

# CONSULTATION SUMMARY REPORT

Masterplan Options  
Yew Tree Farm, Burscough

Feb-Mar Spring 2014

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## **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 a series of Options for the Masterplan and publically consulted on them between 6 February and 21 March 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 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 are required to make balanced decisions, taking into account the views from all sides.

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

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

- Half page press advert in the free, local Champion paper
- Front cover 'headline' 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 2-6.30pm, two held on Saturdays 10am-4pm)
- By email
- By phone
- In person at Council offices

Consultation materials were available to read at:

- Libraries
- Post Offices
- 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
- An online questionnaire available from the Council website (powered by surveymonkey)
- By returning questionnaires through email or post

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

48 comments were received on Yew Tree Farm. 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. Further comments were received in relation to the actual options presented through the consultation and these are also detailed through this section.

#### *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. It was felt that this would help reduce road traffic accidents.

The use of traffic lights at a junction also creates fears about increased congestion as traffic would 'back up' along the A59. However, complaints were received at the current difficulty in turning right onto the A59 from Higgins Lane due to the volume of traffic and subsequently support was also received for the installation of a light controlled new junction to facilitate easier navigation. Some also felt that this would improve safety in connection with Lordsgate School.

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'. This included whether assessments had been undertaken at school start and finish times when traffic is at its highest. 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, including land opposite 230 Liverpool Road South in the gap between existing houses. Other consultees suggested additional accesses should be considered through the land at 77 Liverpool Road South and support for an access at Meadowbrook.

However, significant opposition to access to the site via Meadowbrook was also registered by many, including 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.

Network Rail raised concerns over ensuring the safety of level crossings as a result of an increased volume of traffic and pedestrians and urged that considerations are made into how this traffic could be diverted and managed around the site. Network Rail also acknowledged the limited parking at stations but suggested that there was some small scope to extend the number of spaces using funding generated by developer contributions. Network Rail encourage the provision of cycle and walking routes to the stations, and support the case for improved frequency of rail services and the delivery of the electrification of the Ormskirk to Burscough line.

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

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, and to minimise congestion. An access was suggested at 77 Liverpool Road, which is an existing employment site currently for sale.

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. These were submitted in relation to each of the 4 options.

#### *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 Draft 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.

The Environment Agency (EA) re-iterated the importance of ensuring drainage is provided to the site. They stated that it is essential that no surface water from the site discharges to the existing combined sewer network and the treatment and disposal of surface water from the whole site is managed sustainably to prevent any increase in flood risk off-site.

The EA also support the requirement of SuDS within each phase of development, ensuring that all phases should then link together as a whole. A drainage scheme should include principles based on the hydrological and hydrogeological contexts of the site. The scheme also needs to include sufficient capacity for the surface water run-off from adjacent properties which is required to be removed from the current combined waste water network, as required by the Local Plan Policy SP3. The EA also set out a series of ecological principles for the ecology of the site and the water environment.

#### *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 betterment to the surface water network in Burscough and result in 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.

Advice proposed by the Environment Agency in respect of flood risk, surface water drainage and ecology will be taken on board and will feature within the Draft Masterplan.

### Education and Health

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

Similar concerns were also voiced in relation to health provision, whereby an increase in the resident population generated by development of the site would create additional health provision demands that could not be managed.

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. For this reason, it was suggested a separate single access from Higgins Lane leading to a school site at the north of the site should be provided.

### 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.

Notwithstanding this point, LCC have determined that there is currently no need for the addition of a new primary school until beyond this plan period i.e. 2028 or whenever the Local Plan is reviewed. They have also confirmed that any interim requirements for additional primary school provision can be met through improvements and extension to existing primary school facilities and that this requirement should not occur until later in the plan period, beyond 2020. With regard to secondary provision, there is also a requirement for support to assist in the delivery of improvements and extension to the existing secondary school within this plan period but no indication that a new secondary school would be required at any point in the development of this site.

A requirement for development to contribute towards the delivery of educational improvements will be included within the Masterplan, subject to viability considerations.

The Council are aware that health provision in Burscough is under pressure, based on feedback from local GP Practices, and the impact of the YTF development is likely to lead to the requirement of 1 additional GP. The Masterplan will ensure that any development on the Yew Tree Farm site contributes to the delivery of improved health care provision which is likely to take place through extension and improvement to existing facilities within Burscough centre.



### 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.

A request was received that any developer generated funding should be given to existing community facilities e.g. the Arts Centre at the Wharf, to enable the services to continue and improve.

It was considered that a library, and any new services, should be located in the existing centre of Burscough using developer contributions. Similarly, it was felt that developer contributions should be used to provide improvements to existing sports facilities rather than provide entirely new ones. 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.

#### *Council response*

Comments relating to community services and local facilities, including small scale retail were all welcomed. The Council will ensure that the Draft Masterplan focuses any improved community facilities within the existing Burscough centre. The Draft 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. The need for good design was emphasised, taking into account the context and character of the surrounding area to encourage a 'sense of place'. There was support for a mix of houses, varying densities and design and creating a character which also integrates with existing built design.

#### *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.

### 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, and that live/work units could form part of such development subject to evidence of demand. Live/work units would also serve to provide a buffer between uses. However, some felt that to require live / work units was too stringent within a masterplan guidance document as there was no evidence that there was market demand for such types of development and this could be inflexible for delivery of development.

Other employment uses on the site should similarly be determined by market demand. In order to accommodate the predominant movements of traffic to and from the employment site, it was suggested that a link road should be provided on a west-east axis as shown on options 1, 2 and 4. However, this would need to be well designed to ensure it did not disrupt the amenity of the residential areas within the site.

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 the Draft Masterplan seeks to locate the employment uses 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. In respect of live / work units, whilst these were generally supported, some felt that they may not be delivered if there was no appetite for them. Therefore, to avoid potentially stifling development of a proportion of the employment land, the Draft Masterplan will support the delivery of such units but will not require it in order to provide flexibility in the document.

#### Housing

Social rented housing provision in Burscough was supported by some consultees, including the Parish Council. The Parish Council also supported public open space but raised concern that maintenance costs should be manageable.

Elderly housing was supported by consultees and it was felt that this should be provided during the first development phase, and located close to public transport and local facilities. If a secondary access could be provided to the south of the site, then it was considered that elderly housing would be suitable to be located here, as well as at the proposed main entrance to the north of the site. Although limiting delivery of elderly housing to one location was not considered entirely deliverable or appropriate.

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 Draft 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 and urging the Masterplan to provide more details. 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. LCC also reiterated the need for latest education forecasts and the support for the provision of a new or improved library facility.

A suggestion was made that the employment site should consist of 10 hectares of high-tech greenhouses or a 500 bungalow retirement village.

*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. Additional guidance provided by Natural England will be included in the Draft Masterplan.

*Phasing and Safeguarded land*

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

One consultee noted that the scheduling process should take into consideration risk and funding of land delivery. It was felt that the site should be identified as separate parcels of land dependent on the intentions of each landowner. Layout and delivery of the site could then be based on the likelihood of each of those parcels coming forward.

Areas of safeguarded land were suggested – primarily the land behind the existing properties on the A59, and the south-east section of the site.

*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.

Comments relating to safeguarding land near to existing residential properties have also been noted but this is not considered the most appropriate reason for safeguarding land given adjacent uses would, in most cases, be compatible i.e. new residential adjacent to existing residential.

### 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 registered in relation to the full site being shown as developed, with people assuming that this meant safeguarded land had been abandoned. Furthermore, one person complained that the Council was misleading local residents by increasing the housing allocation from 500 to 'at least 500'.

### Council response

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

The Options document made clear that the site plans show development of the whole site to ensure that the site will not be delivered in a piecemeal way and that relevant infrastructure required in the event the entire site is developed can be planned for. Notwithstanding this, the Council still intends to safeguard a proportion of the site and a key element of the consultation was to ask the public which parts of the site should be safeguarded. The Draft Masterplan document will provide clarity on safeguarding and phasing of development.

### The Options

There was broad support for most of the options, although Option 3 rarely received support. Each option was recognised as having its individual advantages and disadvantages and many consultees suggested the development of a hybrid option to take account of identified issues. Comments mirrored that detailed above and included:

- Allotments can provide buffer between employment and residential uses
- Elderly housing provision should be on north east side of site close to services
- Industry should be separated from housing
- Avoidance of rat-runs
- Access from Meadowbrook not supported
- Large green space in centre supported
- Support for closing access to Higgins Lane
- Demand for protecting current residential properties by securing green space behind homes

Hybrid options were presented by some consultees, including using the landscape options from Option 1, green spaces from Option 4, facilities and elderly accommodation as shown in Option 4, and employment areas of Option 3.

#### **4. Questionnaire results**

The results of the questionnaire reflected many of the comments submitted via written representation and are detailed below.

It is important to note that the percentages and numbers quoted below are representative of those surveys the Council received, and are not intended to show or suggest a wider opinion. Consultation is not a vote of popularity, and results are reported here for openness. The Council will use the quality of the arguments presented to inform decisions as the Masterplan progresses.

##### **Q1. Where on the site should employment uses be located?**

35 answered, 11 skipped

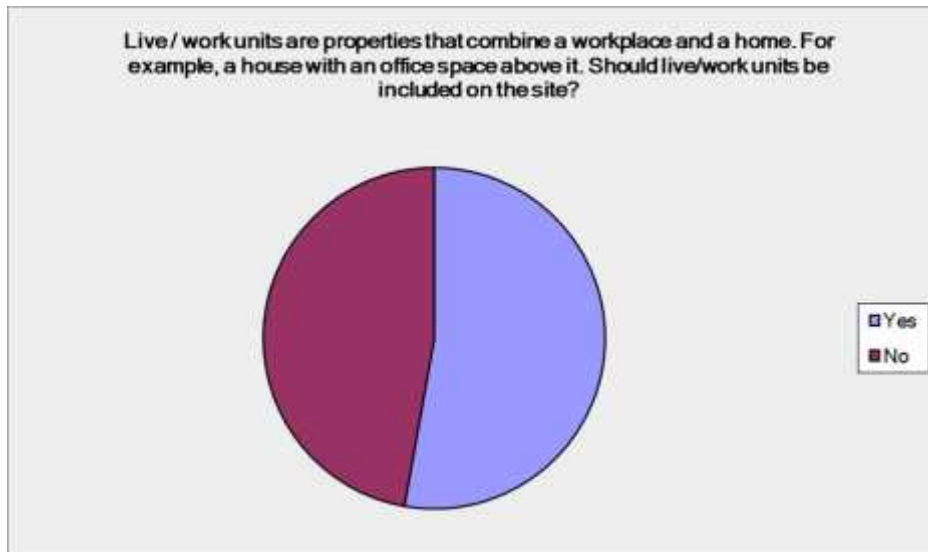
Almost all respondents supported employment uses being provided adjacent to the existing industrial site, and as far away as possible from residential areas. A minority of respondents had no opinion or maintained that no development should take place.

##### **Q2. Live /work units are properties that combine a workplace and a home. For example, a house with an office space above it. Should live/work units be included on the site?**

36 answered, 10 skipped

53% thought that live/work units should be provided on site. Some considered that these unit types would encourage start-up businesses and employment opportunities, act as a buffer between employment and residential uses, and reduce traffic as fewer people need to commute. Others thought that it would lead to a conflict of uses, it would lead to an avoidance of council tax, there would be little demand for the type of use, and would increase traffic.

Chart 1: Live/work units



**Q3. What type of employment uses on the site do you support?**

42 answered, 4 skipped

The largest support was received for office and light industry. The largest opposition was received for heavy industry and warehousing. It was considered that the latter uses would not be appropriate and there are sites elsewhere in the Borough (Skelmersdale) to accommodate these heavy industries. It was felt that lighter industries would bring more employment opportunities. Others felt that employment opportunities should reflect the skills of a local work force, and that Burscough will not attract large companies due to its location.

**Q4. Where should elderly and affordable housing be located on the site?**

38 answered, 8 skipped

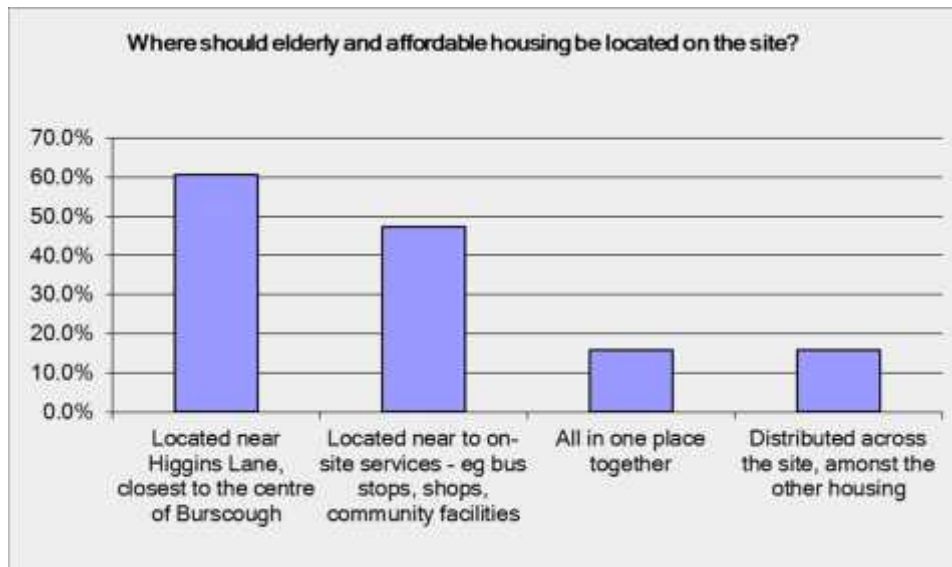
The greatest support was received for locating the housing near Higgins Lane, close to the centre of Burscough. There was further support for locating housing near to on-site services. A minority considered that elderly and affordable housing should be distributed across the site or be located all together in one place.

Some still felt that elderly housing anywhere on the site is too far from the village centre and amenities. It was suggested that elderly accommodation should be close to the A59 where bus services are more likely to be maintained. It was considered that locating the elderly housing together would provide opportunities for better socialisation between residents.



There was support for affordable housing, but also opposition. Some felt that affordable housing should not be provided in Burscough, as affordable housing should be provided in affordable areas.

Chart 2: Location of elderly and affordable housing



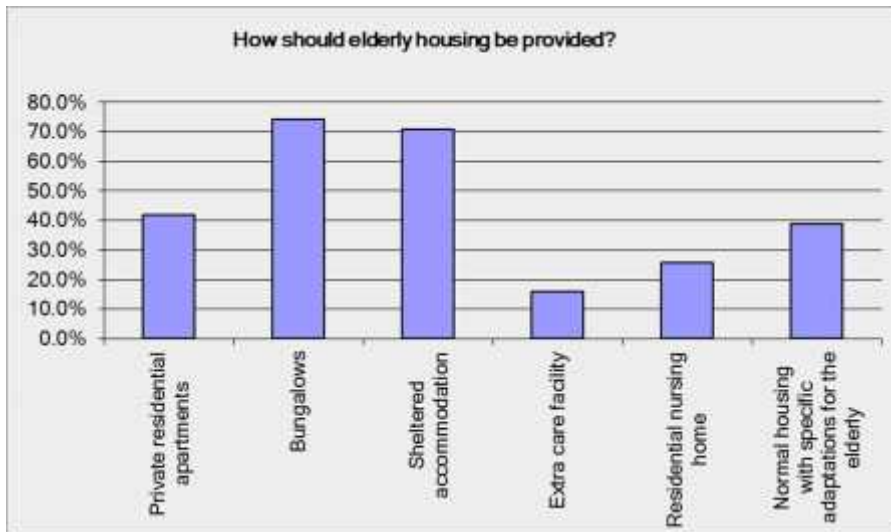
### Q5. How should elderly housing be provided?

31 answered, 15 skipped

The highest support was registered for bungalows and sheltered accommodation. The lowest levels of support were for extra care facilities and residential nursing homes.

There was little supply for flats, with many stating that any development should be low rise and no higher than two storey. 'Whole of life' provision was supported, so that houses can be adapted as people grow old and their needs change.

Chart 3: Elderly housing provision



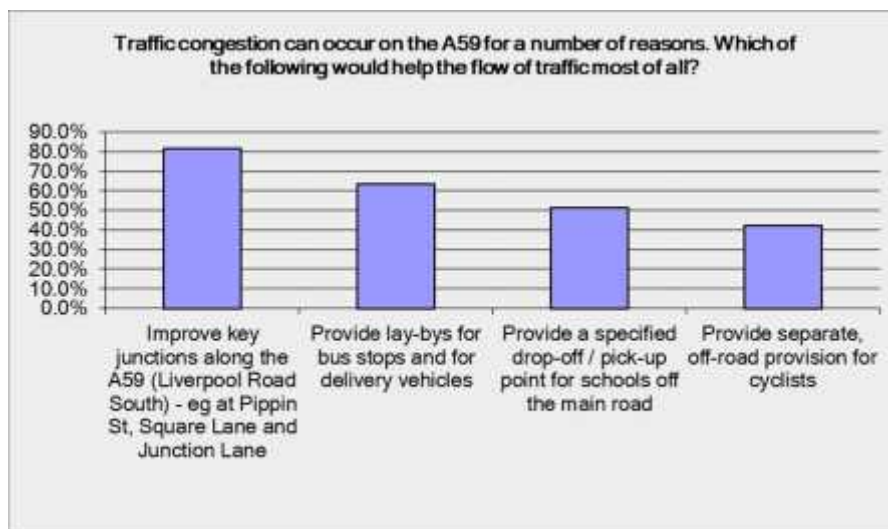
**Q6. Traffic congestion can occur on the A59 for a number of reasons. Which of the following would help the flow of traffic most of all?**

33 answered, 13 skipped

The highest support was registered for improving key junctions along the A59, followed by support for lay-bys and school pick-up / drop-off points along the main road.

