will be considered during the design stage of individual schemes.</p> <p>j. Enforcement action in relation to encroachment of PROW is the responsibility of Lancashire County Council.</p>
11	Ms	Krystyna	Pilkington	Shevington Parish Council	<p>The Parish Council would like to make the following comments:</p> <ul style="list-style-type: none"> <li>• The visions and objectives of the strategy are supported.</li> <li>• There are important green infrastructure and cycling links with Shevington Parish Council, particularly along the Leeds-Liverpool Canal, the Douglas Valley and in the vicinity of Wrightington Hospital.</li> <li>• The Lancashire County Biological Heritage Site of Big Wood and Wrightington Ponds is part of an area that extends into Shevington Parish.</li> <li>• It is noted that there is a gap in the provision of play areas to the north of Appley Bridge. In Shevington there is provision in Stockley Park near the shopping centre in Woodnook Road.</li> <li>• The canal and River Douglas continue into Shevington, where they provide a link into Dean Wood and carry on as a strategic link through Crooke Village into Wigan forming part of the “Pier to Pier” route. Although certain stretches of the canal towpath have been improved, there are sections in both Shevington and</li> </ul>	<p>Comments noted, and support for the vision and objectives are welcomed.</p> <p>Play provision located in neighbouring Shevington is maintained by Wigan Culture and Leisure Trust and therefore West Lancashire have no control over its maintenance or provision. The West Lancashire Leisure Strategy incorporates a Play Area Assessment which identifies areas in need of improvement in terms of quality and quantity and makes recommendations in relation to them.</p> <p>The GI and Cycling Strategy identify a number of actions within the delivery plan for the maintenance of the canal tow paths in order to improve connectivity on the Pier to Pier route.</p> <p>East Quarry in Appley Bridge is allocated as a</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>West Lancashire that need improvement.</p> <ul style="list-style-type: none"> <li>• There is no mention of East Quarry, Appley Bridge. Is this because it does not fit into the definition of Green Infrastructure or for another reason?</li> <li>• There are also cycle storage facilities at Gathurst station close to cycle routes in West Lancashire.</li> <li>• It would be useful to indicate the location of the allotments in West Lancashire. Shevington has its own allotments at Forest Fold, halfway between Shevington and Appley Bridge. Further allotments are to be provided on land purchased by the council at Vicarage Lane nearer the centre of Shevington.</li> </ul>	<p>Rural Development Opportunity within the West Lancs Local Plan 2012-2027. There is an opportunity to consider it further as part of the emerging Open Space Study. Allotments will also be considered as part of the emerging Open Space Study.</p>
12	Mr	Tim	Bettany-Simmons	Canal & River Trust	<p>The Canal &amp; River Trust (the Trust) is a charity entrusted with the care of over 2000 miles of canals, rivers, docks and reservoirs in England and Wales. These historic, natural and cultural assets form part of the strategic and local green infrastructure network, linking urban and rural communities as well as habitats. Our waterways contribute to the health and well-being of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time.</p> <p>The Trust supports and welcomes the production of the Draft Green Infrastructure and Cycling Strategy and the recognition given to our towpaths, throughout the document, in meeting the vision and many of the objectives of the strategy.</p> <p>We offer the following specific comments: On page 1 of the document there are links provided to a number of other strategies and documents.</p> <p>Given the important role our towpaths will play in meeting many of the strategy's objective it may be useful to include a link to the Trusts policy on towpath use and the principles included therein <a href="http://canalrivertrust.org.uk/media/library/8535-national-towpath-policy.pdf">http://canalrivertrust.org.uk/media/library/8535-national-towpath-policy.pdf</a></p> <p>On page 20 specific reference is made to the Leeds and Liverpool Canal within the Borough and the role our waterways play in terms of being a wildlife corridor and leisure resource. This could be expanded to also include the role our waterways play as sustainable active travel routes within and between urban areas to the countryside, as well as the opportunities they provided to enhance the tourism and recreation economy.</p> <p>There are a number of specific projects listed within the draft document where the Trust is noted as a delivery partner: - the River Douglas Linear Park (page 29); - the Glover's Swing Bridge, Lathom to Windmill Bridge, Parbold canal towpath improvements (page 34); - the Burscough to Rufford canal towpath improvements and the Burscough to Lydiat canal towpath improvements (page 35) and</p>	<p>Comments noted and welcomed the support of the Canal and River Trust.</p> <p>The link to the Canal &amp; River Trust Towpath policy has been included in the list of useful document on page 1 of the GI and Cycling Strategy.</p> <p>Page 20 describes the Leeds- Liverpool Canal as an important wildlife corridor and significant leisure resource, for boaters, anglers, walkers and cyclists. Therefore covering elements of travel, tourism and leisure.</p> <p>The council welcome the comments on the time allocations for projects in the longer term.</p> <p>The schemes detailed within the time schedules. Short, medium and longer terms do not have any priority in being delivered other than the block description of short and longer term. This is due to the schemes being complex in their nature and often associated with other development schemes in order to acquire land and funding resources through CIL.</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>- the Sollom to Town Meadow Swing Bridge canal towpath improvements (page 37).</p> <p>These are ambitious schemes with significant sums attached to them relating to the towpath improvements that would be required. The main funding streams for these projects would appear to be from developer contributions. Given this it makes sense that they are noted as longer term projects.</p> <p>Subject to securing the funding, the Trust would be supportive of these improvements. It would be useful to understand as this draft progresses if there is an order of priority to these schemes. As this would enable the Trust to prioritise those areas which may help the schemes come forward quicker.</p> <p>The Trust is pleased to note that on page 37 provision is made for other smaller-scale and site specific schemes, which are not included as part of the strategic networks. These smaller schemes would be provided for through section 106 agreements and conditions. It is important that such a mechanism is provided to enable development to be appropriately mitigated.</p>	
13.	Mr	William	Gilmour		<p>You might consider listing the cycle shops within West Lancs Borough. E.g. The Bicycle Lounge, Ormskirk, Jack Parker, Burscough and The Bike Works in Gillibrands, Skelmerdale. Especially as The Bike Works is involved with providing free bikes to people who work on Pimbo Industrial Estate - you could mention that project in the strategy document.</p> <p>Here are a couple of relevant, lively local groups on Facebook, e.g. :</p> <ul style="list-style-type: none"> <li>• Burscough Community Forum: <a href="https://www.facebook.com/groups/burscough.community/">https://www.facebook.com/groups/burscough.community/</a></li> <li>• Lancashire Cycle Link: <a href="https://www.facebook.com/groups/126682247491640/">https://www.facebook.com/groups/126682247491640/</a></li> </ul> <p>I have posted the link to the draft strategy and comments form to both these groups, and also as the local Green Party organiser to circulate the link to our members.</p> <p>I feel WLBC should be looking to incorporate edible landscapes of perennials at every opportunity. My colleague, Matthew Towers, at Fir Tree Community Farm can provide expert advice in the context of our 1.5 acre demonstration project. Basically, there are all sorts of useful fruit bushes, fruit trees and nut trees from around the world which are suited to our temperate climate. Plantings of such trees and shrubs can be termed agroforestry, forest gardening or food forests. Plantings can be adapted to make use of any size of plot - for example, micro-forest gardens on either side of cycle paths in a linear park, omitting the larger tree species. Martin Crawford is a leading authority in this field. <a href="https://www.agroforestry.co.uk/">https://www.agroforestry.co.uk/</a> <a href="https://www.amazon.co.uk/Creating-">https://www.amazon.co.uk/Creating-</a></p>	<p>Comment noted, it is refrained from advertising shops within Council documents as we do not have control over the service they provide, also within the current climate retail outlets often change on a regular basis and this would provide out of date data to any readers of the GI and Cycling Strategy.</p> <p>With regards to planting of shrubs, this is something individuals can undertake on their own land and as a Council we do not have resources to implement such initiatives which could include land acquisition. The Council currently run a free tree scheme which normally includes some form of fruit-producing tree in their options.</p> <p>Mixed use schemes. Comment noted and no change. The scale and mix of allocated development sites will be considered through the drafting off the Local Plan. Landscaping and appropriate drainage schemes are also required on new development sites through planning applications.</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>Forest-Garden-Working-nature/dp/1900322625</p> <p>In practical terms, when I look at an embankment to the side of an underpass, a play area, or a small park such as Chequer Lane Lake, I can't help thinking that they could be improved by a few fruit bushes and trees. Especially as some of these patches of green infrastructure are easily accessible to residential areas.</p> <p>I feel that mixed use developments are so important to ensure walkability and cycleability. However, local planning policy often seems to go in the opposite direction for example, out-of-town shopping developments undermining Ormskirk town centre. Also, dormitory communities being built without amenities. Yew Tree Farm was one of the last green spaces in Burscough town centre – it would have made more sense in planning terms for the site to be used as an urban farm and orchard, not to mention providing flood relief. I would like to see edible landscapes/food forests/ forest gardens/micro forest gardens incorporated into all aspects of green infrastructure. See Martin Crawfords work on Agroforestry.</p>	
14	Mr	Dan	Chant	Story Homes	<p>These representations are submitted by Story Homes on behalf of the landowners at Yew Tree Farm, Burscough (ownership plan attached), and refer to the Draft Green Infrastructure and Cycling Strategy (GICS) consultation. Story Homes has an interest in the land at Yew Tree Farm and are promoting the site for residential development.</p> <p>Story Homes support the comprehensive approach to the preparation of the GICS which seeks to retain and enhance Green Infrastructure across the Borough and to facilitate increased levels of cycling. However, Story Homes currently raise a number of concerns as to how the document has been drafted, particularly in relation to the Yew Tree Farm Strategic Development Site.</p> <p>Chapter 7 – Linear Parks - Ormskirk-Burscough Linear Park Story Homes support the principle of delivering a Linear Park through the Yew Tree Farm Strategic Development Site. The adopted Masterplan SPD currently allocates a Linear Park to provide a multifunctional green space for walking and cycling between Burscough and Ormskirk.</p> <p>The Yew Tree Farm Masterplan sets out an agreed vision for how the Site should be developed, having been adopted following extensive consideration and consultation with the local community and stakeholders. The Masterplan sets out an agreed location for the Linear Park which follows the northern and western boundaries of the site in our landowners control (Figure 1).</p> <p>Following the adoption of the Masterplan, a planning application was submitted to West Lancashire Borough Council for the first phase of the Yew Tree Farm allocation. The application submitted by Crompton Property Developments (2015/0171/OUT) was in conformity with the Yew Tree Farm Masterplan SPD and has since been approved by the Local Authority.</p>	<p>Comments noted on Yew Tree Farm site and route of linear park on the indicative map. "Indicative route" will be added to all maps.</p> <p>The indicative costs of the schemes have been derived from figures per/sqm with a contingency added on that have been supplied by LCC who are the Highways Authority. These have come from typical examples from other recent projects they have undertaken.</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>The Draft GICS proposes a different route (Figure 2) for the Linear Park to follow through the Yew Tree Farm allocation. The route proposed in the document dissects the land within the control of our landowner while also dissecting the land directly to the east. The land to the east has recently been the subject of a planning application by Bloor Homes (2016/0516/FUL) for 124 dwellings. The proposed site layout does not include the provision of the Linear Park and the planning statement makes it clear that the proposed linear park lies just outside of the boundary of the site.</p> <p>There appears to be no justification or evidence to suggest why the route has changed from the Masterplan SPD which has been agreed and consulted upon extensively. There is also no justification or evidence for the indicative costs of delivering the linear park at the Yew Tree Farm section.</p> <p>The SPD should adopt a strategic, integrated approach to existing and proposed green infrastructure. Proposals should knit development together and help sites integrate into the wider area. The Masterplan SPD has done this and proposed a linear park which is an agreed location dissecting the Site. The GICS is now proposing to amend this route with no evidence or justification. Without further detail as to how this has been derived, Story Homes request that the route is amended to be in conformity with the Masterplan SPD.</p> <p>Summary  Story Homes remain committed to delivering the Site as soon as possible and consider the Site suitable to be delivered in the short to medium term. However, Story Homes raise significant concerns as to how the location of the Linear Park at Yew Tree Farm has been decided, particularly as it contradicts both the adopted Yew Tree Farm Masterplan SPD and submitted planning applications.</p>	
15	Mr	Andrew	Curtis	Lancashire County Council	<p>In response to the request from West Lancashire Borough Council Planning Department regarding the Green Infrastructure and Cycling Strategy consultation.</p> <p>Lancashire County Council (LCC) School Planning Team (SPT) would like to thank you for the opportunity to be involved in the consultation, and provide comments to be considered.</p> <p>Having read the document, conclude the strategy does not affect the current provision for education in West Lancashire and focuses on the need for improvements to existing and development of new cycling routes, enhancing open spaces and the natural facilities surrounding West Lancashire. The document is encouraging in its vision to improve access to cycling routes away from main roads, and footpaths close to existing schools. Creating safe routes for parents and children to travel to local schools is important and would encourage less use of cars potentially reducing the impact on the highway at key periods in the day.</p> <p>Lancashire County Council School Planning Team appreciate the open dialogue with the district council through the consultation process, and</p>	Comments noted.



