



draft masterplan SPD

Yew Tree Farm

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WEST LANCASHIRE



LOCAL PLAN

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Introduction

Purpose of the Yew Tree Farm Masterplan

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

Scope of the Masterplan

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

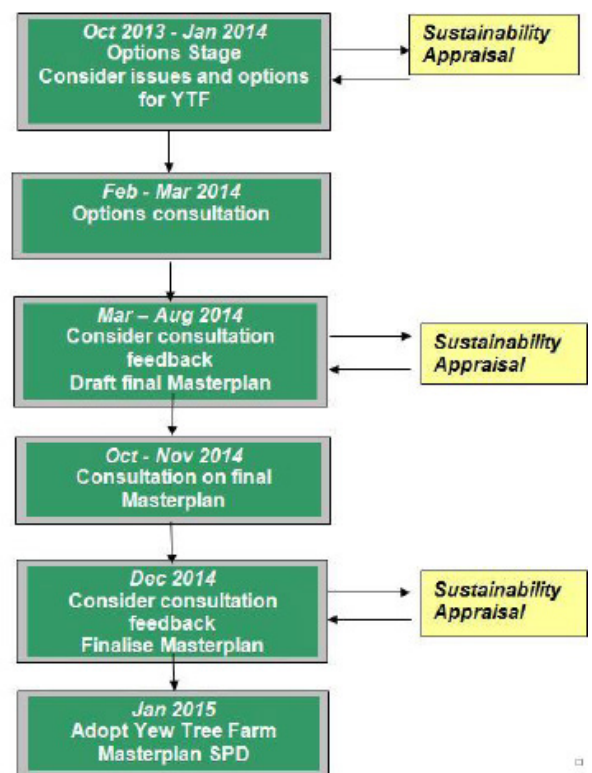
In terms of guidance, the Masterplan includes a set of principles to assist in achieving the objectives and the overall vision for Yew Tree Farm. It also includes site specific design guidance to ensure that the development addresses all of the localised issues associated with the site and that the site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

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

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

How the Masterplan has been produced

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



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

This document is the second stage in the development of the Masterplan and is known as the 'Draft Final Masterplan'. It has been published

for consultation in order to seek the views of the community, stakeholders and other interested parties and comments on all aspects of the document are welcome.

Following consultation, all views will be considered and a 'Final Masterplan' will be published and adopted by the Council.

Status

The Masterplan has been produced by West Lancashire Borough Council in partnership with key stakeholders. Once adopted (expected January 2015), the Council will use the Masterplan, along with any other relevant development plan policies, to assist in determining any forthcoming planning applications in relation to the Yew Tree Farm site. Such applications must conform to the requirements of the Masterplan in order to deliver a high quality and sustainable development for Burscough.

Community and Stakeholder Engagement

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

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

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

- Accessibility through the site
- Retention of green views
- Separation of employment / housing uses
- Use of land and efficiently maximising existing landscape features (hedges, ditches)

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

What will the Yew Tree Farm Development Deliver and When?

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

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

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

Context

Burscough

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

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

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

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

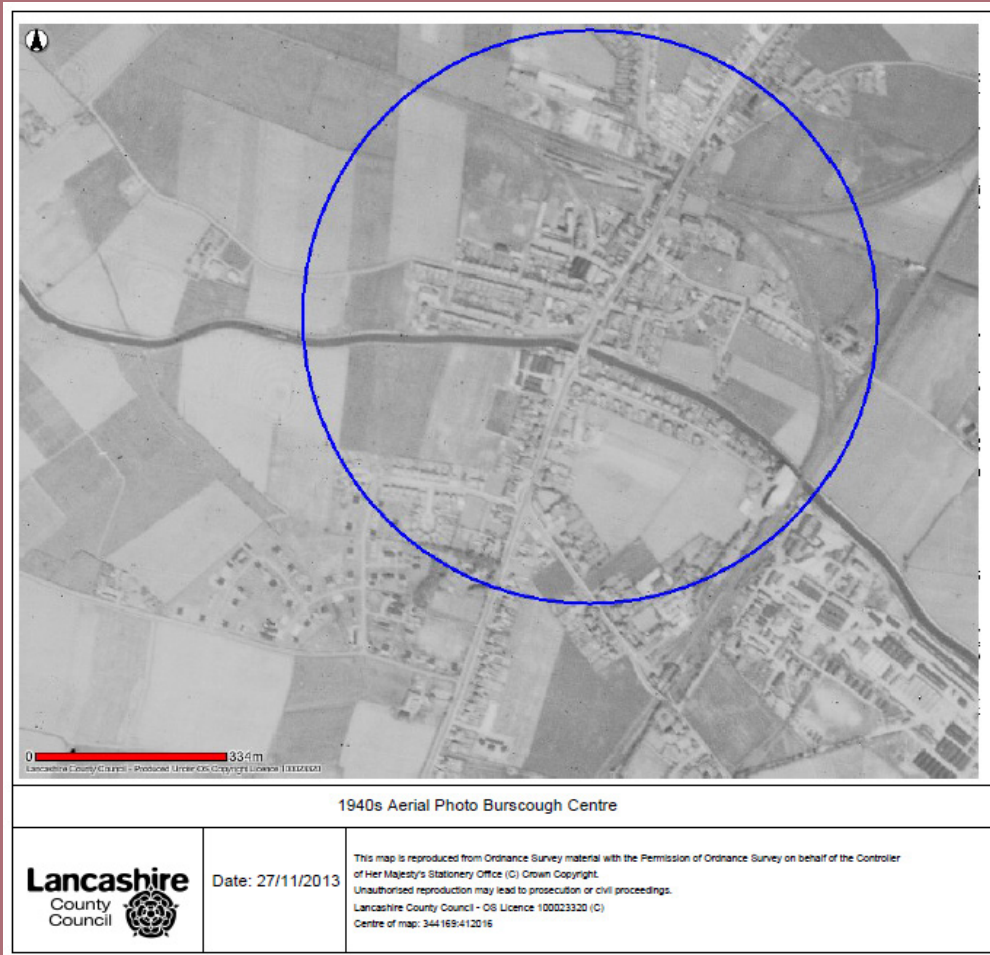
In addition, the regeneration of Burscough Wharf retail and leisure development has provided a good mix of leisure, retail and community uses and further bolstered the vibrancy of Burscough. Therefore, additional growth should support the existing centre and not threaten it.

