

MEMBERS INTERESTS 2012

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

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

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

Please tick relevant boxes

Notes

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

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

Interest

Employment, office, trade, profession or vocation

Sponsorship

Prescribed description

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

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

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

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

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

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

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

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

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

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

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

'a connected person' means

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

'body exercising functions of a public nature' means

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

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

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

PRESENT:

Councillors: Blane (Chairman)

Ashcroft	Moran
Mrs Atherley	Oliver
S Bailey	O'Toole
Bell	Owens
Mrs R Evans	Pendleton
Furey	Savage
J Hodson	Wilkie
Ms Melling	

Officers: Assistant Director Housing and Regeneration (Mr B Livermore)
Borough Treasurer (Mr M Taylor)
Deputy Assistant Director Housing and Regeneration (Mr I Gill)
Economic Regeneration Manager (Ms P Huber)
Housing Operations Manager (Mrs L McGarry)
Principal Solicitor (Mr L Gardner)
Principal Overview and Scrutiny Officer (Mrs C A Jackson)

27. APOLOGIES

There were no apologies for absence.

28. MEMBERSHIP OF THE COMMITTEE

In accordance with Council Procedure Rule 2, Members noted the termination of membership of Councillors Gagen, Kay and Jones and the appointment of Councillors J Hodson, Mrs R Evans and Ms Melling for this meeting only, thereby giving effect to the wishes of the Political Groups.

29. URGENT BUSINESS

There were no items of urgent business.

30. DECLARATIONS OF INTEREST

1. Councillor S Bailey declared a non-pecuniary interest in relation to item 11 Draft Ormskirk Town Centre Strategy and item 12 Draft West Lancashire Economic Development Strategy in relation to references to Edge Hill University arising from her employment with that University.
2. Councillors Ashcroft, Mrs Atherley, Bell, Blane, Mrs R Evans, J Hodson declared an interest in relation to Agenda Item 9, Revised Capital Programme and Mid Year Review 2014/2015 arising from their Parish Council membership.

31. DECLARATIONS OF PARTY WHIP

There were no declarations of a Party Whip.

32. MINUTES

RESOLVED: That the minutes of the meeting held on 2 October 2014 be received as a correct record and signed by the Chairman.

33. RELEVANT MINUTES OF CABINET

Consideration was given to the minutes of Cabinet held on 2 October 2014.

Questions and comments were raised in respect of the following items:

Minute 39 (Separate Collection of Recyclable Waste) – management/distribution of “blue” wheelie bins around blocks of flats (Skelmersdale).

Minute 44 (Lifts at Evenwood Court and Marlborough Court) – Evenwood Court (deferred decision to install lift pending option appraisal).

Minute 45 (Use of Section 106 Monies for Sustainable Transport Measures in Burscough West and Scott Wards) – clarification re. use of allocated monies (£100,000) – proposals re. design / costing and delivery.

Minute 53 (192-198 Ennerdale, Skelmersdale (Former Tanhouse Housing Office) – alternative community use options.

RESOLVED: That the minutes of the Cabinet meeting held on 11 November be noted.

34. OR (LANDLORD SERVICES) - UPDATE

Consideration was given to the report of the Assistant Director Housing and Regeneration in response to the request from the Committee at its last meeting, for further information, as set down in Minute 20 (meeting 2 October 2014).

In discussion comments and questions were raised in relation to:

- Requested timetable – progress and detail relating to recommendations.
- Attendance to a future meeting by a representative from BTLs.

The Housing Operations Manager attended the meeting and provided an overview of the current position referring to details as set down in the report. Additionally, the Assistant Director Housing and Regeneration, responded to questions and provided clarification on issues raised in relation to the implementation of the recommendations (Landlord Services) of the OR report.

RESOLVED: A. That the timetable on the 37 recommendations (as set down in the OR (Landlord Services (Voids & Allocation; Estates Management & Rent and Money Advice) Management Report) be brought to the next meeting (29 January 2015).

B. That a representative from BTLs be requested to attend the next meeting if the timetable, referred to at A above, is not available.

35. REVISED CAPITAL PROGRAMME AND MID YEAR REVIEW 2014/2015

Consideration was given to the report of the Borough Treasurer that provided details on the Revised Capital Programme for 2014/15 and an overview on the progress against it at the mid-year point that sought the views of the Committee prior to consideration by Council on 17 December 2014.

Members raised comments and questions in relation to:

- SAMP Programme – progress; receipts against budgets; identification of sites; asset registration.
- Renovation Grants – availability/accessing.
- “Free” Tree Scheme – take-up and expenditure.

The Borough Treasurer attended the meeting, provided a summary on progress at the mid-year point, responded to questions and provided clarification referencing details set down in the report.

RESOLVED: That the Revised Capital Programme and progress against it at the mid-year point be noted.

36. HOUSING REVENUE ACCOUNT (HRA) & HOUSING CAPITAL INVESTMENT PROGRAMME MID YEAR REVIEW

Consideration was given to the report of the Borough Treasurer, that provided a projection of the financial position on the Housing Revenue Account (HRA) and the Capital Investment Programme at the end of the financial year that sought the views of the Committee prior to consideration by Council on 17 December 2014.

Members raised comments and questions in relation to:

- GRA/HRA Programme – slippage.
- Savings allocated to 2015/16 budget.

The Borough Treasurer attended the meeting, provided a summary on progress at the mid-year point, responded to questions and provided clarification referencing details set down in the report.

RESOLVED: That progress against the HRA and Capital Investment Programme budgets be noted.

37. DRAFT ORMSKIRK TOWN CENTRE STRATEGY

Consideration was given to the report of the Assistant Director Housing and Regeneration that provided information in relation to the draft Ormskirk Town Centre Strategy and the consultation exercise proposed between 14 January and 14 April 2015 that sought the views of the Committee prior to consideration by Cabinet on 13 January 2015.

Members raised comments and questions in relation to:

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- Long-term Car Parking Issues – maintenance of car parks/ creating car parks suitable for purpose / fee initiatives / alternatives to open-space car parks (mixed use).
- Consultation – ensuring wide audience participation within and outside the Borough.
- Format of documentation – font size; layout etc.
- Branding of the Town Centre – wider Marketing; Ormskirk as a visitor destination; Identity.
- Environmental considerations – road surfacing; layout of the Market; pedestrian areas.
- Traffic movement in/through the Town – traffic flow / management / road lay-out / “bottle-necks” / closer working with Lancashire County Council (LCC).
- Timetable relating to proposals.

The Deputy Assistant Director Housing and Regeneration attended the meeting, provided an overview of the consultation proposed and provided clarification on issues raised.

RESOLVED: That, as a consequence of the discussion on the report and Draft Ormskirk Town Centre Strategy document (Appendix A), the following agreed comments of the Executive Overview and Scrutiny Committee to Cabinet be:

- (i) the need to sort out the car parks as an urgent priority and attention be given to signage, road markings, removal of vegetation and in the long-term make them suitable for purpose and in the short term fit for purpose.
- (ii) that the timescales listed in the report be revised.
- (iii) that the Cabinet Member seeks information from the County Council (LCC): on the “bottle-neck” (traffic movement) at Church Street (A570) to find a remedy to this problem and to consider the latest Transport Study relating to the A570 through Ormskirk to Southport.

38. DRAFT WEST LANCASHIRE ECONOMIC DEVELOPMENT STRATEGY 2015-2025

Consideration was given to the report of the Assistant Director Housing and Regeneration that provided information in relation to the Draft West Lancashire Economic Development Strategy 2015-2025 and the consultation exercise proposed between 14 January and 25 February 2015 that sought the views of the Committee prior to consideration by Cabinet on 13 January 2015.

Members raised comments and questions in relation to:

- Consultation period (length) – sufficient time for feedback.
- Consultation exercise – wider audience participation within and outside the Borough.
- Format of documentation - provision for different audiences as part of the consultation process (shorter version / print size / layout etc.)

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Reference was also made to the good quality of the document that had been produced and the strength of the 'Key Asks', as identified at paragraph 5.4 of the report, particularly references to the provision and improvement of Secondary Schools in Skelmersdale and in relation to the Skelmersdale Rail Link and Station/Transport Hub, and a possible rail freight link to the Simonwood industrial area.

The Deputy Assistant Director Housing and Regeneration attended the meeting, provided an overview of the consultation proposed and provided clarification on issues raised.

RESOLVED: That the content of the report and the draft Economic Development Strategy 2015-2025 document (Appendix A) be noted.

39. EXCLUSION OF PRESS AND PUBLIC

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

40. CALL IN ITEM - SITE OF THE FORMER WESTEC HOUSE, DERBY STREET, ORMSKIRK

Consideration was given to the report of the Borough Solicitor which advised that a decision in relation to the above item (minute 52 refers) had received a call in requisition signed by five members of the Committee. The report set out the reason given for the call in, together with a different decision put forward by the five Members concerned on the requisition notice.

In the ensuing discussion comments and questions were raised on the reasons put forward in the call-in requisition, as set out in paragraph 3.3 of the report of the Borough Solicitor and the different decision set out at paragraph 3.4

RESOLVED: That the Committee does not wish to ask for a different decision.

.....
Chairman



AGENDA ITEM: 9

CABINET:
13 January 2015

PLANNING COMMITTEE:
22 January 2014

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

Report of: Assistant Director Planning

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor M Forshaw

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

SUBJECT: YEW TREE FARM FINAL MASTERPLAN ADOPTION

Wards affected: Borough-wide

1.0 PURPOSE OF THE REPORT

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

2.0 RECOMMENDATIONS TO CABINET

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

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

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

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

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

3.0 RECOMMENDATIONS TO PLANNING COMMITTEE

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

4.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE

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

5.0 BACKGROUND

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

6.0 CURRENT POSITION

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

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

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

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

7.0 NEXT STEPS

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

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

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

8.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

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

9.0 FINANCIAL AND RESOURCE IMPLICATIONS

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

10.0 RISK ASSESSMENT

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

Background Documents

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

Equality Impact Assessment

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

Appendices

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

Appendix B – Yew Tree Farm Masterplan Supplementary Planning Document

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

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

Appendix E – Equality Impact Assessment

Appendix F – Late Information – Yew Tree Farm Final Masterplan Adoption

Appendix G – Revised Safeguarding Plan

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

Appendix I – Minute of Planning Committee – 22 January 2015 (for Executive Overview
& Scrutiny Committee only) (to follow)

CONSULTATION SUMMARY REPORT

Draft Masterplan
Yew Tree Farm, Burscough

December 2014

CONTENTS

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

Appendices

Appendix 1 – Consultation Representations and the Council's Responses

1. Introduction

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

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

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

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

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

2. Consultation and publicity methods

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

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

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

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

Consultation materials were available to read at:

- Libraries
- Council offices
- On the Council Website

Comments were invited through

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

3. Summary of comments received

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

Traffic, highways and transport

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

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

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

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

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

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

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

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

Council response

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

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

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

Drainage and flooding

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

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

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

Council response

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

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

result in some improvements to the network as a whole.

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

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

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

Education

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

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

Council response

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

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

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

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

which will offer sufficient provision to accommodation up to 2024.

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

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

Community services and retail

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

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

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

Council response

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

Non-material planning considerations

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

Council response

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

Design

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

Council response

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

Employment

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

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

Council response

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

Housing

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

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

Affordable housing should be provided with the residential development.

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

Landscape buffers should also be used to help protect amenity.

Council response

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

Other

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

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

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

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

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

Council response

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

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

Phasing and Safeguarded land

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

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

Council response

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

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

Consultation

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

Council response

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

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

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

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

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

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

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

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

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

5. Conclusions / Next steps

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

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

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

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

Appendix 1 – Consultation Representations and the Council’s Responses

Consultee Name: Mr John Crawford

Organisation:

Comments:

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

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

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

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

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

who are affected through their failure.

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

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

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

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

Supporting attachments

Council response:

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

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

Comments relating to objections to the principle of development at Yew Tree Farm, brownfield land and delivery of land in Skelmersdale have been addressed through the Local Plan allocation stage.

Any permission that is granted for the site must be in conformity with the masterplan, the Local Plan and the National Planning Policy Framework. The permission and any conditions which may be used to secure a high quality development will run with the land and not the developer and so should provide comfort that the selling of parcels of land from party to party will still need to conform to the requirements of the planning permission.

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

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

The Council must deliver land to support housing need and in order to do so only part of the Yew Tree Farm site is required to meet the needs of this Local Plan period which currently runs until 2027.

Therefore part of the site must be safeguarded until such a time as evidence suggests the remainder of the site is required. Many factors including how available and accessible land is have been considered in deciding which parts of the site to bring forward first. The overall look and feel of the development in the event the safeguarded land is brought forward in the future has also been considered in deciding which portions of the site to safeguard.

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

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

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

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

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

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

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

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

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

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

Consultee Name: Mr Nick Lee

Organisation:

Comments: Please see attached PDFs

Supporting attachments

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

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

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

Consultee Name: Ms Tess Reddington

Organisation:

Comments:

Flawed Document The document is flawed in a number of ways

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

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

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

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

Higgins Lane/and protecting local residential roads/double yellow lines/Road Safety The Parish Council does not support the closure of Higgins Lane. This is due in part because preventing access to the A59 may encourage traffic through Truscott Road and other residential areas beyond Higgins Lane area. It is important that vehicle traffic is discouraged from using existing rat runs through residential areas as short cuts and this should be clear in the Master Plan. Policy SP3 specifically refers to

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

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

Supporting attachments

Council response:

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

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

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

Consultee Name: CLLR Cynthia Dereli

Organisation:

Comments:

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

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

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

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

Supporting attachments

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

Consultee Name: Mrs Jilly Dougherty

Organisation:

Comments: Thank you for consulting with us on the above Supplementary Planning Document. We have considered the proposed Masterplan and wish to comment as follows: We are pleased to see that the majority of the comments that we made previously in relation to the Issues and Options consultation have been taken into account in the preparation of the proposed Masterplan. However, as stated in our previous response, the proposed location of sensitive receptors in close proximity to existing sites regulated by the Environment Agency could mean that they are subject to exposure to odour, dust or noise emissions in the future. The severity of these impacts will depend on the size of the facility, the way it is operated and managed, the nature of the regulated activities and prevailing weather conditions. The Masterplan as proposed will result in
a) residential development within 100 metres of and
b) employment uses directly adjacent to a hazardous waste transfer station regulated by the Environment Agency. We do not currently receive complaints about any nuisance from this site, but the potential impacts of the activities of the regulated site on the Yew Tree Farm site are unknown.

Supporting attachments

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

Consultee Name: Mr Marcus Hudson

Organisation: Lancashire County Council

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

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

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

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

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

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

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

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

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

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

Supporting attachments

Council response: Comments noted.

Consultee Name: Mr Simon Pemberton

Organisation:

Comments: See folder for attached PDF

Supporting attachments

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

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

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

Consultee Name: Mr Cam Cunningham

Organisation:

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

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

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

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

Supporting attachments

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

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

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

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

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

Consultee Name: Mr Robert Berks

Organisation:

Comments:

- 1) Improvements to the draft masterplan can be made if: Specific requirements concerning drainage are included. It is more sympathetic to both the surrounding area and its residents. It more adequately protects the rural area to the north from its visual impact. The negative effects of the new houses and the extra traffic are further mitigated. I also think it unwise to encourage a particular style of architecture before the design cycle has begun by including pictures of houses.
- 2) As a resident living near the site who has raw sewage backing up the through the drains onto their property I believe the draft plan has to be unambiguous and clear about drainage. The plan must affirm that the planning system will be used to ensure that prior to the commencement of development activities such as surface water removal from foul flows and the attenuation to stop extra surface water leaving the site are fully completed. Also the plan must also ensure that land ownership issues will not be allowed to compromise drainage and that development will be stopped if the best possible system of drainage is not being implemented.
- 3) Regarding Higgins Lane the plan states: This Lane should maintain its rural character where possible. The indicative plans, for example as page 17, see contradictory to this aim by suggesting vehicular access at two points along this land and encourages building close to the road. These buildings will be highly visible from the lane because the view of the estate from the lane is protected. The draft plan therefore ensure this lane will completely lose all its rural character. The urbanisation of this lane might be offset by specifying that, in addition to the existing hedges, green space is included between the new houses and the Lane by deleting all vehicular access from the new estate onto Higgins Lane.
- 4) The second paragraph on page 25 which starts with the alignment infers that HGVs are to be permitted along Higgins Lane through onto the northern east west link road. Allowing HGVs any access to any part of Higgins Lane is both wrong and a retrograde step. HGVs are effectively barred from Higgins Lane at present by the 7.5 tonne weight restriction (except for access) through the 20MPH section. Additionally, Page 25 of the plan envisages three primary access points to the new estate, one of these primary access points onto Higgins Lane as secondary. This contradicts other parts of the plan which describe the access points onto Higgins Lane as secondary. I'm afraid, as written the plan will result in Higgins Lane the secondary road marked H on the diagram on page 21 and the gateway junction at the A59 becoming a main road. It is appalling if this is the actual intention. Also, I find it totally unacceptable that the traffic from the new estate, possibly 1000 homes and an unknown amount of commercial property, being fed along Truscot road and then past Priory School onto the A59 at Junction Lane.
- 5) As the site is part of a north facing slope it means that buildings, in particular tall multi-story houses as shown on page 15 and 19 of the plan, will be fully visible from the lower lying rural land to the north. This might be ameliorated if the maximum height of building was reduced from that quoted so that town house style of property pictures was specifically excluded. Planting trees as a visual barrier would help soften the view of the estate from the countryside and would be in keeping with the lightly wooded character for the surrounding countryside.
- 6) According to the plan new houses can be built close to existing houses on the perimeter of the site. The leaflet (download file name stitched leaflet red) stated that: many wanted new housing sited away from much of the existing residential areas. Perhaps adding limitations to housing density and type and the addition of green space between the existing and new developments might lessen the impact on the estate onto the people who live around the site. It might also help blend the new and the old architecture.
- 7) Has road layout been influenced and possibly limited by land ownership issues? It seems strange that a short length of the southern link road is to be left undeveloped at this stage. Ideally the northern link road would be designed as an estate road not a main road. The southern link road if completed as part of the first phase could be used as the primary route from the gateway from the industrial estate. Traffic, especially HGVs could be encouraged to use this route away from the phase 1 residential areas. If the safeguarded area was then not required for development this would be a lasting improvement. Additionally the transport authority review (download file name YTF Mplan Highways Transport Review) shows both link roads, the lack of the second link road must effect the validity of this review.
- 8) Currently access to a primary school is gained opposite the proposed Gateway to the site at the north eastern corner. Road safety at this location must be a concern and perhaps inspiring drivers passing school entrances with development and landscaping isn't sensible. It might be more realistic to imagine that the amount of traffic management at this location being the overriding visual effect. The design will be constrained by the junction with the A59 which will be at or over capacity. Obviously this part of the estate will be domain of the car and maybe even HGVs. It might be better to plan to insist on architectural and landscaping excellence throughout the new estate.

Supporting attachments

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

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

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

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

Consultee Name: Mr an Barry Farrington

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Campbell Cunningham

Organisation:

Comments:

West Lancashire Draft MASTER PLAN Consultation Response

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

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

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

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

Supporting attachments

Council response:

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

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

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

Consultee Name: Mr Owen Barton

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Tim Hammond

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Marcus France

Organisation:

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

Supporting attachments

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

Consultee Name: Ms Michelle Blair

Organisation:

Comments:

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

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

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

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

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

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

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

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

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

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

Supporting attachments

Council response:

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

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

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

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

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

Consultee Name: Mrs T Burscough Parish Council

Organisation:

Comments:

Flawed Document The document is flawed in a number of ways

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Supporting attachments

Council response:

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

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

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

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

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

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

Consultee Name: Mrs Christine Haigh

Organisation:

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

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

Supporting attachments

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

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

Consultee Name: Ms Katie Wheeler

Organisation: Natural England

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

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

Master plan This Master plan document confirms the amount and type of development to be delivered within the Yew Tree Farm site, as set out in West Lancashire Local Plan Policy SP3. As stated in the plan it is critical that the Yew Tree Farm site must deal with land drainage from the site itself as well as surface water drainage from the new development and surface water drainage to be extracted from the existing network in order to assist with the management of flows through the wider network. Natural England agree that as part of any outline planning application for the Yew Tree Farm site an overall drainage strategy is required.