	Title	First Name	Surname	Organisation	Comments	Response
					face to face liaison meetings. We look forward to contributing to the future vision of West Lancashire Borough Council.	
16	Mr	Paul	Dickie		I support this proposal. As road traffic increases it is very important that some segregated safe way is provided between major centres within West Lancashire. This "wheel" proposal Skelmersdale-Ormskirk-Burscough-Parbold is an ideal way of solving this issue.	Comments noted.
17	Mr	Matthew	Symons	HSL Hollins Strategic Land	<p>This Consultation Statement is written in response to the draft Green Infrastructure and Cycling Strategy (dGICS) (January 2017)</p> <p>Hollins Strategic Land (HSL) supports the creation of the West Lancashire Wheel (WLW). Having been at the forefront of the development of the North West Preston Strategic Location, HSL recognises the benefits of the Preston Guild Wheel and its importance in creating sustainable communities; it provides valuable green infrastructure, as well as an attractive sustainable travel option. The WLW certainly has the potential to enhance the sustainability of West Lancashire as a whole.</p> <p>However, it is demonstrable that the dGICS must be amended for the following reason:</p> <ul style="list-style-type: none"> <li>The dGICS incorrectly states that section 1 of the Ormskirk – Skelmersdale Linear Park can be provided by Lancashire County Council (LCC) and West Lancashire Borough Council (WLBC).</li> </ul> <p>The majority of the land required for Section 1 is controlled by HSL. HSL would therefore need to be a delivery partner for this Section of the Ormskirk – Skelmersdale Linear Park (OSLP).</p> <p>HSL has control over the land edged red shown in the extracted plan below<sup>1</sup>, which includes a significant portion of the land required to provide Section 1 of the OSLP: (plan) HSL promoted the land edged red ("land off Nursery Avenue") for residential development and/or as 'Safeguarded Land' during consultation on the WLBC Local Plan (LP). WLBC decided against its allocation as Safeguarded Land and the Inspector's Report on the LP stated the following regarding the land: <i>The Council considered allocating this site (also known as Bath Farm) as safeguarded land but rejected it, in part because of highways access concern. At my site visit I saw that Nursery Avenue, onto which access would be provided, is residential in character, contains sharp bends and rises quite steeply to join Greetby Hill, which is itself an unclassified, predominantly residential road. No substantial study has been submitted to assess the traffic impact of development on these roads. While LCC have confirmed that adequate sight lines could be achieved, it is also unclear how access into the site could be provided without severing the designated linear park and wildlife corridor formed by a disused railway branch line.</i></p> <p><i>In addition, the northern boundary of the site lacks clear definition and so it would be difficult to create a strong and permanent Green Belt boundary. Unlike on the Grove Farm site on the opposite side of the railway line, there is no compensating benefit to counter-balance this deficiency. Despite its potentially good pedestrian and cycle links, therefore, the allocation of this site would not be justified.</i></p> <p>HSL does have confirmation from LCC Highways Department that access</p>	<p>Section 1 of the table for the Ormskirk-Skelmersdale linear park to be amended to indicate delivery partners as LCC, WLBC and Developers.</p> <p>Any potential site allocation north of Nursery Avenue would be considered as part of the process of drafting the emerging Local Plan.</p>