It was suggested that multiple accesses should be created to the site in order to spread the impact of increased traffic. Traffic surveys and evidence should be used to recommend traffic improvements. There were further calls received for reducing the speed of traffic.

Chart 4: Reducing traffic congestion



**Q7. Should a relief road through the site be developed to try and help reduce traffic along the A59**

39 answered, 7 skipped

70% of responses supported a relief road through the site to try and reduce traffic along the A59.

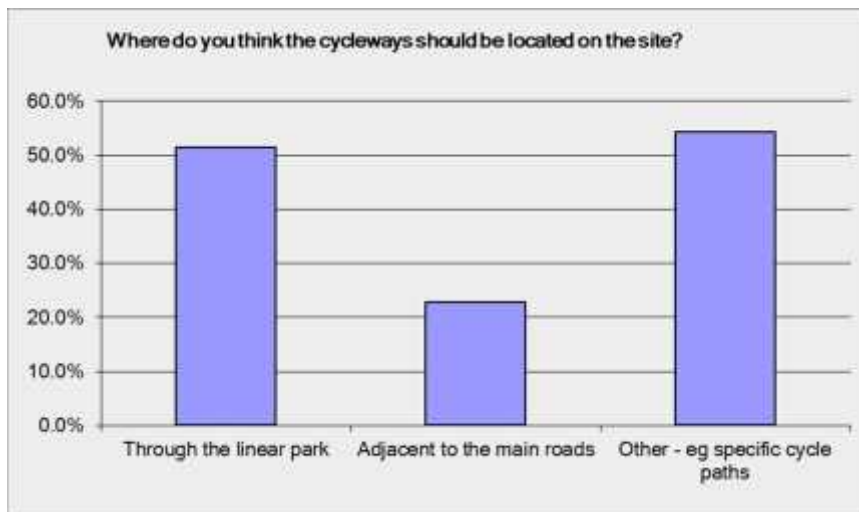
Suggestions were received that heavy traffic for the employment area should be required to use Tollgate Road. There were concerns that a relief road would create rat-runs

**Q8. Where do you think the cycle ways should be located on the site?**

35 answered, 11 skipped

The majority of responses supported the provision of cycle paths through the linear park, and the creation of specific cycle paths. Few supported cycle paths adjacent to the main roads due to safety issues.

Chart 5: Location of cycle-ways



**Q9. Which would be the best route for cycle paths into the town centre?**

34 answered, 12 skipped

The majority of respondents considered the best route for cyclists to the town centre would be along the A59.

**Q10. How can we improve walking and cycling facilities in the rest of Burscough, to help encourage people to walk and cycle?**

34 answered, 12 skipped

It was suggested that cycle paths need to be well thought out and well-lit to make them useable all year. They should be well placed so as to take users direct to the town centre, the employment area, public transport links and surrounding areas. The creation of shortcuts would also mean it would be quicker to cycle/walk than to drive. There should also be means of preventing motorcyclists from using the paths. Dog waste bins should be provided to encourage people to walk without mess.

There was a suggestion that the footpath running from Richmond Park through to Junction Lane should be used.

**Q11. The current library is too small for Burscough and the building cannot be extended to make it bigger. A new library could be supported through the development. Where should the library be located?**

36 answered, 10 skipped

80% of respondents supported a new library in the centre of Burscough.

**Q12. Do you have any suggestions as to specific places a new library could be located?**

27 answered, 19 skipped

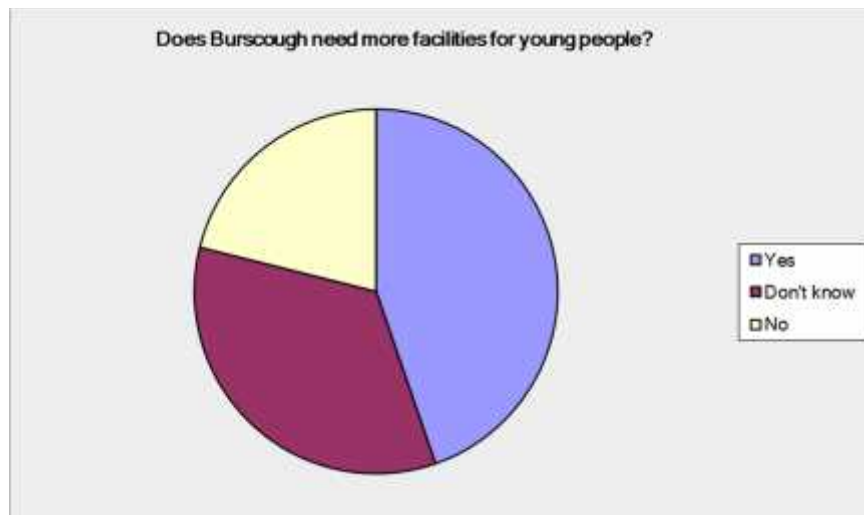
There were suggestions the library should be relocated in the former Co-op shop, at the wharf, the former police station, the Stanley Club, behind Tesco or near Burscough Bridge station / The Grove. All of these suggestions will be considered by the Council in consultation with Lancashire County Council who are responsible for providing library services across the borough.

**Q13. Does Burscough need more facilities for young people?**

38 answered, 8 skipped

The majority of respondents answered 'yes' or 'don't know' to this question. Suggestions include skate parks, astroturf football pitches, youth shelters, private gyms, cinema, bowling alleys, and paintball.

Chart 6: Facilities for young people

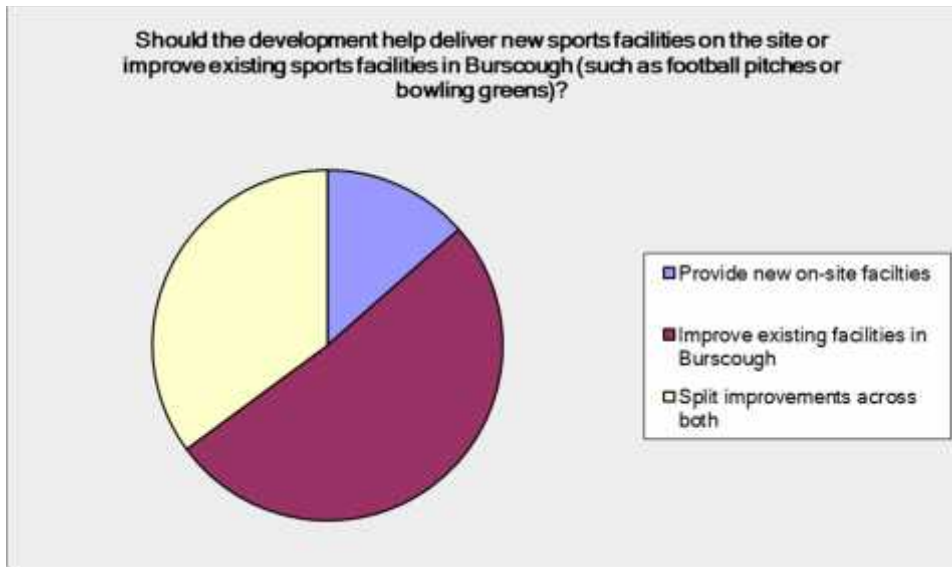


**Q14. Should the development help deliver new sports facilities on the site or improve existing sports facilities in Burscough (such as football pitches or bowling greens)?**

37 answered, 9 skipped

The greatest support was received for improving existing facilities in Burscough, and then for splitting improvements across both existing and new provision.

Chart 7: Sports facilities

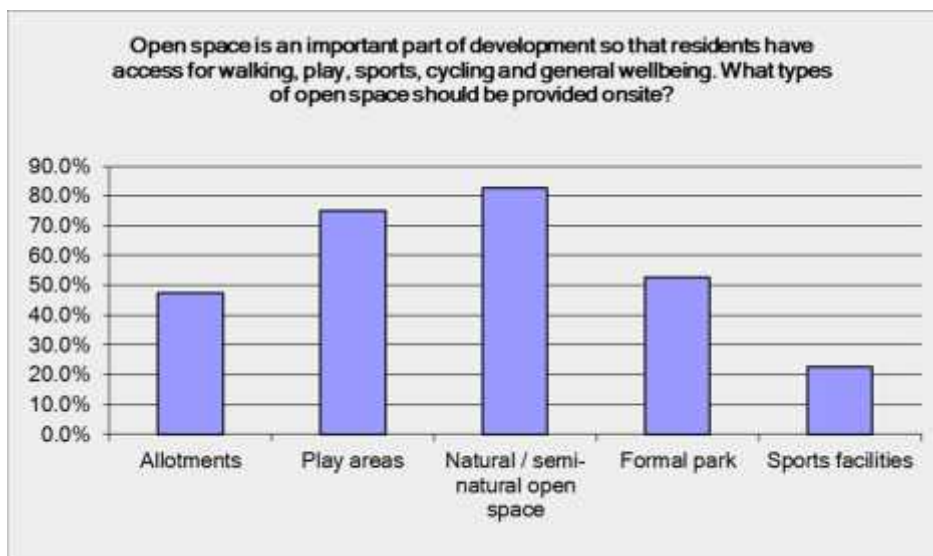


**Q15. Open Space is an important part of development so that residents have access for walking, play, sports, cycling and general wellbeing. What types of open space should be provided onsite?**

40 answered, 6 skipped

The largest support was received for provision of natural / semi-natural open space, followed by play areas, allotments, formal park and sports facilities.

Chart 8: Open Space provision



**Q16. What are your main concerns about the development of this site and the impacts this may have on you as someone with an interest in the site or the local area?**

40 answered, 6 skipped

Main concerns included flooding, transport and traffic, overcapacity of schools, loss of natural space, over development of the village, loss of rural identity, reduction in property values, loss of wildlife, noise pollution and disturbance, poor design, loss of character, open ponds, crime, lack of resources, empty homes.

**Q17. It is likely that development on site will be phased. This means that development will occur in stages, usually with one block being built after another. How do you think phasing should occur?**

31 answered, 15 skipped

The majority of respondents considered that phasing should start at the north-east and work in to the site.

Some felt that provision for affordable houses and the elderly should be addressed first as this is the only identified need, with market housing already being developed elsewhere. The natural starting point was felt to be where the A59 is widest and has adequate road frontage to the development site – at the north-east corner of the site.

**Q18. Which areas of the site should be safeguarded from development until 2027?**

30 answered, 16 skipped

Some considered that those areas of land closest to existing residential properties should be safeguarded so as to protect current residents – including that behind the A59 and opposite Higgins Lane. Others suggested the areas to the east of the site, the southern end of Liverpool Road, the land furthest away from village life and bus stops and also the Higgins Lane area. A few comments supported the safeguarding of the entire site so no development occurs.

**Q19. Why should these areas be safeguarded?**

30 answered, 16 skipped

Answers included: to protect property values, to prevent flooding, to cause minimal disruption to existing residents, to minimise traffic and to reduce the loss of rural land.

## 5. Burscough Priory School

The Council have been keen to engage with young age groups in relation to the development at Yew Tree Farm. Council Planning Officers visited Burscough Priory School to run 2-hour workshops with pupils from Year 9. All pupils were keen to engage in the process and a summary of the feedback is provided below.

Pupils identified a series of positive and negative issues in relation to Burscough. Strengths included the wharf, community, train station, sports, easy to get around, proximity to the countryside and canal, farms, cycling opportunities and local services. Weaknesses included traffic, infrequent rail services, no football facilities, no youth facilities, no skatepark, no swimming pool, no fast food outlets and limited shopping.

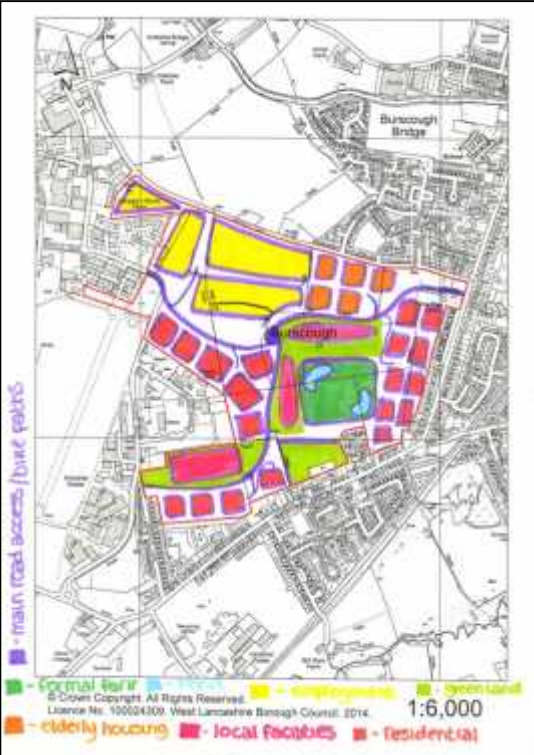
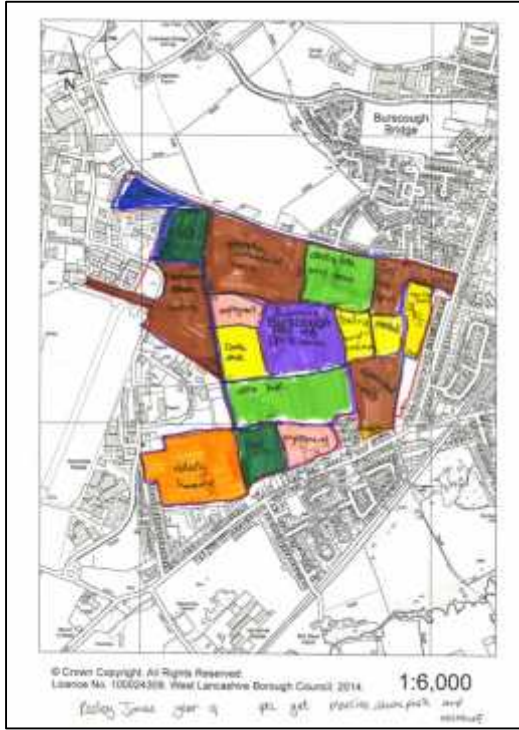
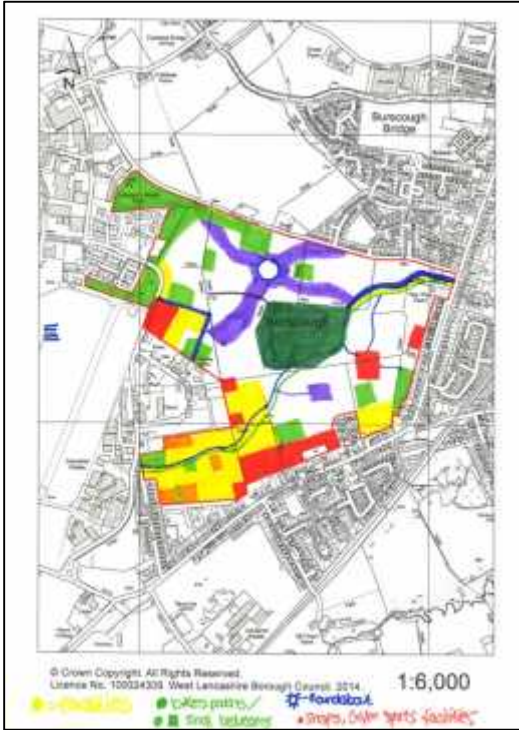
Pupils then identified what they wanted the development to deliver. These included:

Improve sports and leisure facilities	Good design for the houses	Graffiti wall in the park
Appropriate access	Improve facilities for teenagers	Improve cycling and walking paths
Extended merseyrail to Burscough	Improved parks and good stuff to do for teenagers	Sensitive construction
Affordable homes	Wildlife centres	Medical centre
Walk-in centre	Eco-friendly design	Renewable energy
Good design	Teenage facilities	Job centres
Shops (basic)	Franchise shops	Offices
Hotel	Parks (little and big children, elderly)	Swimming pool
Astroturf	Skate park	
Camping	Hospital	Paint ball
1 <sup>st</sup> time buyers housing	Bowling	

Pupils stated that there was a demand for teenage facilities and things to do in Burscough. The Grove is generally used by younger children (under 13 years) and so teenage facilities are lacking. Pupils supported good design, with a mix of house types and affordable housing wanted, along with limits on the height of buildings (no more than 2 storey). Students suggested suitable locations for site access and how impact on local residents could be minimised. There were discussions over traffic, community services, public transport, sports facilities and protecting wildlife and agricultural land. Opinions were divided over whether fast food franchises were welcome in Burscough.

Pupils were then given the opportunity to design their own suggestions for how the site should be laid out, including giving consideration to what should be provided on site and which parts of the site should be safeguarded. Some of these suggestions can be found over the following pages.





## 6. Council actions and influences on the Masterplan

All methods of engagement including written representation, questionnaire responses, 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.

Action
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 in one location towards the north east of the site in the event an end user can be identified. Flexibility built into the document to allow this type of housing to come forward alongside each phase but to avoid pepper potting across the entire site. Greater clarity will be provided regarding delivery and cross over with affordable housing.
Primary access to the A59 to be located at the north east corner of the site south of Higgins Lane and to be signalised. Other accesses to isolated parcels to be avoided, particularly along the A59. Two accesses onto Higgins Lane to facilitate (but not require) the potential closure of Higgins Lane to through traffic. Two access points onto Tollgate Road connected to the main internal road layout. Inclusion of two east west link roads through the site for permeability.
Ensure consistency between the Local Plan and Masterplan requirements and text.
Support for Live / work units but no requirement to ensure flexibility.
Consideration for ecological impacts, particularly on the aquatic environment.
A drainage scheme for the site should be required that will not preclude later phases of development from coming forward. The scheme should address the requirements of Local Plan Policy SP3 and the impacts of climate change.