Biodiversity Natural England agrees with the detailed requirements that must be met. HRA The HRA has identified: Increased levels of housing and business can lead to reduced water quality. New buildings have the potential to disturb species outside of the SPA and RAMSAR site. Waste water treatment infrastructure is vital to ensure that no negative implications arise that could impact on protected species. Natural England agrees with the conclusions reached that the SPD does currently include a commitment that land promoters will work in partnership to address drainage issues on site. As previously stated it is recommended that this text be expanded to state that a similar approach will be committed to in order to address waste water treatment also, and that development may not proceed until solutions are confirmed in line with commitments in the West Lancashire Local Plan. Natural England agree you must ensure the production of a detailed ornithological survey report takes place as soon as possible before the masterplan advances, and to the exploration and provision of firstly avoidance then if necessary mitigation measures that may arise.

Sustainability Appraisal In part 10 the Sustainability Matrix the Summary of Impacts show that two negative impacts have been identified. The Sustainability Appraisal states that these factors could be monitored and mitigation could be implemented in order to address the negative issues through the Annual Monitoring Report (AMR). Natural England agrees with this conclusion, however recommend that some additional wording be put on place to explain what will happen if these issues continue or worsen.

Supporting attachments

Council response: No comments required.

Consultee Name: Mr Paul Simpson

Organisation:

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

Council response:

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

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

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

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

Consultee Name: Mrs Helen Davies

Organisation:

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

Supporting attachments

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

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

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

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

Consultee Name: Mr John Herbe Scarisbrick Parish Cou

Organisation: Scarisbrick Parish Council

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

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

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

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

Supporting attachments

Council response:

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

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

Consultee Name: Mr Stephen McCloskey

Organisation:

Comments:

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

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

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

Supporting attachments

Council response:

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

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

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

Consultee Name: Mrs Susan Ryan

Organisation:

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

Supporting attachments

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

Consultee Name: Mr an K Formby

Organisation:

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

Supporting attachments

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

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

Consultee Name: Mrs Elaine Lea

Organisation:

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

Supporting attachments

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

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Consultee Name: Mr Roy Webster

Organisation:

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

Supporting attachments

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

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

Consultee Name: Mr an Joseph and Suggett

Organisation:

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

Supporting attachments

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

Consultee Name: Mrs Michelle Bull

Organisation:

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

Supporting attachments

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

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

Consultee Name: Mr Michael Bull

Organisation:

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

Supporting attachments

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

Consultee Name: Mrs Renee Bligh

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Robert Berks

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Francis Bligh

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Andrew Cobham

Organisation:

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

Supporting attachments

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Consultee Name: Mr Bernie Maginn

Organisation:

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

Supporting attachments

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

Consultee Name: Mr Stephen Watson

Organisation:

Comments: I am concerned about two aspects of the plan. 1. Traffic. The village cannot cope at peak times now with the level of traffic and any road works in the village brings the area to a stand still. The A59 is a major route especially if there is an issue on the M6. 2. Drainage. The site is 74ha. Overall 51.1 ha will be built on. Assuming 60% is covered with tarmac, houses concrete then 30.66ha will be covered and the rainfall on this will run off immediately. Local average rainfall is 824mm = 824 litres/m². Annual rainfall on 30.66ha = 252638000 litres. A 25mm rainfall event = 7995000 litres. I don't think the drainage system and ponds will cope with this water and the current level of flooding will be increased.

Supporting attachments

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

Consultee Name: Mr Derek Huyton

Organisation:

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

Supporting attachments

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

Consultee Name: Mrs M Connolly

Organisation:

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

Supporting attachments

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

Consultee Name: Ms Rachael Bust

Organisation: The Coal Authority

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

Supporting attachments

Council response: Noted. No Council response required.

Consultee Name: Mrs C Dean

Organisation: Highways Agency

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

Supporting attachments

Council response: Comments welcomed.

Consultee Name: Mr Christophe Clandon

Organisation:

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

Supporting attachments

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

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

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

Consultee Name: Ms Gillian Laybourn

Organisation: English Heritage

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

Supporting attachments

Council response: No response required.

Consultee Name: Mr B Sillett

Organisation:

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

Supporting attachments

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

Consultee Name: Ms Angela Gemmill

Organisation: Marine Management Organisation

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

Supporting attachments

Council response: Noted. No Council response required.

Consultee Name: MR DUNCAN SAVAGE

Organisation:

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

Supporting attachments

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

Consultee Name: MRS ANN LEA

Organisation:

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

Supporting attachments

Council response: Noted. No Council response required.

Consultee Name: Mr Geoff Barker

Organisation:

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

Supporting attachments

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

Consultee Name: Mr George Pratt

Organisation:

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

Supporting attachments

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

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

Consultee Name: Mr David Birch

Organisation:

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

Supporting attachments

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

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

Response to Yew Tree Farm Draft Master Plan

Introduction

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

- This Draft Master Plan is confusing, contradictory in parts, lacks important details and provides information on why the development should not proceed.
- This document asks the developer to undertake a number of tasks in order to have these included in their proposals when submitted. It does not say what the process and assessment system will be for determining that all proposals meet the minimum criteria. This raises issues around the process, the appeal process and whether it will be robust enough to withstand a legal challenge. How will Burscough residents know that the developers have undertaken all that is required of them to acceptable standards in plain and non technical language when their proposals have been formally considered?
- I and many other residents fail to see how this development will strengthen the local community, when 96% of residents voted against the proposals for this site. The West Lancs council’s actions in ignoring the wishes of the Burscough residents have already caused damaging resentment and this will lead to greater resentment when construction begins and problems relating to drains and transport become intolerable. I have yet to meet anyone who supports this development and I support the view shared by many people that this development will certainly **not** strengthen the local community and will in fact have an adverse impact due to the number of issues.
- The statement that it complements the environment of Burscough is highly debatable with many residents questioning the accuracy of this comment. The statement that it will strengthen the community in West Lancs is one that can also apply to other developments; in the case of Yew Tree Farm it is debatable and therefore also superfluous. If the development is important to West Lancs then why is a development of this size not being developed in Ormskirk or Skelmersdale?
- It has been said that no one in West Lancs council will be held accountable when it goes wrong and this document states that developers need to undertake and provide information on specific tasks in relation to their proposals, therefore this suggests that the developer and other organisations would be held accountable for **any** problems that would subsequently occur. The council have requested information, evaluated it for acceptance and then judged and agreed the decision to proceed with a contractual agreement for

the development of the site. How can the council not be held accountable for its decisions when the council have been made fully aware of the issues around this development and its impact on Burscough and its residents, in the event that the council has no responsibility then this suggests the council will have no authority or leverage for issues to be resolved.

- What is the impact on Burscough and its residents, should a developer gain approval for the site and then sell on this approval to another developer. What safeguards can West Lancs council put in place when a contract is transferred to another organisation to ensure that what the council previously approved is maintained?
- Due to the issues raised in this document around waste water and transport West Lancs council need to make a clear and unambiguous statement to the residents in Burscough regarding which organisations will be responsible for the various issues that will arise resulting from the development of this site. It's the least the residents deserve for the way their views have been ignored and the way this development has been allowed to proceed.
- Having been informed by council officers that house values in the vicinity of this development will be reduced, what compensation can residents expect to receive. Again West Lancs council should be making a clear statement to local residents what the impact will be and what the council will be doing to mitigate this impact. My house has been built with the lounge looking directly over land on Yew Tree Farm and the house must have been approved in the past by the Local Authority for this to happen. I do not see any statement regarding the retention of green views for existing residents. Existing residents who are directly affected by this development have never had any responses from West Lancs Council to their issues, whether independent letters or responses to the consultations. Again it raises questions about the validity and meaningfulness of the consultations.
- Why can green field sites in Burscough be given approval for developments to take place, when proposals for other areas in the district are not considered? Why have brown field sites and the continued development of Skelmersdale not been the priority?
- I have never seen any justification why one half of Yew Tree Farm has been given protected status until a later date for development, can someone please explain the reasons why one part was selected over the other part.
- If residents are raising issues through the consultation process then they should receive responses to the points raised, this would show they are being taken into account or rejected with appropriate comments.
- The base line of 500 homes in phase 1 is being used by other organisation in looking at Drainage and Transport issues as well as other associated issues, as this figure is not confirmed and may become substantially increased then these other organisations workings will then be less credible in their findings. This therefore becomes a concern with regards the consultation process.

Growth

The Introduction makes comment that this development will strengthen the local community, however it fails to be specific about how this will happen, this section on Growth identifies the need for 4,860 new homes for West Lancs however it fails to suggest how this and other developments could be maximised for the benefit for West Lancs Businesses and residents.

I have concerns around future development in the village as the structure of the village does not lend itself for further expansion until the road/rail network are improved. The major constraints to the village are recognised as the canal bridge and the rail bridge and it is of vital importance that these issues are resolved before further construction begins in Burscough. Solve these issues and there then becomes more land available to develop Burscough along both the routes of the canal and the railway line.

- Opportunities were lost when the Heathfields site was built. Entry to the canal pathways should have been built that would have allowed people to access the village with a degree of ease, as it stands they either have to drive or have a very long walk to the village. By having a bridge over the canal it could then have been a made a feature and a pleasant walk for all Burscough residents, as it stands, unless you have a car you are now isolated in Heathfields.
- I understand that the Heathfields estate and the flats at the Quays have still not be adopted by the council, while I don't know what all the issues are I do understand that drains are an issue and would suggest that until these sites issues are resolved and are subsequently adopted then no more developments should commence. What assurances will Burscough residents have that Yew Tree Farm site will be completed to standards acceptable to the council and other authorities concerned and the site subsequently adopted.
- When I look at the proposed 850 homes for Burscough as part of the Local Plan, I'm unclear how many are being built in the first phase at Yew Tree Farm, is it a maximum of 500 or a minimum of 500, can clarify on the number of different types of homes be provided for Yew Tree Farm development. If 850 homes are allocated for Burscough and Yew Tree Farm takes 500, we then have homes at Mill Lane under construction and potentially further homes at Abbey Lane, how accurate is this 850 homes. It's feasible that Factory closures currently in residential areas could in the next few years become available and release brown field sites that would allow substantial land to be developed for housing. Will developers be allowed to come forward with more plans and be accepted which will take the future allocation beyond 850 homes.

Local Highway Network and Access

This section in the Draft Master Plan provides numerous points that clearly demonstrate why Yee Tree Farm site should not be developed at this point in time, due to its impact on the road network around Burscough. The proposals suggest an entry to the site from Liverpool Road South at a point opposite Lordsgate Drive on A59, whilst I don't believe there is a better point of entry to the site it does emphasize the difficulties that this site will present to the residents of Burscough and those people who will be required to travel through Burscough and the failure to have a better route.

- I can understand why you would want to close Higgins Lane at the Junction of the A59, however it is going to send more traffic along Truscott Road and this is not acceptable. Is it possible to leave Higgins lane open but to only allow an exit to the left at the point where it meets the A59?
- I also have concerns that the Yee Tree Farm site is going to send more traffic through narrow country roads and across canal bridges at Crabtree Lane and New Lane. These roads and existing housing along these roads were not designed for the increased volume of traffic about to come in their direction.
- Will heavy goods vehicles be allowed to enter the road network on Yew Tree Farm development from the A59 on Liverpool Road South?
- The Draft Plan shows that parts of the A59 already operate above capacity and other parts close to capacity, in factoring in the Yee Tree Farm site then the situation becomes worse. The situation for the future is recognised however it fails to provide adequate solutions as it put traffic before residents needs when dealing with future issues.
- I see no recognition of the annual increase in traffic that would happen anyway even if the site was not developed.
- In the statement "traffic moves freely through Burscough for the majority of time is an accurate fact but its use in this document is interpreted as **misleading** when it does not include volume of vehicles. The traffic does move freely between 7.00 pm and 7.30 am and this equates to the majority of time when people are in bed, however outside of these times you can expect a **considerable increase in the volume** of vehicles, leading to more delays and subsequent journeys times. This could be damaging to the reputation of the local area, with productivity of businesses being affected by traffic congestion.
- Delays occur due to volume, large vehicles, buses stopping, and frequently road works, etc; these delays have been quite considerable in the past year and are likely to continue for the foreseeable future.
- Where Yew Tree Farm joins the A59 this will become a blockage point and will need additional issues to be resolved due to the vicinity of the school and the crossing point. This could result in double yellow lines being put along

the A59 for a longer area than is currently there. This will mean those houses affected will have a lower resale value due to the impact of more traffic and double yellow lines.

- The solutions put in place are likely to have further impact on homes in the vicinity as parents dropping off children at the school look for places to park. It is noticeable that parking problems also occur when events take place at the school in the evening and at weekends. It is noticeable that parents and grandparents picking up children come at least half an hour before school finishing time to secure a space close to the school, this causes further unnecessary congestion for all.
- I have previously suggested for safety reasons having an area of Yew Tree Farm set aside for parking for the parents dropping off children at the school, this has been dismissed in this document without any explanation being provided or a solution suggested. It is not right for genuine consultation to take place and points raised to be dismissed without appropriate comment and alternative solutions to issues. I can only interpret this to mean that the building of homes is of paramount importance over the concerns of Burscough residents and the safety of children and those responsible for their safety in attending school.
- It is highly possible that something will need to be undertaken at the entry of Square Lane to the A59 to help the traffic at this point; subsequently this will become another blockage point in the future.
- It will be interesting to see what delays will now happen when the new roundabout becomes operational at the junction of Pippin Street and the A59. I suspect that this will further complicate traffic issues at this junction and has the potential to hold up traffic at peak periods through queues on various roads
- The traffic travelling along the A59 will need to overcome that many blockage points within Burscough that journey times will be considerably extended and other roads will become used, causing rat runs to be developed.
- With an increase in traffic and a further increase in the number of junctions now in Burscough the quality of air will be reduced to a lower level through the amount of standing traffic in queues at junctions. What Plans do the Council have to monitor the air quality along the A59, however how much does this matter to those making decisions that don't live in Burscough?

Drainage

The statements in the Draft Master Plan Drainage section again raises questions why this development should not proceed due to the serious issues around the existing capacity issues of the foul water drainage network in Burscough. The lack of capacity at waste water treatment works at New Lane which serves parts of the surrounding locality is a current ongoing concern. Land drainage is also identified as unsatisfactory in places due to unmanaged local culverts and pinch points due to

physical barriers that cause obstructions to the flow of water to the outfall at Martin Mere. There is a statement that *"the Council is aware that the issue of drainage is one of the key local concerns and that this development must do all that is possible to avoid worsening the situation and, where possible, make improvements"*. The suggestions in the document do not convince me or provide me with confidence that the planned action is sufficient and safe to prevent disease and infections occurring to Burscough residents and visitors or to prevent flooding to homes and business premises. These issues are further complicated by the managing of the risks and understanding who has each responsibility; this is difficult when numerous land owners have a responsibility.

- Is it possible for one body to be responsible and have overall control of all flooding and all drainage issues?
- New Lane Sewage Plant suffers currently from capacity issues is this part of the reason why the Heathfields and Quays developments have not been adopted. If Heathfields, Quays, Mill Lane and other planned and approved developments are connected to New Lane Sewage Plant before 2020 will it be able to operate effectively all the time within its safety capacity
- If it is currently at operating capacity then this is a major concern and asks the important question, what risk assessment have been undertaken in case of a major breakdown and what can the residents of Burscough expect. Any vital process should only operate at full capacity in emergency situations and be designed to have reserve capacity in case of emergency.
- Martin Mere is a major tourist attraction and any damage to its water will have a devastating impact on its operations. Its operation relies on good water quality and if it's fine operating water balance is affected then their ability to function effectively maybe placed in a precarious situation. This crucial balance will impact on the jobs of staff employed there, but also other local businesses that rely on Martin Mere's operations.
- It's imperative that the responsibilities of the management of flooding are absolutely clear and those with responsibilities are undertaking their duties and working in partnership with others involved. A failure in this should be an offence and those with responsibilities must have insurance cover in order to meet the payments of any costs and awards to members of the public and business who are affected through their failure.
- As it will be at least 2020 before any new capacity is available at New Lane sewage plant, it is already a concern due to it already being at capacity, currently it would not be appropriate to link in new homes to the system until its capacity issues have been resolved.
- I am not convinced that removing a volume of surface water into the natural drainage system is a satisfactory solution. Can United Utilities guarantee 100% that this water will not be contaminated with disease and human waste/detergents?

- Does this proposed option involve those with responsibilities who already do not actively look after their natural water courses?
- The suggestion that putting a Sustainable Drainage System (SuDS) is an unacceptable and dangerous system on a housing development where pets and children are expected to roam freely. These SuDS will have the potential to become stagnant water and be a source for vermin and disease. To remove all the stagnant water it will need to be pumped as the site soil is clay and holds water. There is a potential risk of contaminated water being discharged into the natural drainage network. What monitoring of the SuDS will take place to ensure they are constantly safe from disease and bacteria? It is emphasised that the surface waste water on the development must not be discharged into the Public Network is this because of either the contamination or the capacity issues. If its capacity issues will this not cause problems elsewhere and issues for a riparian owner.
- Are these areas where the SuDS are going to be sited classed as part of the green belt within the site, if so then it raises serious questions in the management of the site?
- It states that an appropriate attenuation rate to mimic the existing Greenfield rate. Have you not noticed that a large part of the site will now be covered in tarmac or concrete (estimate 35%). This means that for the same area the same rain will fall but more rain water will now end up going into the drainage /SuDS system and increase the capacity problems, how has this been accounted for?
- The Maps and the statements in the document show that the site has a vast number of areas susceptible to surface water flooding both within and adjacent to the site. Is it appropriate to leave this situation totally in the control of the developer without greater controls being stated, I have yet to be convinced that this will be an acceptable and fully safe system.
- **Biodiversity**
 - During late Autumn I have seen wintering birds use land on Yew Tree Farm for feeding.
 - In the spring, summer and autumn we have had Bats flying around numerous gardens by me for the 28 yrs that I have lived here.
 - We have also had many different forms of wildlife in our garden.
 - The issue of wildlife is important and should not be overlooked; a full Habitats Regulation Assessment should be carried out before the development is given acceptance.
 - It is interesting to note that an initial HRA assessment has shown that increased levels of housing and businesses can lead to reduced water quality, in another statement the waste water treatment infrastructure is vital to ensure that no negative implications arise that could impact on protected species, new buildings will disturb various species. These

more comprehensive and informed assessment that would have provided a more valued and informed document that may have been more current today.

- Having observed the price of new retired homes in Ormskirk, I don't believe many elderly people will be looking to buy a retirement home on this site. I feel that many elderly people wanting to down size will be looking more for affordable housing arrangements, than potentially buying a more expensive new home.
- The housing market has changed quite considerably in the past few years due to high house prices and low wages which don't help young people to get on the housing market. This project should be looking at **more affordable housing models** for young people and those first time buyers.
- I would have wished to have seen an Equality Impact Assessment that would have provided more accurate details regarding the issues and potential solutions around the needs of young people and affordable housing. More accurate information on the needs of the elderly and those people in the community who have a disability and their housing needs. This information should have shown the types of homes and bedroom requirements to fit in with the community's needs. It also failed to show the full impact on Burscough residents and subsidiary issues or to offer solutions. In not providing more detailed information on the impact of the site it raises issues whether this Equality Impact Assessment will be currently valid and meets the requirements of "West Lancs Borough Council Public Sector Equality Duty"

Employment

The previous section on Growth makes comment that this development will strengthen the local community and identifies the need for 4,860 new homes for West Lancs however it fails to suggest how this could be maximised for the benefit for West Lancs Businesses and residents.

Recent Projects along County Road in Ormskirk has shown contractors vans from Cheshire, Manchester and Yorkshire, these projects have therefore not maximised the full potential of these projects for the benefit of the local community and its businesses.

To maximise the local business potential for this volume of construction I would suggest that the Master Plan provides information on how the development of the site should also involve local businesses and employees and requests the developers to present proposals as to how they would work with local businesses including suppliers, this should also be linked to using local labour and the recruitment of local apprentices for employment and training.

It makes economic sense that any **finances** coming into West Lancs continues to circulate around businesses and people in the area for as long as possible, once it leaves it means local business and its residents lose any benefit.

Many Local Authorities have already developed "Partnership Working Agreements" where the council will expect investors who have a "genuine commitment" to work with the council in tackling and improving local conditions. This would entail a commitment to work positively with the various bodies involved in supporting employers and includes schools, colleges and universities to ensure that young people and adults can gain benefits in many different ways from this large construction project, the benefits are that businesses prosper with the area having a highly trained workforce through many rather than a few sharing the benefits of the development of the site.

It's vitally important that this project is part of an overall plan and incorporates suitable and appropriate solutions acceptable to the community and is not built in isolation of the other issues that currently exist or create or increase the issues and damage Burscough's reputation.