Growth

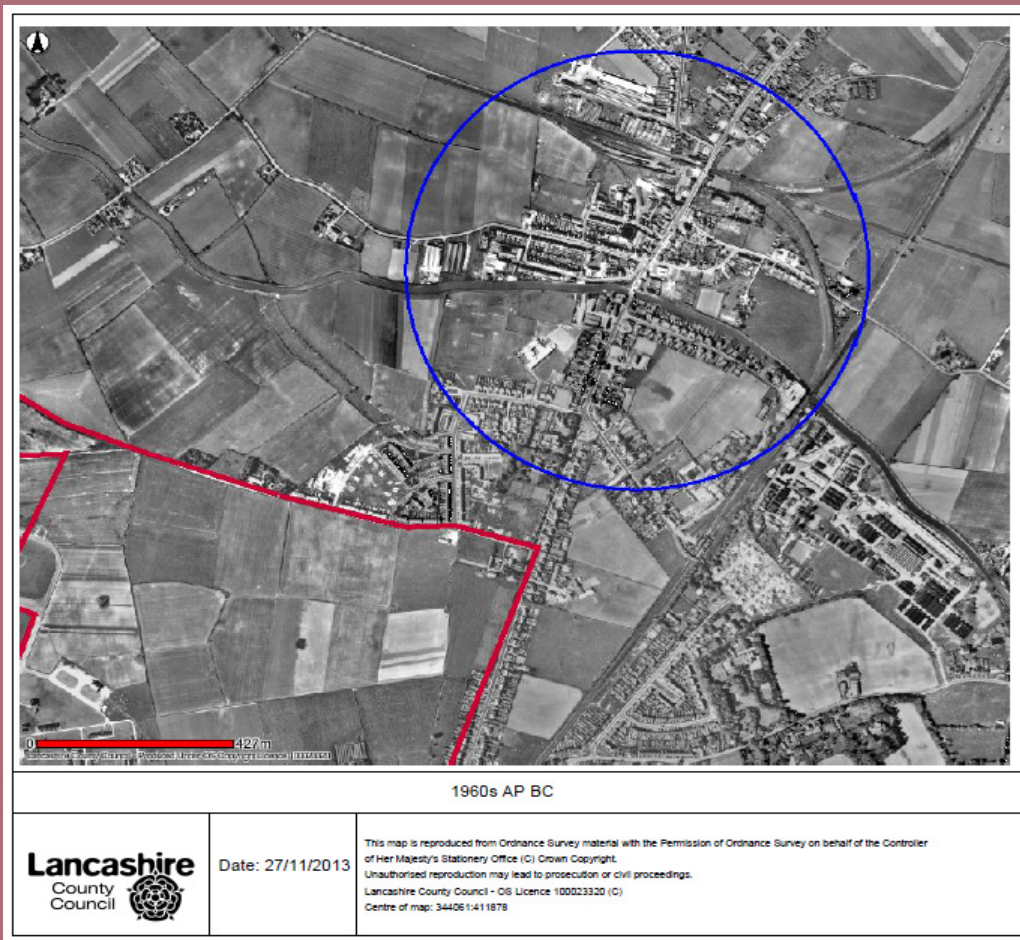
Burscough was originally an agricultural area, evidenced by the surrounding farm land and many farmsteads around the settlement. The development of the railway and canal then placed Burscough in a prime position for transporting produce and growth during the industrial age.



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



1940s Burscough - Aerial photograph



1960s Burscough - Aerial photograph

Growth

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

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

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

Yew Tree Farm Site

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

Site characteristics

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

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



Photographs of Higgins Lane



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

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



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



Photograph of hedging and landscape features typical of the site

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

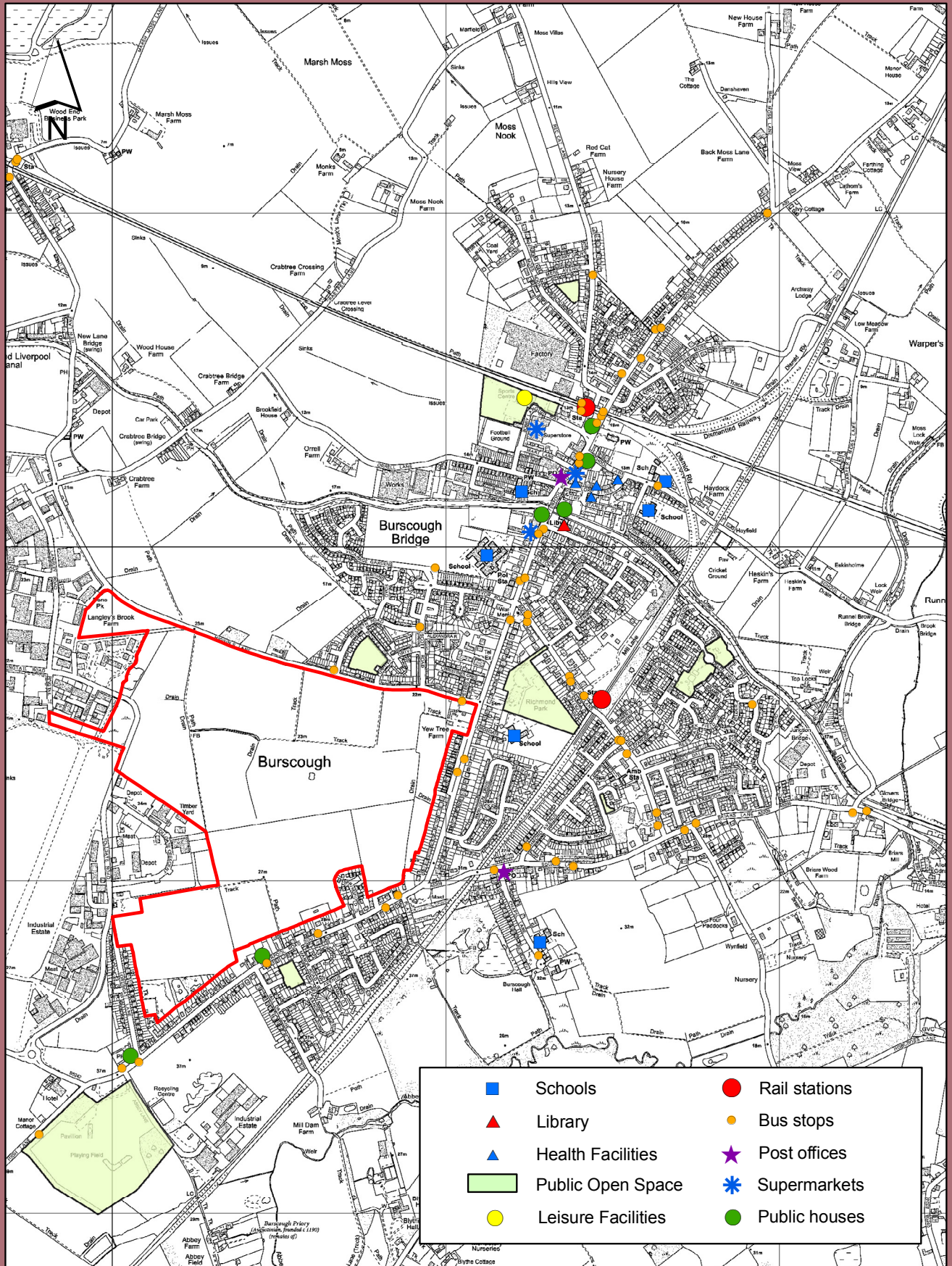
Higgins Lane and Liverpool Road Junction – This corner provides the main point of vehicular access from the existing residential area of Burscough. Along the A59 this is the only portion of the site that is clearly visible and therefore provides an opportunity to act as a gateway to the site and set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