	Title	First Name	Surname	Organisation	Comments	Response
					<p>into the site is feasible given adequate sight lines could be achieved. Initial ecological work has also demonstrated that a vehicular access would not be detrimental, particularly given the potential for biodiversity enhancement across the site, including along the OSLP. The proposed WLW is severed by numerous roads along its route, as is the Preston Guild Wheel, including ones that are more heavily trafficked than the site access would be.</p> <p>The provision of a significant section of the OSLP provides the compensating benefit to counter balance the current lack of clear definition along the northern boundary.</p> <p>Indeed, HSL considers that it would be a significant benefit.</p> <p>The allocation of the land off Nursery Avenue for housing in the emerging LP Review would ensure that the OSLP can be delivered during the plan period and would save LCC/WBLC in the region of £40,000. Furthermore, a housing scheme could contribute positively to other Strategic Projects in Ormskirk, such as 106 contributions towards the:</p> <ul style="list-style-type: none"> <li>• Edge Hill Cycle Link; and/or,</li> <li>• Station Approach Open Space.</li> </ul> <p>A draft Concept Plan2 is appended to this Statement. It demonstrates how the allocation of the land off Nursery Avenue for housing could result in a sensitive scheme in a highly sustainable location which:</p> <ul style="list-style-type: none"> <li>• creates an attractive green network along the OSLP;</li> <li>• provides a large and significantly important section of the OSLP; and,</li> <li>• creates clear definition along the northern boundary via a landscape buffer.</li> </ul> <p>The dGICS must be amended so that it acknowledges that HSL must be a delivery partner for Section 1 of the OSLP. HSL can provide the majority of Section 1 of the OSLP as part of a sustainable residential development, which will provide an attractive green network with biodiversity enhancements.</p> <p>HSL would welcome a meeting with the Policy Department to discuss the OSLP and the allocation of the land off Nursery Avenue for housing in the emerging Local Plan Review.</p> <p>Appendix 1 – Plan Appendix 2 - Plan</p>	
18	Mrs	Brenda	Golds		<p>Green infrastructure should be protected at all costs; valuable recreational space should be made available for the whole community. As a rural community West Lancs is well placed to encourage outdoor pursuits. Many people already take advantage of walking and cycling routes and efforts should be made to promote this.</p> <p>Cycling is increasingly popular and safer cycling routes should be developed.</p> <p>There needs to be a binding commitment from the Borough Council that cycle paths should be maintained and kept free from litter and overgrown shrubs. My concern is that due to lack of funding the proposed facilities will gradually fall into a state of neglect and disrepair. The cycle paths should also be well screened from neighbouring properties and the screening should also be well maintained.</p>	Comments noted. The cycle paths will be delivered and maintained to Lancashire County Council's adoptive standard. Screening and preventing access to motorised vehicles will be considered at the design stage.

	Title	First Name	Surname	Organisation	Comments	Response
					Plans should include a means whereby any new paths prohibit access to quad bikes etc.	
19	Ms	Sandra	Jones	Newburgh Parish Council	<p>Newburgh Parish Council welcomes the intention to develop a West Lancs cycling network and to create a West Lancs Wheel and wishes to make the following points in response:</p> <p>The Cycling Network Cycle routes that include Newburgh are already popular with cyclists. Any further developments should recognise that dual use by pedestrians, including walkers and runners, is important to make the most of their potential. The link between Newburgh and Parbold is particularly important. For cyclists Parbold provides facilities such as the station, shops, cafes, pubs etc The link between Newburgh and Parbold provides a way for Newburgh residents to access trains, shops, dentist, doctor, chemist without car use It is crucial in ensuring that residents in the new development at Whalleys can have cycle access to the train station. We query the feasibility of providing this link by designating the A5209 on Ash Brow and Alder Lane an on road cycle way. It is narrow, busy and with many big lorries and it is difficult to see how it could be made cycle friendly. There is no indication of any intention to provide a dedicated cycle path.</p> <p>We urge consideration of providing a traffic free route between Newburgh and Parbold in order to realise the aims of the strategy. An alternative route could be developed from the village on the south side of the canal, where footpaths already exist. They are not at present suitable for all round and dual use. Page 34 of the Strategic projects for the eastern parishes describes the improvement of the towpath from Newburgh to Parbold. This would be welcome but access to the path from Culvert Lane is difficult with a cycle. More improvements here would be needed.</p> <p>The West Lancs Wheel Evidence from the Preston Guild Wheel suggests that the provision of marked cycle ways and particularly traffic free cycle paths hugely increases cycling generally and family cycling particularly, with benefits to health and well-being. We welcome the proposal for a similar route in West Lancs. The indicative wheel map on page 23 is not very clear about exactly where the route would run. It appears to offer alternatives in the Newburgh area and so is difficult to review in the absence of detailed information. The definition of the circuit of the Wheel in the introduction to the document includes Parbold, but the route on the map appears to bypass the village. Is there a definitive answer whether Parbold is on the route?</p>	<p>Comments are welcomed from Newburgh Parish Council.</p> <p>More detailed consideration of travel around Skelmersdale including access from Whalleys to the train station will be considered as part of the Skelmersdale Movement Strategy which is identified as a project in the West Lancashire Highways and Transport Masterplan (2014).</p> <p>There is no obvious off road solution to provide a connection between the canal at Parbold and the top of the Tawd Valley in Skelmersdale and so an on road section is necessary, including a short section along the A5029. Investigations will therefore focus upon making the A5209 on road route as safe as possible for cyclists. The Council do propose improvements to off road cycle routes along the canal.</p> <p>Comments in relation to Culvert Lane are noted and will be considered as part of scheme design.</p> <p>As noted in the document the proposal for the West Lancs Wheel is indicative therefore detail on the exact route would need to be clarified in the future. This indicative route shown is located to the west of Parbold; however the existing Pier to Pier Route does run through Parbold so the relationship between the two can be considered further.</p> <p>General Comments / Delivery – schemes have to be deliverable within realistic timescales taking available resources into account. Therefore it is not possible to identify improvements within a shorter timeframe.</p>