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Consultee Name: Nick Lee

Organisation: NJL

**UK Land and Property/Bloor
Homes**

**Land north of Meadowbrook,
Burscough**

**Representation to Yew Tree Farm
Draft Masterplan SPD 2014**

Prepared by: NL/HP

November 2014

Ref: 2011-152

Authorised for and on behalf NJL Consulting



**Nick Lee
Managing Director**

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party. Any such party relies on this report at their own risk.

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NJL
CONSULTING

Unit 8
Ashbrook Office Park
Longstone Road
Heald Green
M22 5LB

Tel: 0845 362 8202
Fax: 0870 130 5579

info@njlconsulting.co.uk

www.njlconsulting.co.uk

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1.0 Introduction

- 1.1 This submission has been prepared by NJL Consulting on behalf of UK Land and Property (UKLP) and Bloor Homes (NW) Ltd, in response to West Lancashire Borough Council's consultation on the Draft Yew Tree Farm Masterplan.
- 1.2 UK Land and Property control the site to the north of Meadowbrook, Burscough which has already been included in the Draft for the Masterplan as a safeguarded site. Bloor Homes will shortly be submitting a detailed application on this site.
- 1.3 NJL Consulting have attended a number of stakeholder events on behalf of UKLP in the run up to the draft Masterplan being published for consultation. UKLP have continued to promote the site through the Local Plan process and have engaged with the Council over the development potential of the site.
- 1.4 Our observations and comments to the Masterplan team throughout that period have consistently raised a number of important points about the delivery of the Masterplan and the importance of the Yew Tree Farm site in contributing to the housing land supply for the Council area.
- 1.5 In principle, the potential end position of the Masterplan is supported. However, there are fundamental concerns over the method of delivery and potential phasing and it is our view that not enough consideration has been given to this process to adequately reflect the ambition of the Local Plan or National Policy or Guidance.
- 1.6 This submission, provides the Council with significant arguments and reasoning as to why the phasing of the Masterplan must be changed.
- 1.7 We have provided 3 separate documents by consultants covering drainage, highways and wider townscape which shows why the land our clients are promoting is the most appropriate to utilise early in the phasing of the Masterplan.
- 1.8 Section 2 covers wider planning policy issues prior to a summary of each of the documents provided in sections 3 to 6. A summary of the overall benefits to early delivery is in section 7 and overall conclusions are in section 8.
- 1.9 Separate documents associated with these representations have also been submitted, these being:
 1. *Phasing Strategy Appraisal – Landscape and Visual Matters* – Prepared by TPM
 2. *Preliminary Highways Issues Note* – Prepared by Crofts

-
3. *Flood Risk Assessment* – Prepared by Waterco and accompanying *Drainage Diagram* – Prepared by BoothKing.

2.0 Planning Policy

National Planning Policy

- 2.1 As per the NPPF, it is essential that Local Authorities boost significantly the supply of housing. To that end, it should be the case that Burscough, having had the whole Yew Tree Farm site released from Green Belt, should be seen as a major contributor to housing land supply.
- 2.2 UKLP control the land to the north of Meadowbrook and are actively promoting it and Bloor Homes intend to submit a planning application for up to 125 residential units imminently. As such, it can be demonstrated that the site is available and is able to deliver the proposed number of units in a timely manner. The technical work done to dates supports this position.
- 2.3 National Policy is clear. Footnote 11 Pg.12 states that:
- “To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.”*
- 2.4 National guidance is clear. Paragraph 030 Reference ID 26-030-20140306 states that:
- “The National Planning Policy Framework emphasises the importance of viability. It is futile designing and planning if there is no hope of proposals being implemented.”*
- 2.5 With regards to Masterplans:
- “Care should be taken to ensure that masterplans are viable and well understood by all involved. In particular graphical impressions of what the development will look like should not mislead the public by showing details not yet decided upon as certainties”.*
- 2.6 *“Masterplans, briefs and site policies can stay in place for a long time. They need to be flexible enough to adapt to changing circumstances.”* Paragraph: 032 Reference ID: 26-032-20140306

Local Planning Policy

- 2.7 West Lancashire Local Plan Policy SP1 specifies that:
1. The Council will work proactively with applicants to find solutions which means that proposals can be approved wherever possible;

-
2. Secure development that improves the economic, social and environmental conditions in the area will be encouraged;
 3. Planning applications that accord with the Local Plan will be approved, unless material considerations indicate otherwise, and:
 4. All new built development in the Borough will take place within settlement boundaries. Settlement boundaries encompass land previously included within the Green Belt that is release by this Local Plan, which includes land for development before 2027, Plan B land and land safeguarded for beyond 2027.
- 2.8 The policy for Yew Tree Farm in the adopted West Lancashire Local Plan is clear that the number of houses expected from the site is a **minimum**, not a maximum. Hence there simply should not, in the first instance be a constraint placed upon the overall site by a safeguarding policy that may constrain too much of the site or in locations that are not justified.
- 2.9 Strategic Policy SP3 of the Local Plan sets out the development criteria for the Yew Tree Farm Strategic site and states that the site should deliver:
- “Residential development for **at least** 500 new dwellings and safeguarded land for up to 500 more dwellings in the future”.*
- 2.10 In terms of housing quantum, Burscough as a whole needs to achieve 1000 dwellings as a minimum. Importantly, this does not preclude Yew Tree Farm from providing more housing to ensure that the 1000 units target is met.
- 2.11 Taking account of the above therefore, if proposals on Yew Tree Farm are individually able to meet Policy SP1 then it must be the case that the starting point would be to approve such applications and that the Masterplan through its final status and through its context must remain flexible.
- 2.12 To date, the indicative approach includes a possible safeguarded area. Whilst this area may be a means of controlling development, it does not take account of delivery issues as highlighted in this document and in particular clarity over being able to achieve this amount of development within the proposed time period.
- 2.13 Any development “required to conform to the Masterplan” would not on its own necessarily meet the overall objectives of the Development Plan as any such development must be capable of delivery and be viable.
- 2.14 Similarly, the Masterplan must be flexible (as per National Guidance) to achieve its overall objectives. Hence, the content of the Masterplan **must** be flexible to overcome conflict with Policy SP1 and National Guidance.
-

3.0 Delivery

- 3.1 It is essential that the Council considers the detail of how the site can be delivered. At present the draft Masterplan uses only one simple device in terms of possible phasing (a single land ownership) without clear justification.
- 3.2 This fails to consider whether such a singular approach will actually deliver the objectives of the Local Plan. For example, there is no detailed evidence regarding traffic impacts on specific junctions of any specific scheme. Rather a more generic approach is taken with no consideration of detailed junction arrangements that may be needed. The same applies to other factors affecting the site with no scheme specific details. Without such details, there is no confidence over site delivery.
- 3.3 A single ownership allows no flexibility at all over non-delivery. At present, the site will not contribute to housing in line with the Council's own 5 year Land supply monitoring report, and hence is already failing to meet objectives set by the Council.
- 3.4 This position allows no alternative and/or complementary approach to site delivery so that the contribution of the site to the housing land supply can be maximised.
- 3.5 Having an alternative or more flexibility will align closely to National Policy and Development Plan policy and allow the Council to at least achieve minimum objectives for the site without relying on one single party.
- 3.6 The large single phase gives no explanation as to how smaller more realistic early phases of development in the same ownership will lead to overall Masterplan objectives being achieved.
- 3.7 Thus far, we are not aware of any application for delivery of the site from the northern end; and no named house builder is committed to it. This is not the case with our client's site, which is ready for a planning application with imminent submission.
- 3.8 There has been no viability testing work in line with the need to do so from national guidance and the draft Masterplan shows absolutely no flexibility over approach at all. There is simply no alternative to site delivery built in to the Masterplan.
- 3.9 The basis of safeguarding on which the Masterplan is currently based, provides no flexibility at all over alternative means of delivery if the proposed first phase does not achieve the objectives of the Masterplan.
- 3.10 As no viability assessment has been put forward, then there can be simply no basis of concluding that the proposed approach will work. This is even more noticeable given

the significant road access changes required which will also almost certainly lead to major junction improvements outside the control of the land owner promoting the larger site.

- 3.11 On these two bases alone, the Masterplan is fundamentally flawed and is not in line with national guidance and will not meet the Local Plan objectives.

4.0 Townscape and Wider Landscape

- 4.1 The proposed options tested before the draft Masterplan considered various ideas over the broad pattern of land release. However, these were fundamentally flawed as they simply used some basic design ideas which were not actually connected to the reality of the surrounding built form and wider landscape setting of Burscough. Instead, the Masterplan should be assessing the impact of various logical propositions on the wider townscape and landscape of Burscough.
- 4.2 The proposed draft Masterplan simply provides no means of retaining the wider landscape context for Burscough over the short-medium term if the site is not delivered in full. Therefore, there is only limited understanding about what the important existing features are, and how these can be protected, incorporated and enhanced as part of the development.
- 4.3 The approach taken is too simplistic and does not achieve such an important outcome. It is simply driven by a single ownership scenario without any assessment of the impact of the built form on the wider environment and no evidence shows such an assessment has taken place.
- 4.4 This submission includes such an assessment to demonstrate that there is an entirely logical and reasonable approach to phasing of land release on an east to west basis. This accounts for current built form, landscape protection, and access (See *TPM Phasing Strategy Appraisal – Landscape and Visual Matters November 2014* submitted with these representations).
- 4.5 If the build out of the overall site were to stall in any way then the integrity of the urban form is actually maximised through the approach advocated by TPM, and the wider landscape setting of the settlement is maximised to the full. It will provide an important buffer to the industrial area to the west and safeguard key footpath routes through the site until such time as the full site comes forward.
- 4.6 A more natural and logical approach to phasing is included with the landscape assessment work within the TPM work which is explicitly consistent with a phased approach to the wider site.
- 4.7 Greater flexibility is however needed over specific boundaries to the possible safeguarding area.

5.0 Traffic and Access

- 5.1 The only basis thus far from our discussions with the Local Planning Authority for excluding the south eastern part of the site from early release has been a theoretical concern over highways access through Meadowbrook.
- 5.2 Despite initial assessments showing it is achievable being submitted to Lancashire County Council, no clear acknowledgment of this has been given. As such a full TIA has been submitted to the County Council and to West Lancashire showing that the site is accessible from Meadowbrook without severe impact on the road network (See *Crofts Preliminary Highways Issues Note October 2014* submitted with these representations).
- 5.3 There has not been any evidence placed to support no access from Meadowbrook and hence it cannot be logical to pursue such an approach in the Masterplan. On the contrary, enough evidence is now available to show that it is perfectly reasonable and indeed beneficial to have such an access.
- 5.4 The reasoning behind this links again to delivery matters. It is not appropriate or desirable in planning a larger scale land release such as this to simply have control of access with one main party. Separate accesses provides the flexibility (as per national guidance) to deliver the Masterplan objectives as far as practicable.
- 5.5 In addition, providing this access leads to the site overall being able to link early to a key bus route running along Liverpool Road. This will not be available by any other means, hence reducing the sustainable aspects of the wider site.
- 5.6 Pedestrian routes can then be linked up early in the process to the north eastern part of the site to allow full access by pedestrians to the school instead of along Liverpool road.
- 5.7 Furthermore, it has not been demonstrated by parties promoting the remainder of the site to the north that any transport impact work has been undertaken to justify the release of the land to the north for development. This does not give the Council any certainty over the delivery of these sites in the short term.
- 5.8 In addition to the above, transport assessment work already undertaken to support the masterplanning process has indicated that junction improvements outside the control of other parties are almost certainly needed. Again, it is apparent that these issues have not been considered or addressed in the promotion of the remainder of the Yew Tree Farm area.

6.0 Drainage

- 6.1 The wider land release may have drainage factors associated with it which need resolving. The separate report with this submission shows that drainage solutions accounting for foul and surface water can be readily achieved (See *Waterco Flood Risk Assessment November 2014* and *BoothKing Drainage Diagram November 2014*).
- 6.2 The development will therefore incorporate pumping facilities for foul drainage and SUDS systems for surface drainage meeting policy requirements wherever feasible.
- 6.3 We understand that the existing Meadowbrook area already has surface drainage directed to the open watercourses and this can be safeguarded and incorporated into the site/development.
- 6.4 Hence the aspirations of Policy SP3 of the Local Plan can be met.

7.0 Benefits of early delivery

- 7.1 The site which we are promoting is now being brought forward by a leading residential developer. Along with the primary objective of delivering more housing for the area and helping to contribute towards the 5 year land supply, the scheme will be policy compliant wherever possible.
- 7.2 The delivery of the site will provide around 125 dwellings which will contribute significantly towards the West Lancashire 5 year housing land supply whilst also delivering around 40 new affordable homes on the site.
- 7.3 In line with the principles as set out in the Draft Masterplan, and in accordance with Strategic Policy SP3 the site will deliver access for pedestrian and cyclists to the wider Masterplan area, hence it will also accord with Policy SP1.

Summary on progress of technical work

- 7.4 The technical work carried out to date demonstrates that there are no significant concerns or implications associated with the delivery of the site. The work done covers the following:
1. Phase 1 Habitat Survey – With the implementation of the mitigation and enhancement strategy the proposed development would be in conformity with relevant planning policy and legislation.
 2. Contaminated Land Report – The overall risk from contaminated soils is considered to be low given the limited potential sources.
 3. Drainage – the site can be drained to a total discharge rate of 30 litres per second as per the diagram included with this submission. Existing surface water drains uncontrolled into the brook on the Meadowbrook site.
 4. Flood Risk Assessment – The risk of flooding to the proposed development from all potential sources of flooding has been assessed to be low.
 5. Landscape and Visual Impact – The report has concluded that an east to west approach to phasing of the Yew Tree Farm area will bring significant benefits visually to the wider area as opposed to the proposed north to south phasing.
 6. Minerals Resource Assessment – It has been concluded that there are no mineral resources of significance to be found at the site.

-
7. Topographical Survey – The report states that the site provides a suitable level for housing without having any impact on the surrounding residents.
 8. Transport Assessment – Access to the site off Meadowbrook is considered acceptable and there will be no significant impacts on the surrounding highways as a result of the proposed development.
 9. Draft Layouts – The layout of the proposed scheme has been revised taking into account pre application meeting comments from the Council.
- 7.5 Pre-application consultation with the Council has taken place and further supporting material is being prepared for a detailed application.

8.0 Conclusion

- 8.1 NJL have fundamental concerns over the current phasing approach and delivery methodology of the Yew Tree Farm area. It does not appear that the proposed phasing approach is being driven by a clear rationale and in order to enable to delivery of at least 500 dwellings in the first phase, this approach should be revised.
- 8.2 There should be a limited amount of safeguarding to allow a degree of flexibility in the delivery of housing numbers which should be driven by townscape and landscape considerations overlain with a flexible approach and a clear delivery plan that is viable. In this respect, as demonstrated in these submissions, the Masterplan area should be built out from east to west.
- 8.3 The information submitted in support of this representation demonstrates that there are no adverse impacts on the wider Burscough area or to the site in terms of ecological or visual impacts. As the technical work carried out so far demonstrates, there are no physical constraints to the delivery of the site we are promoting.
- 8.4 The site represents a sustainable development, as defined by the National Framework and will go a significant way towards contributing to the West Lancashire 5 year housing land supply.
- 8.5 As such, this proposed first phase of the Masterplan should include the site we are promoting. We have every confidence over its early delivery with it now being led by a national housebuilder with an imminent detailed application.
- 8.6 It is essential that the Masterplan accords with National Policy and key policies of the Local Plan. Our proposed changes will provide the best possible prospects of this happening.

Land at Yew Tree Farm, Burscough

Phasing Strategy Appraisal - Landscape and Visual Matters





Background

TPM Landscape were approached to review the Yew Tree Farm Draft Masterplan SPD (September 2014) prepared for the West Lancashire Local Plan, with regard to the proposed masterplan phasing strategy.

This report assesses the draft masterplan, the reasons for safeguarding land, and presents an overview of the landscape and visual resource.

This report then considers whether the masterplan phasing strategy proposed through safeguarding land meets the identified objectives, and how well it relates to the important landscape and visual features, and whether an alternative phasing approach might better meet these objectives and protect important landscape and visual features.

The review has been prepared in consideration of a proposed residential development at the south eastern corner of the masterplan site, in an area currently identified as 'safeguarded land'.



tpm landscape
chartered landscape architects

4th Floor Studio 10
10 Little Lever Street
Manchester, M1 1HR
0161 235 0600

info@tpmlandscape.co.uk
www.tpmlandscape.co.uk

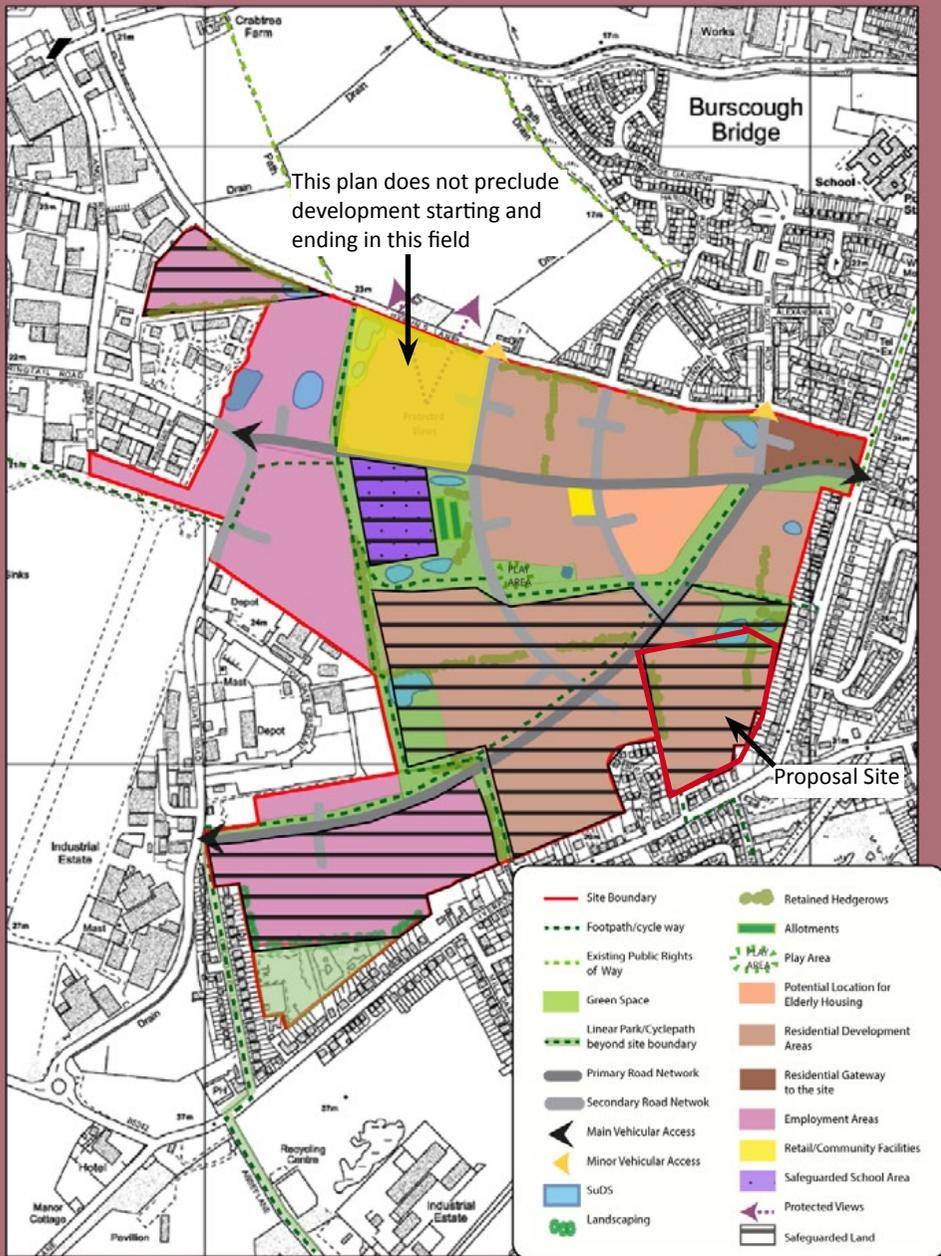


Fig 1: Extract of Yew Tree Farm Draft Masterplan September 2014 - Safeguarded Plan

Current Masterplan Phasing and Delivery Strategy

The existing phasing strategy for the delivery of the draft masterplan is proposed to be delivered through ‘safeguarding’ land. Figure 1 is an extract of the Safeguarded Plan from the draft masterplan.

The main purpose of safeguarding land is to protect land from development until such a time as West Lancashire’s growth needs require the release of the land. The implication of this policy is that this land may never be needed, and it is therefore important that the first phases of development do not compromise the most valued landscape resources or visual amenity.