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

Minerals and Waste

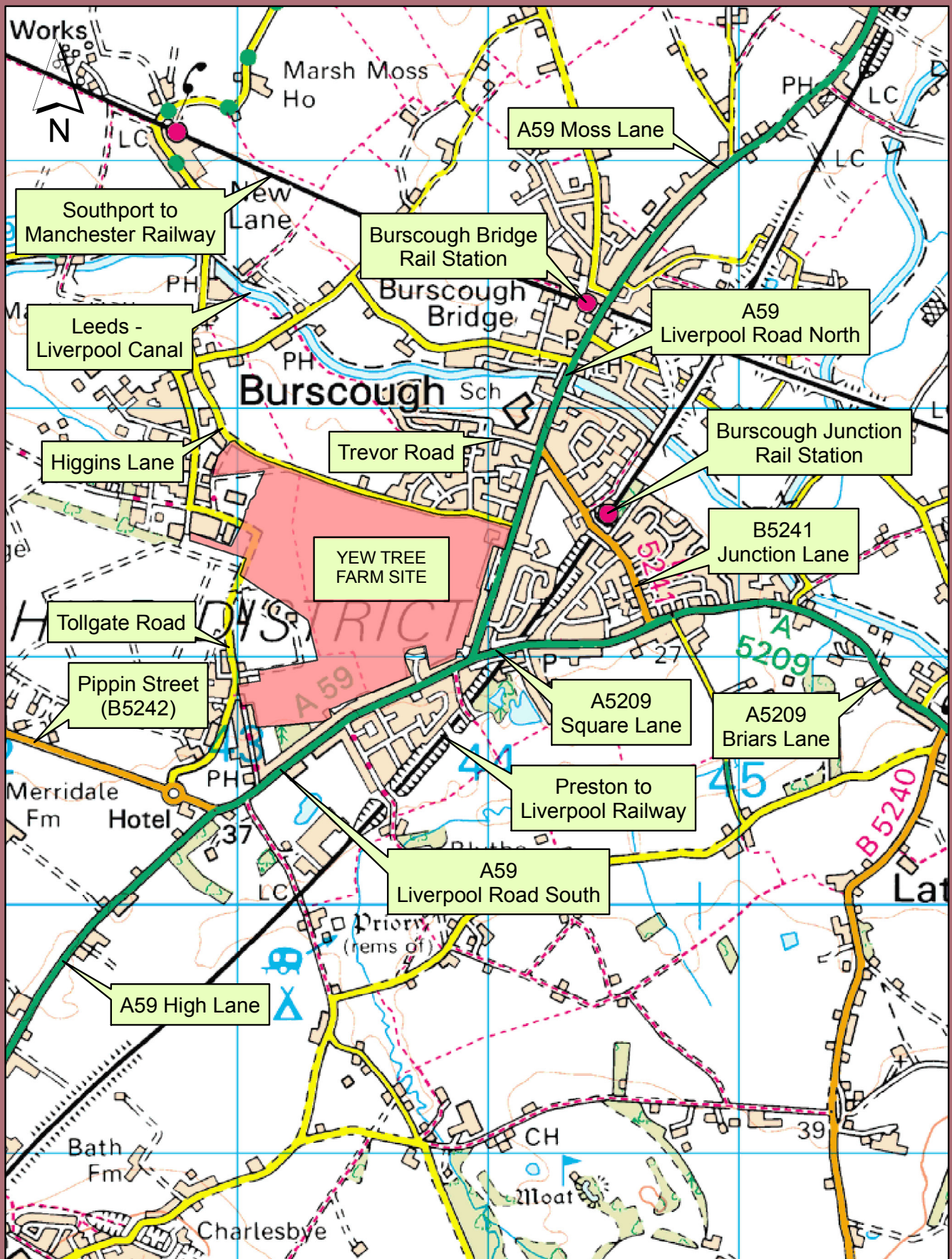
Around two thirds of the Yew Tree Farm site is designated as a Minerals Safeguarding Area within the Adopted Joint Lancashire Minerals and Waste Development Framework. Therefore, proposals for development on the Yew Tree Farm site are required to consider the potential impact that development may have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

Context Plan



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Local Highway Network Plan



Local Highway Network and Access

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

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

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

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

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

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

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

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

Drainage

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

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

Through consultation with stakeholders and the wider community, the Council is aware that the issue of drainage is one of the key local concerns and that this development must do all that is possible to avoid worsening the situation and, where possible, make improvements.

One of the main complexities when managing drainage and flood risk is understanding who is responsible. Whilst United Utilities are responsible for ensuring that the public sewerage network is maintained and improved to support growth and development, LCC as the Lead Local Flood Authority (LLFA) are responsible for managing flood risk, including that from surface water, within the County. In addition, many of the natural drainage watercourses which are the cause of concern are in multiple private ownerships.

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

The LLFA will be involved in the development of a Sustainable Drainage System (SuDS) for the entire Yew Tree Farm site and are likely to be the approving body of such a scheme. The SuDS will ensure that none of the surface water from the development can be discharged into the public network and that it must be discharged into the natural drainage network at an appropriate rate to ensure no additional flood risk results from the newly developed site.