<b>Action</b>
Consideration of level crossing safety within any forthcoming Travel Plans.
Consideration of Natural England's Accessible Natural Greenspace Standards within the document and forthcoming applications.
Consideration to be given to addressing the school drop off issue associated with Lordsgate Primary School.
Linear Park to run through onsite green space and provide cycling and walking connections.
Reference to a design review panel as a requirement of the document.
Clarity provided regarding Open Space requirements and the source for this and a fair distribution across the site.
Ensure guidance on Environmental Impact Assessment is included.
Inclusion of assurances that will require delivery of the internal road layout alongside each phase of development.
Protection and upgrading of existing public right of way from Liverpool Road South through the site.
Connections should be made from the site to wider open space opportunities such as Platts Lane.
Requirement for allotments as open space within the site.
Community facilities to be improved or delivered within the village centre rather than on-site.

## **7. Conclusions / Next steps**

The consultation responses have highlighted that there are still a large number of concerns in relation to specific issues including transport, traffic, drainage, design, housing provision, a linear park and open space and heritage and wildlife.

The Council has considered the feedback relating to these issues and will ensure that as the Masterplan is progressed, these issues are addressed. 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, the Draft Masterplan, will be published for further consultation in October and November 2014.

The final Masterplan will then be refined and adopted as a Supplementary Planning Document (SPD) in early 2015. 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**

## Yew Tree Farm consultation - Comments received

Mr Leslie Abram

Organisation

### Comments:

1. We vote for Option 1 on the Masterplan for Yew Tree Farm

2. We would like to point out that all 4 options have the entrance road on to the A59, across from Lordsgate School. We are deeply worried that this brings a highly dangerous situation for the safety of primary school children, as we believe the access road junction to A59 is to be controlled by traffic lights this will cause even more congestion on A59 cars are already parking on the main road and Higgins Lane to drop children off for school and there are always a number of cars on A59 at school start and finish times. Higgins Lane is already heavily used by traffic including articulated lorries, two junctions on to A59 with 200 yards of each other needs further investigation - maybe an entrance / exit road further [text unreadable] an estate. Would be a better option - needs looking into.

Attachments submitted?

### Council Response

Comments noted. Whilst the masterplan is unlikely to establish all of the finer detail relating to the highways improvements it will indicate the primary access points to the site and their locations, and which junctions must be addressed and improved through the planning application stage. Highways improvements will be determined by Lancashire County Council in partnership with WLBC, and with consideration to sensitive uses nearby such as the school.

Mrs Lisa Allen

Organisation

### Comments:

[No comments received]

Attachments submitted?

### Council Response

[No comments submitted]

Mr Owen Barton

Organisation

Comments:

Thank you for the opportunity to comment – I have completed a questionnaire but though I'd send a form to go with what I've submitted.

Firstly, I am very much for new development of a mix of housing, services and employment can only be good for Burscough in the long term – I don't want to live in a dormitory, but I don't want to live in a sprawling suburban area either. The way I see it, Yew Tree Farm can only strengthen the case for better public transport, investment in infrastructure and give us a bigger and better choice of shops and services on our doorstep. The key thing though is to get this right. Burscough Wharf is an example of where you as a local authority have got it right. The public realm improvements made around Burscough Bridge (streets and station) are another example, but that's about it. If you care to look outside of the historic cores of Burscough Bridge, Junction Road Conservation Area and the straggle of Burscough Town, what is there?

Poor quality development and 'placelessness':

- bland ribbons of inter-war housing that do nothing for the townscape (A59, A5209)
- monotonous terraces and semis plonked around windswept areas of municipal grassland (Truscott estate, Richmond estate)
- Same as above but no grassland (Manors estate, Red Cat Lane)
- Indifferent treeless charmless dense post-war suburbia that could just as easily be in North Tyneside or Solihull as Lancashire (Rivington Drive, Ellerbrook Drive, the later bit of Manor Avenue, the bits the A59, Mill Lane / Glenroyd Drive, Weaver Avenue, Colbourne Close)
- The pack 'em in, make 'em detached culs-de-sac of 'aspirational' houses for the discerning commuter (Rees Park, Heathfields, 'The Carriages', Vicarage Gardens, Springfield Close)
- Pack 'em in, bits of ill-conceived infill.

It almost goes without saying I'm complaining about the fact that this lot has all been built and of course they provide much-needed homes and there are probably people out there who love and cherish these homes and fair play to them. My point is that there is an underlying placeness and dullness to each of these developments – regular densities; a lack of spaces between buildings; a lack of trees and hedges; a monotony of built form, materials, details, streetscape, boundary features; poor pedestrian linkages; a lack of integration into the wider town/village; a sense that no one thought about urban design – just fitting in the houses, traffic and meeting highways standards rather than making composed streets.

Those who are objecting to the principle of development on Yew Tree Farm at all (I think that ship has sailed and it's better to try and work with you), I would like to think that they perhaps subconsciously recognise this very same lack of character (a bleakness?) in just about everything built after around 1920 in Burscough and have no confidence that West Lancs can deliver anything other than the 2010's edition of this bleakness at Yew Tree Farm. And to be fair, who can blame them? If we look at recent permissions, 'The Carriages' is more of the same bland placelessness (despite its proximity to a Grade II Listed mill, canal and railway station), while my heart sank when I saw what the 80 recently approved houses off Abbey Road would actually look like, the mock-up facing the A59 looks like essentially the same 'anywheresville' houses built in the 1930s but from a different pattern book and at a higher density.

So, while Yew Tree Farm will have a 'masterplan', but will it improve the end product? How will it avoid being the maelstrom of computer generated, unit-maximising layouts and the laying aside of benign policies in the interest of target-meeting served up to a hubristic planning committee? Is this masterplan all rhetoric and lip service or do you as a planning authority belatedly recognise all of the crimes against local distinctiveness and placemaking that ring every pleasant bit of Burscough and now hope to do better? Get it wrong and Burscough will get yet another missed opportunity, but this one will particularly large in scale and very close to the centre.

If I suppress my cynicism, there appear to be flickers of hope offered by the Masterplan: you are proposing a mix of uses rather than purely housing; you are trying to lead the developers in terms of layout, distribution of uses and open spaces; there's the odd mention of varying density across the site; consideration given to linkages and traffic management; and you seem to be consulting residents at the right junctures of the process.

I have the following comments on the Design Concepts (by the way, why didn't you ask about them in the

questionnaire?!). Of the four design concepts nos. 2 (Central Focus) and 4 (Clustering) are in that order my preferred options for the following reasons:

- The Central Focus is the only one not to site shops and services in the corner of the site. By moving the shops and services into the middle of the site, they become more accessible to more of the residents on the Yew Tree Farm site, and provide more choice within walking distance to all of us folk on the south side of the A59 who are a mile or more away from the town centre (yes there will be Booths and new retail at Ringtail, but isn't that aimed at drivers rather than pedestrians?). By stuffing the shops and services in the corner of the site, it's near dwellings that are already comfortably close to the town centre. I feel the Central Focus will benefit the occupiers of the site (who themselves would be as much as a mile from the town centre) and an existing limb of Burscough along the A59 that is almost 100% housing.
- The central focus offers the opportunity to provide a big, well-defined public space that could / should be bordered by buildings of a commensurate height, mass and scale so that the space does not feel exposed and windswept, while the occupants of the higher / larger buildings will overlook a space of high amenity value. This central space and the larger scale buildings around it would help to vary the density, building height and form across the site and stop it being carpeted with two storey detached houses.
- The central focus is the far more 'civilised' option, mirroring in a way a square or village centre. It offers a logical location for shops, services and flats. It offers an obvious location for a bus stop, visitor parking, recycling facilities etc. The formal park is a defined space for dog walking, ball games, sitting and lingering – none of the open space options in the other layouts would achieve anything of this sort given the smaller size and less defined purposes of the smaller spaces. It is also something the entire southern end of the town lacks (Richmond Park is too hidden away). The central focus is also a natural stopping point for people driving through the site, which in itself may help slow traffic down in the same way that people stopping / parking does in Burscough Bridge.
- The central focus option is the one that least segregates the business uses from the rest of the site, which is ideal for offices or other uses that generate a lot of jobs. Office buildings could blend quite well with the larger scale buildings enclosing the central space.
- The central focus offers the most opportunity for placemaking: a core of distinctive buildings forming an attractive composition around a good piece of landscape design. I can't see any of the other options serving up this sort of opportunity due to the limitations of the layouts.
- The Clustering Option could have the almost all of the benefits outlined above, but only if the shops and services were clustered around the T junction shown in the middle of the site. This could give the site a proper heart and focus.
- With any option, please keep the footpath from Liverpool Road South by the Manor Road junction open as a route into the site so that the Yew Tree Farm provides an alternative pedestrian route into town.

The other things I would suggest are to subject the layout / more detailed scheme to Design Review: <http://www.designcouncil.org.uk/knowledge-resources/design-review-principles-and-practice> This way you would get strong, independent steer on urban design and placemaking to rival the developers' desire for ever higher density without a thought to urban design, composed architecture, quality public spaces and local identity. It would also show you as the local planning authority are serious about getting this development right for existing and future residents. We'll be stuck with whatever gets built for a lifetime, why not try and get a well-thought out layout and approach to design? It can't cost that much or add greatly to timescales?

The other thing is how would the site be divided up? Is it all owned by the likes of Persimmon or Wimpy? Is there scope for parcelling up particular components of the site to proper designers with rather than number crunching AutoCAD monkeys? How will you stop it from being carpeted with pattern book 'Denbys', 'Devizes' and 'Dovers' (and other developers' pattern book houses)?

The site offers potential for something really different and contemporary in terms of building design – most of the surrounding buildings are so bland and pedestrian – can we avoid building more of the same? Can we have a ruralised Harlow "Be" ([http://www.hdawards.org/winning\\_schemes/supreme\\_winner/](http://www.hdawards.org/winning_schemes/supreme_winner/))? Will it stand the test of



time by providing good quality homes and open spaces like this rehabilitated 1950s dwellings in Norfolk ([http://www.hdawards.org/archive/2009/winning\\_schemes/historic\\_winner/](http://www.hdawards.org/archive/2009/winning_schemes/historic_winner/))?

To me a design review, splitting the site between designers and not letting the volume housebuilders have their way with the site would all be key steps. A design code and innovative approach to highway design and the design of open spaces are also a must. I hope this long rambling comment helps – we like Burscough enough to have made it our home. Despite my criticisms, it has a lot going for it and I would simply like to see it become a better place.

Attachments submitted?

#### Council Response

Support for development and the case for improved infrastructure and services are noted as are the specific comments about poor quality development and 'placelessness'. However, the purpose of a Masterplan for the Yew Tree Farm site is to avoid piecemeal and to require a new development that takes account of the context and character of the surrounding area but also encourages the creation of a 'sense of place' within the site itself. For clarity, whilst the Masterplan will guide development and encourage good design through overarching principles, much of the detail will not be known until the planning application stage.

Comments on the options are noted. However, the selling off of the site to interested developers / house builders is outside of the control of the Council and rests with the land owners of the site.

Dr

Brian

Bennett

Organisation

Comments:

Dear Sirs, Whilst the Master Plan goes into many details regarding the site at Yew Tree Farm there are few details about the provision of energy in the form of heat and power . This is clearly important as the Sustainability Appraisal shows that West Lancashire area already uses more energy and electricity than other parts of the North West and England as a whole .

The document does suggest that a district heating system supplying both heat and electricity could be installed . Despite the fact that such a system is not decentralised in the broad sense as they suggest it does not elaborate on the fuel that might be used for such a scheme . Whilst there is a possibility of using wood chips or wood from the local recycling depot , possibly augmented by wood from other sites , one wonders whether the temptation of using gas produced locally by fracking had also been considered . Ruining one part of the borough to ensure another has low energy bills in the first few years would clearly not be an acceptable way forward . One can assume that all these new buildings are going to be around for many decades so one must ensure that any new houses and industrial units are virtually carbon neutral and any residual energy that is needed is provided from renewable sources . Affordable housing with built in solar panels have already been built in parts of Cumbria so it is clearly possible and the Council should therefore set ambitious targets for the developers .

Perhaps it is also worth mentioning that it has been long established that building houses without employment opportunities leads to unemployment . It would therefore make sense therefore to concentrate on the measures to increase opportunities for local businesses in the area to expand before the widespread building of houses .

Attachments submitted?

Council Response

Comments noted. Policy SP3 of the Local Plan encourages a decentralised energy network on the site. At this stage of the masterplanning process there is no clearly identified mechanism regarding delivery of an energy network. However, further consideration of this requirement of SP3 is within the Masterplan and should gather momentum ahead of any planning application.

Policy EN1 of the Local Plan requires development to be designed to be carbon neutral, and the Council will use the Code for Sustainable Homes and BREEAM as its standards for development to encourage carbon reduction in new development.

The Council agree that employment opportunities should be encouraged and this site will provide at least 10 hectares of land for employment development within the Local Plan period (2012-2027).

MR

DAVID

BIRCH

Organisation

Comments:

Having read your information relating to the yew tree farm development I would like to express my grave concerns relating to a number of your points, firstly I don't believe a correct assessment has been made of the potential increase in traffic flow especially on to the A59, which in your documents you state suffers from "pinch points" (Village, Junction lane, Lordsgate School, Square lane, Burscough town and Pippin Street). Can I ask, was a traffic assessment completed during school (Lordsgate School) start and finish times as all of your options are suggesting a potential 500-1000 vehicles joining the A59 directly opposite a very busy school. This area already suffers greatly at start and finish of school times. Surely this is a disaster waiting to happen.

Secondly at present all our junior schools are full and yet you are increasing the potential number of pupils by 500-750 children.

Thirdly you state that only one addition doctor would be required to service this increase in population, in very generous estimates this would suggest this one doctor would be required to look after 1000 - 1500 people???

I would like to state that I do not agree with this whole development and rather than rewarding the land holder with a green light they should actually be prosecuted for purposely allowing a once fully working beautiful farm to fall into neglect. I do however live in the real world and as this whole exercise has ridden rough shot over all Burscough residents thoughts and feelings, I some how do not expect a great deal of notice being taken of mine or any other negative comments.

Attachments submitted?

Council Response

Lancashire County Council as the Highway Authority have carried out some traffic counting and modelling work at the peak times of the day and have considered the impact of traffic on the school journeys that pass through Burscough. As a result, a number of measures have been proposed by LCC to assist in mitigating any impacts of this development. Whilst it would be expected that traffic would increase in relation to school drop-off and collection times, this is restricted to twice a day, five days a week, and whilst it needs considering, it does not affect the highways for sustained periods. Furthermore, by providing improved pedestrian and cycle routes between the site and the surrounding areas, it would be hoped that people could be encouraged to forego the use of the car and to walk/cycle.

The Council are aware that main health provision in Burscough is at capacity in terms of patient lists, and the impact of the YTF development is likely to lead to the requirement of 1 additional GP. This is the advice of health providers who have had the opportunity to comment on and input to this document.

Ms Michelle Blair

Organisation

Comments:

This consultation is not meaningful as it does not provide adequate detail for the public to answer the questions posed in a manner beneficial to the development of their community. Furthermore the options provided are misleading and show development of the land safeguarded for post 2027.

Attachments submitted?

Council Response

Consultation has adhered to the requirements of national legislation and the Council's Statement of Community Involvement. Extensive publicity and consultation was undertaken. As this is the Options stage, the Council are unable to provide high level details for the site as these are created as the Masterplan progresses.

Whilst the Council acknowledges that part of the site will be safeguarded from development within this Local Plan, there is the potential for this development to come forward at some point in the future. In the event this occurs it is most appropriate to ensure that what is delivered resembles a holistic development that creates a true sense of place and avoids appearing piecemeal.

A key element of this consultation was to ask the public which parts of the site should be safeguarded and all comments received in relation to this will be considered.

Mrs Renee Bligh

Organisation

Comments:

My main concern is that the surface water problem will be exacerbated once building commences. United Utilities do not want to finance the standard draining system and are quite happy to pass on this problem. Suggestions that one or even 4 'lakes' will not be a satisfactory solution to ease the concern of the residents. The surface water drains towards the A59 and the land becomes progressively soggy through out the winter and early spring.

Business site: I am of the opinion that a high-tech greenhouse complex, built on the 10 hectare site would be of greater value to the community. Each of the enormous greenhouses provides combined heat and power technology. The electricity and lighting is generated by using the discarded plants as fuel. It is self sustaining in that respect. This would be a far better alternative to the large corrugated sheds now visible on the horizon.

Transport would be lighter as there is plentiful supply of supermarkets in the vicinity. There would also be more diverse employment for highly skilled and unskilled workers.

Retirement village: If an Retirement Village of 500 decently sized bungalows in attractive surroundings had been selected, many problems now encountered will not have materialised.

It would have been an opportunity to build a more ambitious health clinic and other desirable social facilities that would be shared with Burscough residents. There would not have been the need to build more Primary and Comprehensive schools. It would release another 500 family sized homes on the market.

Attachments submitted?

#### Council Response

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in improvements to the network as a whole.

Neither a high tech greenhouse complex, or large retirement village, are deemed to be suitable for the site, and do not adhere to the requirements set out through Policy SP3 of the Local Plan.

Mr Francis Bligh

Organisation

Comments:

There are so many concerns. traffic-parking in Burscough - diminishing value of houses on Liverpool Road South! However, the nightmare of insufficient safeguard against future flooding and drainage is a consequence that overrides everything else! We see evidence of the probability of this happening, tractors down to their axles within touching distance of our fence! So many rear gardens this winter totally soggy - some flooded! Some party or parties concerned with this highlight PROFITABLE development being completed took the trouble to tear down our protest signs when a major 'inspection' was due. Most of us recognise that no power on earth or appeals to common sense will have any effect whatsoever! Plus ca change as our Gallic cousins would state! The worst of all is the knowledge that when this ill-thought project is completed the people who profit will be unreachable and the finger pointing and customary disavowals of responsibility will then ensue! The finale of yet another bureaucratic pantomime!