The masterplan report notes that ‘it is important that Development Area One (the first phase of development) looks and feels like a complete development in its entirety whilst ensuring future linkages may still be made to Development Area Two’.

With regard to Development Area 2 (second stage of development) the masterplan report notes that ‘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.

This report concurs with the above important principles.

The ‘Safeguarded Plan’ Figure 1 does not appear to accord with the above objectives for the following reasons:

- 1 The safeguarded plan does not preclude development starting in areas of land which will appear as incongruous isolated development in a predominantly rural location, affecting the public footpaths and general amenity of the area (for example the area marked in yellow on Figure 1, which would also remove the protected views.
- 2 When completed, the first phase development land (ie land not safeguarded) will remove the connection of the remaining agricultural land with the wider rural landscape to the north, remove the protected views, and retain an area of agricultural land which is not connected to a farm, or have any ready access for tractors/ farm vehicles etc. which is neither likely to look or function as agricultural land
- 3 At present, a public footpath runs from Liverpool Road South to Higgins Lane through open countryside which is the only footpath to the west of Burscough. Although the footpath will be retained within an area of public open space, it will cease to be a footpath offering ready access to the countryside for people to the south of Burscough.



Site Photographs - Refer to Viewpoint Location Plan - Figure 2



V1 View from public footpath looking east



V2 View of north eastern fields adjacent to Higgins Lane

Site Photographs - Refer to Viewpoint Location Plan - Figure 2



V3 The proposal site viewed from Meadowbrook



V4 Potential site access from Meadowbrook



V5 View from public footpath looking east



V6 View from break in housing on Liverpool Road South



V7 Housing facing out towards open countryside from Higgins Lane

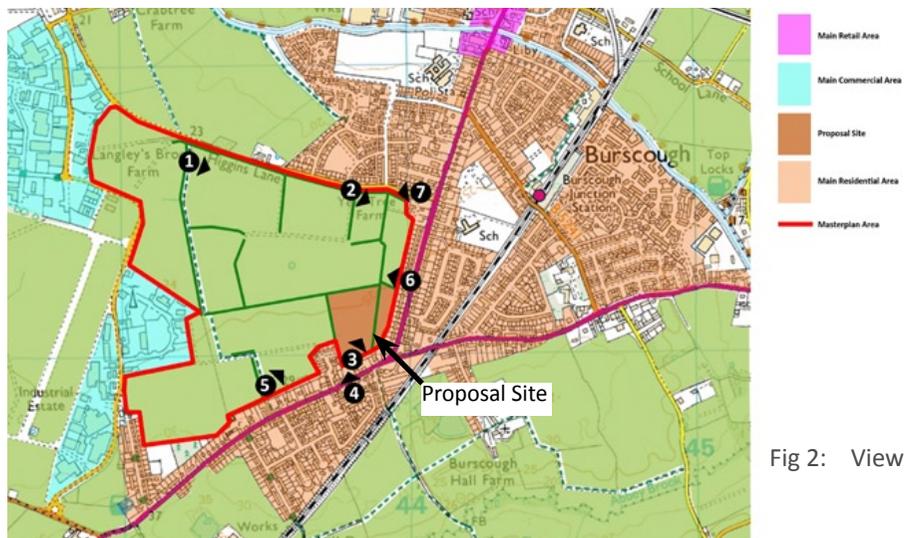


Fig 2: Viewpoint Location Plan

Landscape Resource and Visual Amenity

The masterplan site has been assessed at a high level to give an overview of the value of the landscape resource and visual amenity. A full Landscape and Visual Appraisal forms part of the planning application for the proposal site.

The land is agricultural land which is flat, and of generally ordinary quality with some detracting elements in the urbanising features of the edge of settlement, and some positive features in the trees and hedgerows. Although the trees and hedgerows are to be retained within the masterplan development (as much as possible), developing the masterplan in the manner proposed in the Safeguarded Plan (Fig 1) from north to south, would isolate these agricultural fields and they would be disassociated from their predominantly rural setting, and also from the farm which services them.

Viewpoints have been recorded to illustrate the following:

V1 This viewpoint is taken from the public footpath south of Higgins Lane looking east towards the edge of Burscough settlement. The view is predominantly rural over an agricultural flat landscape, with the edge of settlement visible beyond distant hedgerows, and views extending to the wider landscape to the south and north.

V2 This viewpoint is taken from within a field to the eastern end of Higgins Lane. Settlement is a defining element of the landscape with the rear boundaries of properties forming the eastern boundary of the masterplan site.

V3 This viewpoint shows the 'proposal site' being considered as part of this report, in an area to the south east of the draft masterplan (currently safeguarded). The rear of existing properties Liverpool Road South, Meadowbrook and Springfield Close form the eastern, southern and western boundaries respectively.

V4 This viewpoint shows the proposed site access through a short section of Meadowbrook off Liverpool Road South.

V5 This viewpoint shows the view of the existing agricultural fields viewed from the public footpath accessed off Liverpool Road South heading towards Higgins Lane. The 'proposal site' is located in the fields beyond the hedgerow in the distance, and development of this site would therefore not have a substantially detrimental effect on the rural nature of this footpath, and the visual connectivity with the wider landscape would be maintained.

V6 This viewpoint shows a break in the housing towards the masterplan area from Liverpool Road South (just to the north of the 'proposal site').

V7 This viewpoint shows housing facing out towards Higgins Lane looking south across the draft masterplan area. Phasing proposals to develop the masterplan in an east to west direction would retain a greater proportion of properties facing a predominantly rural open landscape.

In summary, the existing footpath linking Liverpool Road South and Higgins Lane is a valuable resource being the only footpath to the east of Burscough providing access to the wider countryside. The experience of this footpath is predominantly rural with far reaching views across a working agricultural landscape which become more expansive as the viewer gets nearer to Higgins Lane. This area of agricultural land provides a setting for Burscough approaching from the east. This report considers that this footpath experience is a key consideration for a development phasing strategy, and that any safeguarded land should aim to preserve the association of the footpath with the wider countryside and retain open views. This is not the case with the proposed safeguarded land of the 2014 Draft Masterplan (Figure 1).



Masterplan Phasing Consideration

'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'. Extract of Draft Masterplan key objective.

The following considerations for informing a phasing strategy for the delivery of the proposed Draft Masterplan 2014 which accord with the above key objectives have been prepared with particular regard to the outline assessment of the existing landscape resource and visual amenity experienced by residential properties and users of the public footpath linking Liverpool Road South and Higgins Lane to the north.

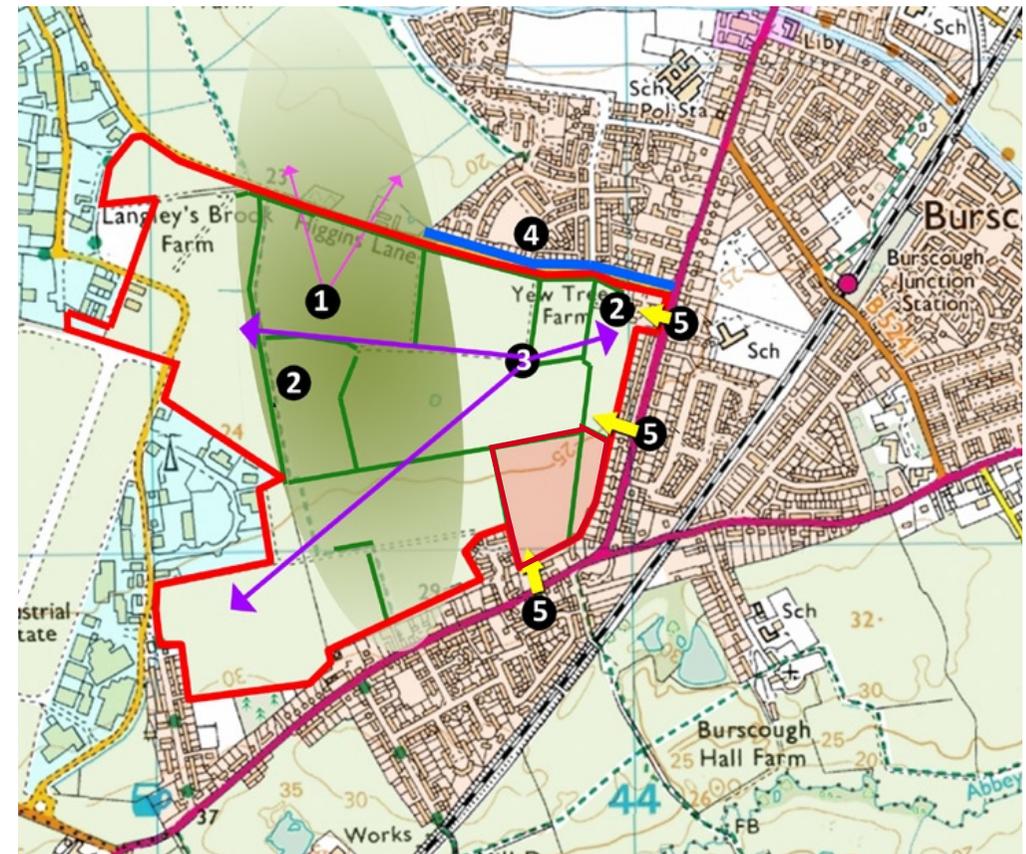
The following points relate to Figure 3 opposite:

- 1 The Draft Masterplan 2014 identifies protected views from the field near footpath accessed to the south of Higgins Lane. The views are across an agricultural landscape to the wider open landscape to the north-east of Burscough.
- 2 This area is identified on the masterplan as the principal access point and a residential gateway site for the proposed masterplan. This would not be prejudiced by phasing of the development in either a north to south direction, or east to west direction.
- 3 The principle vehicular routes identified within the proposed Draft Masterplan 2014 would require crossing the central open agricultural land in the centre of the masterplan site in order to access western parts of the site, and may need completing in advance of the sites being developed in order to make them accessible to developers. If the site was accessed from various points around the periphery of the site (Liverpool Road South on the east and south, Higgins Lane to the north, and the commercial sites accessed from the east), it would mean that the central agricultural landscape would remain intact for as long as possible, and in perpetuity if this land is not required in the future.
- 4 Residential properties facing the masterplan site on Higgins Lane currently have open views across the agricultural landscape. Developing the site from north to south will remove these views in their entirety from an early stage. Developing the masterplan site from east to west would preserve the visual amenity of these properties for a longer period, and in perpetuity for some should the entire masterplan area not be required.
- 5 There are 3 potential access points which could individually serve development from the east off Liverpool Road South, rather than a spine road arrangement which would probably need to be built as advance infrastructure.

There is a central zone to the east of the footpath which links Liverpool Road South and Higgins Lane, where open views of the wider agricultural landscape can be appreciated from the public footpath. This footpath provides ready access to the countryside for residents to the south of Burscough. Developing the masterplan from the east (and the commercial area from the western boundary) would retain these views for a much longer period, and in perpetuity should the whole masterplan area not be required.

Developing the masterplan from the eastern side (Liverpool Road South) would ensure that each individual phase of the development formed a sustainable urban extension to the edge of settlement. This is not necessarily the case if the site is developed from north to south, where development could be isolated and not well-connected to the settlement pattern.

Fig 3: Existing landscape and visual considerations



Area where connection to wider countryside can be appreciated

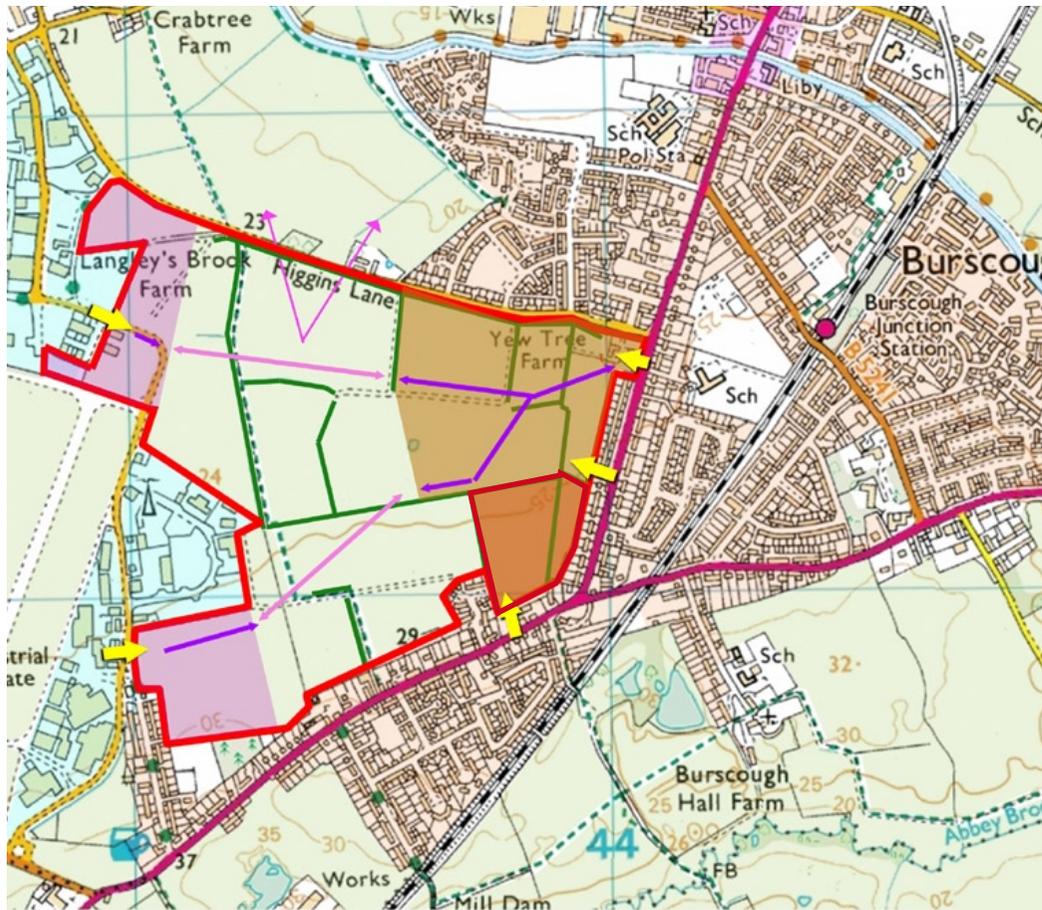


- Main Retail Area
- Main Commercial Area
- Proposal Site
- Main Residential Area
- 2014 Draft Masterplan Area

- 2014 Draft Masterplan Area
- ➔ Potential Access Points

- Proposed Phase 1 Residential Area
- Proposed Phase 1 Commercial Area
- ➔ Proposed Phase 1 Arterial Route
- ➔ Proposed Phase 2 Arterial Connection

Fig 4: Proposed alternative phasing plan



Proposed Masterplan Phasing Summary

This assessment considers that the delivery of the Yew Tree Farm Draft Masterplan SPD Sept 2014 would be a substantially more sustainable development by phasing in an east to west direction, rather than the proposed north to south direction with regard to the following landscape, visual, access, settlement pattern and masterplan delivery considerations.

Preserving the Landscape Resource and Access to the Countryside

Development of the proposals in the manner shown in the draft masterplan would unnecessarily change the nature of the existing footpath experience between Liverpool Road South and Higgins Lane, which is predominantly rural at present.

Development of the proposals in the manner shown in the draft masterplan would develop a publicly accessible parcel of countryside which is visually connected to the wider rural landscape to the north, whilst retaining a small area of fields which would lose their connection to the wider rural landscape, and would prevent a direct connection or association to the farmstead.

The rural nature of the public footpath access to the countryside will be better preserved in the interim period by an east-west phasing strategy. Should the whole of the masterplan not be built out (or take a significant amount of time), a substantial green wedge would be preserved with the footpath at its core.

Settlement Pattern

Developing the masterplan as indicated in the adjacent 'Alternative Phasing Plan' (Fig 4) would mean that new residential properties would form a direct urban extension to the properties located to the rear of Liverpool Road South, which have rear boundaries to the existing fields.

With regard to the sustainable location of the site to the existing retail core of Burscough, the initial phases of development would be best located on the eastern and north eastern boundaries.

Retaining a central core of greenspace/ fields between Liverpool Road South to the south of the masterplan site, and Higgins Lane along the northern boundary will mean that should the development not be built out in full, the existing settlement will have a well-defined natural boundary which will help to preserve the local identity of Burscough.

Visual Amenity

Existing residential properties facing out to open countryside along the eastern end of Higgins Lane will have their views preserved for a greater period of time, and in perpetuity should the entire masterplan area not be required.

The proposed layout has identified some 'protected views' from the footpaths to the north of the site. These will be preserved for a greater period of time, and in perpetuity should the masterplan not be developed in full.

Masterplan Delivery

There are good access points to the eastern part of the site from Liverpool Road South without the requirement for a central 'spine road' which would unnecessarily compromise the important central rural zone.

It is considered that delivering the masterplan as directed in the existing Draft Masterplan proposal from a north to south direction would actually be contrary to the key development principle of the masterplan, in that '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'.

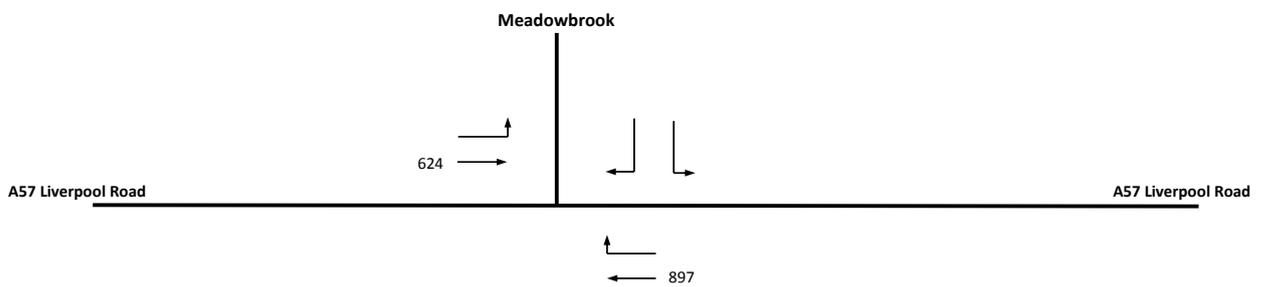


Figure 1
 2014 Surveyed Flows
 Weekday AM Peak (0800-0900)
 Derived from A57 Liverpool Road/A5029 Square Lane Surveys

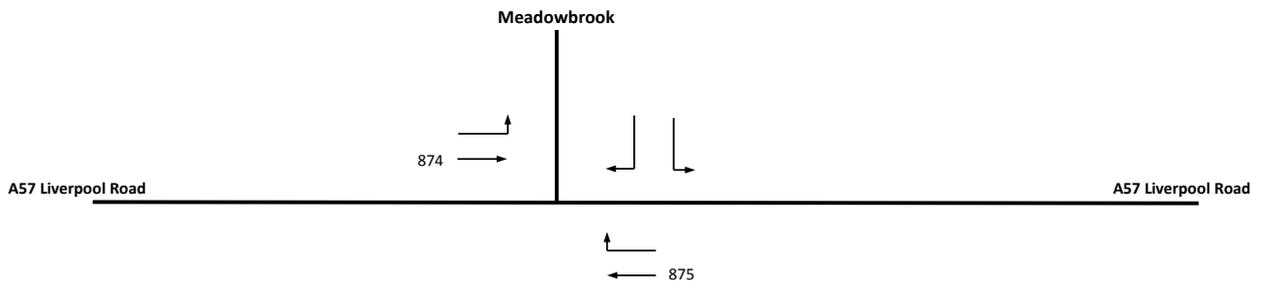
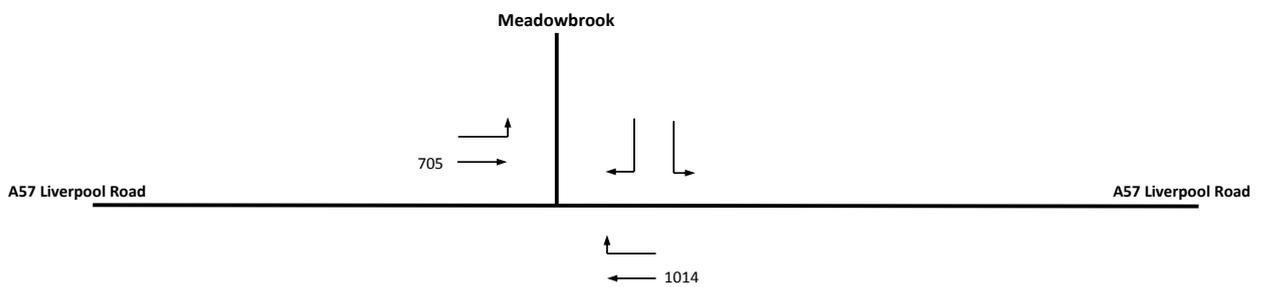