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

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

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

Topography

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

Adjacent land uses and sensitivities

To the east, south and west the site is surrounded by built development, residential to the eastern and southern boundaries and employment land to the west. The location of the employment land constrains the types of uses that are most appropriate along the western boundary to ensure that there are no noise or bad neighbour issues which could lead to negative impacts on the amenity of the inhabitants of the new residential development within the site.

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

Whilst there are no significant heritage assets within the site, two heritage assets are located adjacent to the site boundary. Mill Dam Lane End Farmhouse (Grade II Listed) is located along the southern boundary on Liverpool Road South and Yew Tree House (Grade II Listed) is also located on Liverpool Road South, albeit further north.

Along the northern boundary (Higgins Lane), housing is located along almost half of this boundary, closest to Liverpool Road. The remaining 50% of the northern boundary is dominated by adjacent arable farmland which offers open views to this aspect.

Landscape features

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



Photograph of hedges on Yew Tree Farm Site

Views through the site

Although the topography of the site is reasonably flat and the boundaries reasonably well surrounded by development, a portion of the northern boundary along Higgins Lane remains

open with views across the open countryside to the north. These views will need to be factored in to the overall design.



Photograph of view into the site from Higgins Lane

Existing Footpaths and Connections

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

Flood Risk

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

Biodiversity

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

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



Photograph of Martin Mere

Whilst the development of the site could result in noise and / or visual disturbance to wintering birds using the nearby sensitive area, the land at Yew Tree Farm itself is not currently identified as supporting habitat for Martin Mere. However, this will require monitoring to ensure that any required mitigation can be put in place in the event the site does become supporting habitat.

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

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

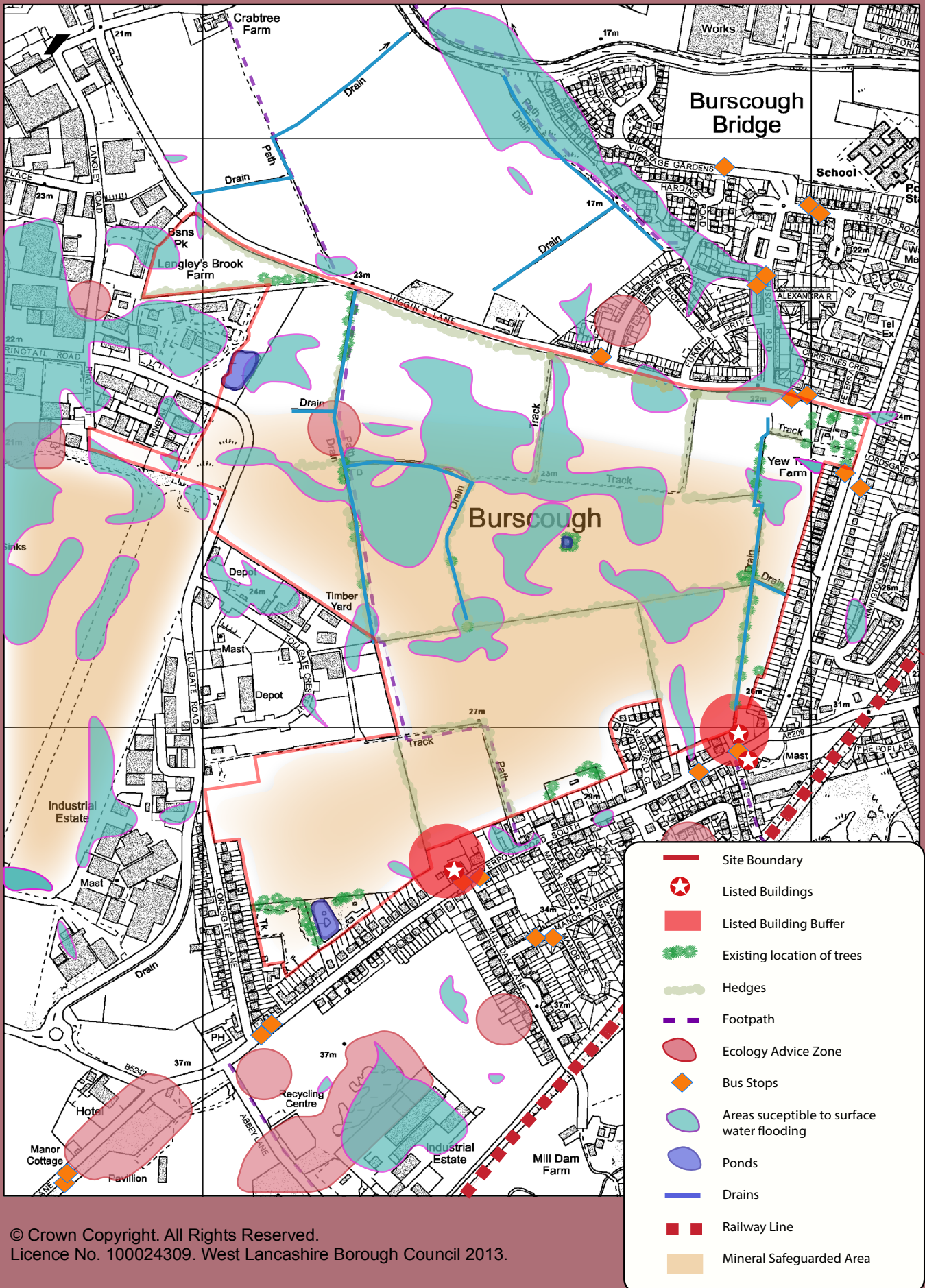
Given the dynamic nature of ecological issues, the Masterplan is unable to identify the exact issues and matters which will require specific mitigation measures. This would be inappropriate given the likely timeframe for delivery of this site.

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

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

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

Site Constraints and Features



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Yew Tree Farm Design Objectives

Objectives - What does Yew Tree Farm need to achieve?

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

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



Photograph of modern housing

Vision for Yew Tree Farm

Vision – How will Yew Tree Farm look and feel?