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					<p>Section 8. Delivery and funding As a Parish Council we support this development and would welcome involvement, as indicated. We recognise the potential benefits of both schemes.</p> <p>General Comments It is important to recognise the potential for use by cyclists, runners and walkers and to develop the route with all users in mind. The delivery times for short term and long term elements are discouraging. Some earlier small scale improvements within a shorter time scale would indicate a real desire on the part of the Borough to implement the strategy.</p>	
20	Ms	Kate	Wheeler	Natural England	<p>Natural England welcome that the LPA have identified strategic projects and costed out some of the options. If the strategic plan could be widened as outlined in more detail below then it would be a much more robust document, to support and deliver against a greater number of policies within the local plan and deliver a greater number of services for the local communities.</p> <p>The overarching comment is that the strategy hasn't given equal weighting to the different services or functions of Green Infrastructure (GI) and has focussed on cycling disproportionately as a way to envisage a network of GI across the area.</p> <p>In brief Natural England would like to see a GI strategy complete the following:</p> <ol style="list-style-type: none"> <li>1. Include a review of the evidence base and map the current GI resources (different types of GI as set out in the definition),</li> <li>2. Then identify the functions these assets are providing and</li> <li>3. Undertake a needs assessment for different functions</li> <li>4. Work with partners to identify any non-mapped or other useful information.</li> </ol> <p>This would enable the LPA to identify pinch points for different functions, where there is the greatest need for different functions (e.g. water storage and management, ecological network resilience, climate change adaptation etc.) and where different functions are not compatible on the same piece of land, therefore addressing the issue of recreation networks and the need to reduce disturbance on protected sites.</p> <p>General comments There is no real evidence for this weighting or evidence of how the boroughs other green assets have been considered. Key wildlife sites are listed and briefly described, but there is no evidence of a strategic approach to linking habitats or avoiding undue impact on sensitive habitats. It is suggested more detail is provided on this. Policy EN3 calls for flood storage and habitat creation and other environmental benefits 'within walking distance' of populations. This should be detailed in the Strategy.</p> <p>In total 7 adjacent local authorities are listed but the only reference in the Strategy to a joined-up approach is information on the Mersey Forest. This by-passes any reference to green transport networks and</p>	<p>Comments welcomed.</p> <p>The Council currently does not have sufficient evidence to map the totality of green infrastructure by typology across the Borough or the multi-functionality of those green infrastructure assets. The forthcoming update of the West Lancashire Open Space Study will require an appointed consultant to consider the multi-functional value of open space as a contribution towards a green infrastructure network. This study will go some way towards assessing GI as it will undertake a needs assessment of different open space typologies. Partnership working with the Canal and River Trust and Local Parish Councils are undertaken through the IDP and this in turn has fed into the GI and Cycling Strategy.</p> <p>With regards to working with adjoining authorities, all have been consulted on joint working and creating a strategic approach. Further cross boundary strategic working will be undertaken as part of updating of the West Lancashire Open Space Study and through the Lancashire Ecological Network. These will form a package of evidence alongside the GI and Cycling Strategy and will go some way towards evidencing a strategic approach. Habitats and nature conservation represents one function of green infrastructure so is not considered in detail in the Strategy. It is more appropriately dealt with by the Ecological Network.</p> <p>Whilst your comments are supported on creating a strategic drainage network this lies outside the Boroughs level of expertise as the LPA is a two</p>

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					<p>areas of nature conservation importance in the adjoining local authority areas.</p> <p>The Vision should consider the most important habitats in the borough, and the level of threat to them. There should be reference to establishing a sustainable drainage network and identifying opportunities for new wetland habitats to link with Martin Mere, the Ribble Estuary and wetland in neighbouring areas, such as Wigan Flashes, Lunt Meadows and Brockholes. There could be an opportunity to work with farmers to protect and enhance farmland bird habitat or addressing water quality issues.</p> <p>Objectives – It is suggested that sustainable drainage network and opportunities to identify areas for strategic wetland creation is detailed. Natural England would be happy to look at a revised version of the Strategy.</p>	<p>tier authority and drainage/flooding is dealt with by Lancashire County Council.</p>
21	Mr	Chris	Gowlett	Persimmon Homes	<p>Thank you for giving Persimmon Homes (Lancashire) the chance to respond to the current consultation on Green Infrastructure and Cycling Strategy (GICS). Persimmon Homes believe that to create sustainable places, delivering multiple methods of transportation (including cycling) and green spaces is critical. The draft strategy puts forward attempts to achieve this through identifying key locations in the borough for green infrastructure and suggesting mechanisms for funding this.</p> <p>As part of the River Douglas Linear park, two of the sections of cycle infrastructure to be delivered incorporate a key housing site that Persimmon Homes intend to deliver alongside a portion of the Linear park. Ensuring the delivery of this key site is not prejudiced or hindered by emerging policy is important. As the GICS will become part of this policy, this representation sets out our views on the matter.</p> <p>There will be two parts to this; a consideration in general for the provision of green and cycling infrastructure in the borough and a site specific one that relates to the proposed cycle infrastructure within the Alty's Brickworks development site.</p> <p>Part 1 – General Considerations The GICS is ambitious and will require many stakeholders to fully deliver. As part of this vision and objectives, there needs to be recognition that collaborating with landowners and developers is vital in enduring delivery.</p> <p>The strategy goes into some detail about how the proposed infrastructure, particularly the new cycle routes, is to be funded. The most guaranteed mechanism suggested are the Community Infrastructure Levy and site-specific planning obligations and so funded by the sites developer.</p> <p>Chapter 8 highlights the Short-term projects and some potential funding sources; and includes a mix of CIL, S106 monies, on-site delivery or potential external funding. The GICS is clear in its aim that this is an</p>	<p>Reference to collaboration with landowners and developers will be added to Objective 7.</p> <p>The GICS is not to be adopted as an SPD. It is, however, to be a Council Strategy and inform the implementation of GI and Cycling infrastructure and, to this end, may be used by the Council in any or all of the following ways:</p> <ul style="list-style-type: none"> <li>• to guide planning decisions (as a material consideration);</li> <li>• to allocate CIL monies toward projects within the GICS; and/ or</li> <li>• to identify where projects within the GICS fall completely or partially within a development site.</li> </ul> <p>As such, it may be reasonable for a developer to provide that part of a project that falls within their land as part of their development proposals. This is not unreasonable to ask of a developer given that the Council's Regulation 123 list (which identifies what types of infrastructure CIL monies can be spent on) specifically excludes "any other onsite green infrastructure required by the most up to date planning policy in order to meet the needs of larger development sites".</p> <p>In the case of Alty's Brickworks in particular, Local Plan policy EC3 includes for leisure, recreational and community uses as part of developments on Rural Development Opportunity sites such as Alty's Brickworks and Local Plan policy IF2.1(a)(ix) specifically identifies the linear park between Tarleton and Hesketh Bank (also known as the</p>