Figure 2
 2014 Surveyed Flows
 Weekday PM Peak (1630-1730)
 Derived from A57 Liverpool Road/A5029 Square Lane Surveys



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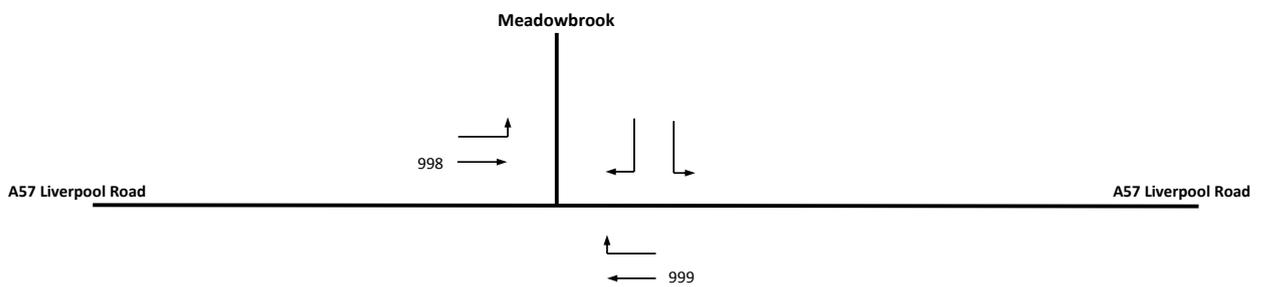


NTM Adjusted NTEM Growth Factor 2014 -2025 1.13

Figure 3
2025 Growthed Flows
Weekday AM Peak

croft
Transport Solutions

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NTM Adjusted NTEM Growth Factor 2014 -2025 1.14

Figure 4
2025 Growthed Flows
Weekday PM Peak



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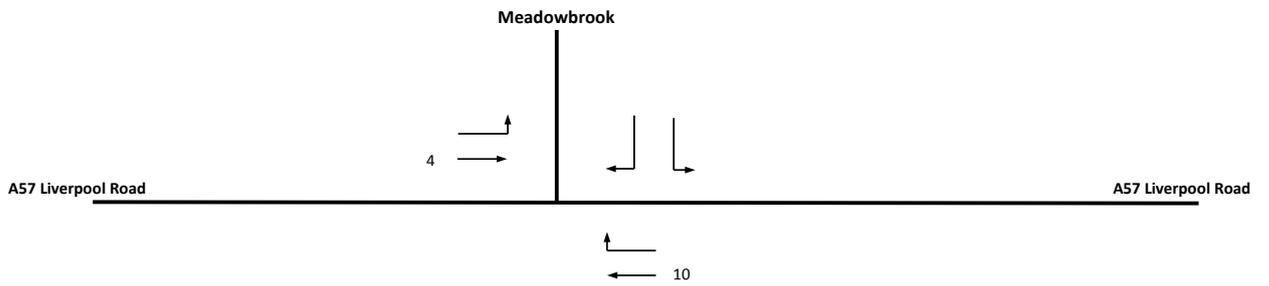


Figure 5
 Mill Lane Committed Development Flows
 Weekday AM Peak



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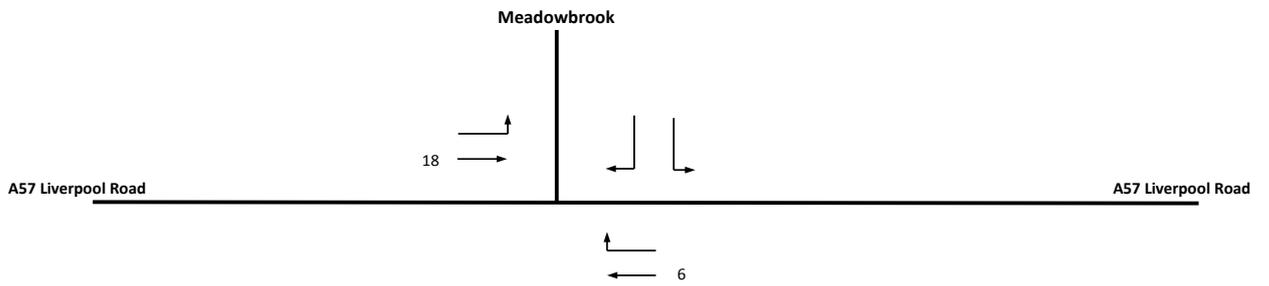


Figure 6
 Mill Lane Committed Development Flows
 Weekday PM Peak



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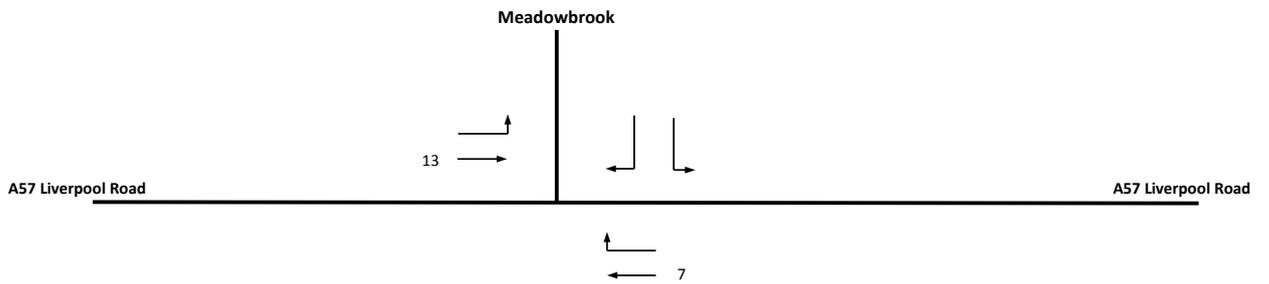


Figure 7
Abbey Lane Committed Development Flows
Weekday AM Peak

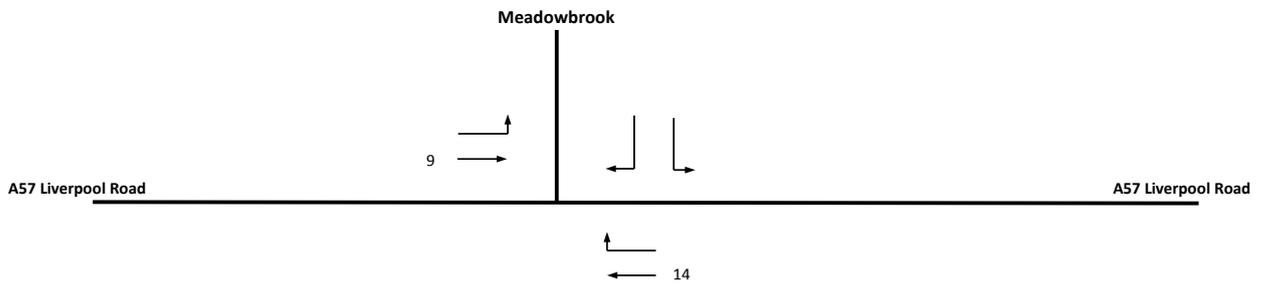


Figure 8
Abbey Lane Committed Development Flows
Weekday PM Peak

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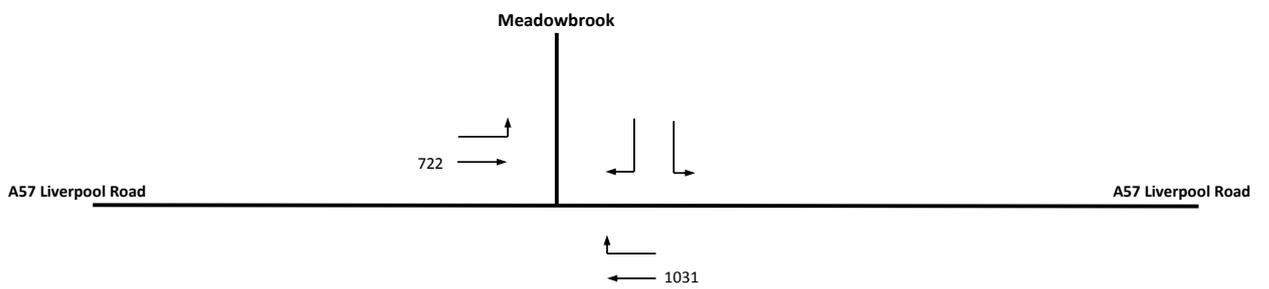


Figure 9
2025 Base Flows
Weekday AM Peak



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Tel: 0161 827 1740 www.crofts.co.uk info@crofts.co.uk

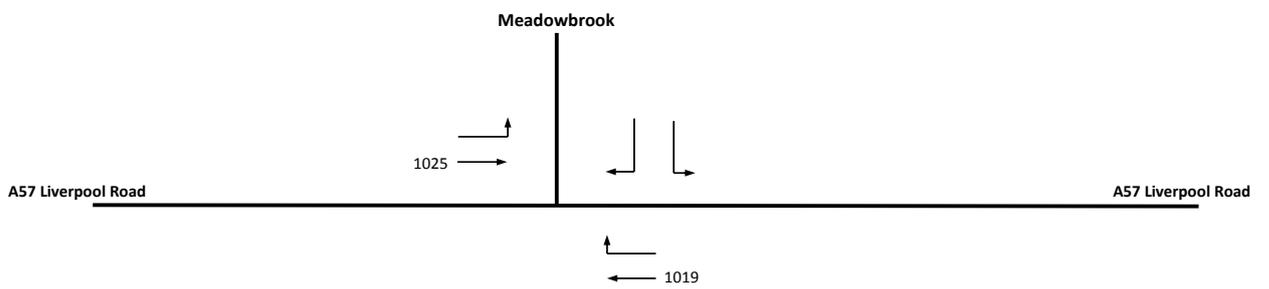


Figure 10
2025 Base Flows
Weekday PM Peak

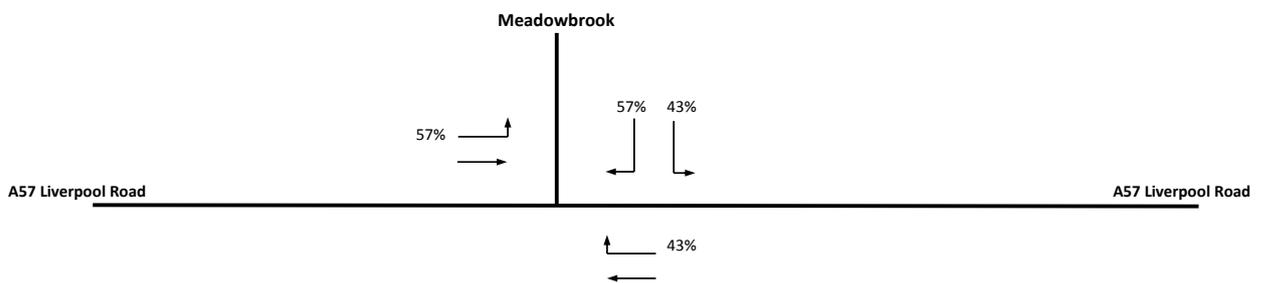


Figure 11
Proposed Trip Distribution
Weekday AM Peak

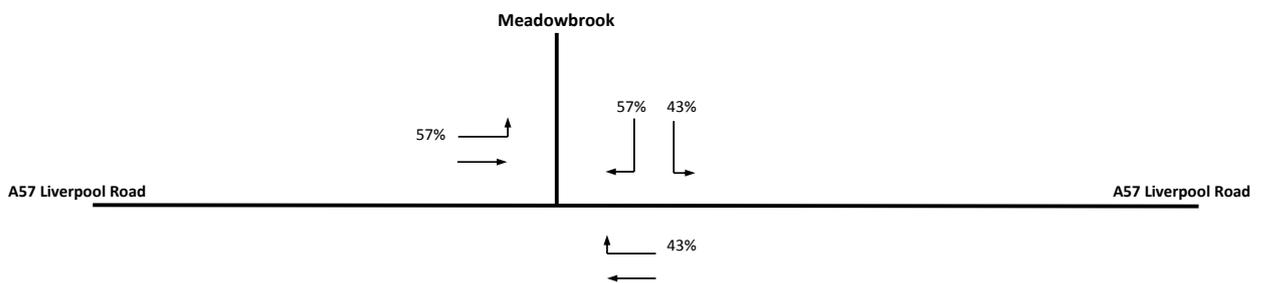
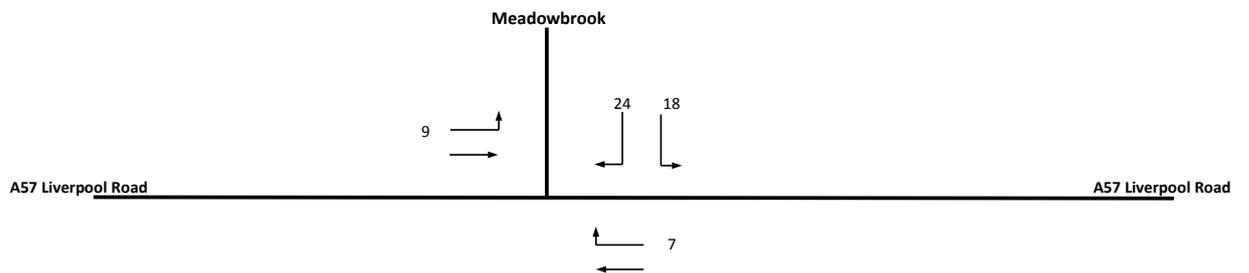


Figure 12
Proposed Trip Distribution
Weekday PM Peak



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Tel: 0161 827 1740 www.crofts.co.uk info@crofts.co.uk

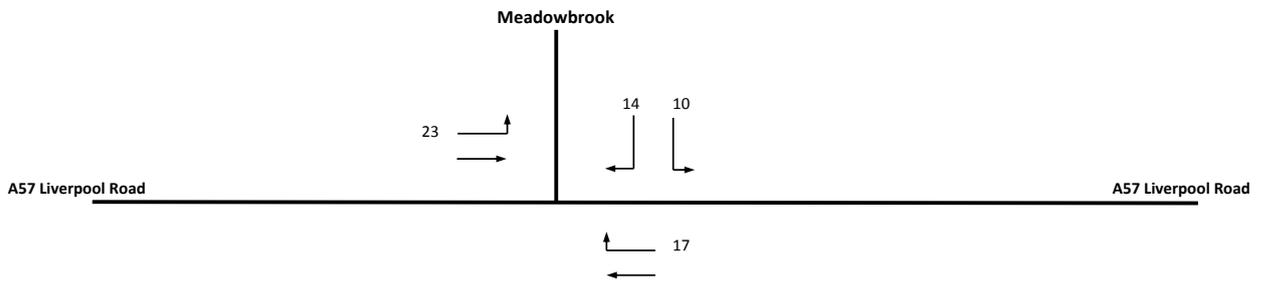


A 15
D 43

Figure 13
Proposed Development Flows - 100 Units
Weekday AM Peak

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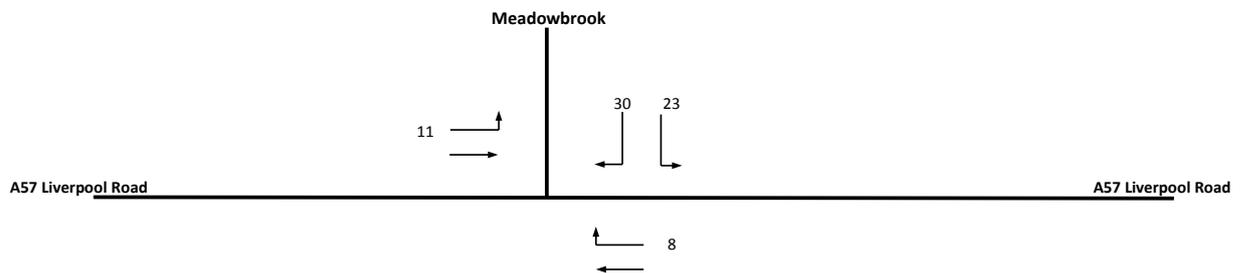


A 39.6
D 24

Figure 14
Proposed Development Flows - 100 Units
Weekday PM Peak



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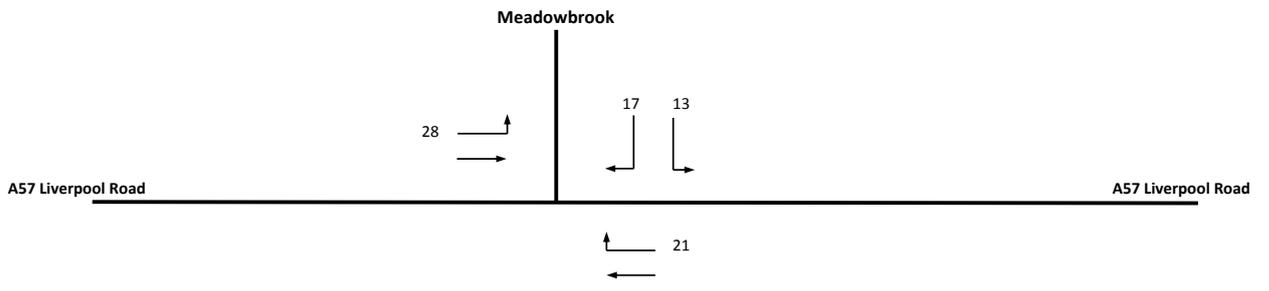


A 19
D 53

Figure 15
Proposed Development Flows - 125 Units
Weekday AM Peak

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A 50
D 30

Figure 16
Proposed Development Flows - 125 Units
Weekday PM Peak



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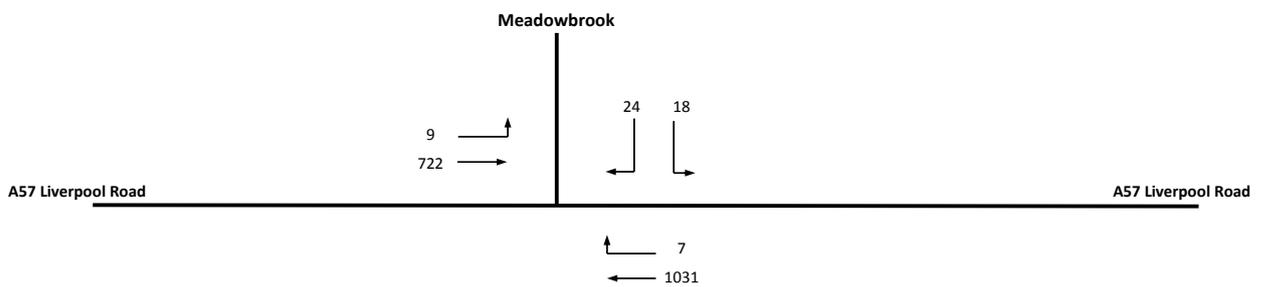


Figure 17
 2025 With Development Flows (100 Units)
 Weekday AM Peak



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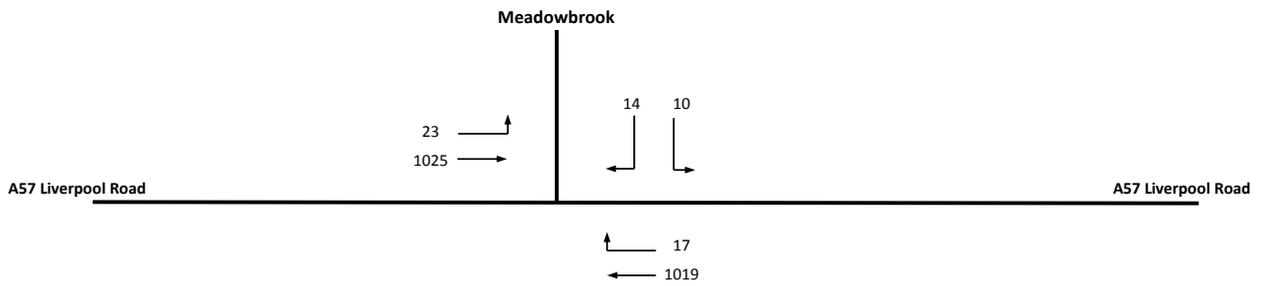