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

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

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

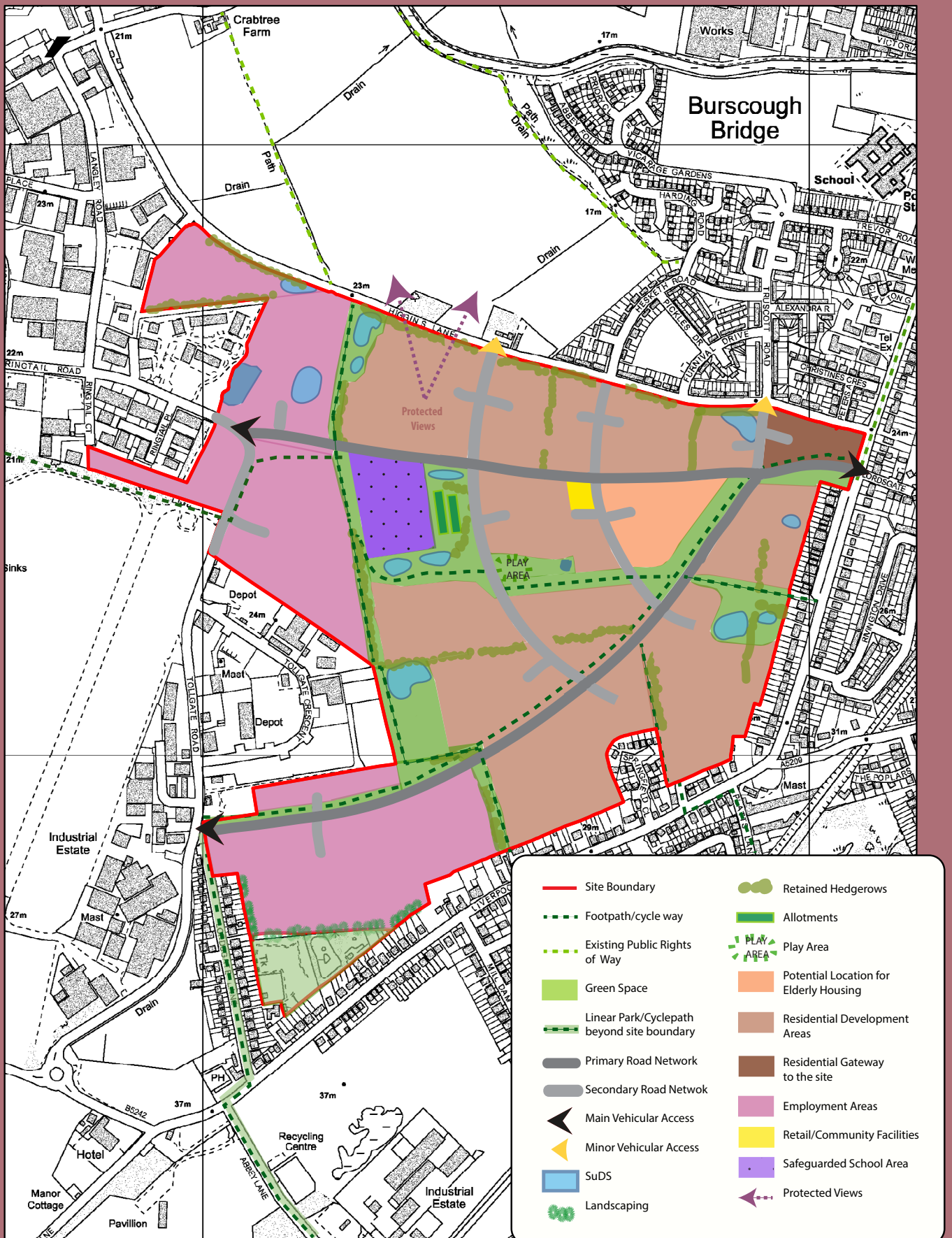
The development will maintain a sense of openness and green to it as a result of the extensive network of green corridors crossing the site, providing a mix of functions such as access, biodiversity, recreation and flood risk management.

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

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

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

Indicative Layout



Place Making Principles

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

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

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

- Character
- Connectivity
- Climate
- Community

Mineral Resource Assessment

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

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

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

Character

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

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

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

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

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

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

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



Photograph of high quality housing

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

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

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

Connectivity

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

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

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



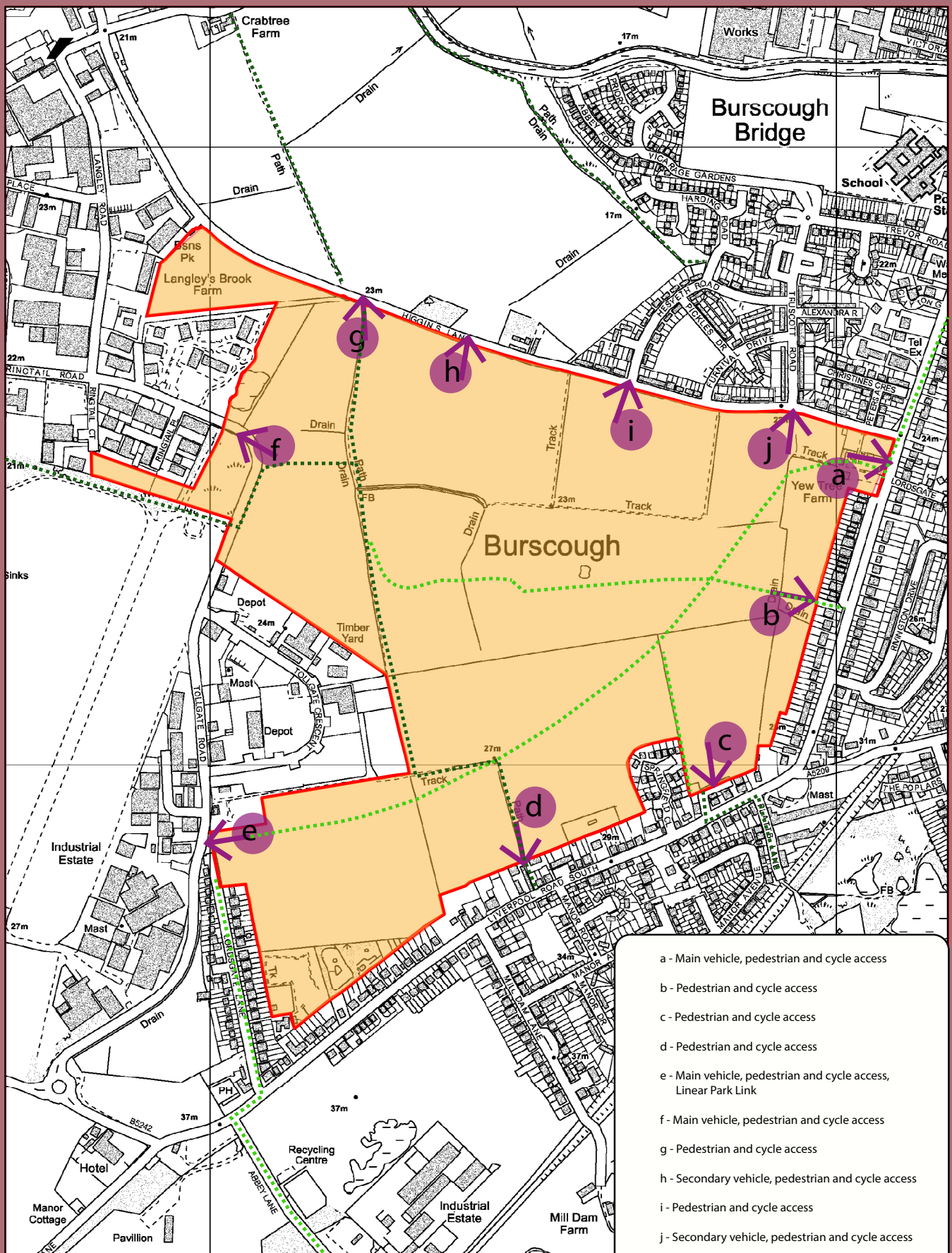
Photograph of sustainable transport - train