There is absolutely nothing that I have witnessed at meetings - or seen with my own eyes or learned from reading about so many similar 'developments' (?) that does not chill to me the marrow! If this is how this great country of ours is creating 'growth'! Of course building (as an industry) needs to contribute to but in heavens name not at the expense of our vital agricultural interests! If this continues we will eventually be importing even more! Agriculture SUSTAINS! 'Brown'field development reduces profits for the developers! It seems that that cannot be permitted! Unthinkable! Sadly one does not feel any satisfaction at expressing all this because in the end any appeal to common sense is obviously an utter waste of time.

Attachments submitted?

Council Response

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in improvements to the network as a whole.

Whilst the council understands your concern regarding other points such as house prices, these are not material planning considerations that can be taken into account when planning for new development. Many of the other issues raised were all considered during the Local Plan examination process.

Mr George Bond

Organisation

Comments:

I've just filled in the online questionnaire and made reference to this email in it about the timing of the development and the safeguarded land element.

I have attached sketch plan to this so that you can pick up the areas I refer to.

Forgive me for being blunt but it's no less than I would say in the open forum of the meetings if there was enough time to debate it. I am firmly of the opinion that the scheduling process should take into consideration the landowners attitudes to risk and funding; and to their respective desires to fund the ongoing commitment.

It strikes me that after having attended the stakeholder meetings the landowners fall into 2 categories; there are Landowner developers and just plain landowners. I would class the owners of areas A B C D E and H as active developers or owners who have made positive steps financially towards getting their land developed. The other landowners appear intent on selling on their property as and when the right deal comes along.

**EMPLOYMENT LAND** In the interests of getting things moving it would make sense to schedule areas A B C D and E first because they are all owned / controlled by active developers, they "fill in" the existing Industrial area with minimal initial green space spread (which has been raised as an issue the stakeholder meetings) and most importantly all are adjacent to or already have existing mains services. The area (B) on Merlin Park is fully serviced and will be proposed for development as soon as the master plan allows it. C & D have power to site and are adjacent to the sewer system. My understanding is that area E already has some small development passed but needs more to make it commercially viable so it makes sense to let that happen. It therefore follows that areas B, C, D, E, and A be scheduled first (in that order), any shortfall be allocated to area F and the remainder of area F be safeguarded for future employment land.

**HOUSING** I am a bit in the dark about this one but again from the experiences at the meetings there is a desire from the Liverpool Road and Higgins Lane residents to delay the development on their boundaries and maintain green spaces adjacent to them as long as is possible. In deference to the residents that would indicate to me that the development should run from Yew Tree Farm on the A59 through to the employment area in the first instance and that the land at the back of the housing on the A59 should be protected for future development. In short first develop area H and safeguard area G.

**OPTIONS** Of the 4 proposed options all have different merits so far as I can see. The road layouts in option 2 and 4 appear the most organic, the industrial space in option 3 looks about right, the landscaping along Higgins Lane in option 1 would keep the residents happier. I particularly think that the cut through Meadowbrook close onto Liverpool Rd in option 2 will create a rat run to the motorway. Option 3 road layout doesn't connect up the employment area to the A59. Option 1 has enough employment space to allocate some live/work units. The green spaces in option 1 and 4 are better spread. How about an Option 5? Road layout from option 4 Higgins lane landscape from option 1 Green spaces from option 4 Facilities / retail close to or in the employment area elderly accommodation from option 4 employment from option 3 Landscaping to separate employment area from residential per option 3.

APPENDED PLAN AVAILABLE ON THE COUNCIL'S WEBSITE AT [www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf)

Attachments submitted?



#### Council Response

Comments regarding phasing are noted. Whilst the Council must have regard to the multiple land owners, decisions about 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.

Comments regarding the options feedback are also noted and the Council has confirmed that the preferred option is unlikely to be one of these 4 in its entirety but a collection of the most appropriate parts of the different options.





Tess Reddington, Clerk to Burscough P

Burscough Parish Council

Organisation

Burscough Parish Council

Comments:

**Integrity and Sustainability of Village Centre:** Burscough Village Centre has lost retail shops from its high street in recent years, but by and large is surviving reasonably well. The development of the Ringtail Retail Park will challenge the economy of the village centre further. It is unlikely that Ringtail Retail Park will replicate the character of our village centre, and arguably it is these aspects of Burscough which contribute to its "village" feel, and that will help attract new residents as we grow to a town. The Parish Council therefore wishes to retain the integrity of the village centre, and to that end, considers essential services such as health services/surgeries, library and shops selling food and drink, should be located in or close to the village centre, and that there should continue to be investment in the retail centre at Burscough Bridge to ensure its long term economic success.

**Road and Traffic Flow and Transport:** Burscough Parish Council has great concern regarding the reliability of surveys carried out which present the conclusion that the cumulative effects of developments in Burscough and at Grove Farm, totalling more than 1150 houses plus 10 hectares of industrial land, can be adequately mitigated by addressing pinch points and remodelling junctions. Much more work needs to be done to measure these impacts before any development goes ahead. Traffic management issues need to address both the volume of traffic and the type of traffic (passenger car and commercial vehicles) and the suitability not just of the A59, but of all roads leaving Burscough which carry traffic. Burscough Parish Council would challenge the assumption that most pinch points are due simply to "badly functioning junctions resulting in unnecessary delay" and "that the flow of traffic along the A59 is acceptable and that the afore mentioned pinch points should be the focus of improvement to ensure that the development at Yew Tree does not worsen and, where possible, alleviates the highway conditions" Traffic problems are not limited to the A59 and full assessments must be carried out on all roads taking traffic to and from Yew Tree Farm and particularly from industrial areas. The layout of roads within Yew Tree Farm should be designed to reduce traffic on unsuitable roads where possible. The layout of roads within Yew Tree Farm should be designed to accommodate appropriate bus routes to and from the industrial estate as well as through the site.

**Public Transport:** Burscough Junction in particular is desperately short of parking, and parking provision must be increased.

**Flooding:** Burscough Parish Council is extremely concerned that development on Yew Tree Farm will exacerbate flooding issues downstream. Land at Hesketh Road and beyond is extremely low lying and watercourses in the fields beyond right up to where they join the main sluice, have flooded fairly frequently. Burscough Parish Council is very concerned that there is no room at all for error, and if there is any error at all in calculations, it will be residents and farmers who suffer the brunt of the lack of investment. Much more work must be done to establish with certainty that surveys and calculations are robust and that residents' property and land will not be in danger.

**Housing:** The Parish Council would urge WLBC to take this opportunity to provide social housing for rent as part of the allocation of 500 houses on Yew Tree Farm. Burscough has a clear unmet demand, as was recently recognised when the playing field at Pickles Drive was identified for social housing.

**Public Open Space:** The Parish Council welcomes the provision of public open space, but is concerned that maintenance costs are manageable.

Attachments submitted?

Council Response

Comments noted. It is the Council's intention that main services, and retail, should remain located in or close to the village centre. Any provision on-site will be small-scale, for example a local convenience shop. Therefore the Council agrees with the views of the Parish Council and the Masterplan will look to secure contributions towards improvements of facilities within the existing centre.

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 Council are aware that there are currently few parking spaces at Burscough rail stations. Through their representation, Network Rail have stated that there is scope to provide a small number of additional spaces at the stations if funding could be secured through developer contributions. Notwithstanding this, the Council are keen to ensure that walking and cycling links can be improved from the YTF site, and within Burscough, to the rail stations to encourage the use of sustainable methods to access public transport services.

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in 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.

The Local Plan sets out the proportion of affordable housing which will be required on site. However, the type of affordable housing will be determined at the planning application stage in order to ascertain and respond to the needs identified at that time. This will be determined in conjunction with recommendations from WLBC Housing which often recommend a proportion of the affordable housing for social rent.

Comments on the maintenance of public open space noted.

Mr	Philip	Carter
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Organisation	Environment Agency
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Comments:

Thank you for consulting us on the above and the following documents:-

- Yew Tree Farm Masterplan Options document;
- Sustainability Appraisal Report; and
- Habitat Regulations Assessment Report

We have reviewed the submissions and we wish to make the following comments:-

The disposal of foul and surface water is a known constraint to the development of the site. The use of sustainable drainage systems (SUDS) for the disposal of surface water and the removal of surface water from the existing combined system are identified as solutions to enable development to come forward. It is essential that no surface water from the site discharges to the existing combined sewer network and the treatment and disposal of surface water from the whole site must be managed in a sustainable way to prevent any increase in flood risk off-site as a result of the development.

The document suggests that the masterplan is likely to require that a SUDS scheme is designed for the entire site alongside the initial phase of development and that each subsequent phase must link in to this scheme to ensure the impact of the site as a whole is planned for. We consider this to be an essential requirement and that it should be identified as such in the masterplan. It should also ensure that the whole site system includes capacity for the volume of surface water which will be added to the new surface water system when it is removed from the combined sewer network. The surface water drainage scheme for the site should be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include sufficient capacity for the surface water run-off from adjacent properties which is to be removed from the existing combined system and directed to the proposed surface water drainage system.

The document refers to the role of Lancashire County Council as the Lead Local Flood Authority and their new duty to approve surface water drainage systems under Section 32 of the Flood and Water Management Act (2010) after April 2014. As you may already be aware, this change has been postponed and we would recommend contacting Lancashire County Council for further information.

In relation to the ecology of the site and in particular the aquatic environment, i.e. watercourses and aquatic features, in order to ensure Good Ecological Potential as defined under the Water Framework Directive and the England Biodiversity Strategy is achieved or maintained, the following measures should be considerations in relation to the design concept for the site

1. The restoration and integration of water features as part of the layout of development
2. Adoption of wildlife friendly SUDS schemes
3. Active linkage or enhancement with/between adjoining wildlife sites or greenspaces for wildlife
4. Long term conservation management plans for all green and blue space areas within the development footprint

Attachments submitted?

Council Response

Comments relating to surface water management are noted and the Masterplan will seek to secure a solution for the entire site is secured from the outset. Whilst it would be impractical to require a full system is planned and developed for the entire site, including the safeguarded land, from the outset, the document will ensure that as proposals come forward they enable this to take place at a later stage and do not prejudice the delivery of SUDS in later phases.

Comments relating to the ecology of the aquatic environment will be borne in mind when drafting the next version of the Masterplan

Mr Philip Carter

Organisation Environment Agency

Comments:

MASTERPLAN CONSULTATION - YEW TREE FARM BURSCOUGH

I refer to the above and our previous response dated 17 March 2014.

We previously made no reference to the proposed Design Concepts identified as options in the plan. However, there are a number of occupants on the adjacent industrial sites whose operations are regulated by the Environment Agency under an Environmental Permit. Some of these operations are a considerable distance from existing residential properties, which may be sensitive to some aspects of the permitted operations. The location of new residential sites or elderly housing adjacent 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. If the operator can demonstrate that they have taken all reasonable precautions to mitigate these impacts in accordance with their Environmental Permit, the facility and new development would co-exist. Any further mitigation measures necessary to reduce any impacts of the existing permitted activities on sensitive receptors would rest with the developer of the site.

Given the above, we would strongly recommend that as part of the Master planning exercise, new residential development is located as far away from the existing employment areas as possible and in this respect, Option 1 (Radial) and Option 4 (Clusters) would appear to offer the greatest protection for sensitive receptors.

Attachments submitted?

Council Response

Comments noted, the Masterplan will ensure that buffer zones between sensitive receptors and potential bad neighbours are a fundamental part of the document and a requirement of future planning applications.

Ms	Diane	Clarke
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Organisation	Network Rail
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Comments:

Thank you for the opportunity to provide feedback to the proposed consultation.

Network Rail is the “not for dividend” owner and operator of Britain’s railway infrastructure, which includes the tracks, signals, tunnels, bridges, viaducts, level crossings and stations – the largest of which we also manage. All profits made by the company, including from commercial development, are reinvested directly back into the network. Network Rail has the following comments to make.

The proposal is for 500 new homes, 10 ha of employment land – with a comment about Burscough stations below:

Rail The Yew Tree Farm site is within walking distance (approximately 15-20 minutes dependent on part of the site) of two train stations linking the settlement with Ormskirk (Liverpool), Preston, Southport and Manchester. Frequency of service on the Southport – Manchester line is generally every 30 minutes. However, the frequency of the service to Ormskirk and Preston is less than hourly. The Borough Council, Lancashire County Council and Merseytravel are working together to investigate the potential to extend the electrification of the Ormskirk line to Burscough, thus increasing the frequency of services that connect to Burscough. Whilst it is unlikely that this development will directly deliver this improvement, the site allocation and increased population supports the business case for such a proposal. However, through the Stakeholder Group, the issue with the capacity of the parking facilities at both Burscough Bridge and Burscough Junction stations was raised. Therefore, links for walking and cycling to both stations from the site must be maximised and made as short and safe as possible.

(1) Developer Contributions Network Rail believe that at both Burscough railway stations there is a small amount of scope at each for additional parking. In terms of Burscough Bridge it might be possible to extend the current car park along the side of the track through where the current trackside access gate is, this would create around 8 spaces and is obviously outside of the current lease area and we are unsure of the cost. In terms of Burscough Junction there is very little space but with car park lining we believe there is scope for an additional 4 bays alongside the access road. (See attached photos of Burscough Bridge) Therefore, for Burscough Bridge and Burscough Junction stations Network Rail would seek developer funding (either via an S106 or unilateral undertaking) to enhance parking at the stations as a result of the Yew Tree Farm masterplan. Network Rail believes that a developer contribution for car parking at the stations should form part of the planning consent for any proposal at the site. As Network Rail is funded by public remit, it is unreasonable to expect Network Rail to fund mitigation or enhancement measures required as a result of third party commercial development. Provision for S106 contributions to mitigate impacts of developments at railway stations should be considered in the same manner as developer contributions to fund highways works or local facility improvements.

(2) Level Crossings We have examined the proposal and the nearest level crossing Network Rail have within that vicinity is Abbey Lane which is located on (our ref) FCO 13m 43ch (946y). At the other side is Prescotts No 3 located on FCO 15m 63ch (1386y). So we do not see any problem with the Prescotts No 3. The Abbey Lane is a hybrid crossing with gates for both the user worked element and wicket gates for the public footpath element. The user worked part of this crossing is not used and has a large mound of earth in front of the gates so there is no way any vehicle can get through. At this moment in time the authorised users will not give up their rights. The footpath element of the crossing is not heavily used at the moment. With the number of houses being built at Yew Tree Farm which is only approximately 1000yards away it may have an impact of the number of users who may use the public footpath. Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:

- (a)By a proposal being directly next to a level crossing
- (b)By the cumulative effect of developments added over time
- (c)By the type of level crossing involved e.g. where pedestrians only are allowed to use the level crossing, but a proposal involves allowing cyclists to use the route
- (d)By the construction of large developments (commercial and residential) where road access to and from the site includes a level crossing or the level / type of use of a level crossing increases as a result of diverted traffic or of a new highway
- (e)By developments that might impede pedestrians ability to hear approaching trains at a level crossing, e.g. new

airports or new runways / highways / roads

(f)By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs

(g)By any developments for schools, colleges or nurseries where minors in numbers may be using the level crossing

(h)By proposals that change the demographic of users – from say occasional agricultural usage to (but not limited to) increased usage by minors, dog walkers, the elderly, cyclists and mountain bikers, pedestrian using smart-phones, with ear-phones with little or no appreciation of the risks from approaching trains at footpath level crossings.

Network Rail wants to operate a safe national rail network. We believe that our employees should expect to be able to work in a safe environment, free from harm – “everyone home safe, every day”. In a similar vein, we want to eliminate the risk of harm to everyone who interacts with us: passengers, line side neighbours and level crossing users. Our vision aligns with increasing expectations in society regarding an individual's right to a life free from unnecessary harm.

Level crossings are Network Rail's greatest source of risk to members of the public. We have adopted a policy that, wherever possible, we will close level crossings. It is Network Rail's and indeed the Office of Rail Regulation policy to reduce risk at level crossings not to increase risk as would be the case with an increase in usage at the two level crossings in question. The Office of Rail Regulators, in their policy, hold Network Rail accountable under the Management of Health and Safety at Work Regulations 1999. And that Risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges.

It is Network Rail's opinion that even with what may be considered as a minor increase in usage at a level crossing, that this is still unacceptable as any increase in usage would also lead to an increase in the level of risk to users. We would also highlight that an increase in level crossing neighbours may lead to an increase in both wilful and unconscious unsafe acts, such as rushing to get across before a train passes, or a dog walker chasing after a loose pet on the line from the crossing, or simply crossing with too little time, instances such as this would not be acceptable at the level crossings.