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					<p>ambition of the Council and s a borough-wide project that is being delivered. It is therefore strategic in nature. On this basis, each of these small projects is not site-specific. It is therefore unreasonable to ask for developer contributions delivered through a Section 106 agreement to fund these. The delivery of this network of cycle paths is clearly under the remit of the Community infrastructure Levy, which was brought in under the pretence that:</p> <p>“ The levy is intended to provide infrastructure to support the development of an area rather than to make individual planning applications acceptable in planning terms” (DCLG CIL Overview, 2011)</p> <p>It is clear that none of these projects are site-specific considering the vision identified at the start of the GICS. On the basis, the SPD is currently unsound and reference to Section 106 monies should be removed entirely. An update to the Regulation 123 List will also then be required to ensure that funding for this infrastructure can be secured.</p> <p>Furthermore, this strategy needs to recognise that if there was an identified development site that includes this infrastructure within its boundaries and that the developer of the site is required to deliver some of the cycle link then this needs to be reflected in the CIL contribution. A valuation exercise should be done to determine the value of providing the land and infrastructure should then be subtracted from the CIL payment once this land is developed. Payment in-kind should be explored further as a legitimate method of paying the levy especially as these links are likely to be brought into the adopted highway network.</p> <p>The GICS therefore needs to be expanded to include mechanisms for acquiring the land and maintaining it to ensure that the infrastructure can continue to be used long after it is implemented.</p> <p>The approach as currently drafted does not meet national policy relating to planning obligations and is relying heavily on the developer providing the infrastructure or the monies for it outside of the CIL receipt. The CIL was brought in purely to deliver this type of strategic infrastructure and should therefore be the main source of funding. The SPD needs to be redrafted to reflect national policy on this basis.</p> <p>Part 2 – Alty’s Brickworks Development Site  Persimmon Homes intend to deliver a key housing site within the borough over the next ten years. This will provide a range of high quality housing, public open space and ecological enhancements. The site sits adjacent to the River Douglas Linear park with views overlooking the river and proposed park area. A key section of the proposed cycle infrastructure is identified to come through this site. This will connect the linear park cycle path to the highway infrastructure and ensuring the cycle path can be accessed by the sider area of Hesketh Bank and Tarleton.</p>	<p>River Douglas Linear Park). The Local Plan Proposals Map clearly shows the linear park designation "washing-over" the entire Alty's Brickworks allocated RDO site. Therefore, the on-site provision of the linear park as part of the Alty's Brickworks development is a policy requirement identified by the Local Plan and, under the R123 list, it is appropriate that this is funded separately from any CIL payments (e.g. through a S106 agreement to secure the on-site delivery of the linear park).</p> <p>The GICS is clear that the costs associated with each project are indicative and so the £331,000 cost attributed to elements 3 and 4 of the River Douglas Linear Park may well ultimately be different from this indicative cost once firm proposals are identified and costed. The Council agree that maintenance of any infrastructure is key and, in the case of this section of the River Douglas Linear Park, a maintenance solution would need to be agreed with the Council at reserved matters stage.</p> <p>More generally, in other cases, S106 monies that the Council have already collected / are collecting in relation to permissions granted before CIL came into effect in West Lancs can also be utilised in delivering specific projects within the GICS. There will also be a few, limited cases akin to the Alty's Brickworks situation where a developer would be required to deliver a piece of infrastructure on their site that is required by policy and covered by the exceptions to the R123 list. The fact that a site-specific piece of infrastructure will ultimately connect with a wider strategic network does not detract from or remove the policy requirement or the fact that piece of infrastructure should be delivered as part of the development proposals.</p> <p>In light of all the above, while the GICS is not required to meet national planning policy requirements related to planning obligations (as it is not an SPD, but an implementation strategy), it is consistent with them due to the legislation surrounding the R123 list and the spending of monies collected from historic S106 agreements.</p>

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					<p>The delivery of elements three and four identified in the strategy will need to be done in conjunction with the current landowners, Persimmon Homes as well as the two Councils. The indicative cost that has been identified in the strategy totals £331,000. It has also identified that the funding of the site has not been determined but is potentially coming from CIL and the developer. There needs to be recognition within this strategy, as outlines earlier, that CIL should be the primary source of funding for the borough-wide infrastructure such as this. There is no site-specific reason to implement a cycle path that is not linked to a wider network as part of the delivery of the housing site and as such the developer should not be liable for delivering it. This is an ambition of WLBC to deliver borough-wide cycle infrastructure that is continuous. On this basis, particularly for element 4, there needs to be further consideration given to how the link will be provided and how this relates with the current Outline Planning approval and the CIL liability for bringing forward this site.</p> <p>The future maintenance of this link within the development site also needs to be considered. A management company will be set up for the public open spaces on this site and paid for by the residents who move in. However; this cycle link is being promoted for us by the entire borough as a continuous link for cycling provision. There needs to be a commitment within the strategy that this link will be adopted by Lancashire county Council and be maintained by them.</p> <p>If Persimmon were required to fund and deliver the entirety of the link within the Alty's site, further information on how the rest of the cycle link including a timetable for implementation is required. This is to provide certainty that if we were to deliver the cycle path within our site, that it would connect to an existing network and be functional.</p>	
22	Mr	Richard	O'Callaghan	Woodlands Trust	<p>The Woodland Trust welcomes that among the objectives of the Strategy is to "ensure ancient woodland and trees and hedgerows which are of local amenity and ecological value are protected wherever possible". Ancient woodland is our richest terrestrial habitat for wildlife. It is home to more threatened species than any other, and represents the last fragments of the wildwood that once cloaked Britain after the last Ice Age. Now diminished to a fraction of its former extent, ancient woodland is irreplaceable and should be recognised as such.</p> <p>We also welcome the objective to "integrate planting schemes within all new developments and, on larger housing schemes, encourage the creation of new areas of woodland". Britain is one of the least wooded areas of Europe, with just 13 per cent woodland cover compared to around 44 per cent for Europe as a whole. This is despite the fact that we now know more than ever about all that trees and woods do for us. For instance: research carried out for The Trust by Europe Economics (March 2015, <a href="https://www.woodlandtrust.org.uk/mediafile/100572682/rr-wt-010515-economic-">https://www.woodlandtrust.org.uk/mediafile/100572682/rr-wt-010515-economic-</a></p>	Comments noted. Paragraph to be inserted into section 6 which identifies the Woodland Access Standard as an aim of the Strategy.