Overarching Connectivity Principles

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

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

Connections Plan



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

Connections

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

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

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

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

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

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

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

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

i - Pedestrian and cycle access onto Higgins Lane.

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

Promoting Sustainable Movement

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

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

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

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

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

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

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

Table 1 – Recommended Walking Distances

Site Specific Highways and Transport Principles

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

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

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

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

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

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

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

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

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

A clear and legible internal road network is required

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

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

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

The alignment of the northern east-west link road is intended to provide a direct route from the A59 to the employment area, avoiding Higgins Lane. However, without a direct vehicular connection from the Yew Tree Farm site, Higgins Lane may continue being used as a route to Burscough Industrial Estate (Langley Road) and Swordfish Business Park (Swordfish Close). Therefore, it would be appropriate to have 2 secondary routes that caters for HGV movements between Higgins Lane and the northern east-west link to minimise the levels of traffic entering the 20mph Zone on Higgins Lane. This would facilitate the potential closure of Higgins Lane at its junction with the A59 by providing an alternative convenient vehicular route to the A59 for traffic from the existing built up area.

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

Appropriate vehicular access

All vehicular access points will need to be approved by LCC and must satisfy design, safety and capacity requirements for all movements. However, vehicular access into isolated parcels of development from the external highway network is not recommended, particularly along the A59. Access to the highway network from the Masterplan area will be via three primary accesses, namely the A59, Tollgate Road and Higgins Lane.

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

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

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

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

Mitigating the impacts of development on the external highway network

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

This includes consideration of the following junctions:

- A59 Liverpool Road South/A5209 Square Lane, which is likely to require significant changes with pedestrian and cycle facilities.
- A59/B5241 Junction Lane/Trevor Road. The installation of pedestrian facilities across Trevor Lane and alterations to improve capacity at this signalised junction would be appropriate.

- Proposed new roundabout at the junction of the A59 with Pippin Street. This roundabout has already been granted planning consent and will be delivered alongside the retail development located to the south of the Yew Tree Farm site and Lordsgate Lane.

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

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

Parking Provision

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

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

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

The inclusion of a dedicated parking and drop off point within the Yew Tree Farm site for Lordsgate Township CE School is not considered appropriate. Therefore, opportunities to provide parking provision at convenient locations should be considered that will not impede movements by vehicular or sustainable modes on the A59 during the peak hours.

Climate

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

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

Overarching Climate Change Principles

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

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



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

Environmental Impact Assessment

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

Drainage

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

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

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

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

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

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



Photograph of SuDs

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

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

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

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

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

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

Green Infrastructure

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

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

Recreation – outdoor relation and play

Biodiversity – a space for wildlife to live and travel

Climate Change Adaptation – flood alleviation and cooling

Environmental education

Food Growing – Allotments

Health and wellbeing – access to a green network for all

Transport – a network of footways and cycleways

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

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

Biodiversity

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

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

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



Waste and Recycling

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

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

Community

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

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

- Overarching Healthy Community Principles
- Land Use Principles

Overarching Healthy Community Principles

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

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

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



Land Use Principles

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

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

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

Housing

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

The requirement for affordable homes and elderly provision is founded in policies RS1 and RS2 of the West Lancashire Local Plan (2012-2027).

Therefore, on the Yew Tree Farm, site, 35% of the overall housing provision should be classed as affordable homes and 20% of the homes should be designed for the elderly. These figures have been established taking into account the West Lancashire Housing Needs Study (2010) and population and household projections.

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

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

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

Specialist Housing for the Elderly

Given the total number of older persons units that could be provided at Yew Tree Farm, this site lends itself to the development of an Extra Care Type Scheme and sheltered housing provision. Therefore, a portion of the site has been identified within the indicative plan that could be set aside for such development. In the event an end user of such a facility is unavailable then this land will continue to be zoned as residential use and the elderly provision may be delivered on a phase by phase basis across the site.

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

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

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

Each approach should comply with Housing our Ageing Population: Panel for Innovation (HAPPI) principles.

Employment

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



Photograph of Merlin Park

New employment proposals should follow the below principles:

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

- The amenity of employees will be considered through the site design by maximising connections to the local service facilities to be developed on the Yew Tree Farm site and areas of open space.

Local Facilities / Retail

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

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

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

Community Facilities

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

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

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

Education

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

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

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

Education Authority (LCC) at pre-application stage.

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

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

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

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

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

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



Photograph of Public Realm in Burscough

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

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

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

Developer Funding

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

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

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

Phasing and Delivery

The Yew Tree Farm site consists of two separate development areas, one to the north and west of the site, which will deliver homes and employment land to meet the growth needs of the Borough as set out within the current West Lancashire Local Plan (2012 – 2027), the second to the south and east of the site (with an isolated parcel of employment in the north west), which will remain safeguarded from development until such a time as West Lancashire’s growth needs require the release of this land.

Development Area One

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

Development Area One consists of land for the following uses, all figures are net developable areas:

- Housing – 15 ha net (450 dwellings at 30 dph)
- Potential Elderly housing – 2 ha net (between 100 and 200 dwellings)
- Employment – 11 ha net
- Public Open Space – Approximately 2.5 ha in accordance with the Open Space and Recreation Provision in New Residential Developments SPD
- Linear Park
- Retail / community facilities

The above measurements are approximate in light of the indicative nature of the Masterplan layout.