Figure 18
 2025 With Development Flows (100 Units)
 Weekday PM Peak



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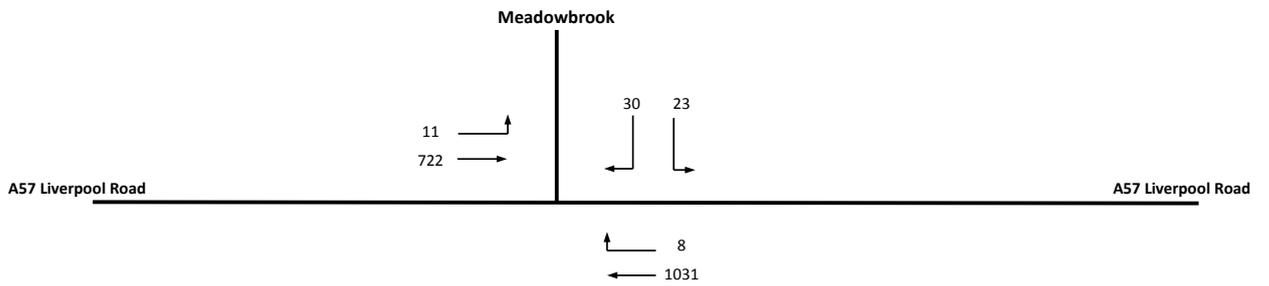


Figure 19
 2025 With Development Flows (125 Units)
 Weekday AM Peak



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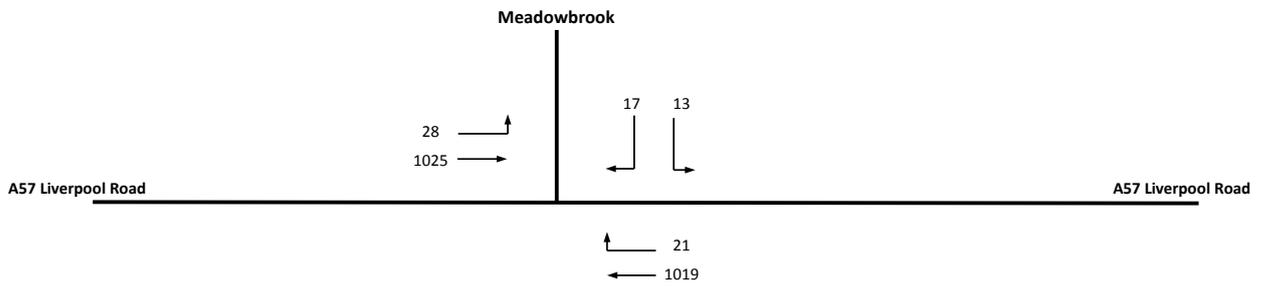


Figure 20
 2025 With Development Flows (125 Units)
 Weekday PM Peak



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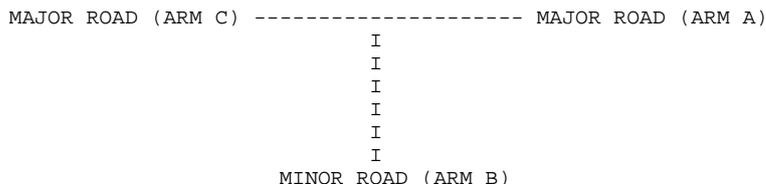
Run with file:-
"Z:\projects\0514 Liverpool Road, Burscough\PICADY\A57 Liverpool Road-A5209 Square Lane (Oct 2014).vpi"
(drive-on-the-left) at 13:14:26 on Friday, 3 October 2014

RUN INFORMATION

RUN TITLE : A59 Liverpool Road/A5209 Square Lane,
LOCATION : Burscough
DATE : 19/05/14
CLIENT :
ENUMERATOR : TBentley
JOB NUMBER : 0514
STATUS :
DESCRIPTION : Existing Layout

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A59 Liverpool Road South (n)
ARM B IS A5209 Square Lane
ARM C IS A59 Liverpool Road South (s)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.10 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 3.00 M.	I
I	- VISIBILITY	I	(VC-B) 80.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (4)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 57.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 38.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.50 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	680.29	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	540.59	0.25	0.10	0.16	0.35	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	674.30	0.26	0.26	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2025 Base Flows - AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS I TOP OF PEAK I FLOW STOPS	I	BEFORE I AT TOP I AFTER	I
I		I	TO RISE I IS REACHED I FALLING	I	PEAK I OF PEAK I PEAK	I
I		I	I I I	I	I I I	I
I	ARM A	I	15.00 I 45.00 I 75.00	I	10.21 I 15.32 I 10.21	I
I	ARM B	I	15.00 I 45.00 I 75.00	I	4.10 I 6.15 I 4.10	I
I	ARM C	I	15.00 I 45.00 I 75.00	I	9.04 I 13.56 I 9.04	I

Demand set: 2025 Base Flows - AM Peak

I		TURNING PROPORTIONS							I			
I		TURNING COUNTS							I			
I		(PERCENTAGE OF H.V.S)							I			
I		-----							I			
I		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I		TIME	-----									
I	07.45 - 09.15	I	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.106	I	0.894	I	I
I		I			I	0.0	I	87.0	I	730.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I
I		I	ARM	B	I	0.079	I	0.000	I	0.921	I	I
I		I			I	26.0	I	0.0	I	302.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I
I		I	ARM	C	I	0.586	I	0.414	I	0.000	I	I
I		I			I	424.0	I	299.0	I	0.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows - AM Peak
AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.45-08.00										I
I	B-AC	4.12	8.19	0.502		0.00	0.98	13.5		0.24	I
I	C-AB	3.75	8.57	0.438		0.00	0.78	11.3		0.20	I
I	A-B	1.09									I
I	A-C	9.16									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	4.91	7.54	0.652		0.98	1.76	24.1		0.37	I
I	C-AB	4.48	8.05	0.556		0.78	1.29	19.0		0.28	I
I	A-B	1.30									I
I	A-C	10.94									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	6.02	6.49	0.927		1.76	6.41	71.8		1.02	I
I	C-AB	5.49	7.34	0.748		1.29	3.27	45.6		0.49	I
I	A-B	1.60									I
I	A-C	13.40									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	6.02	6.46	0.931		6.41	8.05	109.8		1.43	I
I	C-AB	5.49	7.34	0.748		3.27	3.55	56.1		0.55	I
I	A-B	1.60									I
I	A-C	13.40									I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	4.91	7.51	0.654		8.05	2.04	42.8		0.52
C-AB	4.48	8.05	0.556		3.55	1.41	22.5		0.30
A-B	1.30								
A-C	10.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	4.12	8.18	0.503		2.04	1.04	16.8		0.25
C-AB	3.75	8.57	0.438		1.41	0.82	12.5		0.21
A-B	1.09								
A-C	9.16								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.8	**
08.30	6.4	*****
08.45	8.1	*****
09.00	2.0	**
09.15	1.0	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.3	*
08.30	3.3	***
08.45	3.5	****
09.00	1.4	*
09.15	0.8	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	451.5	301.0	278.7
C-AB	411.6	274.4	166.9
A-B	119.7	79.8	
A-C	1004.8	669.9	
ALL	2571.2	1714.1	445.7

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
540.59	0.25	0.10	0.16	0.35		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 Base Flows - PM Peak

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	75.00	8.10	12.15
B	15.00	45.00	75.00	3.92	5.89
C	15.00	45.00	75.00	10.77	16.16

Demand set: 2025 Base Flows - PM Peak

I		TURNING PROPORTIONS							I			
I		TURNING COUNTS							I			
I		(PERCENTAGE OF H.V.S)							I			
I		-----							I			
I		FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I		TIME	-----									
I	16.15 - 17.45	I	I	I	I	I	I	I	I	I	I	I
I		I	ARM	A	I	0.000	I	0.127	I	0.873	I	I
I		I			I	0.0	I	82.0	I	566.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I
I		I	ARM	B	I	0.051	I	0.000	I	0.949	I	I
I		I			I	16.0	I	0.0	I	298.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I
I		I	ARM	C	I	0.604	I	0.396	I	0.000	I	I
I		I			I	521.0	I	341.0	I	0.0	I	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	I
I		I			I		I		I		I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows - PM Peak
AND FOR TIME PERIOD 2

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.15-16.30										I
I	B-AC	3.94	8.90	0.443		0.00	0.78	10.9		0.20	I
I	C-AB	4.28	9.12	0.469		0.00	0.89	13.0		0.20	I
I	A-B	1.03									I
I	A-C	7.10									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.30-16.45										I
I	B-AC	4.70	8.39	0.561		0.78	1.23	17.3		0.27	I
I	C-AB	5.11	8.71	0.586		0.89	1.49	21.9		0.27	I
I	A-B	1.23									I
I	A-C	8.48									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00										I
I	B-AC	5.76	7.56	0.762		1.23	2.82	36.7		0.50	I
I	C-AB	6.26	8.15	0.768		1.49	3.79	53.2		0.48	I
I	A-B	1.50									I
I	A-C	10.39									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	5.76	7.54	0.764		2.82	3.01	44.0		0.55	I
I	C-AB	6.26	8.15	0.768		3.79	4.15	66.1		0.54	I
I	A-B	1.50									I
I	A-C	10.39									I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	4.70	8.37	0.562		3.01	1.34	22.1		0.29
C-AB	5.11	8.71	0.586		4.15	1.65	26.4		0.31
A-B	1.23								
A-C	8.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	3.94	8.89	0.443		1.34	0.81	12.9		0.20
C-AB	4.28	9.12	0.469		1.65	0.94	14.4		0.21
A-B	1.03								
A-C	7.10								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.8	*
16.45	1.2	*
17.00	2.8	***
17.15	3.0	***
17.30	1.3	*
17.45	0.8	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.9	*
16.45	1.5	*
17.00	3.8	****
17.15	4.2	****
17.30	1.7	**
17.45	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	432.2	143.9	0.33
C-AB	469.4	195.0	0.42
A-B	112.9		
A-C	779.1		
ALL	2510.6	339.0	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
540.59	0.25		0.10	0.16	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 Base Flows (With Meadowbrook 125 Units) - AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	10.24	15.36	10.24
B	15.00	45.00	4.18	6.26	4.18
C	15.00	45.00	9.32	13.99	9.32

Demand set: 2025 Base Flows (With Meadowbrook 125 Units) - AM Peak

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
07.45 - 09.15	ARM A		0.000		0.106		0.894
			0.0		87.0		732.0
			(0.0)		(0.0)		(0.0)
	ARM B		0.078		0.000		0.922
			26.0		0.0		308.0
			(0.0)		(0.0)		(0.0)
	ARM C		0.578		0.422		0.000
			431.0		315.0		0.0
			(0.0)		(0.0)		(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows (With Meadowbrook 125 Units) - AM Peak
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	4.19	8.17	0.513		0.00	1.02	14.1		0.24
C-AB	3.95	8.57	0.461		0.00	0.86	12.5		0.21
A-B	1.09								
A-C	9.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	5.00	7.51	0.667		1.02	1.87	25.4		0.38
C-AB	4.72	8.05	0.587		0.86	1.47	21.6		0.29
A-B	1.30								
A-C	10.97								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	6.13	6.42	0.955		1.87	7.47	81.0		1.14
C-AB	5.78	7.33	0.789		1.47	4.09	56.6		0.57
A-B	1.60								
A-C	13.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	6.13	6.38	0.961		7.47	9.95	132.3		1.70
C-AB	5.78	7.33	0.789		4.09	4.59	73.1		0.66
A-B	1.60								
A-C	13.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	5.00	7.47	0.670		9.95	2.21	52.0		0.62
C-AB	4.72	8.05	0.587		4.59	1.64	26.7		0.34
A-B	1.30								
A-C	10.97								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	4.19	8.16	0.514		2.21	1.09	17.6		0.26
C-AB	3.95	8.57	0.461		1.64	0.91	13.9		0.22
A-B	1.09								
A-C	9.18								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.9	**
08.30	7.5	*****
08.45	10.0	*****
09.00	2.2	**
09.15	1.1	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.5	*
08.30	4.1	****
08.45	4.6	*****
09.00	1.6	**
09.15	0.9	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	459.7	322.4	0.70
C-AB	433.6	204.4	0.47
A-B	119.7		
A-C	1007.5		
ALL	2613.8	526.8	0.20

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
540.59	0.25		0.10	0.16	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 Base Flows (With Meadowbrook 125 Units) - PM Peak

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	8.25	12.38	8.25
B	15.00	45.00	4.04	6.06	4.04
C	15.00	45.00	11.00	16.50	11.00

Demand set: 2025 Base Flows (With Meadowbrook 125 Units) - PM Peak

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
16.15 - 17.45	ARM A		0.000		0.124		0.876	
			0.0		82.0		578.0	
			(0.0)		(0.0)		(0.0)	
	ARM B		0.050		0.000		0.950	
			16.0		0.0		307.0	
			(0.0)		(0.0)		(0.0)	
	ARM C		0.602		0.398		0.000	
			530.0		350.0		0.0	
			(0.0)		(0.0)		(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows (With Meadowbrook 125 Units) - PM Peak
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	4.05	8.86	0.457		0.00	0.82	11.5		0.20
C-AB	4.39	9.08	0.483		0.00	0.94	13.8		0.21
A-B	1.03								
A-C	7.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	4.84	8.33	0.581		0.82	1.33	18.6		0.28
C-AB	5.24	8.67	0.605		0.94	1.62	23.8		0.29
A-B	1.23								
A-C	8.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	5.93	7.48	0.793		1.33	3.26	41.6		0.56
C-AB	6.42	8.09	0.794		1.62	4.44	61.6		0.53
A-B	1.50								
A-C	10.61								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	5.93	7.44	0.796		3.26	3.54	51.4		0.63
C-AB	6.42	8.09	0.794		4.44	4.96	79.1		0.62
A-B	1.50								
A-C	10.61								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	4.84	8.31	0.583		3.54	1.46	24.5		0.31
C-AB	5.24	8.67	0.605		4.96	1.83	29.8		0.33
A-B	1.23								
A-C	8.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	4.05	8.85	0.458		1.46	0.87	13.7		0.21
C-AB	4.39	9.08	0.483		1.83	1.00	15.4		0.22
A-B	1.03								
A-C	7.25								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.8	*
16.45	1.3	*
17.00	3.3	***
17.15	3.5	****
17.30	1.5	*
17.45	0.9	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.9	*
16.45	1.6	**
17.00	4.4	****
17.15	5.0	*****
17.30	1.8	**
17.45	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	444.6	161.4	0.36
C-AB	481.7	223.4	0.46
A-B	112.9		
A-C	795.6	530.4	
ALL	2564.3	1709.5	0.15

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
540.59	0.25		0.10	0.16	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 With Development Flows (With Meadowbrook 125 Units+200 Units off Higgins L

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	11.18	16.76	11.18
B	15.00	45.00	4.29	6.43	4.29
C	15.00	45.00	9.32	13.99	9.32

Demand set: 2025 With Development Flows (With Meadowbrook 125 Units+200 Units off Higgins L

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
07.45 - 09.15	ARM A		0.000		0.126		0.874
			0.0		113.0		781.0
			(0.0)		(0.0)		(0.0)
	ARM B		0.102		0.000		0.898
			35.0		0.0		308.0
			(0.0)		(0.0)		(0.0)
	ARM C		0.578		0.422		0.000
			431.0		315.0		0.0
			(0.0)		(0.0)		(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 With Development Flows (With Meadowbrook 125 Units+200 Units off Higgins L
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	4.30	7.78	0.553		0.00	1.19	16.2		0.28
C-AB	3.95	8.32	0.475		0.00	0.91	13.2		0.22
A-B	1.42								
A-C	9.80								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	5.14	7.02	0.732		1.19	2.45	32.4		0.49
C-AB	4.72	7.75	0.609		0.91	1.62	23.7		0.32
A-B	1.69								
A-C	11.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	6.29	5.73	1.099		2.45	14.93	139.7		2.00
C-AB	5.78	6.97	0.829		1.62	5.28	70.1		0.68
A-B	2.07								
A-C	14.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	6.29	5.65	1.115		14.93	25.68	305.6		3.88
C-AB	5.78	6.97	0.829		5.28	6.12	97.1		0.86
A-B	2.07								
A-C	14.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	5.14	6.96	0.738		25.68	3.96	210.7		2.33
C-AB	4.72	7.75	0.609		6.12	1.86	31.8		0.40
A-B	1.69								
A-C	11.70								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	4.30	7.77	0.554		3.96	1.30	22.5		0.32
C-AB	3.95	8.32	0.475		1.86	0.96	14.9		0.24
A-B	1.42								
A-C	9.80								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.2	*
08.15	2.4	**
08.30	14.9	*****
08.45	25.7	*****
09.00	4.0	****
09.15	1.3	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.9	*
08.15	1.6	**
08.30	5.3	*****
08.45	6.1	*****
09.00	1.9	**
09.15	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	472.1	314.7	727.0
C-AB	433.6	289.0	250.7
A-B	155.5	103.7	
A-C	1075.0	716.7	
ALL	2729.5	1819.6	977.7

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
540.59	0.25	0.10	0.16	0.35		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2025 With Development Flows (With Meadowbrook 125 Units+400 Units off Higgins L

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	12.14	18.21	12.14
B	15.00	45.00	4.41	6.62	4.41
C	15.00	45.00	9.76	14.64	9.76

Demand set: 2025 With Development Flows (With Meadowbrook 125 Units+400 Units off Higgins L

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
07.45 - 09.15	ARM A		0.000		0.144		0.856
			0.0		140.0		831.0
			(0.0)		(0.0)		(0.0)
	ARM B		0.127		0.000		0.873
			45.0		0.0		308.0
			(0.0)		(0.0)		(0.0)
	ARM C		0.597		0.403		0.000
			466.0		315.0		0.0
			(0.0)		(0.0)		(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 With Development Flows (With Meadowbrook 125 Units+400 Units off Higgins L
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	4.43	7.36	0.602		0.00	1.43	19.3		0.32
C-AB	3.95	8.07	0.490		0.00	0.97	14.0		0.24
A-B	1.76								
A-C	10.43								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	5.29	6.47	0.817		1.43	3.60	44.9		0.69
C-AB	4.72	7.45	0.633		0.97	1.83	26.5		0.35
A-B	2.10								
A-C	12.45								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	6.48	4.87	1.330		3.60	28.93	248.3		3.86
C-AB	5.78	6.60	0.875		1.83	7.37	91.9		0.84
A-B	2.57								
A-C	15.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	6.48	4.70	1.378		28.93	55.73	635.2		8.44
C-AB	5.78	6.60	0.875		7.37	9.02	140.8		1.24
A-B	2.57								
A-C	15.25								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	5.29	6.35	0.833		55.73	41.52	729.4		7.60
C-AB	4.72	7.45	0.633		9.02	2.17	42.3		0.52
A-B	2.10								
A-C	12.45								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	4.43	7.33	0.604		41.52	2.16	316.2		3.16
C-AB	3.95	8.07	0.490		2.17	1.03	16.0		0.25
A-B	1.76								
A-C	10.43								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.4	*
08.15	3.6	****
08.30	28.9	*****
08.45	55.7	*****
09.00	41.5	*****
09.15	2.2	**

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.8	**
08.30	7.4	*****
08.45	9.0	*****
09.00	2.2	**
09.15	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	485.9	1993.2	4.10
C-AB	433.6	331.6	0.76
A-B	192.7		
A-C	1143.8		
ALL	2897.4	2324.8	0.80

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-B	STREAM A-B	
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B		
540.59	0.25	0.10	0.16	0.35		

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-B	STREAM A-B	
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 Base Flows (With Meadowbrook 125 Units + 200 Units off Higgins Lane) - PM Peak

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	8.77	13.16	8.77
B	15.00	45.00	4.34	6.51	4.34
C	15.00	45.00	11.51	17.27	11.51

Demand set: 2025 Base Flows (With Meadowbrook 125 Units + 200 Units off Higgins Lane) - PM Peak