West Lancs Council have a statutory responsibility under planning legislation (Schedule 5 (f)(ii) of the Town & Country Planning (Development Management Procedure) Order, 2010) to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway. We would draw the LPAs attention to the House of Commons Transport Committee 11th Report on level crossing safety which stated: “Level crossings are a significant source of risk on the UK's transport networks. Although the number of accidental deaths at level crossings has decreased in recent years, nine people died in 2012-13. Every one of those deaths was a personal tragedy which could have been averted. We recommend that the Office of Rail Regulation (ORR), which is responsible for rail safety, adopt an explicit target of zero fatalities at level crossings from 2020.” “7. Level crossings are places where footpaths, bridleways or roads cross railway lines at the same level. Network Rail manages approximately 6,500 level crossings on the commercial rail network...There are two general types of crossing: active crossings, which provide warnings or protection when a train is approaching, and passive crossings, which do not. Active protection may be automatic, or may require a signaller, driver or crossing keeper to perform certain actions. Passive crossings rely entirely on the user for their safe operation.” “12. There are significant safety risks associated with the different forms of level crossing. Of Network Rail's 6,500 crossings, 76% are passive crossings, which do not offer any warning of an approaching train...The decision on whether it is safe to cross is left to the user.” The House of Commons Transport Committee 11th Report also stated: Co-operation between railway operators, highway authorities and planning authorities 31. Local authorities must work with Network Rail and other railway operators to help keep level crossings safe. For example, local authorities' plans for promoting walking and cycling routes that traverse level crossings can have a direct effect on safety at those crossings. However, the Association of Directors of Environment, Economy, Planning and Transport told us that liaison between Network Rail and local authorities is variable...Network Rail has highlighted a number of examples where local authorities have imposed planning obligations on developers, to help fund Network Rail's construction of footbridges... However, in some cases planning authorities have consented to large developments and changes in road layout without due attention to the increased risk at nearby level crossings... In its report into a fatal accident at the Kings Mill No. 1 crossing near Mansfield, the RAIB (Rail Accident Investigation Branch) criticised the local authority for establishing a walking and cycling trail without discussing the likely impact on the usage of a level crossing with Network Rail. 32. Railway operators are already statutory consultees where proposed development is likely to result in a material increase in the volume or character of traffic using a level crossing...The Law Commission's proposal for broader statutory duty of co-operation on railway operators, traffic authorities and highway authorities in respect of level crossings is a sensible suggestion....However, in the case of

footpaths, private crossings or unadopted roads (which are not maintained by the highway authority), there is a case for adding planning authorities to that list....We welcome the duty of co-operation on railway operators, traffic authorities and highways authorities in respect of level crossings but recommend that it should also encompass planning authorities so that the impact of additional numbers of people using level crossings can be considered. As there is a footbridge over Mill Dam Lane bridge which is only 546 yards from the crossing we would request that any planning consultation includes proposals routing all pedestrians across Mill Dam Lane where there is a bridge, it is much safer as they can still get to the same point, without using the level crossing and increasing the risk. This should be included in any travel plan or traffic assessment. We would also ask if the council is open to giving in principle support to closing off the public footpath down Abbey Lane (subject to full discussion with the LPA, Highways, PROW and Network Rail).

PHOTOGRAPHS AVAILABLE ON THE COUNCIL'S WEBSITE AT [www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf)

Attachments submitted?



#### Council Response

Comments relating to parking at the rail stations and support for the electrification of the Ormskirk to Burscough line are noted and welcomed. The Masterplan will seek to deliver a development that prioritises sustainable methods of transport over the car. Therefore, consideration will be given to how this development can secure additional required parking, both vehicular and cycling at both rail stations given land availability at both sites is fairly limited.

Comments relating to level crossing safety are taken very seriously by the Council and the Masterplan will include reference to its proximity to the crossings for the purposes of Travel Planning at application stage.

Whilst the Council is always willing to engage with all infrastructure providers, matters relating to the closure of footpaths fall outside of the remit of this document and should be taken up separately with the Council and other relevant parties. However, for clarity, the Masterplan seeks to deliver a linear park cycle path between Ormskirk and Burscough. Whilst it is inevitable that part of this route will proceed down Abbey Lane before entering land to the south and travelling on the western side of the rail line towards Ormskirk, there is no intention for the route to cross the Ormskirk to Preston rail line using the Abbey Lane level crossing. Instead the route will make its way through the Grove Farm development site and join the existing cycle path which links the north of Ormskirk to Ormskirk rail station through the use of an existing tunnel under the rail line.

Mr John Colbourn

Organisation

Comments:  
I live on the A59 opposite Square Lane and have real problems exiting my drive due to the speed at which some vehicles come round what is to them and to me, a blind bend from the direction of Ormskirk. The situation is very dangerous now, and will of course be made much worse when additional new houses are built. I have consulted and am continuing to consult the police, Lancashire CC, Highways Dept etc but they have, as yet, been unable to alleviate the problem to any degree. My concern now is to ensure that this problem is specifically addressed as part of the planning for the new Yew Tree Farm development, whereby significant changes to the road layout at the junction between Liverpool Road South and Square Lane or more effective control of the speed of traffic will be essential. . I

Attachments submitted?

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.

Whilst the Council empathises with particular issues which effects individuals, it 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.



Mr John Crawford

Organisation

Comments:

Not very good, will cause adverse effect on resident next to site and subsequent impact on all Burscough residents and infrastructure. Not wanted by Burscough residents and being push through by people who don't represent the people of Burscough. They need to listen!

Attachments submitted?

Council Response

Comments noted.

Mrs Linda Crawford

Organisation

Comments:

- not wanted
- no consideration for who this site will affect
- will have a large impact on burscough residents

Attachments submitted?

Council Response

Comments noted.

Mr Michael Cunningham

Organisation

Comments:

This report sets out comments submitted on behalf of local residents and land owners who own land contained within the area identified as Yew Tree Farm Strategic Development Site. The format of the report for ease of reference follows the layout of the Options Report Supplementary Planning Document issued in February 2014. The key issues identified in that report are set out in the same order in this General Comments Document which concludes with a general overview of the way in which it is considered the site should be developed from the point of view of local residents and land owners.

Employment

Where should employment uses be delivered and why? From a strategic development point of view it would be most appropriate to identify the location of employment land and the areas of land adjoining the existing Burscough Industrial Estate. Clearly the issues associated with industrial or commercial development dictate its segregation from other uses where detrimental effects would be caused. On this basis therefore the employment land should be identified along the westerly edge of the site and separated from the residential development as referred to later.

Delivery of Live/Work Units

The identification of employment land along the westerly edge of the site could include on its easterly border some areas of live/work units along the general principles identified in Proposed Option 1. The location of live/work units if deemed necessary would act as a buffer between the residential and employment land. Types of Businesses The employment land closest to the industrial estate would inevitably involve general industrial uses and with careful longer term planning those areas closest to the residential area, namely to the easterly edge of the section of employment land, could be identified as more commercially orientated, smaller business uses to help encourage local employment. These could be incorporated within a mix of live/work units, thus maintaining an employment element, but reducing any potential detrimental impacts on residential amenities.

Residential

Provision of Elderly and Affordable Housing

Elderly housing provision which is recognized as necessary should be provided within the first phase of development of the site. The elderly housing provision should be located close to public transport facilities and also local facilities. The 4 options suggested in the document all propose elderly housing provision close to a main entrance near the junction of Higgins Lane and Liverpool Road South and close to proposed local facilities, together with the existing public transport along Liverpool Road. However, the identification of elderly housing could also be located further to the south if a secondary access was provided off Liverpool Road South and which would avoid a high concentration of elderly housing development in one area thus providing a more integrated arrangement for both elderly and other residential occupiers. The key issue for the provision of elderly housing is ease of access to public transport and basic local facilities. Public transport will provide access to wider retail and social outlets with the basic social facility providing immediate daily needs.

Provision of affordable housing should be incorporated within the residential development in accordance with adopted Development Plan policies.

Access

Avoidance of traffic congestion

The proposed arrangement of residential, social and employment land dictates and influences the proposed location of access points to the site. The access proposed in each of the 4 options suggested sees highway construction work carried out close to the junction of Higgins Lane and Liverpool Road incorporating a main access into the site which then variously links with access points on Tollgate Road or further on down Liverpool Road. The general principle of identifying the site partially for employment use and partially for residential with associated community facilities including open space means that it seems logical to locate the employment land to the westerly side of the site, as referred to earlier, with the remainder of the site being occupied by residential open space and community facilities.

Access to the employment land should be separate from the residential use to avoid detrimental effect on the amenity of the residential occupiers. For this reason, and to minimize traffic concentrations, there should be 2 access points from Tollgate Road allowing employment traffic to enter from the industrial estate side of the development

site. The residential development should be accessed from Liverpool Road rather than Higgins Lane to avoid an effect upon existing residential occupiers, and at the same time allow ease of access onto the main highway network. A single access point onto Liverpool Road to serve the whole development may lead to significant congestion and it is therefore logical to provide a second subsidiary access further to the south west to serve a minor proportion of the residential site. The proposed access through Meadow Brook would create significant detriment to existing residential occupiers who occupy the quiet cul-de-sac. A more appropriate and less damaging access would be through the site of number 77 Liverpool Road, an existing employment site which is currently on the market for sale. This site is adjacent to a public house car park and therefore use of this area as an access would not create a significant detriment to nearby residential occupiers. The secondary access to the site from the above location could serve an area of residential development without linking through to the main residential access route and thus reduce the volume of traffic using the main access and at the same time allow the development of the site with the appropriate number of residential properties. The employment use could then be segregated from the residential use and the roadway serving it would act as a buffer with a further landscape buffer between it and the residential properties. This would have the benefit of maintaining a significant distance between employment development and residential development, and at the same time would improve the visual amenity of the employment site by establishing a green edge.

The Options document sets out the conclusion that the latest available evidence suggests that a new primary school is not necessary within the site. However, the options proposed incorporate an area of land identified for future use as a school. This provision could be maintained within the plan, but identified on the area of land released as Phase 2 which should be to the northerly side of the site. Therefore, when Phase 2 was developed, if it was determined there was a need for school facilities it could be provided at that time and it would not prejudice the development of Phase 1 or bringing forward residential development in the short term. For this reason it would make sense to identify a separate single access from Higgins Lane leading into school premises exclusively. This would mean that there would not be any threat of conflict between children and general traffic, and at the same time it would reduce the prospect of a detrimental effect on the residential amenity of occupiers of residential properties off Higgins Lane.

#### Accessibility

##### Walking & Cycle Provision

The site should incorporate cycle ways and footpaths utilizing existing footpaths between Liverpool Road and Higgins Lane, and linking these into an area close to the main entrance of the site at the junction of Higgins Lane and Liverpool Road to provide connectivity between the development and Burscough Village itself. This would encourage walking to access public transport links.

##### Community facilities

The development of the site would not include the provision of a new library building, but rather the infrastructure funds generated through the community infrastructure levy or Section 106 Agreement should be used to enhance the existing facility within the village. The improvement of existing facilities in the organically grown Burscough Village itself will avoid a threat of establishing 2 centres and will consolidate the significance of the established village, thus underlining the proposal that the strategic development site at Yew Tree Farm is effectively an enlargement of Burscough itself, rather than a separate settlement.

##### Sports facilities

##### New sports facility

As above the funds generated through the development of the site should be used for the enhancement of existing sports facilities, particularly Burscough Sports Centre, rather than the provision of new sports facilities. Some sports facilities can be provided within the development for outdoor play as referred to below. Open space Should open space be provided on the site? The open space provision on the site within the residential development should incorporate outdoor play space and a formal park in order to maintain areas of green space within what will be an urban environment.

##### Protection of residential amenity

The development should incorporate segregation of employment and residential uses, and during development construction traffic should wherever possible be directed through the employment side of the site via the industrial estate in order to reduce any potential detrimental impacts on newly built housing occupiers. Landscape buffers should be incorporated, particularly between those areas of the site identified as employment and residential, to further protect the residential occupiers. The location of live/work units, if deemed to be necessary, is important in

considering the level of segregation between the 2 uses.

#### Phasing

How should the site be phased?

The development of the site should be dictated by the provision of infrastructure. When it is possible to identify suitable drainage and highway infrastructure those areas of the site which are closest to existing facilities such as public transport and that infrastructure should be developed first in order to promote development in the short term. This means that the area of land closest to Liverpool Road South should be Phase 1 development which would incorporate both employment and residential land with the employment land accessed from Tollgate Road and the residential land accessed from Liverpool Road South, ideally at 2 access points as described above and indicated on the suggested master plan attached to this representation. The area of land which should be identified as safeguarded land is that area to the north which is furthest from any built development and less accessible from the village itself. By safeguarding this area of land it will also provide further protection in the short term for those residential occupiers living off Higgins Lane. The redevelopment currently taking place at the junction of Pippin Street and Liverpool Road also indicates that this southern area of the site should evolve with the northern section being kept until later in the plan period.

#### General overview – Suggested alternative option

It is clear that the part of the site most closely related to Burscough is that area along Liverpool Road South up to Higgins Lane. Similarly the area which is most appropriate for employment development is that section of the site along the westerly edge. This means that the most appropriate layout for development is to incorporate both residential and employment uses in land released as part of the first phase of development which would be most closely associated with the Liverpool Road South section of the site and also incorporate both elderly persons accommodation, local facilities and open space. The release of land in Phase 1 should not incorporate any identified site for school facilities given that there is currently no need for school provision on the site. This should be incorporated into the second phase of development within safeguarded land, ideally to the northerly side of the site. This would avoid sterilizing a large area of land within the first phase of development.

Taking all the above points into account, of the options proposed the 2 which most closely satisfy the general requirements are Option 1 (the radial plan) and Option 4 (the cluster plan), or rather a hybrid of the two (see attached Suggested Alternative Option). Attached as an Appendix to this report is a suggested alternative option which incorporates elements of both of these proposals and is based along similar lines, but takes accounts of comments made earlier in this representation. A hybrid version attached to these comments suggests the redevelopment of the site can be achieved and provide the appropriate amounts of housing and employment land having regard to the relationship between both the mixed uses, the existing settlement and the site as a whole. It would achieve the best result in terms of management of traffic issues both on and adjacent to the site, and it would complement the existing settlement by allowing for connectivity between Burscough Village and the proposed redeveloped site.

APPENDIX 1 AVAILABLE ON THE COUNCIL'S WEBSITE AT [www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf)

Attachments submitted?



#### Council Response

Comments noted and agreed with regarding the location of employment development adjoining the existing employment area.

Elderley accomodation is a requirement of all housing development regardless of phase and will be supported within the most accessible location within the site, subject to the ability of an end user to bring forward such a facility.

Comments noted regarding highways access, however, the advice from Lancashire County Council as the Highways Authority is "Yew Tree Farm's entire estate road network should be served from limited vehicular accesses off the internal primary road network. Vehicular access into isolated pockets of development from the external highway network is not recommended, particularly along the A59". Therefore, discrete access through the site of 77 Liverpool Road South would run counter to this advice and would not be considered appropriate.

Mr Douglas Elliot

Organisation

Comments:  
Having viewed the four options presented, Option 2 is by far the most suitable and non controversial. It does not place industry adjacent to existing housing, grouping it with existing industrial areas. It also has a site for a primary school.

Attachments submitted?

Council Response

Support for Option 2 and comments noted.

Mr

Colin

Evans

Organisation

Comments:

As a resident of Springfield close myself and all other resident of Springfield close were led to believe that the area behind was safeguarded until 2027. This now seems to have been a lie. It is obvious that this whole project is about money and there is no consideration for the people who's lives this will have a detrimental effect on. The four proposals are very amateur( two do not even include a school). I doubt that any of the people involved in these plans live in the area and therefore can pursue the money they will receive without having to worry how their lives will be disrupted. I hope you can sleep at night , knowing you have ruined a nice village and the lives of the people who live in it all for some more money.

Attachments submitted?

Council Response

The Local Plan was clear that the layout was indicative only and the safeguarded land would be determined through a masterplanning exercise which is currently underway. As this is the Options stage, the Council are unable to provide high level details for the site as these are created as the Masterplan progresses. The Options document made clear that the site plans show development of the whole site to ensure that the site will not be delivered as a piecemeal development with inadequate infrastructure in the long term. However, this does not mean all of the site will be developed prior to 2027 and the Council still intend that parts of the site will be safeguarded. A key element of the consultation was to ask the public which parts of the site should be safeguarded and all comments received in relation to this will be considered.

Plans at this stage remain indicative, and are not intended to mislead people. The inclusion of a school within only two of the options was to allow refinement of the feedback from the Education Authority in respect of their requirement for a school in the longer term. This has now been confirmed and LCC would like a portion of the site to be safeguarded for a future primary school site.

Mr	Peter	Foster
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Organisation	Sustrans
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Comments:

Thank you for the consultation on the Yew Tree Farm masterplan at Burscough. We would like to make the following comments on sustainable transport issues:

- 1) The layout of the site should positively encourage walking and cycling for local journeys with time/ convenience advantage over the private car to reach local amenities. Examples of how this can be achieved are:
  - High quality direct linear pedestrian/cycle routes through the site, designed to transport people to local facilities, ie not a circuitous dog walkers' route nor a cycle track interrupted at every secondary entrance.
  - Pedestrian/cycle-only connections to adjacent roads to reach local amenities.
  - High quality public open space/public realm with open aspects to provide attractive setting. ie no dreary tree-less suburban streets.
- 2) The design of the internal road network should create 20mph zones for the residential areas, and be less direct than ped/cycle routes to reach local amenities.
- 3) The rural, more tranquil nature of adjacent minor roads should be protected to encourage pedestrian/cycle journeys along the Leeds and Liverpool canal and the Lancashire Cycleway (Regional route 91 of the National Cycle Network)
- 4) Away from the site, planning contributions to be secured to establish the Ormskirk town centre/station to Burscough town centre/station walking/cycling route (to pass through the development site).
- 5) As Burscough grows, to keep discussing with/pressing other agencies for public transport improvements, particular in the rail services to Ormskirk/Liverpool, Wigan/Manchester, Southport, and Preston. For its size, the town is very fortunate in having access to two railway lines, but, as noted, further improvements are required to promote a more coordinated rail service, and station sites, sufficiently attractive to encourage residents to use rather than the private car.
- 6) Travel planning with targets and monitoring, and a sense of purpose, is an important part of the development process.

Attachments submitted?

Council Response

Support for sustainable transport noted. The Masterplan will encourage the provision of walking and cycling routes. One of the main requirements for the development is to deliver the linear park and to prioritise cycling and walking over vehicular usage through the delivery of connections including cyclepaths and footpaths.