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					<p><a href="https://www.woodlandtrust.org.uk/mediafile/100631140/pg-wt-300615-residentialdevelopments.pdf?cb=01972f0d948b43b4869ae19ac53893de">benefitswoodland.pdf?cb=01972f0d948b43b4869ae19ac53893de</a>) has placed the total value of the services provided by woods and trees to British society at £270 billion. They help cool our cities, improve health, and provide homes for our wildlife. The Woodland Trust can support West Lancashire to meet its tree planting and woodland creation objectives through the following delivery vehicles and we would be pleased to discuss these with you:</p> <ul style="list-style-type: none"> <li>• Free community or school packs for small sites – See <a href="http://www.woodlandtrust.org.uk/plant-trees/in-yourcommunity/">www.woodlandtrust.org.uk/plant-trees/in-yourcommunity/</a></li> <li>• MOREwoods landowner offer for larger areas over 0.5ha – See <a href="http://www.woodlandtrust.org.uk/plant-trees/treeson-land/grants-and-funding/from-us/">www.woodlandtrust.org.uk/plant-trees/treeson-land/grants-and-funding/from-us/</a></li> </ul> <p>Proximity to woodland access is also a key issue, linking the environment with health and other social and economic benefits which are detailed in our publication Residential Developments and Trees (July 2015, <a href="https://www.woodlandtrust.org.uk/mediafile/100631140/pg-wt-300615-residentialdevelopments.pdf?cb=01972f0d948b43b4869ae19ac53893de">https://www.woodlandtrust.org.uk/mediafile/100631140/pg-wt-300615-residentialdevelopments.pdf?cb=01972f0d948b43b4869ae19ac53893de</a>)</p> <p>The Woodland Trust has researched and developed the "Woodland Access Standard", endorsed by Natural England, as a measurable green infrastructure standard for local authorities to aim for. It recommends:</p> <ul style="list-style-type: none"> <li>• That no person should live more than 500m from at least one area of accessible woodland of no less than hectare in size.</li> <li>• That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes.</li> </ul> <p>An analysis of West Lancashire in the context of Lancashire and the North West region as a whole shows that: (See table) Source: Space for People (January 2015, <a href="https://www.woodlandtrust.org.uk/mediafile/100523450/pp-wt-130315-space-for-people.pdf?cb=01972f0d948b43b4869ae19ac53893de">https://www.woodlandtrust.org.uk/mediafile/100523450/pp-wt-130315-space-for-people.pdf?cb=01972f0d948b43b4869ae19ac53893de</a>)</p> <p>We would welcome the Strategy referencing the Woodland Access Standard as a measure of local green infrastructure accessibility.</p>	
23	Mrs	Elizabeth-Anne	Broad		<p>We welcome the opportunity to comment on this draft and are pleased to note that it has been produced at all. So much emphasis seems to be placed nowadays on the economic aspects of development that it is a welcome change to see that some emphasis is finally being placed on the benefits to the borough of its green potential. After all, the North West of England from the Ribble south to Manchester Airport is heavily developed already and West Lancashire offers a rare opportunity to look after some of the few green areas that remain. Our comments are split between brief general ones about the whole document and more detailed specific points about the area of this Parish.</p>	<p>Comments noted.</p> <p>The document describes the context of West Lancashire in line with the description in the West Lancs Local Plan. Clarification will be added to the sentence by inserting "area" after "Green Belt land".</p> <p>Whilst West Lancs is not within the Liverpool City Region, we are an Associate Member, this has</p>



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					<p>However, we believe that the document should state the basis on which it states (under General Context) that West Lancashire “has one of the greatest amount[s] of Green Belt land of any authority in England” – is that on the basis of land area or percentages and is it a correct basis for comparison with local authorities which do not have such tight Green Belt boundaries?</p> <p>We also ask on what basis West Lancashire is “part of the Liverpool City Region”, since it is neither a Merseyside local authority, nor part of the proposed devolved Merseyside authority to be led by an elected Mayor? Strong links are not the same as membership.</p> <p>1. General (Cycling) We regard cycling provision as the major weakness in the current Green Infrastructure provision, rather than incidence, of West Lancashire and we believe that the following two statements from the draft are fundamental to the cycling strategy: “However, there is at present limited co-ordination between all the various existing routes in the Borough and therefore one of the main aims of this Strategy will be to develop a comprehensive cycle network for the Borough, based around a circular cycle route referred to as the West Lancs Wheel.</p> <p>The West Lancashire Highways and Transport Masterplan (October 2014) identifies that links in between settlements and further strategic connections are lacking. If these are implemented they would facilitate travel to work and education by cheap and sustainable means. The links would also attract visitors and leisure use, and offer health benefits to all users.”</p> <p>The proposed “West Lancashire Wheel”, based on linear parks, represents a welcome longer term plan of inter-connected routes serving the whole borough. However, provision is planned to be so long term as to be almost meaningless in terms of Government policy, expressed under Policy Context as:</p> <p>The government is committed to giving people a realistic choice to cycle so that anyone, of any age, gender, fitness level and income can make the choice to get on a bike.</p> <p>We would like to see greater determination to deliver this ring at much quicker rate. Policy is not real policy unless it is followed by timely action.</p> <p>It seems that the potential for early progress, without significant increases in overall costs, is not being recognised because of distorted priorities.</p>	<p>been added in to the general context chapter.</p> <p>Timescales for delivery – the timescales for delivery of projects identified in the GI Strategy need to be realistic, taking into account likely available funding and resources. Costs are indicative, taking into account the costs of other recent schemes.</p> <p>The Edge Hill Cycle Link forms part of an existing S106 agreement relating to an approved planning permission.</p> <p>Where the Ormskirk-Burscough Linear Park passes through the Yew Tree Farm site the developer will be expected to deliver the Linear Park through a S106 agreement as this is site specific and enabling development for the movement of new habitants of the site to get around. Land outside of the site will be required to use funds from CIL in order to be constructed.</p> <p>The LSPC area The plans indicating sections of the linear parks are indicative and would be subject to more detailed investigation of feasibility. A reassessment of sub-sections would be considered at that time and if necessary re-assignment would take place.</p> <p>As it is anticipated that the proposed Ormskirk-Skelmersdale linear park would follow the disused railway line situated beneath Firswood Road it is not expected that a crossing of Firswood Road would be required and it has not therefore been incorporated into indicative costs for the scheme.</p> <p>There is provision in planning permission 2016/1027/FUL for a financial contribution towards the cost of the Firswood Road to Neverstitch Road section of the proposed Ormskirk-Skelmersdale linear park.</p> <p>Whilst enhancing footpaths 95/101 would improve connection from Neverstitch Road to Stanley Way there is already a route between the two locations along Neverstitch Road and Stanley Road part of which is implemented.</p>

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					<p>The proposed expenditure of £705,000 in the short term on the Ormskirk Town Centre to Edge Hill University cycle link is questionable unless it is to be very largely funded directly or indirectly by the University. There can be little doubt that such a link is desirable in terms of the impact of the University's hugely increased impact upon the town of Ormskirk but it would be helpful to know what proportion of the £705,000 cost would come from the University and what benefits the wider population would enjoy from such a short link. We acknowledge the proposed onward signposting etc. but that would lead to an entirely on-road route along narrow roads.</p> <p>We also question the wisdom of spending many hundreds of thousands of pounds on designating on-road cycle routes if that money is to be spent on painting lines on roads and erecting new signage. The roads exist already, so such expenditure will not increase the availability of routes, whereas spending on new routes will. It is the availability of new off-road routes that will offer the greatest benefits in terms of cycle use, we suggest.</p> <p>We note that the Ormskirk to Burscough linear park is to be funded to a total of almost £1.2 million in the short term by developers, most of which is to come from the Yew Tree Farm development, for which reserved matters approval has not yet been sought, let alone approved. It seems that the funds will come from Section 106 contributions but there will also be CIL funding available to WLBC, we assume, to cover the off-site section. A similar, but not identical, approach is evident with the River Douglas linear park. If this pattern were to be adopted for the other linear parks it would make sense to us but it seems that a different approach is being adopted towards the funding of linear parks from Ormskirk to Skelmersdale and in Banks, where little or no progress will be delivered in under ten years! We comment in more detail about our section of the Ormskirk to Skelmersdale linear park and other cycle links in our area below.</p> <p>2. The LSPC Area.</p> <p>The proposed sections 4 and 5 of the Ormskirk to Skelmersdale linear park, which are within the area of this Parish, do not make good sense. Earlier progress could be made by dividing the sections according to the need for road crossings. Section 4 should be terminated at Plough Lane and section 5 should cover the area from Plough Lane to Firswood Road. Further sections would have changed numbers.</p> <p>The section from Firswood Road to Neverstitch Road does not need to have a new road crossing at Firswood Road, as there is an existing railway bridge. This section, as indicated, should be funded by developer contributions but why are such contributions assumed to be confined to the longer term, when there is an existing application for planning permission to develop one side of more than half of the proposed route and the whole development is supposed to be completed by 2027?</p> <p>There is no provision proposed in the current application for Bellway Homes to contribute financially to this section but there is a compelling</p>	