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
16.15 - 17.45	ARM A		0.000		0.137		0.863
			0.0		96.0		606.0
			(0.0)		(0.0)		(0.0)
	ARM B		0.115		0.000		0.885
			40.0		0.0		307.0
			(0.0)		(0.0)		(0.0)
	ARM C		0.620		0.380		0.000
			571.0		350.0		0.0
			(0.0)		(0.0)		(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows (With Meadowbrook 125 Units + 200 Units off Higgins Lane) - PM Peak
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-AC	4.35	8.16	0.534		0.00	1.10	15.2		0.25
C-AB	4.39	8.95	0.491		0.00	0.98	14.2		0.21
A-B	1.20								
A-C	7.60								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-AC	5.24	7.45	0.698		1.10	2.13	28.7		0.42
C-AB	5.24	8.50	0.617		0.98	1.73	25.2		0.30
A-B	1.44								
A-C	9.08								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	6.37	6.19	1.028		2.13	11.01	109.6		1.52
C-AB	6.42	7.89	0.814		1.73	5.18	70.4		0.58
A-B	1.76								
A-C	11.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	6.37	6.11	1.042		11.01	17.30	214.0		2.68
C-AB	6.42	7.89	0.814		5.18	5.89	93.8		0.72
A-B	1.76								
A-C	11.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	5.20	7.38	0.705		17.30	2.74	102.6		1.15
C-AB	5.24	8.50	0.617		5.89	1.97	33.0		0.36
A-B	1.44								
A-C	9.08								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	4.35	8.14	0.535		2.74	1.19	19.6		0.28
C-AB	4.39	8.95	0.491		1.97	1.04	16.0		0.23
A-B	1.20								
A-C	7.60								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	1.1	*
16.45	2.1	**
17.00	11.0	*****
17.15	17.3	*****
17.30	2.7	***
17.45	1.2	*

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	1.0	*
16.45	1.7	**
17.00	5.2	*****
17.15	5.9	*****
17.30	2.0	**
17.45	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
B-AC	477.6	318.4	489.6
C-AB	481.7	321.2	252.6
A-B	132.1	88.1	
A-C	834.1	556.1	
ALL	2711.6	1807.7	742.2

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM B-C	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
680.29	0.26		0.10	

Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
STREAM B-A	STREAM A-C	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	STREAM C-B
540.59	0.25		0.10	0.16	0.35	

Intercept For	Slope For	Opposing	Slope For	Opposing
STREAM C-B	STREAM A-C	STREAM A-C	STREAM A-B	STREAM A-B
674.30	0.26		0.26	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2025 Base Flows (With Meadowbrook 125 Units + 400 Units off Higgins Lane) - PM Peak

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	9.30	13.95	9.30
B	15.00	45.00	4.65	6.98	4.65
C	15.00	45.00	12.07	18.11	12.07

Demand set: 2025 Base Flows (With Meadowbrook 125 Units + 400 Units off Higgins Lane) - PM Peak

I	I	TURNING PROPORTIONS						I
		TURNING COUNTS						
I	I	(PERCENTAGE OF H.V.S)						I
I	TIME	I FROM/TO	I ARM	A I ARM	B I ARM	C I	I	
I	16.15 - 17.45	I	I	I	I	I	I	
I		I ARM A	I 0.000	I 0.149	I 0.851	I	I	
I		I	I 0.0	I 111.0	I 633.0	I	I	
I		I	I (0.0)	I (0.0)	I (0.0)	I	I	
I		I	I	I	I	I	I	
I		I ARM B	I 0.175	I 0.000	I 0.825	I	I	
I		I	I 65.0	I 0.0	I 307.0	I	I	
I		I	I (0.0)	I (0.0)	I (0.0)	I	I	
I		I	I	I	I	I	I	
I		I ARM C	I 0.638	I 0.362	I 0.000	I	I	
I		I	I 616.0	I 350.0	I 0.0	I	I	
I		I	I (0.0)	I (0.0)	I (0.0)	I	I	
I		I	I	I	I	I	I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2025 Base Flows (With Meadowbrook 125 Units + 400 Units off Higgins Lane) - PM Peak
AND FOR TIME PERIOD 2

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.15-16.30										I
I	B-AC	4.67	7.53	0.620		0.00	1.54	20.6		0.33	I
I	C-AB	4.39	8.81	0.498		0.00	1.01	14.7		0.22	I
I	A-B	1.39									I
I	A-C	7.94									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.30-16.45										I
I	B-AC	5.57	6.66	0.837		1.54	3.98	49.1		0.72	I
I	C-AB	5.24	8.34	0.629		1.01	1.84	26.8		0.31	I
I	A-B	1.66									I
I	A-C	9.48									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	16.45-17.00										I
I	B-AC	6.83	5.09	1.341		3.98	31.16	267.6		3.94	I
I	C-AB	6.42	7.69	0.836		1.84	6.14	81.4		0.65	I
I	A-B	2.04									I
I	A-C	11.62									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	B-AC	6.83	4.95	1.378		31.16	59.39	679.3		8.60	I
I	C-AB	6.42	7.69	0.836		6.14	7.13	113.4		0.85	I
I	A-B	2.04									I
I	A-C	11.62									I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	5.57	6.55	0.851		59.39	46.40	793.5		7.99
C-AB	5.24	8.34	0.629		7.13	2.15	37.4		0.41
A-B	1.66								
A-C	9.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	4.67	7.50	0.622		46.40	6.24	394.8		3.75
C-AB	4.39	8.81	0.498		2.15	1.08	16.7		0.23
A-B	1.39								
A-C	7.94								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	1.5	**
16.45	4.0	****
17.00	31.2	*****
17.15	59.4	*****
17.30	46.4	*****
17.45	6.2	*****

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	1.0	*
16.45	1.8	**
17.00	6.1	*****
17.15	7.1	*****
17.30	2.1	**
17.45	1.1	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
	(VEH)	(MIN)	(MIN)
	(VEH/H)	(MIN/VEH)	(MIN/VEH)
B-AC	512.0	2204.9	2207.4
C-AB	481.7	290.5	290.6
A-B	152.8		
A-C	871.3		
ALL	2865.7	2495.4	2498.1

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

Consultee Name: Mark Hudson

Organisation: Lancashire County Council

John R Harrison
Assistant Director Planning
PO Box 16
52 Derby Street
ORMSKIRK
L39 2DF

Phone: (01772) 534161
Email: anne-sophie.bonton@lancashire.gov.uk
Your ref:
Our ref: MH/RS/KM
Date: 21 November 2014

Dear John

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

Thank you for the opportunity for Lancashire County Council to comment on the above Draft Masterplan.

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

Highways and Transport

Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. It is important that we are involved and consulted on all matters that may affect the integrity, structure, appearance and function of the public highway and its environment.

Whilst I support the highways and transport principles of the Yew Tree Farm Draft Masterplan, I would like make the following observations which I trust will be given due consideration.

Internal Primary Road Network and Main Vehicular Access

The Masterplan area is dissected by two routes that form the site's internal primary road network, connecting with the external highway network at a single primary access with the A59 Liverpool Road South and two primary accesses on Tollgate Road, to the north and south; in total 3 primary access points.

The layout of the internal primary road layout should be able to facilitate the operation of potential future public transport services through the site and the route that runs in an

east-west direction from the A59 to Tollgate Road should provide a direct route from the A59 into the employment area, avoiding Higgins Lane.

To balance traffic movements to and through the site (north and south), it is important that the Yew Tree Farm internal highway network incorporates a suitable primary network that can be utilised by all transport modes, including large vehicles and as required by local employment situated within and beyond the site boundary. The integration of the existing external highway infrastructure with the internal primary network will need to satisfy vehicle and user requirements, such as sufficient capacity (all modes) and appropriate swept paths for large vehicles.

Internal Secondary Road Network and Minor Vehicular Access

The Indicative Layout (Page 17) includes two minor vehicular accesses onto Higgins Lane. The access to the east of Higgins Lane would provide a convenient, direct route between the existing built up area and the Yew Tree Farm site. This supports the integration of the site with the surrounding urban area, and existing facilities and services. A vehicular connection to Higgins Lane in this location would allow traffic from the existing residential area to access the A59 via Yew Tree Farm's primary road network.

The minor vehicular access to the west of Hesketh Road provides another route between Higgins Lane and the Yew Tree Farm site, yet avoids the 20mph zone. The inclusion of a minor vehicular access at this location should serve to minimise the levels of traffic travelling through the 20mph zone on Higgins Lane to Burscough Industrial Estate (Langley Road) and Swordfish Business Park (Swordfish Close) from Higgins Lane.

Sustainable Transport

I support the inclusion of multiple dedicated pedestrian and cycle only access points that provide comprehensible safe routes through the Masterplan area to footpaths, highways, recreational areas, open space, the adjoining built up area and its amenities and, in particular, to the A59 Liverpool Road South which is a key public transport route. It is appropriate for the site's primary road network to include high quality joint pedestrian/cycle provision along both sides to encourage movement by these modes within and through the site and be delivered in line with current guidelines.

It is expected that formalised controlled crossings will be provided at any point where a footpath/cycleway is interrupted by the site's primary road network.

I expect that the delivery of the Yew Tree Farm Masterplan will enhance public rights of way within and beyond the site, and be of a quality that satisfies users' needs at all times of day for pedestrians, mobility impaired and cyclists.

External Highway Network

The Draft Yew Tree Farm Masterplan provides a framework to guide development at the Yew Tree Farm site. It is important to recognise that, at the planning application stage, further mitigating measures may be required to offset potential adverse impacts to the existing highways network. This will include additional improvements to the local

highways network that will be needed in order to achieve safe access to the site and promote sustainable movement.

Yew Tree Farm's entire estate road network should be served from a limited number of vehicular accesses off the internal primary road network. Vehicular access into isolated pockets of development within the Yew Tree Farm site that can only be accessed from the external highway network is not recommended, particularly along the A59.

Suggested Amendment - Local Highway Network and Access

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

Education

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

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

However, a shortfall of 37 places is expected in 2029. The financial requirement for these places would be £445,095. This contribution would be sought through a Section 106 agreement, in line with West Lancashire's CIL Policy for education.

In terms of secondary school provision, there is one such school in the Burscough area which will offer sufficient provision to accommodate demand up to 2024.

In 2028, there is expected to be a shortfall of 6 places for which a financial contribution of £108,758 would be sought through a Section 106 agreement.

Beyond 2027, at Yew Tree Farm a total of 500 dwellings are proposed. As this information is likely to change a great deal by 2027 there is limited benefit from producing pupil projections on this long term plan. Therefore a simplified indication of the future education requirements beyond 2027 has been calculated and is appended to this letter.

Public Health

I am pleased to see that the plan has taken note of the health impact assessment (HIA) of the local plan that was conducted in 2012.

I note the concerns around air pollution due to the possible traffic congestion on the A59 as mentioned in the sustainability appraisal. It is apparent (from the consultation) that this is also a concern amongst the local community and mitigation through sustainable

transport has clearly been considered. One aspect that could also assist in supporting sustainable transport is to make clear in the plan that developers must make adequate provision for cycle storage in homes and at retail, leisure and employment sites, and specifying the level of suitable provision.

The recent HIA in 2012 on the local plan recommended 50% affordable housing and as reducing health inequalities is a key priority for the Local Authority it would be preferable to see the specified housing mix closer to this figure.

The plan makes clear that the existing Burscough centre will continue to function as the community hub. However, connection to near neighbours has an important impact on wellbeing. This would be strengthened if the new community has access to shared indoor public spaces within the local environment. It may be possible to specify that the retail and business spaces must open up their facilities to the local community for community events. This would have a mitigating effect on isolation and promote community connectivity.

In relation to SuDS, these should be designed for amenity and combined with public spaces for multi functional use. Developers should ideally be asked to engage the community and raise public awareness of their role and safe and responsible approach to living with them.

Local Flood Risk

Clarification is needed as to whether there are any existing connections (other than the proposed public sewer works) into the site from current drainage systems in Burscough.

Regarding ordinary watercourse maintenance and condition, it should be made clear that such watercourses are not "natural" but part of a managed network of watercourses.

New development on Yew Tree Farm will inevitably be sited in areas at risk of flooding. SuDS should be designed to attenuate and direct surface water flooding away from properties and people.

It is the responsibility of the developers to produce a detailed drainage strategy and, as it stands at the time of writing, the responsibility of WLBC to approve, or otherwise, any drainage strategy for the development.

The Sustainability Appraisal fails to consider the Lancashire and Blackpool Local Flood Risk Management Strategy in the review of relevant sub regional plans and programmes. The Lancashire and Blackpool Local Flood Risk Management Strategy was formally adopted on 9 April 2014 and is a material consideration during the planning process.

Minerals

I note the relevant commentary on page 10. It should be specified that the proposed development may have to be altered depending on the presence of minerals and their extractions.

I hope you find these comments helpful. If you wish any further information or clarification on these comments at this time please contact Anne-Sophie Bonton on (01772) 534161, email anne-sophie.bonton@lancashire.gov.uk.

Yours sincerely

A handwritten signature in black ink, appearing to be 'MH' followed by a horizontal line.

Marcus Hudson
Head of Planning

Appendix 1 – Education

This section is based on the latest 2014 pupil projections and should supersede the previous education responses provided in November 2013.

The comments below give an indication of the expected education needs in relation to addressing the impact of this proposed development on primary and secondary places in West Lancashire. This overview is provided at the pre-application stage of the process, and the county council reserve the right to reassess this proposal at the point of formal application, to reflect the latest information in terms of numbers on roll, pupil census and overall pupil projections.

The projections provided take into account the impact of this proposed development, together with developments within the housing land supply, any subsequent planning approvals since receipt of the 5 year housing land supply document and also proposed additional developments in the local area.

The projections are based on a built out rate of 42 dwellings per year for Yew Tree Farm. The impact of the additional 350 dwellings projected for Burscough has also been taken into account in this assessment.

Please note – The projections assess the impact of demand against capacity within the group of schools. However, this assumes that the demand matches the accommodation. In reality this may not be the case. For example, there could be surplus places in the older year groups but the demand for additional places may be at reception age.

Primary Schools

The information provided below is intended to provide an indication of the potential demand for primary school places and financial contribution resulting from the proposed development Yew Tree Farm.

When providing an education impact assessment for a site LCC would normally look at the impact within 5 years. The reason for this is that the data that is used is only available up to five years. This information is the birth data, provided by ONS, the 5 year housing land supply document, provided by the district council and the migration of births to schools, taken from the pupil census.

In order to provide a longer term assessment for this development, to include up to 2027, LCC have made a number of assumptions to allow us to project forward. LCC have assumed that the birth figure will remain the same for future years. We have also assumed that the migration of births into schools will continue at the same level.

Housing assessments taken into account the number of bedrooms within dwelling, as this affects the anticipated yield from a development. As this is only at pre-application/outline application stage the dwelling bedroom information is not currently available. Therefore, LCC has made the assumption that all dwellings will have 4 bedrooms and the 4 bedroom pupil yield has been applied. The pupil yield breakdown, together with a full summary of

the Education Contribution Methodology and FAQs can be viewed at:

http://www3.lancashire.gov.uk/corporate/atoz/a_to_z/service.asp?u_id=2839&tab=1

As stated above, this assessment has been produced using the latest information. Further information, such as bedroom information, would be required to ensure that the assessment was more comprehensive. LCC would reserve the right to revisit and reassess the position at a later date. In terms of agreeing a financial contribution, LCC would propose including a formula in the Section106, so that the actual pupil yield could be incorporated once the additional information was available. This formula would be in the form of cost per place (£12,029) X pupil yield.

The initial 5 year assessment based on the latest up to date information provides much more accuracy in terms of its projections than the 10 and 15 year projections.

This assessment is focussed on the area of Burscough. The following schools are included in the assessment for this area:

- Burscough Lordsgate Township C of E Primary School
- St John's Catholic Primary School
- Burscough Village Primary School
- Burscough Bridge St John's C of E Primary School
- Burscough Bridge Methodist Voluntary Controlled Primary School
- Ormskirk Lathom Park C of E Primary School

2019 Projections

Provided below is the current situation within schools in Burscough at the present time, together with the anticipated situation in 5 years time.

Planning Area	School Capacity	Current Number on Roll	5 Year Forecast (2019)	Surplus Places in 5 Years
Burscough	901	710	853	48

The information available at the time of assessment indicates that even with the impact of the Yew Tree Farm development in 2019 there will be sufficient provision within existing schools to accommodate demand.

2024 Projections

Planning Area	School Capacity	Current Number on Roll	10 Year Forecast (2024)	Surplus Places in 10 Years
Burscough	901	710	882	19

The information available at the time of assessment indicates that even with the impact of the Yew Tree Farm development in 2024 there will be sufficient provision within existing schools to accommodate demand.

2029 Projections

Planning Area	School Capacity	Current Number on Roll	15 Year Forecast (2029)	Surplus Places in 15 Years
Burscough	901	710	938	-37

The information available at the time of assessment indicates that when taking into account proposed developments there is expected to be a shortfall of primary school places. The shortfall would be for 37 places. The financial requirement for these places would be $37 \times 12,029.62 = \underline{\pounds 445,095}$. This contribution would be sought through a Section 106 agreement, in line with West Lancashire's CIL Policy for education.

2027 Onwards

At Yew Tree Farm a total of 500 dwellings are proposed beyond 2027.

As this information is likely to change a great deal by 2027 there is limited benefit from producing pupil projections on this long term plan. Therefore we have provided a simplified indication of the future education requirements beyond 2027.

Dwellings X Yield for a 4 bedroom dwelling = Expected Pupil Yield beyond 2027

$500 \times 0.38 = 190$ primary places.

Any existing surplus places would then be removed from the number. The financial contribution would be calculated by multiplying this final figure by $\pounds 12,029.62$.

If there were no surplus places by 2027 and the Yew Tree Farm development were to yield the need for 190 places then it is likely that LCC would seek a school site for a 210 place 1 form entry primary school in addition to the financial contribution, as detailed in the LCC Education Contribution Methodology.

Secondary Schools

There is only one secondary school in the Burscough area.

The cost per place for secondary school places is $\pounds 18,126.38$.

2019 Projections

District	School Capacity	Current NOR	5 Year Forecast (2019)	Surplus Places in 5 Years
Burscough Priory Science College	770	698	719	51

The information available at the time of assessment indicates that even with the impact of the Yew Tree Farm development in 2019 there will be sufficient provision within existing schools to accommodate demand.

2024 Projections

Planning Area	School Capacity	Current Number on Roll	10 Year Forecast (2023)	Surplus Places in 10 Years
Burscough Priory Science College	770	698	744	26

The information available at the time of assessment indicates that even with the impact of the Yew Tree Farm development in 2024 there will be sufficient provision within existing schools to accommodate demand.

2028 Projections

Planning Area	School Capacity	Current Number on Roll	15 Year Forecast (2028)	Surplus Places in 18 Years
Burscough	770	737	776	-6

The information available at the time of assessment indicates that when taking into account proposed developments there is expected to be a shortfall of primary school places. The shortfall would be for 6 places. The financial requirement for these places would be $6 \times 18,126.38 = \underline{\pounds 108,758}$. This contribution would be sought through a Section 106 agreement, in line with West Lancashire's CIL policy for education.

2027 Onwards

At Yew Tree Farm a total of 500 dwellings are proposed beyond 2027.

As this information is likely to change a great deal by 2027 there is limited benefit from producing pupil projections on this long term plan. Therefore we have provided a simplified indication of the future education requirements beyond 2027.

Dwellings X Yield for a 4 bedroom dwelling = Expected Pupil Yield beyond 2027

$500 \times 0.15 = 75$ primary places.

Any existing surplus places would then be removed from the number. The financial contribution would be calculated by multiplying this final figure by £18,126.38, e.g. £1,359,478.

Appendix 2 - Local Flood Risk

Lancashire County Council is the Lead Local Flood Authority (LLFA) for the County Council's administrative area. The Flood and Water Management Act (FWMA) sets out the requirement for the LLFA to manage local flood risk within their area.

Comments provided in this representation are advisory comments and it is the decision of the recipient whether any such recommendations are acted upon.

Flood Risk Management and Drainage

In relation to the statement "*that this development must do all that is possible to avoid worsening the situation and where possible make improvements.*" Clarification should be given as to whether there are any existing connections (other than the proposed public sewer works) into the site from current drainage systems in Burscough. If not, the site is Greenfield and betterment should not be provided as it will reduce the natural annual peak flows in the watercourse. Whilst achieving betterment would have a positive impact in flood risk terms, eliminating the peak flows will affect seasonal variation of the watercourses, therefore impacting on the ecology and morphology.

Reference is made to Lancashire County Council being the responsible body, as the Lead Local Flood Authority, for managing flood risk. The Flood and Water Management Act (FWMA) sets out the requirement for the LLFA to manage "local" flood risk (surface water, groundwater and flooding from ordinary watercourses) within their area. Other Risk Management Authorities (RMA), such as the Environment Agency (EA), are responsible for other sources of flooding e.g. the EA is responsible RMA for coastal and main river flooding. This should also be accurately reflected in Section 2.15 of the accompanying Habitats Regulations Assessment (HRA).

In light of the current DEFRA and DCLG "Delivering Sustainable Drainage Systems" consultation, the current position of the LLFA as the adopting body for SuDS is uncertain. It is suggested that West Lancashire Borough Council (WLBC) reflect this uncertainty regarding the adopting body for the Yew Tree Farm SuDS system as accurately as possible.