Mr Jason Grice

Organisation

Comments:

All options have pros and cons but I would like to highlight some concerns I have and offer my preferred option with minor amendments.

Option1:radial This should not have new commercial development next to existing housing in the SW corner of the site. I believe this will create issues at planning stages later down the line and potentially limit the kind of possibilities for commercial use. Plus, no School!

Option2:Central focus Having primary access to Truscott Road will create a rat-run for access to priory high and main roads should be kept as a priority route for the school run. I also think the primary access route from Meadowbank is a dangerous option, unnecessarily encouraging traffic through what is a narrow access from the A59. Finally, I think the school should take the primary central focus and be moved away from existing dwellings to reduce the impact on those who currently enjoy good levels of amenity.

Option3:linear This looks over structured for residential development. But I like the fact that Higgins lane is cut off. The school is more central and commercial development is away from existing homes. However I am again concerned at having a Truscott Rd rat-run created.

Option4:clusters This is my preferred layout. I think this will give a an impression of a more spread out layout of blocks of development and commercial development is away from existing homes. I would prefer to see the Truscott Rd access gone but the access to Meadowbank is now more suitable as it is only to access a small number of new residential homes rather linking to a primary route. The elderly homes should be homes, not flats and again, no school! Why no school in option 4. As a former ward Councillor during the development of the local plan I inquired at the time about providing off road parking for Lordsgate Primary School and this appears to have been completely disregarded from all options. This could be done cheaply and provide immediate relief to traffic congestion in the area, helping to keep the A59 clear at peak times. Please can you look at adding this as part of option 4. I was hoping to see more community improvements suggested in your literature and I'm hoping that this is because drainage and highways improvements are a priority for the area. If this is the case I would highlight this in future correspondence.

Attachments submitted?

#### Council Response

Option 1 comments, the proximity of commercial development to residential development will be a factor considered within the final draft masterplan and protecting the amenity of existing and new residents will be a principle within the document.

Plans at this stage remain indicative, and are not intended to mislead people. The inclusion of a school within only two of the options was to allow refinement of the feedback from the Education Authority in respect of their requirement for a school in the longer term. This has now been confirmed and LCC would like a portion of the site to be safeguarded for a future primary school site.

Option 2 comments, Access through to Higgins Lane should be limited from the development site to ensure that the masterplanned site helps, rather than hinders, the highways arrangements along Higgins Lane. The location of a primary school will be subject to input from the Education Authority and is likely to be within land safeguarded for future development.



Mrs	K	Hayter
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Organisation	
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Comments:

I have no objection to housing we need it for the future - Flooding and infrastructure needs to be worked out properly. Suds as you call it could be a danger to young families with small children if left open as ponds or lakes. I like the set out of option 2 as it seems more wholesome. From a community point of view - just a little worried about water levels in that area.

Attachments submitted?

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 developments 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 betterment to the surface water network in Burscough and result in 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. LCC will be required to approve all drainage systems prior to their adoption and so will ensure schemes meet their standards and are effective and efficient. This will include addressing any concerns over safety of attenuation ponds and culverts.

Mr John Herbert

Organisation

Comments:

The main areas of concern that Scarisbrick Parish Council would like to address include water management and traffic. The degree of uncertainty in relation to local water management is a major source of concern:

- Large areas of Scarisbrick are currently under threat of flooding due to the Environment Agency's intention to withdraw from the maintenance of water courses and satellite pumping stations in the Alt-Crossens catchment.
- 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.
- Waste water treatment in Burscough already has capacity issues. Funding for the necessary improvements has not yet been obtained.
- Surface water issues are to be addressed by SuDS. Baseline evidence is yet to be established. There is currently no evidence to inform the amount of land take required within the site in order to provide enough storage capacity for the sites surface water drainage needs and to meet the needs of the solution required to take existing surface water out of the system.
- The effect of the Environment Agency's plans for controlled inundation on the surrounding water table are unknown, as is the potential for increased water table levels to affect existing and proposed drainage schemes (such as SuDS). Lack of clarity on these important issues adds to the threat currently felt by residents of Scarisbrick. Road traffic links are also a source of concern. The B5242 already carries a good deal of heavy goods traffic with which it is not designed to cope. Heavy vehicles have difficulty negotiating the County Road/Southport Road junction and the B5242 is used as an alternative route. There are sections of the road where HGVs have to mount the pavement in order to pass. The Council is concerned that the development will put further pressure on this already busy "B" road.

Scarisbrick Parish Council is grateful for the opportunity to comment.

Attachments submitted?

#### Council Response

The issues associated with the Alt Crossens proposals are outside of the remit of this document.

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 developments 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 betterment to the surface water network in Burscough and result in 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. LCC will be required to approve all drainage systems prior to their adoption and so will ensure schemes meet their standards and are effective and efficient. This will include addressing any concerns over safety of attenuation ponds and culverts.

Highways assessments will be undertaken by Lancashire County Council, as the local Highways authority, in partnership with WLBC, and with consideration to the impact of traffic on surrounding areas. The recommendations of LCC in relation to traffic and transport will inform the decisions of WLBC. However, initial modelling does not suggest that much of the sites traffic will travel towards Southport via Scarisbrick.

Mr	Marcus	Hudson
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Organisation	Lancashire County Council
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Comments:

The following comments are made:

**Strategic Highways**

**Option 1 – Radial** The development pattern of Radial Masterplan option would provide a coherent extension to the surrounding urban area, and enable the integration of the site with existing facilities and services. The linear park cycle/footpath follows the existing Public Right of Way (PROW) footpath number 74 (Burscough) to the west of the Masterplan area. To the east of the Masterplan area, a cycle/footpath route connects into the PROW. However, there is only one dedicated cycle/pedestrian link from the Yew Tree Farm site to the A59 Liverpool Road South. LCC would expect the final Masterplan option to include further pedestrian and cycle only access points, to support sustainable movement to the local built up area and its amenities and, in particular, to the A59 Liverpool Road South which is a key public transport route. The Masterplan area is dissected by two east west routes that form the site's internal primary road network, connecting with the external highway network at a singular primary access with the A59 and two primary accesses on Tollgate Road, to the north and south. This arrangement would facilitate potential future public transport services through the site. The east west roads should include high quality joint pedestrian/cycle provision on one, or preferably, both sides. The alignment of the southern east west link road, which runs almost parallel to the A59, lends itself to use as an alternative route for industrial and employment traffic. Whilst this may provide a level of relief for the A59, the use of the route by HGV's and for through movements may not be considered appropriate for the Masterplan area. The alignment of the northern east-west link road would provide a direct route from the A59 to the employment area, avoiding Higgins Lane. However, as there is no direct vehicular connection from the Yew Tree Farm site, Higgins Lane is likely to continue being used as a route to Burscough Industrial Estate (Langley Road) and Swordfish Business Park (Swordfish Close) from Higgins Lane. To minimise the levels of traffic travelling through the 20mph zone on Higgins Lane, it would be advantageous to include a vehicular route from Higgins Lane, west of Hesketh Road, onto the northern east-west link road. The stopping up of Higgins Lane at its junction with the A59 would present opportunities to make highway changes to Higgins Lane. However, a further vehicular access may be required from the east of Higgins Lane to the northern east-west link road to provide a convenient route for traffic from the existing built up area to the A59.

**Option 2 - Centre Focus** The Centre Focus Masterplan option retains the primary accesses of Option 1; a singular access with the A59 and two accesses on Tollgate Road, to the north and south. The Centre Focus option includes an additional vehicular access route to Higgins Lane from the Yew Tree Farm site to the east of Truscott Road. A vehicular connection to Higgins Lane in this location would enable traffic from the existing residential area to access the A59 via Yew Tree Farm's primary road network, and thereby facilitate the closure of Higgins Lane at its junction with the A59. As indicated in the above comments for Option 1 (Radial), it may be advantageous to include another vehicular route from the Yew Tree Farm site that connects with Higgins Lane to the west of Hesketh Road. This would provide an alternative route for traffic that may otherwise travel through the 20mph zone, and would also release opportunities to make highway changes to Higgins Lane. Vehicular access points onto Higgins lane should be regarded as secondary accesses. Similarly to Option 1 (Radial), the route from A59 that runs in an east-west direction to Tollgate Road would provide a direct route from the A59 into the employment area, avoiding Higgins Lane. The alignment of the route that runs in a southerly direction from the A59 to Tollgate Road is less direct than the alignment of the southern east west link road in Option 1 (Radial). This could serve to discourage traffic using the route through the site as an alternative to the A59. The layout of the internal primary road layout would facilitate the potential future operation of a bus service through the site and/or a circulating service around the formal park. The linear park cycle/footpath follows the route of existing Public Right of Way (PROW) footpath number 74 (Burscough) to the west of the Masterplan area, although the southern section of the linear park cycle/footpath is interrupted by the site's primary road network. The site's primary road network should include high quality joint pedestrian/cycle provision on one, or preferably, both sides. To the north of the Masterplan area, further cycle/footpaths route connect into Higgins Lane from the northern east west link road. However, as for Option 1 (Radial), there is only one dedicated cycle/pedestrian link from the Yew Tree Farm site to the A59 Liverpool Road South. Again, LCC would expect the final Masterplan option to include further pedestrian and cycle only access points, to support sustainable movement to local amenities and, in particular, to the A59 Liverpool Road South which is a key public transport route.

**Option 3 – Linear** The Linear Masterplan has a similar development pattern to Option 1 (Radial), which would

provide a coherent extension to the surrounding urban area, and enable the integration of the site with existing facilities and services. The linear park cycle/footpath follows the existing Public Right of Way (PROW) footpath number 74 (Burscough) to the west of the Masterplan area. Approximately midway, the linear park cycle/footpath meets an adjoining cycle/footpath that provides a route through greenspace to the east of Higgins lane. However, as with Option 1 (Radial) and Option 2 (Centre Focus), there is only one dedicated cycle/pedestrian link from the Yew Tree Farm site to the A59 Liverpool Road South. LCC would expect the final Masterplan option to include further pedestrian and cycle only access points, to support sustainable movement to local amenities and, in particular, to the A59 Liverpool Road South which is a key public transport route. The site's primary road network should also include high quality joint pedestrian/cycle provision on one, or preferably, both sides. The Masterplan primary road network connects with the external highway network at three primary accesses, namely the A59, Tollgate Road and Higgins Lane. There are four additional direct vehicular connections from the Yew Tree Farm site to Higgins Lane. LCC does not consider it necessary to have more than two secondary vehicular 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 west to provide a route which avoids the 20mph zone and is appropriate for use by HGV's. Ideally, the western vehicular access to Higgins Lane should be offset from the linear park cycle/footpath. As per the Option 1 (Radial) comments, the alignment of the southern east west link road, which runs almost parallel to the A59, lends itself to use as an alternative route for industrial and employment traffic. The northern east-west primary road does not penetrate the employment area, and therefore the southern east west link could be construed as the most direct route to Tollgate Road. It may therefore be preferable to maintain the primary access to the north of Tollgate Road as illustrated in the other Masterplan options to balance traffic movements through the site to the north and south of the employment area.

**Option 4 - Clustered** The Clustered Masterplan option has principles similar to the Central Masterplan option, in terms of primary access routes and vehicular connection between the site and Higgins Lane. However, the Clustered Masterplan option appears to have three isolated parcels of residential development that can only be accessed from the external highway network. Yew Tree Farm's entire estate road network should be served from limited vehicular accesses off the internal primary road network. Vehicular access into isolated pockets of development from the external highway network is not recommended, particularly along the A59. LCC does, however, support multiple dedicated pedestrian and cycle only access points that provide comprehensible safe routes from the Masterplan area to local amenities and public transport. With this, as stated in Options 1, 2 and 3, the site's primary road network should also include high quality joint pedestrian/cycle provision on one, or preferably, both sides

**Applicable to all Options** LCC would suggest that the following points are taken into consideration with the development of the final Masterplan. Please note that this is not an exhaustive list:

- The integration of the site with the existing built environment, taking into account distances to key facilities and the existing provision for sustainable movements.
- The inclusion of a network of legible pedestrian/cycle routes through the site and multiple pedestrian/cycle only access points connecting to footpaths, highways, recreational areas, open space, adjoining housing areas, public transport facilities, employment, local amenities etc
- The inclusion of high quality joint pedestrian/cycle provision on one, or preferably, both sides of the site's internal primary roads.
- The retention and enhancement of public rights of way across and adjacent to a development site
- Opportunities to provide new pedestrian and cyclist links, or enhance existing footways/cycleways external to the development
- Lancashire County Council's Draft West Lancashire Highway and Transport Masterplan, with particular reference to the VISIT project and The Burscough ~ Ormskirk Linear Link proposal.
- The inclusion of two east west link roads to provide the primary routes for development traffic to access the external highway network.
- Connections to the external highway network via a singular primary access with the A59 Liverpool Road South and

two primary accesses on Tollgate Road, to the north and south.

- The inclusion of two secondary vehicular accesses onto Higgins Lane; one to the east of Higgins Lane for the purposes of providing an access route to the built up area from the A59, and another to west to provide a route which avoids the 20mph zone and is appropriate for use by HGV's.
- The avoidance of vehicular accesses into isolated parcels of development from the external highway network.
- Opportunities to facilitate the operation of future public transport service through the site.
- Highway capacity.
- Improvements that may be needed to the local highways network in order to achieve safe access to the site.
- Mitigation measures to offset any potential adverse impact to the existing highways network.

#### Ecology

It is noted that an HRA has been undertaken. At a more detailed stage information accessible through the County Council's LERN service will be important in considering the impact on local ecology. Account should also be taken of the emerging Ecological Network.

#### Minerals and Waste

No reference has been made within the document to the mineral resource which is identified on the policies map and referred to within your adopted local plan. The requirement to satisfy the criteria set out in policy M2 of the adopted Minerals and Waste Local Plan has the potential to impact on the layout, phasing and density of the proposed development. The information indicates the resource is silica sand, which could enhance the viability of prior extraction. Your council should also make reference to how waste arising during construction and occupation is considered as part of the development.

#### Education

The education position will need to be reviewed to take into account the latest forecasts once these are available. LCC Education team will provide these once they have been updated.

#### Libraries

The residential led development proposals for Yew Tree Farm will aid the delivery of necessary new housing provision in this part of West Lancashire. It will see a significant expansion of the built form of the town and should ideally support the economic and social vitality of the town. Nevertheless the Masterplan Options document rightly draws attention to the inadequate library provision of the town and the increased pressure that the development of Yew Tree Farm will place upon the library service and other social infrastructure. The long term search for alternative, better library premises has so far failed to identify a viable and deliverable solution. The county council therefore welcomes the positive offer of support from West Lancashire in its search for an alternative site or premises. It should be acknowledged that the Yew Tree farm site would not be an acceptable location for a library as the provision should be in close proximity to the existing high street shops and amenities. The county council remains committed to improve and expand the library service in Burscough and welcomes the district council's stated intention that the development of Yew Tree Farm should be required to contribute to achieving that goal, either through its CIL contribution or via a S106 agreement.

As stated previously, LCC welcomes and supports the principle of a Masterplan for Yew Tree Farm, and I trust that the comments raised above will assist in its development and adoption.

Attachments submitted?

Council Response

Option 1 - All comments are noted and the final draft masterplan will ensure additional connections for pedestrians and cyclists to the A59 are included, as is a requirement for a cycle/pedestrian link on preferably both sides of the main internal road network and a connection to Higgins Lane from the north of the site to facilitate the potential closure of Higgins Lane to through traffic.

Option 2 - All comments are noted and particularly the concern over the practicality of a convoluted southern connection link which may discourage use through the site.

Option 3 - Comments regarding the preference to connect the northern east - west link road all the way through the employment area to Tollgate Road are noted and will be carried forward into the final draft masterplan. Connecting routes to Higgins Lane will also be limited to two.

Option 4 - The Council notes the comment "Yew Tree Farm's entire estate road network should be served from limited vehicular accesses off the internal primary road network. Vehicular access into isolated pockets of development from the external highway network is not recommended, particularly along the A59" and will adhere to this within the final draft masterplan.

All other detailed comments are welcomed and will be reflected within the final draft masterplan.

MR Mark James

Organisation

Comments:  
I prefer the option 2 the centre focus, as there looks to be the least number of houses built, plus there is the larger green space in the centre.

Attachments submitted?

Council Response

Support for Option 2 noted.

jj jj jjj

Organisation

Comments:  
[No comments received]

Attachments submitted?

Council Response

[No response required]

Mr Paul Johnson

Organisation

Comments:  
I am instructed to make the following representations in response to the master plan supplementary planning document options report dated February 2014.  
  
1. Mr and Mrs Ledson endorse the Stakeholder Group's views that the north west corner of the site is most suitable for employment purposes. Live/work units might form part of such development subject to evidence of demand. The types of business the employment land might attract is best dictated by market demand. Such allocation for employment use need not be incompatible with the siting of key drainage features within the north west corner of the site.  
  
2. In order to accommodate the predominant movements of traffic to and from the employment site, provision should be made for a link through the site on a West-East axis as shown on options 1, 2 and 4. Alternatively so far as the vehicular access section of the options report is concerned, option 1 of the Tollgate Road access.

Attachments submitted?

Council Response

Support for development of the north-west of the site for employment use noted. Further comments noted.

Mr Les Jones

Organisation

Comments:

I have lived on Ellerbrook Drive in Burscough for the past 25 years. My house backs onto Junction Lane and is close to Briars Lane/Square Lane. Already we suffer from high noises levels from heavy goods traffic going to and from the M6 on what is clearly not an "A" road. Building a larger industrial site on the Yew Tree Farm site will only increase the level of traffic going past the end of our garden which will make the problem worse.