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					<p>case, we suggest, for the company to provide a short diversion route past Firtree through its site, even if the whole section would not be developed at this stage. This would support the development brief for the area, instead of treating the Bellway site as completely divorced from the rest and avoid the risk of development becoming an obstacle to delivery.</p> <p>By regarding the Firwood Road to Plough Lane length as one whole section, a significant uninterrupted length of the old railway track which passes through open countryside could be provided fairly easily at relatively low cost. The two sections concerned would provide a traffic-free, flat route which by-passed the narrow section of the A577 and the dangerous junctions of the road with Lyelake Lane and Whiteleys Lane. Although this would still leave the junction at Plough Lane for cyclists to contend with, it would be a safer and more popular route for cyclists overall.</p> <p>New section 4 would be problematical because of the road crossing at Plough Lane, the loss of railway embankment across the fields and residential development to the east of Dicks Lane (Westhead) and another new road crossing at Dicks Lane.</p> <p>Other proposals ignore the potential for using the footpath 95/101 from Neverstitch Road to Stanley Way as a safe pedestrian/cycle route to Stanley Way and on to Lathom High School. Only relatively minor updating and on-road provision would be required.</p>	
24	Ms	Gemma	Jackson	Environment Agency	<p>Waterways/Blue Infrastructure</p> <p>We support the objectives of the strategy for Green Infrastructure however; we feel that it would be beneficial to highlight further the importance of the rivers and watercourses within West Lancashire. These are often termed as blue infrastructure and can provide important natural flood management, reduce pollution and improve water quality whilst creating high-quality areas for recreational activities. Whilst the objectives of the Green Infrastructure Strategy relate to improving habitat there is no mention of water quality or compensatory flood storage. Both of these are highly valuable in meeting the vision of the Green Infrastructure strategy as they provide opportunities for adapting to climate change and creating high quality waterways.</p> <p>The strategy could go further in evaluating the current state of the highlighted important watercourses and recommending improvements through future developments/projects such as park creation.</p> <p>We have included data on the state of watercourses within West Lancashire at the bottom of this letter. This data is from monitoring undertaken in 2015 and provides an overview under the Water Framework Directive of the overall status and chemical and ecological status of each waterbody. We hope that this is useful for your strategy.</p> <p>Biodiversity</p> <p>In relation to the important biodiversity sites referenced within section 6, we wish to highlight the following habitat creation sites which you</p>	<p>Comments noted.</p> <p>It is considered that satisfactory reference is made to watercourses in the Borough in section 6 'Waterways / Blue Infrastructure' including the Rivers Douglas, Tawd and Leeds-Liverpool canal.</p> <p>Whilst the Council sees that water quality/ flood storage is an important issue, this is a matter that is primarily dealt with by the Lead Local Flood Authority – LCC. They are more appropriately dealt with through other documentation. Flood storage (as a function of slowing down surface water run off) will be included in the objectives as one function of green infrastructure.</p> <p>Additional GI / open space creation will be addressed through the emerging West Lancashire Open Space Study when considering quantitative and qualitative surpluses and deficiencies throughout the Borough.</p> <p>Whilst the GICS touches on biodiversity this is left for the Ecological Framework to deal with and</p>

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					<p>may also wish to include within the strategy document.</p> <p>Hesketh Out Marsh East</p> <p>As part of the Ribble Estuary section it would be of benefit to mention Hesketh Out Marsh East as it is due to be breached and become tidal saltmarsh this year and has many key benefits, including: biodiversity and habitat creation, improvement to water quality, sustainable flood defence for over 140 properties, landscape amenity and preparation for future climate change.</p> <p>The project is one of the largest of its kind in the country and the change in morphology will mean that Hesketh marsh will now drain directly into the Ribble estuary meaning migratory species such as salmon, European eel and smelt (for which there is an ongoing monitoring project on the Ribble) should benefit.</p> <p>Water vole habitat</p> <p>There have also been a number of habitat creation projects aimed at protecting and enhancing water vole populations in West Lancs., in particular at Lunt Meadows, where creation of a washland habitat led to the discovery of an 8000 year stone age settlement of national archaeological importance. Water vole densities here are some of the highest in the country and this is set to increase through ongoing habitat improvement.</p>	<p>cross reference is made to such documents.</p> <p>Text in relation to Hesketh Out Marsh East will be added to section 6 of the Strategy under the Ribble Estuary section as follows: The predominantly undesignated area of Hesketh Out Marsh East which is situated behind flood defences on the Ribble Estuary is due to be breached and become tidal saltmarsh as part of a strategy of managed retreat of coastal defences in this location. Key benefits will result including biodiversity and habitat creation, improvement to water quality and sustainable flood defence.</p>
25	Ms	Michelle	Holroyd	Lancashire County Council	<p>Thank you for inviting consultation comments on the draft Green Infrastructure and Cycling Strategy for the borough. Lancashire County Council is currently involved with partners on a number of strategies regarding cycling and walking within Lancashire, including the development of a draft Lancashire Cycling and Walking Strategy. The County Council has no detailed comments to make at this stage regarding the West Lancashire draft Green Infrastructure and Cycling Strategy. We would however welcome the opportunity to work closely with the borough council, through a joint transport working group, to ensure that we can develop shared objectives, connectivity and delivery mechanisms for all strategies relating to highways, transport, public health and active travel.</p>	<p>Comments noted. The draft Lancashire Cycling and Walking Strategy is referred to in the links to other strategies and documents section of the GI and Cycling Strategy.</p>
26	Mrs	Irene	Bell		<p>My objection centres on the "Ormskirk Skelmersdale Linear park". Section 3 that passes North of the village of Westhead. I have objected to this scheme from the onset because firstly it provides a security threat to the rear of our property. Secondly the land between the Linear park and our northern hedge would become a "No man's land" for litter etc to accumulate. Also any tarmac like surface and lighting that may be used would "urbanise" this rural landscape which would defeat the whole object.</p>	<p>Comments noted.</p> <p>The overall benefits to the Ormskirk-Skelmersdale linear park are considered to be significant. Any such concerns as identified will be addressed further when considering feasibility and detailed design.</p>
27	Mrs	Irene	Roberts	Aughton Parish Council	<p>Aughton Parish Council would support the strategy. However, with regards to the additional projects proposed, whilst improving the environment and enhancing opportunities for recreation etc. it may be difficult, - given the current financial constraints and budget cuts, to ensure the proposed new facilities would be able to be properly maintained.</p>	<p>Comments noted.</p>
28	Mr	Peter	Goodwin		<p>As a cyclist, I think the plan has many good ideas for improving cycling</p>	<p>Edge Hill University are significantly contributing</p>