It is important that Development Area One looks and feels like a complete development in its entirety whilst ensuring future linkages may still be

made to Development Area Two to create a single coherent and integrated development.

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

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

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

Development Area Two

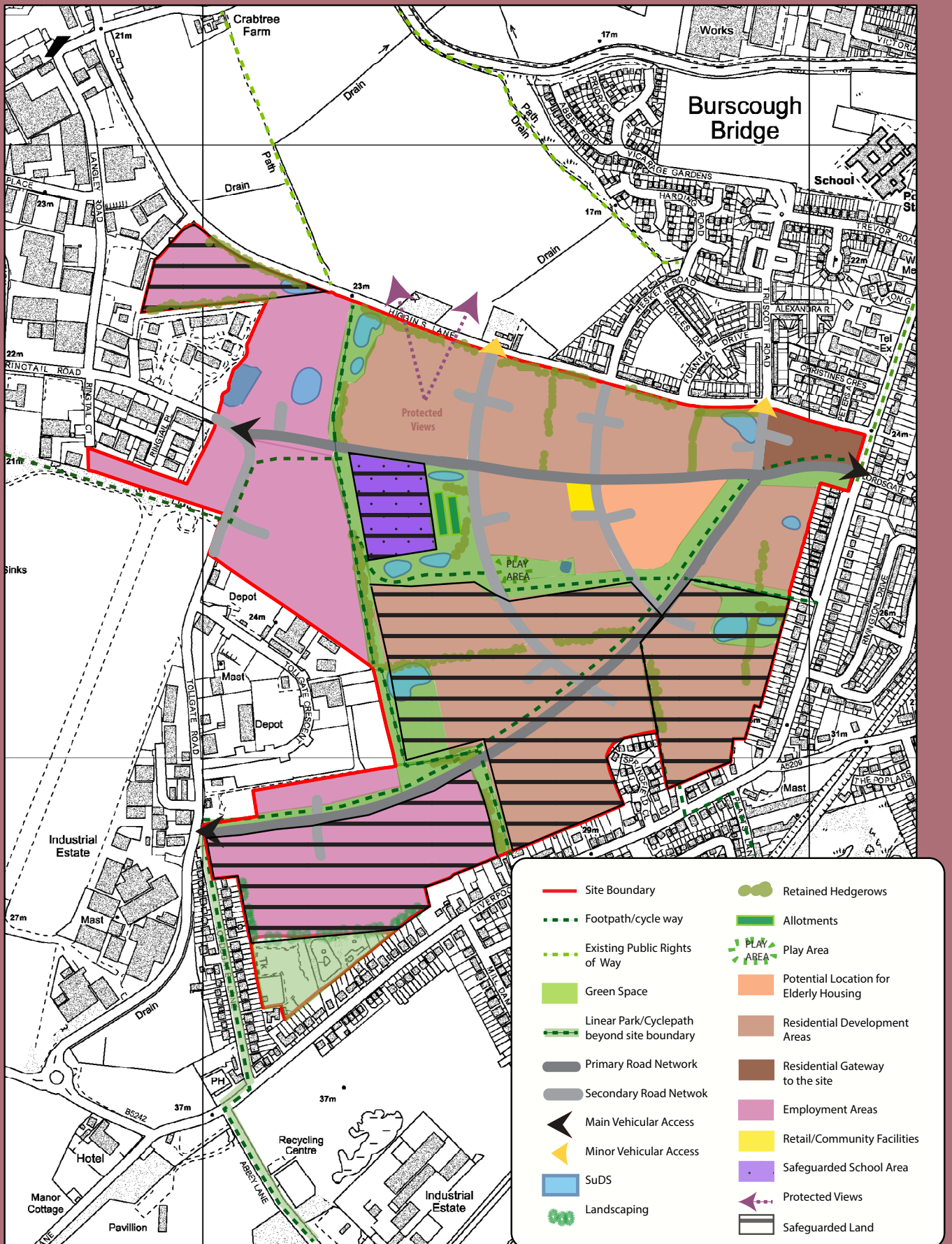
Land to the south of the site (and an isolated parcel of employment to the north west) will be safeguarded from development until such a time as West Lancashire’s growth needs require the release of this land. It is important that until this land is required, it should remain open and free from development, without sterilisation so that it may continue to be used for agricultural purposes, but be available for potential future development needs.

In the event this land is required to meet future development needs, the above requirements for Development Area One will be applicable and the site should be delivered in accordance with the guiding principles set out within the Masterplan. This will ensure a complete and cohesive development in its entirety.

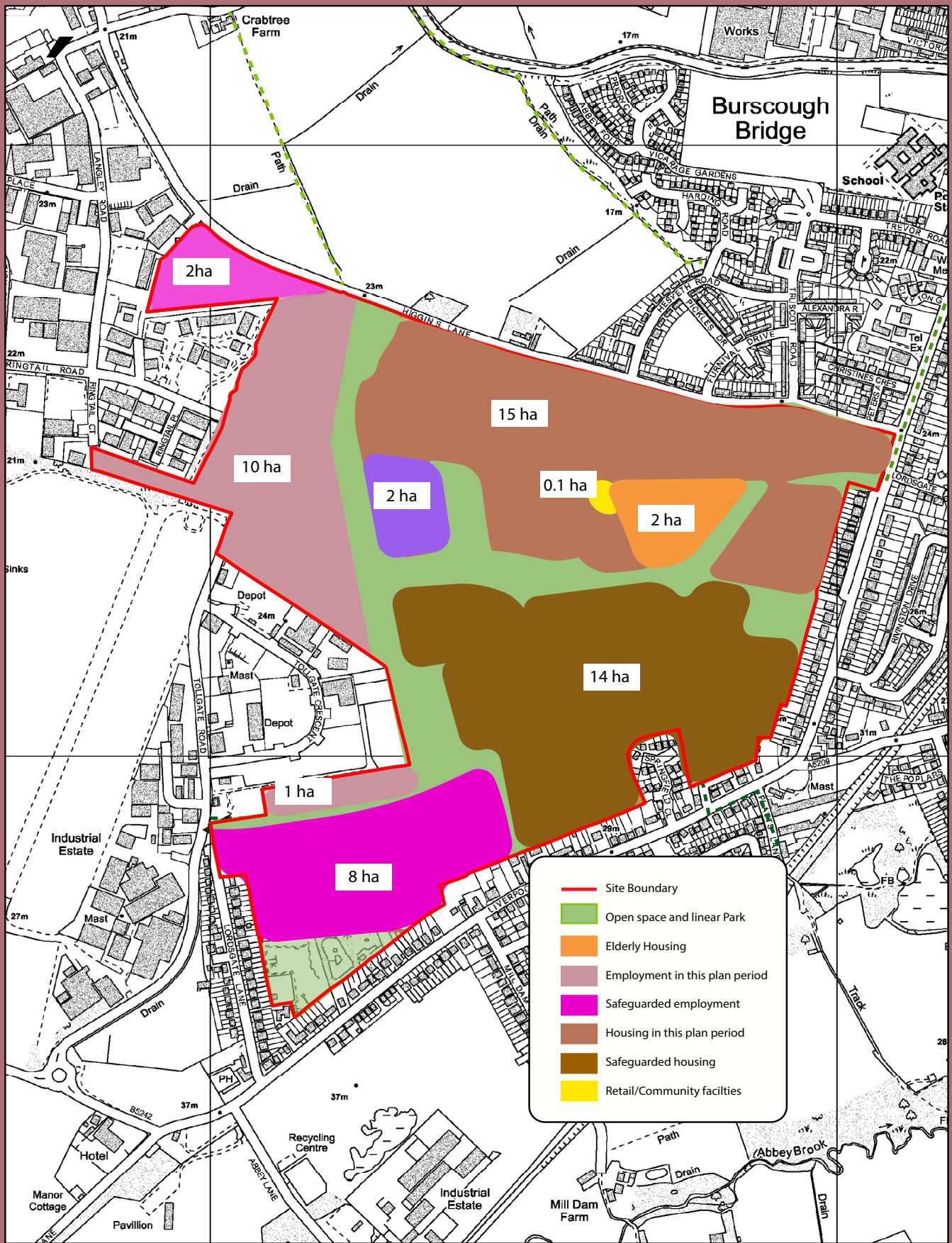
Development area two consists of land safeguarded for the following potential uses, all figures are net developable areas:

- Housing – 14 ha net (420 dwellings at 30 dph)
- Employment – 10 ha net
- Primary School – 2 ha net
- Public Open Space – Approximately 2.5 ha in accordance with the Open Space and Recreation Provision in New Residential Developments SPD

Safeguarded Plan



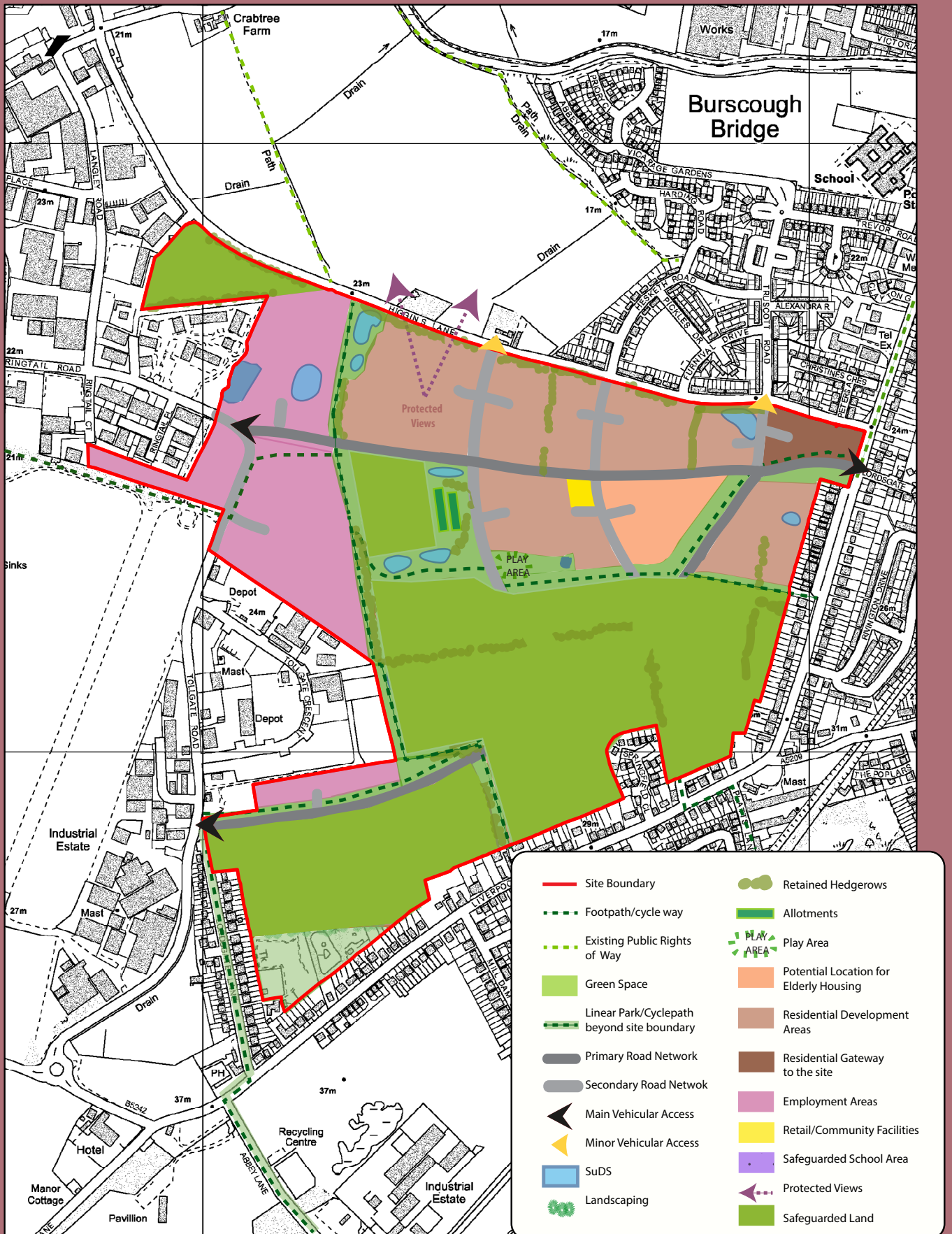
Phasing Plan - Net Development Areas



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1:8,000

Yew Tree Farm site if safeguarded land not developed



Other Planning Policy

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

The main policies are summarised below:

National Planning Policy Framework

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

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

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

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

undermine quality of life or community cohesion; and

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

Local Planning Policy

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

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

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

Design Guidance

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

Provision of Public Open Space in New Residential Developments SPD

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

Required Supporting Information

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