Also, how do you propose to get the traffic onto the new site? The only access at the moment is down Higgins Lane which is very narrow and has speed bumps and a chicane to stop heavy goods vehicles using that road. Do you then propose to dig this road up and make it into a main thoroughfare causing more misery to the residents already living on Higgins Lane? Alternatively it will have to go into the new estate from Pippin Street. This will cause considerably more traffic on the A59 , causing a lot more congestion due to traffic attempting to access the very narrow Pippin Street. So how on earth do you propose to solve these problems without causing considerably more disruption and discomfort to the existing inhabitants of Burscough?

In addition, after the flooding that was experienced in other parts of the country, Have no lessons been learned? Building on Yew Tree Farm could interfere with the water courses. These have already previously flooded in 2007, 2008 and 2012. How do you propose to handle that? Burscough has already expanded beyond belief over the last 20 years and any more expansion should be unthinkable as we are a community with only one major road running through it and no bypass.

Attachments submitted?

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.

In respect of heavy goods using Higgins Lane, the new road layout through the site lends itself to the closure of Higgins Lane to through traffic, with access taken through this site. This should reduce such inappropriate vehicular movements and improve the situation.

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in 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.



Mrs	Sandra	Jones
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Organisation	
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Comments:
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The comment below is submitted on behalf of Newburgh Parish Council, in my role as Parish Clerk. Newburgh Parish Council is extremely concerned about the increased levels of traffic through the village, which are likely to be generated from this housing development and others such as Firwood Road in Skelmersdale, Grove Farm in Ormskirk and Whalleys in Skelmersdale. It is possible that hundreds of extra vehicles will travel on the A5209 through the village every day especially at peak times. This will impact not only on the quality of life for residents but will also affect the condition of the road which has suffered from flooding/surface water in recent years. It is acknowledged that additional housing is required in the Borough but it is essential that both the County Council and Borough Council make it a priority to address the impact that these housing developments are going to have on the local road network to mitigate the impact on local residents.

Attachments submitted?
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#### 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.

Mrs Andrea Mayer

Organisation

Comments:

I am one of the nearby residents who signed the petition against this development, not because I am a 'NIMBY' or opposed to change - I realise that future plans have to be made - but because there are several issues that concern and that I am not confident will be dealt with practically. I also dislike the need to build on Greenbelt but realise too that this is a current Government policy.

The infrastructure on the surrounding estates is prone during heavy rain to surface water problems, minor if you compare it to recent weather events (in particular Trevor Road and Hesketh Road to my knowledge). Given the age of this estate surely adding additional developments will make this problem worse there and for the Briar Rose(?) development we live on. Will post war drains which struggle to cope now be able to cope once the development is complete? I doubt it. I would be interested to see any plans United Utilities have to prove me wrong.

Secondly, the traffic on the A59 is already heavy and at peak hours, it is difficult and dangerous to turn right out of Higgins Lane towards Ormskirk, in addition to which, the entrance to Lordsgate school is very close to the proposed new exit on each plan option. I've been told (by one of the Council Leaders at the Wharf) that the school is likely to be in use until closer to 2027. This strikes me as a series of accidents waiting to happen unless traffic lights are installed as opposed to a roundabout, which would probably be more cost effective? I sincerely hope traffic lights will be installed early on in the development.

Attachments submitted?

Council Response

For clarity, National Policy does not support development of all types on Green Belt. The allocation of this site occurred through a review of the Local Plan when such land was required for release in order to meet local growth and development needs.

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 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 developments 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 betterment to the surface water network in Burscough and result in 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.

Stephen

McCloskey

Organisation

Comments:

Firstly, regarding the Grove Farm Site, i note that despite all council's previous literature stating the highest housing number at the site as being 250, the stated figure is NOW 300. I believe this recent increase is unfair and shows that WLBC has misled residents so far in the various consultation events. The figure should be reduced back down to 250 maximum.

Regarding Yew Tree Farm, i note in the latest Masterplan leaflet, the figure for YTF housing has similarly increased from "500" to "at least 500". Is council similarly trying to slip more housing in now that all previous 'consultations' have passed? This is another example of WLBC misleading residents. Council must abide by its own 'transparency' guidelines and be clear from the outset what the figure will be. This is fundamental to the creation of any masterplan option. From what i have been made aware, the recent Masterplanning exercise was seriously flawed, lacked meaningful contribution by the community and was seen by many as yet another 'tick box exercise'. Despite council's obligation, the masterplan has not been prepared in partnership with local communities, and i believe that the entire process should be done again, but correctly. As such, it is inherently flawed, and therefore not fit for purpose.

I don't believe that flooding issues will be dealt with effectively before construction of the site, regardless of which masterplan option model is used. Burscough has experienced serious flooding on occasion over recent years, especially around 2012. Increasing the size of Burscough by more than 25% in such a relatively short space of time will only make such problems massively worse, require huge countermeasures and improvements in infrastructure to such an extent that developers will be unwilling to satisfactorily address the problems due to the cost being detrimental to their desired profit margins. Burscough is being swamped with development. There is Tesco supermarket on the northern side of Burscough and the A59, the Booths retail development now appearing on the south side of Burscough and A59, at least 350 more properties will be built in the planning period, YTF itself will increase Burscough by around 25%, and indications that a large Crematorium will be built on Pippin Street also. Burscough is being absolutely bombarded with developments, and its character will be changed forever. It is absolutely WRONG for Burscough to lose its character in this way. It should not be happening. It is therefore more important than ever for WLBC to be 'upfront' and transparent about exactly what number of properties will be built, regardless of which masterplan option is used.

I fail to see how meaningful consultation can be obtained, when presented with the 4 masterplanning options, considering that just under half of the YTF site will be "safeguarded" and therefore not built on in the planning period. It is possible that government may change planning matters in the future and that the safeguarded land could return to 'Green Belt' status. As such, I do not favour any 1 option completely. Given that in all the maps/illustrations previously provided by WLBC, the safeguarded area was displayed as being to the east, south and south west of the YTF site, with development over the next 15 years being limited to the north and north west of the YTF site, then I believe that this 'model' should be implemented initially.

Attachments submitted?

Council Response

WLBC are not misleading residents as the site is still set to deliver 500 homes in this Plan period. Although its is acknowledged that the site is larger and so has capacity for more homes to be delivered on the site, later down the line, if need dictates. The Council have adhered to the consultation requirements of national legislation and the Statement of Community Involvement, and undertook considerable publicity to promote the consultation. Local communities have been given the opportunity to be involved, and to continue to be involved, in the Masterplanning proces should they choose to engage.

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 developments 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 betterment to the surface water network in Burscough and result in 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.

The Local Plan was clear that the layout was indicative only and the safeguarded land would be determined through a masterplanning exercise which is currently underway. As this is the Options stage, the Council are unable to provide high level details for the site as these are created as the Masterplan progresses. The Options document made clear that the site plans show development of the whole site to ensure that the site will not be delivered as a piecemeal development with inadequate infrastructure in the long term. However, this does not mean all of the site will be developed prior to 2027 and the Council still intend that parts of the site will be safeguarded. A key element of the consultation was to ask the public which parts of the site should be safeguarded and all comments received in relation to this will be considered.

Mr

Stephen

McCloskey

Organisation

Comments:

Firstly, regarding the Grove Farm Site, i note that despite all council's previous literature stating the highest housing number at the site as being 250, the stated figure is NOW 300. I believe this recent increase is unfair and shows that WLBC has misled residents so far in the various consultation events. The figure should be reduced back down to 250 maximum.

Regarding Yew Tree Farm, i note in the latest Masterplan leaflet, the figure for YTF housing has similarly increased from "500" to "at least 500". Is council similarly trying to slip more housing in now that all previous 'consultations' have passed? This is another example of WLBC misleading residents. Council must abide by its own 'transparency' guidelines and be clear from the outset what the figure will be. This is fundamental to the creation of any masterplan option. From what i have been made aware, the recent Masterplanning exercise was seriously flawed, lacked meaningful contribution by the community and was seen by many as yet another 'tick box exercise'. Despite council's obligation, the masterplan has not been prepared in partnership with local communities, and i believe that the entire process should be done again, but correctly. As such, it is inherently flawed, and therefore not fit for purpose.

I don't believe that flooding issues will be dealt with effectively before construction of the site, regardless of which masterplan option model is used. Burscough has experienced serious flooding on occasion over recent years, especially around 2012. Increasing the size of Burscough by more than 25% in such a relatively short space of time will only make such problems massively worse, require huge countermeasures and improvements in infrastructure to such an extent that developers will be unwilling to satisfactorily address the problems due to the cost being detrimental to their desired profit margins. Having lived along the A59 for over 30 years, I am acutely aware of how bad the traffic is along this stretch. This planned development will exacerbate it hugely. The road can not be widened, and simply throwing the odd roundabout or traffic calming feature will do nothing to alleviate these problems. In fact, there is every likelihood that it would make the problems worse, by slowing down the traffic flow. Successive governments and councils have plainly shown that existing infrastructure can not be maintained, and the A59 (and roads generally) are pock-marked with damage-inducing, safety-reducing pot holes. More vehicular movements will worsen this problem. Massively more vehicular movements inevitably means more road traffic incidents, and a lowering of safety levels. This is patently unacceptable. The current level of planned development is simply unsustainable. Burscough is being swamped with development. There is Tesco supermarket on the northern side of Burscough and the A59, the Booths retail development now appearing on the south side of Burscough and A59, at least 350 more properties will be built in the planning period, YTF itself will increase Burscough by around 25%, and indications that a large Crematorium will be built on Pippin Street also. Burscough is being absolutely bombarded with developments, and its character will be changed forever. It is absolutely WRONG for Burscough to lose its character in this way. It should not be happening. It is therefore more important than ever for WLBC to be 'upfront' and transparent about exactly what number of properties will be built, regardless of which masterplan option is used. Just as the pub and shops failed to transpire on the Heathfields development, so there is an expectation by WLBC that a sustainable amount of service providers will magically appear in Burscough in the form of Doctors, Dentists and the like. People in Burscough can not get a Burscough Dentist NOW, and there is no guarantee such provisions will exist with a growth of 25%. Similarly, residents are unable to secure places in their first-choice primary schools now, let alone in a 25% bigger future. The provision of a school is essentially a red-herring. At a previous "consultation" event at Burscough Wharf, I asked Peter Richards if there really would be a school, as featured in all of the council's illustrations. He informed me that a school would only be built if it was required by the Local Education Authority. Seemingly, there is no such current requirement. I fail to see how meaningful consultation can be obtained, when presented with the 4 masterplanning options, considering that just under half of the YTF site will be "safeguarded" and therefore not built on in the planning period. It is possible that government may change planning matters in the future and that the safeguarded land could return to 'Green Belt' status. As such, I do not favour any 1 option completely. Given that in all the maps/illustrations previously provided by WLBC, the safeguarded area was displayed as being to the east, south and south west of the YTF site, with development over the next 15 years being limited to the north and north west of the YTF site, then I believe that this 'model' should be implemented initially, as it is what all residents have come to expect from WLBC.

Attachments submitted?

Council Response

[No response required - duplicate entry]

Mr

Lee

McNabb

Organisation

Comments:

Our preferred option is number 4. This seems to safeguard the current residential properties the most, ensuring there is green space immediately behind the majority of existing houses. I can only speak personally of this but as there has already been blatant disregard to the thoughts, views and opinions of the Burscough residents the least that can be done is to try and preserve what value people have in their homes.

Attachments submitted?

Council Response

Support for Option 4 noted. The Council do consider all comments received. House values are not a material planning consideration that can be used in determining development.

mr

gerard

neil

Organisation

Comments:

"Sustainable development is an organizing principle for human life on a finite planet. It posits a desirable future state for human societies in which living conditions and resource-use meet human needs without undermining the sustainability of natural systems and the environment, so that future generations may also have their needs met." This plan doesn't meet these requirements, but is more in line with our present conservative councils ethos on profit and gain for land developers.

Attachments submitted?

Council Response

Comments noted. National Planning Policy sets out the importance of sustainable development. The Council consider that this is being achieved through local policy and the Masterplan's Options.

MR

SIMON

PARKER

Organisation

Comments:

[Comments submitted via questionnaire]

Attachments submitted?

Council Response

[Have emailed NJL to check whether there has been an error in submitting their comments. Response received - comments submitted as a questionnaire]

Mr Simon Pemberton

Organisation NLP

Comments:

This letter and accompanying report sets out representation to the Yew Tree Farm Masterplan Options Report [the Masterplan] made by Nathaniel Lichfield and Partners [NLP] on behalf of Crompton Property Developments Limited [CPD].

As you are aware CPD has a significant interest in parts of the Masterplan area, owning and /or controlling around two thirds of the developable area extending to around 44 hectares (109 acres) as shown on the attached plan. This includes a large proportion of the fields to the south of Higgin's Lane and land to the north west and south west corners of the site. CPD have promoted the site through the Local Plan process and have engaged with the Council over the development potential of the site for the last 5 years or more and has compiled a significant body of expertise and technical evidence that has been shared and has and will no doubt assist the Council and their consultants in the assessment and realisation of the emerging proposals. We welcome the allocation of the site in the Local Plan and support the production of the Masterplan.

We have engaged more recently with the Council through the Stakeholder Group as part of the Councils wider community engagement. Whilst CPD welcome the progress indicated through the consultation on the emerging masterplanning process and see its formation as a positive step towards the future delivery of a sustainable extension to Burscough, they have representations regarding the form and content of the options set out for the Masterplan. These are set out in the accompanying report. We have worked with the Council sharing information whilst we have promoted the site through the plan process and it is notable that no other landowner has actively engaged in this process. CPD remains committed to the delivery of Yew Tree Farm and facilitating the delivery of infrastructure that is reasonably required in relation to the impacts arising from the delivery of the site, both as site specific issues and as a result of cumulative impacts. However, we have some reservations regarding the Masterplan specifically in terms of some of the details of the options and the lack of detail on potential phasing of the site which is considered a key consideration in bringing the development forward.

As set out above are detailed comments are set out in the report which accompanies this letter. We would welcome further opportunity to meet with the Council and discuss issues around the development of the Yew Tree Farm Masterplan.

FULL REPRESENTATION AVAILABLE ON THE COUNCIL'S WEBSITE AT [www.westlancs.gov.uk/ytf](http://www.westlancs.gov.uk/ytf)

Attachments submitted?



Council Response

Comments relating to the Council's approach to the site within the Options document have been noted. However, given this is an early stage document considering all options for the site, much of the detail discussed within this representation, such as delivery and purpose of internal road layout and principles required for creating a "sense of place", will be addressed within the final draft of the masterplan.

Whilst the Council acknowledges that some landowners have been more actively engaged in promotion of the site than others, the key requirement for the Council is to ensure that land assembly i.e. which parcels come forward first and which will be safeguarded, will have a reasonable prospect of delivery and of delivering the required and essential infrastructure to ensure the development is sustainable.

A formalised landscape assessment has not been undertaken to inform the emerging masterplan but the Council is satisfied that the use of its existing bank of evidence relating to landscape sensitivity along with work carried out within the Stakeholder Group and internally within the Council, is sufficient enough to inform the indicative layout that will be proposed within the final draft of the masterplan.

Comments relating to the need for the masterplan to be consistent with the wording of the Local Plan are noted in respect of housing requirements and elderly housing provision. As are those relating to the preferable location for employment development and the uncertainty over the reality of live/work units. Actions will be carried forward to address these in the final draft masterplan.



Greater detail relating to how elderly accommodation should be delivered will also be included within the final draft masterplan.

Comments relating to highways and access are noted and welcomed, as are those relating to pedestrian and cycling access and rail and bus considerations. The Council has explored the potential of access to Burscough Junction Rail Station through Richmond Park. However, this has not been proved feasible to deliver due to sensitivities relating to the school use and land ownerships.

In respect of other matters of detail, additional detail relating to a drainage strategy are welcomed.

The final draft masterplan will require that existing landscape features such as trees and ponds are factored in to the design process as a starting point and by way of good practice but acknowledges that these do not warrant protection. Therefore, if necessary to enable delivery of development, some features need not be retained and this could include any existing ponds.

Comments relating to financial contributions and community facility delivery are noted and will be considered as the document develops into the final draft masterplan.

The requirement for open space will be worked out in accordance with the most up to date Open Space Supplementary Planning Document as the masterplan is finalised.

Comments relating to phasing and the individual options as put forward and the individual issues as set out within the options document are also noted and will be considered, along with all other consultation comments, during the final drafting of the masterplan.

Mrs

Leanda

Ponsonby

Organisation

Comments:

I have been a resident of Burscough all my life and work in the field of public health. W.Lancs has a higher than average number of Road Traffic Accidents. The A59 is a main through route and over many years the huge volume of daily traffic has added to and been responsible for these statistics. I would like to propose to the developers a small amount of space be allocated to parents of Lordsgate school to park their vehicles and escort their children to school safely across the A59 in an attempt to reduce further RTAs. Thank you.

Attachments submitted?

Council Response

WLBC have liaised with Lancashire County Council, as the local Highways authority, to identify such solutions to traffic congestion and ensure the safety of school pupils. Whilst LCC does not wish to contradict the Schools Travel Plan or support parents choosing to use a car for the school run, a requirement of the Masterplan document will be that if a solution is required to address school drop off issues then one should be included within any forthcoming proposals.

Mr George Pratt

Organisation

Comments:

Of the options listed, Number 1 is the least disruptive and provides the site with services and facilities at the earliest time. However some of the detail in this option are not the best. I would like to see a larger play area for children and some provision for older youths. There is a demand in the village for allotments, and they could be used to provide another buffer between employment and residential areas. Provision for elderly, if it is to be concentrated in one area, should be on the northern side of the access road, to avoid their having to cross main roads to visit the town centre. The local service provision should be sited further into the site, to help its take up by tenants who would be more able to assess business opportunities, and to ensure minimal impact on existing businesses.