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					<p>infrastructure but:</p> <ol style="list-style-type: none"> <li>1. Edge Hill University should pay for the Edge Hill Cycle Link, the university essentially acts like a commercial business and has aggressively expanded over many years, generating millions and millions of pounds for itself. You only need to look at the University car park to see the impact on local road traffic. Another major consequence of University expansion is a decrease in money for the Council as ordinary tax paying citizens are displaced out of Ormskirk by non-council tax paying students. The Council should force Edge Hill University to pay for the link.</li> <li>2. Timescales are too long. Most people wouldn't describe "up to ten years" as "short term". The problems of climate change, air quality and rising obesity are here now. These measures for encouraging cycling are already overdue. The timescales should be shorter and the Council should be stronger in requiring Edge Hill University and property developers to cough up money for it.</li> </ol>	<p>to the construction of the Edge Hill Cycle Link through a S106 agreement.</p> <p>The timescales for projects in the GI and Cycling Strategy need to be realistic, taking into account likely available resources. Schemes require funding which determine when they can be delivered, and priority is given to routes associated with enabling development where land ownership will be resolved.</p>
29	Mrs	Dorothy	Payne		<p>The footpath from Ashurst Beacon/ Beacon Park across the Douglas Valley, including Fairy Glen, Appley Bridge, to Mawdsley are very well used for walking and recreation. Also the canal from Burscough to Adlington. To keep these footpaths, bridle paths opened and maintained and improved brings families out to enjoy the beauty and freshness of the great West Lancashire landscape. If cycle paths can be developed as suggested between villages, it would be an excellent development this would keep cyclists off the roads and environmentally helpful. On the safety issue it is most dangerous coming from High Moor footpaths and to Fairy Glen especially older people and young children. Some traffic slowing aid or reservation is urgently needed before a serious accident happens.</p>	<p>Comments noted.</p> <p>The highway safety issue is a matter for Lancashire County Council and will be referred to them.</p>
30	Mr	Thomas	Houghton	Scarisbrick Parish Council	<p>Scarisbrick Parish council is in favour of improving cycle tracks in West Lancashire.</p> <p>We are mindful that the number of cyclists continues to increase, particularly in rural areas and as such we support moves to encourage cyclists to use specific tracks which are sited away from main roads. The increased numbers of cyclists we see in Scarisbrick is viewed as a concern as many of the roads in the Village are not suitable for such numbers.</p> <p>This concern is threefold:</p> <ol style="list-style-type: none"> <li>1. Scarisbrick remains a primarily agricultural village with a significant volume of traffic engaged in farming activities. There is a belief that some cyclists are not experienced in riding in a rural environment and can be obstructive of farming related vehicles such as tractors, trailers and produce collecting HGVs.</li> <li>2. The poor state of many of the roads in the Village render cycling hazardous with a constant need for cyclists to avoid pot holes and generally poor road surfaces.</li> <li>3. Many of the roads through the Village are narrow but also fast</li> </ol>	<p>Comments noted. NB the principal cycling project in this area is the Pier to Pier route (Southport-Wigan).</p>

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					<p>moving which can pose dangers, particularly to the less experienced and nervous cyclist.</p> <p>As such, Scarisbrick Parish Council supports the strategy proposed, particularly those tracks which will be located in a safe location, well away from main roads.</p>	
31	Mr	Michael	Miley		<p>I am pleased with the plan and wish to support it. However, I did notice after moving to West Lancs 12 years ago that there are far fewer hedgerows on field boundaries here, compared with say North East Cheshire. It gives the countryside a base look in places which reduced its attractiveness to visitors and presumably reduces the bio-diversity. I am a keen walker in my retirement and a regular leisure user of the countryside.</p>	Comments noted.
32	Ms	Judith	Burton	County Bridleway Officer for British Horse Society	<p>I would ask if you consider when having cycleways that you consider them as Bridleway which would give them a definitive right and could be used as a multi-purpose route for all. I have been working with Wigan Council (rights of Way doing this and it is working very well for all users. We have good signage showing all users and is a great asset for everybody. I was disappointed to read you are only going up to Parbold. I feel yet again Wrightington is being left out because we are on the border. I wouldn't want horses on the canal bank unless it was a really wide banking as this could be dangerous to all users. I have work in Leigh near Wigan to create a BW on a canal bank but it is a very wide bank and safe. I would just like to say I worked with Wigan council ROW with the disabled, who also use these BW and are shown on the signage.</p>	<p>Comments noted.</p> <p>The potential to include bridleways can be investigated when considering project feasibility. They are likely to be suitable in selective instances and it is understood that previous LCC advice would be to keep Bridleways and footpaths / cycle paths separate.</p>
33	Mrs	Helen	Bolton		<p>I am writing to complain about the large boulders of rock which are aligning at the bottom of Parbold Hill, outside Coalgate Cottage. There are many walkers including myself who regularly walk across the fields around this area and use the public footpath which lies within this vicinity. The 'road' has been made narrower because of these objects and I feel that it is encroaching too much on the already narrow path/road.</p> <p>The green infrastructure in my opinion is a good way of keeping our inland water ways etc. and will benefit the people around our country. If these plans benefit our wildlife and helps to keep our country 'green' and also gives pleasure to the local people then I personally approve of it, however I would like to be updated should by on any changes and updates on this project. It comes as a welcome change from 'housing/building'.</p>	<p>Comments noted.</p> <p>The presence of boulders is a matters for the site owner or Lancashire County Council, if located on the highway.</p>
34	Mr	Nick	Clarke	Places: Growth and Housing Wigan Council	<p>Wigan Council welcomes the opportunity to comment on the West Lancashire Borough Council Draft Green Infrastructure and Cycling Strategy (Jan 2017). We support the vision and objectives that set out in the strategy and would like to make the following comments:</p> <p>Green Infrastructure:</p> <p>Wigan and West Lancashire's Green Infrastructure networks are inextricably linked; there are a number of GI components which straddle the boundary including a number of Tier 2 biodiversity sites; Dean</p>	<p>Reference to the City of Trees initiative will be added to Section 3 Policy Context under 'Other Policy Considerations'.</p> <p>Reference is made to the Pier to Pier project at various points in the GI and Cycling Strategy. Upgrading of the Parbold-Appley Bridge-Wigan section would require further investigation. An indicative cost has been added to the Burscough and Western Parishes projects table for the</p>

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					<p>Wood, Abbey Lakes and Big Wood. Although West Lancashire's version of wildlife corridors differ from Wigan's they again are another form of cross boundary links between the 2 boroughs.</p> <p>The strategy mentions that although West Lancashire is not part of the Mersey Forest area, it is located adjacent to authorities that are and can build upon cross boundary plans and strategies. This is also the case for Wigan which is part of the City of Trees area (formerly Red Rose Forest) and is worthy of mention within the strategy.</p> <p>Invasive non-native species (INNS) are another cross boundary green infrastructure issue. There has been progress made on tackling this problem through a draft action plan produced by the River Douglas Catchment Partnership. The action plan has the potential to improve the quality of wildlife sites, particularly those associated with the River Douglas some of which are again cross boundary in nature.</p> <p>Cycling:</p> <p>The cycling section highlights a number of potential schemes within West Lancashire the borough wish to take forward. We believe however that an opportunity has been missed to highlight the need for upgrading of the Leeds Liverpool canal towpath as a cross boundary project between Wigan and West Lancashire as part of the Pier to Pier route and National Cycle Network. A feasibility study has been produced previously as to the costs of upgrading the canal towpath as part of the Pier to Pier multi-user route. Upgrade of the section between Parbold, Appley Bridge and Wigan would create more recreational use and also has the potential to increase use for cycle commuters.</p> <p>The inclusion of this project, which has cross boundary implications and benefits, in the strategy, could form the basis for successful funding bids in partnership with all interested stake holders.</p>	<p>section upgrade between Parbold and Appley Bridge within West Lancashire Borough.</p>