Attachments submitted?

Council Response

Comments on all elements noted.

Mr	Andy	Pringle
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Organisation	Ideal Community Developments
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Comments:

Please find following the comments from The Maharishi Community, Skelmersdale for the Yew Tree Farm consultation. My role within the community is as development manager and after consultation with our members, the comments have been set out as follows.

•Option1 - Neutral

oThis is similar to the surrounding area, but this is not necessarily a positive thing

oThe areas of public open space and social interaction are spread throughout the development and are less flexible for public usage

oThe size of the green areas are not considered sufficient to allow for improved biodiversity, merely wildlife corridors

oThe small bodies of water are less attractive and are far more likely to suffer from abuse, littering etc...

oThe worry for the facilities being set in the NE is that the SW corner of residential development will be like yet another a bland housing estate and have a long way to get to them and less likely to use them.

•Option 2 – Preferred Option

oThe centralized focus maintains a degree of the open nature of the site currently

oThe social experience of a large park acts a focal point for social activity across a wide range of groups

oThe large park allows for the positive experience of greenery and countryside at the heart of the development and will have a good effect on those living there that they just have to walk a short way to be in a well sized park.

OThe lake may be better to be one central lake that has a stronger impact positive impact. We all remember going to see great lakes, never the ponds in life!

OA large central lake will be a better habitat for wildlife given its size and the lesser disturbance from people.

OIt would be good to connect the green walkway from the south to the park also into the central park as this will give a better access from all residential areas, a more attractive access and egress for people and will be more likely to be used by surrounding areas.

OFocal points of activity are a very natural way of distribution as creating a disperse set of facilities merely dilutes their impact and creates characterless environments

oThis design has the most character of all the options.

OHaving the facilities opposite the park makes for an attractive area that is easier to reach by the new residents of this scheme

oThere needs to be weight restricted roads from the industrial estate to stop heavy traffic through a primarily residential area as this totally destroys the quality of calm that can be created in a development through traffic management. It would be best if heavy traffic could be limited to the uppermost road and there was green screening from it to the park along with an earth bund to deflect the sound and create a quality open space for people.

OCalm open spaces create calm happy people. We all get out into the countryside to unwind. Create the countryside in the development!

•Option 3 – Neutral

oThe worry for the facilities being set in the NE is that the SW corner of residential development will be like yet another a bland housing estate and have a long way to get to them and less likely to use them.

OThe green central corridor is not enough to improve biodiversity nor to give much of an experience of open space

oThe ponds are too small and open to abuse, litter etc...

oThe green connections to the rest of the

•Option 4 – Least Preferred Option

oThe worry for the facilities being set in the NE is that the SW corner of residential development will be like yet another a bland housing estate and have a long way to get to them and less likely to use them.

OThe green central corridor is not enough to improve biodiversity nor to give much of an experience of open space

oThe ponds are too small and open to abuse, litter etc...

oThe overall design is somewhat characterless and a mishmash of items

oThe sense of open space is lost

I hope that our comments are of value and can be implemented where possible.

Attachments submitted?

Council Response

Comments on each of the options noted.

Mr

Daniel

Robinson

Organisation

Comments:

As a resident of Burscough living on Liverpool Road south I am aghast at the proposed positioning of the entrance of the new housing development at Yew Tree Farm. On all four proposals there is a road opposite Lordsgate Drive. This is the busiest and most dangerous point of the A59 especially at School times due to Lordsgate school and the volume of traffic. I have studied your proposals and it appears to me the most obvious and natural point for an access road would be the land opposite 230 Liverpool Road South, in the gap between existing houses, which there has been no mention of. This land is equal distance between the congestion points of A59/Square Lane and A59/Higgins Lane so would help alleviate the congestion problems, not contribute to, if an access road was positioned here. I am very concerned that if the proposed road is positioned where planned it would be extremely dangerous to pedestrians and especially school children as there would be 4 roads onto the A59 within 100 yards, that area being a school drop off point.

Attachments submitted?

Council Response

The proposed entrance to the site is based on advice from the Highways Authority Lancashire County Council. WLBC have liaised with Highways authority to identify such solutions to traffic congestion and ensure the safety of school pupils. Whilst LCC does not wish to contradict the Schools Travel Plan or support parents choosing to use a car for the school run, a requirement of the Masterplan document will be that if a solution is required to address school drop off issues then one should be included within any forthcoming proposals.

mr steven seville

Organisation

Comments:

I cannot understand why you are still going to build on this land. We gave you our opinion overwhelmingly in the vote on this development. This village has done its bit for AFFORDABLE housing..... REES PARK!!!!!! If people want to live in a nice area they need to work for it like the rest of us i.e night school. As ive said we have affordable housing in this area. So why not build another council estate in m,m,m,m say rufford???. Its not a question of NOT IN MY VILLIAGE, its the fact of "we are a village so please lets leave it that way. Why not build a new town nearby with shops ect new jobs would be created. This village has voiced its opinion in a so call DEMOCRATIC society, so please tell me why its falling on deaf ears??

Attachments submitted?

Council Response

Consultation is not about a vote of popularity. Instead, consultation is about gathering evidence to determine the most suitable, or unsuitable, sites for development, and such reasons for the allocation of this site have been explained during the Local Plan process and its subsequent examination. Therefore focus now needs to be on the most suitable ways in which the development can be designed and delivered. A need for affordable housing has been demonstrated in the Borough, and its importance is set out within various policies of the Local Plan.

Mr Brian Sillett

Organisation

Comments:

It is not unknown that final detailed and approved development plans can contain attractive features (open spaces, community facilities, shops, a pub) only to find that they are not provided when building work has been completed. Burscough has suffered this in the past. I would hope that the YTF development is monitored for adherence to the final approved plan and not allowed to drift away from it. Can Burscough residents be assured that any such deviations will be constantly monitored and prohibited?

Attachments submitted?

Council Response

Where some developments have failed to deliver all that has been proposed in the past has usually been as a result of market forces and due to the fact these were development delivered via planning application only. This site differs in that a strategic masterplan has been developed and all forthcoming applications will be required to deliver all of the relative components of the development such as a linear park, a comprehensive cycle and walking network, and mixed uses.

	P	Simpson
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Organisation

Comments:

I don't agree with any of the options put forward and believe more problems will be caused rather than solved regarding a number of issues especially drainage and traffic. My main concern is drainage, not at the site but further down the line. Surface /top water and the sewage system already struggle so, if this becomes more of a problem after the event who will be taking responsibility?

Attachments submitted?

Council Response

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in 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.

Mrs	Veronica	Sutherland
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Organisation	
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Comments:

Please advise when residents received the leaflet advising them of the proposed plans? As we have not received one nor have my neighbours in lathom close. If this was delivered with the champion we have not received this free newspaper for some time! My concerns re this proposed development are the following: A primary school has been identified as being needed however there are no proposals for secondary school, Priory is at capacity and as usual this will be only addressed once the houses are built, too late for children having to attend schools out of the immediate vicinity. Likewise health facilities, health care facilities should be put in place before the build is completed! Many proposals were made for the Heathfields estate such as shop, footbridge etc but none of these materialised! Then we will have issues with drainage, surface water, sewage which are ongoing issues already in Burscough. If Yew tree goes ahead all supporting facilities should be set in place before, to prevent problems for current residents and new residents of Burscough.

Attachments submitted?

Council Response

Leaflets were delivered, or sent, to all residential and commercial properties in Burscough at the start of February. Whilst this was not delivered with the Champion newspaper, they were responsible for distribution. We will therefore notify them to ensure this does not happen again.

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 time-span of the delivery of the site. Therefore, assumptions may change in future. Nevertheless, at present, LCC have determined that there is no need for the addition of a new primary school until beyond this plan period i.e. 2028 or whenever the Local Plan is reviewed, and that secondary provision can be delivered through improvements and extension to the existing school.

The Council are aware that main health provision in Burscough is at capacity in terms of patient lists, and the impact of the YTF development is likely to lead to the requirement of 1 additional GP. The Masterplan will ensure that any development on the Yew Tree Farm site contributes to the delivery of improved health care provision.

The Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in improvements to the network as a whole.

Mr Robert Travis

Organisation

Comments:

Ref Yew Tree Farm Masterplan details of which we received by email from yourselves early February. Ref my phone call this morning with Mr Richards which was very informative in which he indicated that my previous thoughts and comments on the proposals as they then were would all be taken into a/c [account]. So I will not include photocopies of them but like to reiterate that they are still relevant. I will mention some sections of the project for which I and my family are particularly concerned. 1.Transport, 2. Drainage, 3. Future of schools etc

Transport Access to motorways to north/south/east are all relevant on existing overcrowded county roads totally unacceptable for modern heavy goods. The A59 is grossly overloaded at peak times especially when the schools are open and access to the west is only via country lanes.

Drainage This is a very serious issue. When we have periods of heavy rain the surface water collects in low lying areas very quickly because of more concrete and hard surfaced areas in current housing estates and then on to drains and ditches which eventually have to go under the Wigan/Southport railway line. There are enough problems getting water under that railway line at present between Crabtree Crossing to the east and Bescar Lane Railway Station, in particular to the west. Namely Langleys Brook which burst its banks north of the railway line in 2012 and the culverts to East and west of New Lane Railway station which take clean and foul water from Burscough village. THESE PROBLEMS can not be ignored. Continuing with water problems of the clean type: there is a totally inadequate sewerage works that is still short of capacity at times.

Referring to schools We have 5 primary schools and 1 secondary school within walking distance of the proposed development all with excellent OFSTED reports. There is room for copius expansion at Priory and Lordsgate and also at St Johns Catholic Chapel Lane/ The 3 other primary school in the village of Burscough make up the 6 school in total and the report from LCC @ [at] one of the stakeholder meetings stated no needs are required at present or until 2023 for secondary and 2028 for primary (Ben Terry facts figures 14/11/13).

Now to the options I SAY OPTION 1 (ONE) Because it is best suited for requirements of an extension to Burscough in the selected area. Namely 1.No new school in the plan – more room for other things at present 2.SUDS are placed along the S [south] side of Higgins Lane but there could to be an extra one to east of the 22 as shown in option 1 nearer to where existing culverts go under road opposite Truscott Road 3.If a new school was required post 2027 then the S west section of option 1 could be safeguarded until that date 4.Regarding infrastructure of internal road ways the one from E\*W [east to west] if it were moved 100 yards to south in the central area it would allow more water to be collected in the SUDS and slow down traffic. 5.For a further area of post 2027 I suggest the SE Section of option 1 to go with the aforementioned SW corner and marked on the option 1 map from yourselves and enclosed with these 2 hastily written pages. Thank you. PS GO FOR OPTION ONE

Attachments submitted?

#### 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 Council acknowledge 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 developments 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 betterment to the surface water network in Burscough and result in 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 as the Education Authority have provided a high level of 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 time-span of the delivery of the site. Therefore, assumptions may change in future. Nevertheless, at present, LCC have determined that there is no need for an additional primary school until beyond this Local Plan.

Support for Option 1 noted.

Ms

Sandra

Tyrer

Organisation

Comments:

My job role includes managing the community space (Arts Centre) at Burscough Wharf. We offer affordable room hire to the community, music events, spot on Rural Touring performances, monthly jazz night and comedy club. We also provide a service to the community by offering daytime activities to adults with learning disabilities (Drama, Catering and work skills). We also work with the local schools and churches and Ormskirk Ukulele Club. Instead of considering building an additional community space could you consider giving some funding to ourselves to enable us to continue offering our facility.

Attachments submitted?

Council Response

Comments noted. Funding for community infrastructure may be secured through the development and will be noted.

Ms	Kate	Wheeler
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Organisation	Natural England
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Comments:

Yew Tree Farm Masterplan Thank you for your consultation received on 5 February 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. Green Infrastructure

We welcome the references to Green Infrastructure (GI) in the masterplan but suggest more detail is included. The Masterplan should provide a clear focus in relation to Green Infrastructure (GI) provision and where possible such provision should be incorporated into new development with assistance from developer contributions. As there are requirements for both physical and social infrastructure in the area, the Council should seek to address this issue in the plan. The NPPF defines green infrastructure (GI) as “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities” and requires LPA to set out a strategic approach in their Local Plans, “planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure” (paragraph 114).

As well as amenity and recreational benefits, the Natural Environment White Paper highlights the natural environment importance of GI in planning; ‘We need urban green infrastructure to complete the links in our national ecological network. Urban green space allows species to move around within, and between, towns and the countryside. Even small patches of habitat can benefit movement. Urban green infrastructure is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. It is part of the answer to the challenges posed by a changing climate.’ (para 2.78, White Paper), ‘We want urban green spaces to be recognised as an essential asset and factored into the development of all our communities. They will be managed to provide diverse functions for the benefit of people and wildlife. They will cool urban areas and reduce flood risk, helping communities to adapt to a changing climate. They will continue to play a key role in regeneration projects throughout England, supporting local economic growth. Greener neighbourhoods and improved access to nature will improve public health and quality of life and reduce environmental inequalities. Urban green spaces will provide varied ecosystem services and will contribute to coherent and resilient ecological networks’ (Para 2.80, White Paper) Natural England has developed a GI signposting document, which may be of assistance, it includes detail in relation to GI provision and provides some best practice example of LDF policies relating to GI.  
[http://www.naturalengland.org.uk/Images/GI-signposting\\_tcm6-11961.pdf](http://www.naturalengland.org.uk/Images/GI-signposting_tcm6-11961.pdf)

There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:

- ☑ green roof systems and roof gardens;
- ☑ green walls to provide insulation or shading and cooling;
- ☑ new tree planting or altering the management of land associated with transport corridors (e.g. management of verges to enhance biodiversity).
- ☑ The protection of natural resources, including air quality, ground and surface water and soils needs to be considered in all urban design plans. Natural England’s Accessible Natural Greenspace standards (ANGSt) ANGSt aims to address the spatial distribution of natural greenspace, its accessibility at different size limits and the hectareage of Local Nature Reserve per head of population with the aim of securing access to natural greenspace close to where people live. These standards recommend that people living in towns and cities should have an accessible natural greenspace: (ANGST)
  - ☑ Of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;
  - ☑ At least one accessible 20 hectare site within two kilometres of home;
  - ☑ One accessible 100 hectare site within five kilometres of home;
  - ☑ One accessible 500 hectare site within ten kilometres of home;
- ☑ Statutory Local Nature Reserves at a minimum level of one hectare per thousand population It is important that the plan seeks to conserve and enhance landscape (and townscape) character, quality and local distinctiveness, including of course the historic landscape.

Biodiversity

Proposals for new development will naturally need to consider environmental impact. Development should avoid

adverse biodiversity impacts and mitigate only when this is not possible, in line with NPPF paragraph. We recommend that development proposals should seek opportunities to create and/or enhance ecological networks, linkages and corridors that permeate through the site.

#### Biodiversity Duty

Biodiversity is of course a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. All local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making. The Duty is set out in Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". Guidance is available in the Defra publication, *Guidance for Local Authorities in Implementing the Biodiversity Duty*, <http://www.defra.gov.uk/environment/biodiversity/documents/la-guid-english.pdf>

#### Habitats Regulations Assessment

The conclusions reached in the assessment are that amendments should be made to the SPD in order that a conclusion of no likely significant effects can be determined for Martin Mere SPA/Ramsar and the Ribble and Alt Estuaries SPA/Ramsar through the pathways of reduced water quality, and disturbance to bird species using habitats outside of European sites. As stated the SPD does currently include a commitment that land promoters will work in partnership to address drainage issues on site. 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.

Natural England agree you must ensure the production of a detailed ornithological survey report takes place, and to the exploration and provision of mitigation and avoidance measures that may arise. Natural England recommend these measures are included within the SPD, at this point the SPD should be rescreened to ensure that no likely significant effects would occur on the Martin Mere SPA/ Ramsar sites or the Ribble and Alt Estuaries SPA and Ramsar sites, either alone or in combination with other plans and projects.

Attachments submitted?

#### Council Response

Support for Green Infrastructure within the development is noted and will be a fundamental principle within the Masterplan as is the duty to conserve and promote biodiversity. The recommendations of the Council's HRA (carried out by URS consultants) will be carried forward into the final Masterplan.

Mrs Doreen Williamsn

Organisation

Comments:

Our bungalow is unique in that the front door is on Liverpool Road South, despite our address being Meadowbrook. Therefore our garage and drive (main entrance) is at the back meaning that our small piece of back garden is not very private. At present this is not a problem as we only have two neighbours beyond our home and no passing traffic. If an access road to the planned estate were to come from Meadowbrook all this would change and our privacy would be compromised. The main road is terribly noisy but this is offset by the fact that we have some peace on Meadowbrook and are able to see plenty of sky as well as hear birds in the hedgerows. This will all change. We do need to preserve the wildlife in whatever way possible. Despite the fact that it includes an access road, I much prefer option 4 - clusters, as it has a more pleasing layout. We do not want a school as shown in option 2.

Attachments submitted?

Council Response

Support for option 4 noted, alongside objections to school (as shown in option 2) and creation of access from Meadowbrook.

Mr Michael Williamson

Organisation

Comments:

We are most concerned that Option 2 will increase the traffic feeding onto the A59 between Square Lane and pippin St. The provision of a school adjacent to the proposed road and the estate will greatly agrivate [sic] the situation. Option 1 & 3 will mean houses being built right next to Meadowbrook where old people are residents in bungalows. Although we would prefer no development at all, we would prefer Option 4 as long as adequate parking is provided on the entry to the site & traffic lights are provided on the Meadowbrook / A59 junction. Even without the development, sometimes we have to turn left then to turn round in Platts Lane to enable us to turn right.

Attachments submitted?

Council Response

Support for Option 4 noted, alongside concerns over traffic and parking.