Regarding ordinary watercourse maintenance and condition, it should be made clear that such watercourses are not "natural" but part of a managed network of watercourses (rivers, ditches, culverts and pipes). Further explanation in respect of how the control of the watercourses within Yew Tree Farm site will be straightforward would be useful, for example through the use of planning conditions to secure adequate maintenance.

Overarching Climate Change Principles

In relation to the statement "*New development should not be located in areas liable to environmental risks such as localised flooding.*" New development on Yew Tree Farm will inevitably be sited in areas at risk of flooding owing to the widespread and scattered nature of localised surface water flooding and flood risk from ordinary watercourses. Through the use and design of SuDS, development will be suitable in such areas as SuDS features

should be designed to attenuate and direct surface water flooding away from properties and people. With this in mind, this principle could be rephrased to reflect this.

Environmental Impact Assessment and Overall Drainage Strategy

As per the previous comment regarding the uncertain position of Lancashire County Council as the adopting body for SuDS, references made to proposed SuDS and '*guidance established by LCC as the LLFA who may be the approving body for SuDS schemes*' should be removed. In light of the recent DEFRA and DCLG "Delivering Sustainable Drainage Systems" consultation, the current position of the LLFA as the adopting body for SuDS is uncertain. It is suggested that WLBC reflect this uncertainty regarding the adopting body for the Yew Tree Farm SuDS system as accurately as possible.

Water Quality

The LLFA is supportive of and welcomes the measures proposed in the Draft Masterplan to address water quality and local flooding issues through the employment of appropriate SuDS measures and developer contributions to ensure such aspirations are achieved.

Habitats Regulations Assessment (HRA)

In relation to the HRA, reference is made to the opportunity for WLBC to facilitate the "*agreement of a commitment for land promoters to work in partnership to address drainage issues on site*". The LLFA recommends and supports the proposal to formalise any such agreement prior to the development of Yew Tree Farm. Any approach is recommended to be strategic with a clear partnership working arrangement to achieve a strong and cohesive approach to drainage and water quality challenges at the Yew Tree Farm site.

Repeated reference is made to LCC "*collecting baseline evidence to inform the solution required to take existing surface water out of the system*". Whilst, as the LLFA, LCC are happy to support developers and WLBC in compiling the necessary evidence to inform the development of a sustainable drainage strategy for Yew Tree Farm, it is the responsibility of the developers to produce a detailed drainage strategy and, as it stands at the time of writing, the responsibility of WLBC to approve, or otherwise, any drainage strategy for the development.

Sustainability Appraisal (SA)

The LLFA is pleased to see references made to the use of SuDS in both managing surface water from the new Yew Tree Farm development and also as a means of removing existing surface water from the system. Doing so will result in a more sustainable and long term approach to managing flood risk and bring benefits across the Burscough area.

The Sustainability Appraisal fails to consider the Lancashire and Blackpool Local Flood Risk Management Strategy in the review of relevant sub regional plans and programmes (Appendix 2). The Lancashire and Blackpool Local Flood Risk Management Strategy was formally adopted on 9 April 2014 following a six week public consultation and therefore is a material consideration during the planning process.

The Strategy can be downloaded from:

<http://new.lancashire.gov.uk/council/strategies-policies-plans/environmental/lancashire-and-blackpool-flood-risk-management-strategy.aspx>

Consultee Name: Simon Pemberton

Organisation: NLP



Nathaniel Lichfield
& Partners
Planning. Design. Economics.

**Yew Tree Farm Draft Masterplan SPD
Representations**

David Crompton Property Developments
Limited

11 November 2014

41295/02/SPM

Nathaniel Lichfield & Partners
14 Regent's Wharf
All Saints Street
London N1 9RL

nlplanning.com

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Registered Office:

14 Regent's Wharf

All Saints Street

London N1 9RL

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1.0 Introduction

- 1.1 This report sets out a number of representations to the draft Yew Tree Farm Masterplan Supplementary Planning Document [the Masterplan] made by Nathaniel Lichfield and Partners [NLP] on behalf of Crompton Property Developments Limited [CPDL].
- 1.2 These representations follow extensive engagement with the Local Plan and Masterplan process. Most recently it includes representations submitted to the Yew Tree Farm Masterplan Options Report in March 2014. We have engaged more recently with the Council through the Stakeholder Group as part of the Councils wider community engagement. CPDL would welcome further opportunities to engage with the Council and discuss the matters raised further if this is appropriate in due course prior to the adoption of the Masterplan.
- 1.3 CPDL has a significant interest in parts of the Masterplan area, owning and / or controlling around two thirds of the developable area extending to around 44 hectares (109 acres) as shown on the plan at Appendix 1. This includes a large proportion of the fields to the south of Higgin's Lane and land to the north west and south west corners of the site. It is confirmed that all of the land controlled by CPDL is immediately available for development.
- 1.4 CPDL have promoted the site through the Local Plan process and have engaged with the Council over the development potential of the site for the last 6 years or more. We supported and welcomed the allocation of the site in the West Lancashire Local Plan 2012 - 2027 [WLLP] and also support the production of the Masterplan as a Supplementary Planning Document [SPD].
- 1.5 Whilst CPDL welcome the progress indicated through the consultation on the emerging masterplanning process and see its formation as a positive step towards the future delivery of a sustainable extension to Burscough, they have comments regarding some elements of the preferred option set out for the Masterplan. We have set out in this report those representations to the proposed document and have illustrated those as appropriate to make those issues clear. We have sought to engage constructively and where possible we have made suggestions that we believe should be made to the document.
- 1.6 As the Council are aware, our client has compiled a significant body of expertise and technical evidence in the past on drainage, ecology and highways matters. Our client continues to advance the technical understanding of the site to ensure delivery at the earliest possible opportunity. Our client has submitted a scoping request to the Council to establish the content of an Environmental Statement to be prepared as part of an Environmental Impact Assessment to be submitted with a planning application in due course.
- 1.7 It is notable that no other landowner has actively engaged in this process or indeed provided any evidence to support the allocation of the site in the Local Plan. It is a cause of some concern that attempts to muddy the water at this

stage could result in unnecessary delay to the process when it is considered that the broad approach adopted by the Council is of considerable merit (subject to the comments set out in this report). Whilst my clients have sought to engage with those third parties, securing options to purchase their sites, all have expressed no interest in doing so. It was not until the site was allocated in the Local Plan that those parties have decided to engage with the process. Whilst it is accepted that this is not a planning matter, it has been a long held view between the Council and ourselves that the site needs to be planned and developed in a comprehensive fashion that secures all the necessary infrastructure at the appropriate times. For these reasons we have worked with the Council to promote the site first through the Local Plan and secondly through the Masterplan.

- 1.8 These representations are provided as part of a detailed response to all the relevant sections of the Masterplan. The comments have been structured in the same order as the published document. Comments have not been made on the Introduction and Context sections on the Masterplan as these are largely statements of fact. Some small matters of detail are set out in the broad matters section of the report (Section 2.0) and subsequent chapters and more specific issues are addressed in the following Sections.

2.0 **Broad Matters**

- 2.1 In a general sense there are some issues within the document in terms of headings and structure. These do not impact upon the content, but do make it harder to read and the structure less clear when considering the contents of the document. For example, there is a section on Minerals Resource Assessments under the heading Place Making Principles [page 18]. Likewise, on page 34 and 35, youth facilities and allotments would appear to be under the “Education” heading. In addition paragraph numbers would be useful for ease of reference to the text. It would also be useful to append the text of Policy SP3 and associated supporting text / reasoned justification to the SPD.
- 2.2 In terms of the Context Section [Page 6] under field demarcation there are references to tree lines, but these are not prevalent across the site. There are some small isolated individual or groups of trees (namely at the entrance and around the attenuation pond with trees elsewhere on the site limited to 2 specimens on one field boundary). The text should be amended to remove tree lines from the text as these are not prevalent features. This is repeated later within the document and this should be addressed [e.g. page 12 under Landscape Features].
- 2.3 In terms of the Context Plan [page 8], consideration should be given to the identification of the Pippin Street retail development on the plan which includes a supermarket and other facilities. This scheme is currently under construction and has not yet been brought into use, but its inclusion in context terms would better reflect the pattern of uses within which the proposed development should fit. It may also be useful to show broad land uses (i.e. employment and residential). Consideration should also be given to the desirability of connections off site open space at Platts Lane. It is understood that improvements to this are committed and there would be benefits arising from improved connectivity. This could include the extension of a green linear route into the site to connect with existing and proposed routes.
- 2.4 Consideration should be given to the inclusion of additional information on the Local Highway Network Plan [Page 9]. This includes information regarding the existing highway network, but it would be useful if committed highway improvements should also be indicated. For example the improvement of the Pippin Street and Liverpool Road South junction where a roundabout is currently under construction and will soon be completed.

The subtitles under the photographs should be reviewed. It is unnecessary to prefix each one with “Photograph of” and where they are being used to illustrate a point this should be made clear. For example, the photo on page 19 is merely an example of high quality housing, and that whilst it is nice to know the photo on page 20 is actually a train, maybe a subtitle that makes reference to the need to consider links to sustainable transport modes would be more appropriate.

Local Highway Network and Access

- 2.5 In paragraph 1 [page 10] reference is made to “rail lines” and it is assumed this is to railway lines. The text goes on to identify that the A59 is a “trunk road”. However, whilst the A59 used to be a trunk road (and therefore the responsibility for it rested with the Highways Agency rather than the Local Highway Authority [LHA]) it was detrunked in 2004¹. Whilst it remains an important route to refer to it as a trunk road is misleading. It is important to recognise that the route provides access to the majority of Burscough. That is not to underplay the importance of this route for through traffic as well but a more generic term, such as primary route may be preferable.
- 2.6 The fourth paragraph on page 10 sets out the findings of an LCC assessment of capacity issues. It identifies specific issues around the capacity of the A59 between Mill Dam Lane and the Square Lane junction. This concern reflects our previous analysis of this highway. Information submitted with the statements to the Local Plan Examination and previous Masterplan SPD Options Consultation provided detailed evidence which confirmed that an access in this area would be difficult to provide due to the narrowness of the existing carriageway, will compound existing capacity issues. It is considered that an access in this location to serve even part of the site would be inappropriate and problematic. Bearing in mind the need to consider comprehensive solutions to the highways capacity issues associated with the development of Yew Tree Farm there should be no access (other than pedestrian and cycle access) in this location.
- 2.7 It was demonstrated in the statements to the Local Plan Examination that the most appropriate location for the main access to the site from the A59 was on the section immediately to the south of Higgins Lane. This is the location the planning and highway authorities have identified as the main access point with the Masterplan. As well as being the only location where the site ownership abuts the A59 this section is wider and carries less traffic than other sections of the road. At 8m wide it is wider than a standard width single carriageway road. It carries peak hour flows of some 1,150 vehicles and has a low number of accidents.
- 2.8 By contrast the section of the A59 between Mill Dam Lane and Square Lane is narrower, carries a higher traffic flow and has a high number of accidents. The width of the road here is between 6.0m and 6.5m which is well below the 7.3m width of a standard modern single carriageway. The traffic flow in the peak hours on this section of the A59 is some 1,770vph which compounds the effect of the narrow carriageway width and regularly results in slow moving traffic over this section.
- 2.9 It would not be feasible to provide a main access into the site from this section of the A59. A junction here would require a higher level of capacity to accommodate development traffic due to the higher flows on the A59. There is no scope to widen the road over the length required to provide a right turn

¹ The A59 Trunk Road (Liverpool–Preston) (Detrunking) Order 2004

facility either in the context of a traffic signal or priority junction without significant property acquisition and demolition. The scale of a roundabout required to accommodate the traffic would also require significant land take. It would not be appropriate to provide a mini-roundabout in this location.

- 2.10 Whilst it may be possible to accommodate an access from Meadowbrook to serve a small number of properties it is considered that given the constraints referenced above the number of properties it could serve would be very small indeed. Any use of Meadowbrook would also adversely impact upon other properties on Meadowbrook. Allowing limited access to the A59 in this location and not to the wider site will undermine the principles of the masterplan in that there would be no vehicle connectivity to the wider area, effectively supporting what would be a piecemeal development of the site.
- 2.11 On this basis we support the approach to access to the A59 included in the masterplan and consider this to be the only practically feasible approach available.
- 2.12 The anecdotal position set out by the council at paragraph 6 is also supported with practical experience of traffic in this area indicating that there are no severe issues of fundamental capacity problems. We also support the view that there is no wider or strategic role of the proposed highways within the site beyond the principle purpose of serving the development that is actually proposed at Yew Tree Farm [YTF] [paragraph 7].
- 2.13 Furthermore, we support the fact that there is no single piece of highway infrastructure that is necessary off site to facilitate the development [paragraph 8]. We however recognise that localised improvements may be necessary at specific junctions, and that is of key importance in ensuring good connectivity to existing facilities and services for alternative modes to the car. Although it is not specifically addressed we consider that it is entirely appropriate for the phasing of the delivery of the requisite highways infrastructure to be established through a detailed Transport Assessment to be submitted with a planning application.

Drainage

- 2.14 The first paragraph under this heading sets out the existing capacity issues particularly in Burscough and more specifically at the New Lane Waste Water Treatment Works [NLWWTW]. These issues are acknowledged although the degree to which there are fundamental capacity issues at NLWWTW remains unclear. The principle issue appears not to be fundamental capacity but situations which arise from surface water from the combined sewer system which results in surcharges within Burscough and capacity issues at peak times at NLWWTW. The principle concern regarding the latter being the risk of discharge into the Martin Mere which is an SPA, SSSI and Ramsar site (it should be noted that Ramsar is not an acronym but simply the place where the agreement was signed).

- 2.15 The first paragraph on page 11 acknowledges that drainage is a key local concern. However, it does not set out the requirements of Policy SP3 in terms of drainage. It would be useful if the text from this could be included and more specifically the fact that:

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

- 2.16 The second paragraph should be updated to reflect the most recent consultation on these matters which suggests the responsibility may well lie with the Districts and not the County Council.
- 2.17 Paragraph 3 sets out a number of points in respect of United Utilities [UU] responsibility. It is previously known that UU were drawing up solutions to capacity issues in Burscough and NLWWTW but it is unclear from this text exactly what is now proposed. In this regard UU has submitted its revised business plan and investment programme [AMP6] for the period 2015-2020 to Ofwat and the regulator’s final determination is expected to be published in December 2014. It would be useful if UU could provide an update on this and this text be updated accordingly.
- 2.18 The need for a Sustainable Urban Drainage System [SuDS] for the site is acknowledged [paragraph 4]. It has always been envisaged that attenuation may comprise a mixed SuDS and engineered solutions in order to achieve run off rates equivalent to the existing greenfield run off rate. This should ensure that surface water flooding off site is no worse than the existing situation. It should be acknowledged that underlying ground conditions with a significant portion of the site having a clay based subsoil, will not be appropriate for infiltration methods and therefore attenuation will be critical, both in the form of SuDS and engineered solutions. The final solution will need to demonstrate it is effective and balances all the ecological and environmental issues and takes into account site specific geological conditions. It also needs to achieve the requirements of Policy SP3 and provide a cost effective and deliverable solution. However, it is considered that this is likely to require both on site engineered below ground solutions and SuDS. This should be reflected in this text.

Topography

- 2.19 We support the view reached in the text that there are no areas of the site where the topography is such that it may be a constraint to development.

Adjacent Land Uses and Sensitivities

- 2.20 This section is broadly supported. It is noted that there are two listed buildings adjacent to the southern portion of the site which is proposed to be safeguarded. There is a buffer identified around those buildings on the Site

Constraints and Features Plan [Page 14] which is not explained within the text. This should be clarified in this section so the importance of the buffer can be better understood.

- 2.21 The last paragraph in this section on page 12 identifies that "the remaining 50% of the northern boundary is dominated by adjacent arable farmland which offers open views to this aspect". However, the use of the terminology "dominated" is questioned. There is no part of the adjacent open countryside that dominates this site. It is suggested that this is reworded along the lines of:

"the remaining 50% of the northern boundary benefits from a more open aspect, albeit screened to a degree by boundary hedges, to the adjacent arable farmland"

Landscape Features

- 2.1 The first paragraph in this section [page 12] makes reference to lines of trees. This is a point referred to above which is considered to be misleading and should be deleted or clarified.

Views Through the Site

- 2.2 As set out above it is considered that there are limited views through the site and the title used is therefore misleading. We have set out above our comments in respect of the preceding paragraph which are broadly reflected in this section.

Existing Footpaths and Connections

- 2.3 The content of this paragraph is broadly supported, however, we consider that there is greater opportunity to explain which footpaths are being referred to as these are not identified on a plan. It would be advantageous if there was a greater dialogue of what these paths are and the nature and form of those connections. For example, one of those paths to the south forms part of the Linear Path Link past Abbey Lane playing fields and another provides access opportunities to the Platts Lane site.

Flood Risk

- 2.4 There are no specific issues with this section which are broadly supported.

Biodiversity

- 2.5 It should be made clear within the wording of the second paragraph that the site is outwith the area identified by the RSPB as being particularly sensitive in terms of Martin Mere. Whilst this is in part set out in the subsequent paragraph, greater clarity would be welcomed. Furthermore, the last line of that subsequent paragraph does not provide clarity upon the nature of monitoring that is necessary and implies that mitigation is required. This could

be simply clarified through alternative wording. It is suggested that this should be along the lines of:

“However, this will require monitoring and any full or outline application will be expected to be accompanied by appropriate surveys for preceding winters to demonstrate the degree to which the site may or may not be relied upon by wintering birds. Where appropriate and necessary those reports should set out what, if any, mitigation is required.”

- 2.6 In essence, that part of the paragraph which refers to mitigation should be reworded to make it clear that there is no certainty or suggestion at this time that mitigation is required.
- 2.7 The fourth paragraph on page 13 addresses Great Crested Newts [GCNs]. Further survey work has been undertaken on site and that work has confirmed that no GCNs are present. The text of this paragraph can confirm that, but suggest that any application be accompanied by survey information that confirms this to be the case. Likewise the subsequent paragraph refers to bat potential in the remnant farm buildings. I can again confirm that detailed survey work has been undertaken and no bats are known to be present. The text should be amended in the same way suggested for GCNs above.
- 2.8 The subsequent paragraph [Page 13 – Para 7] sets out that a Habitat Regulation Assessment [HRA] has been undertaken alongside the Masterplan. The HRA that accompanied the WLLP and the Masterplan have considered the broad effects of the development and have concluded that those impacts are not likely to be significant, i.e. the allocation is appropriate. This paragraph should be reworded to set out that the principle of the proposed development will not be considered through the application, merely the fact of whether any specific mitigation is required as a result of the specific proposals (rather than the principle).

Site Constraints and Features Plan

- 2.9 The site constraints and features plan seeks to identify the location of key constraints and features on site. This information is largely simply noted. However, there is no indication as to what the Ecology Advice Zone referenced on this plan refers to and this is not made clear in either the key or supporting text. Our client is not aware of any specific ecology constraints affecting his land interests and it is not apparent what the EAZ on his land is referring to as there are no specific feature in this location other than a ditch.
- 2.10 At present there is no indication that there is any significant mineral resource that requires either winning or safeguarding. Furthermore, it is apparent from comparison between this plan and the Mineral Safeguarding Area [MSA] identified in the Lancashire Minerals and Waste Local Plan that the area shown in the SPD covers a greater proportion of the site. I attach a plan provided by Lancashire County Council [LCC] which shows the correct area. The plan within the SPD should be amended accordingly.

3.0 Yew Tree Farm Design Objectives

- 3.1 This section [page 15] seeks to set out the key objectives that any development on Yew Tree Farm needs to achieve. However, there is a slight disconnect between the requirements of Policy SP3 and those set out in the objectives. For example the Second Bullet sets out a requirement for at least 10ha of employment land and 500 dwellings. This should be amended to make it clear that the requirement is for **at least** 500 dwellings.
- 3.2 Likewise, the fourth bullet should be amended as the requirement of SP3 is not to safeguard land for 10ha of employment and 500 dwellings but for **up to** this quantum. There is a significant difference in how the second and fourth bullet points are stated in Policy SP3 and their interpretation within the Masterplan. This wording needs to be amended to correctly reflect the fact that there is no need to safeguard the quantum of land suggested here.
- 3.3 In terms of the sixth bullet, it would be useful if there could be a distinction between the on-site and off-site facilities and the need to support Burscough Town Centre with this being the default location of the majority of facilities.
- 3.4 The ninth bullet makes reference to the need to deliver the Linear Park. However, there is concern within the wording of the plan elsewhere that there is insufficient clarity as to what form that Linear Park could take. It is described as a multifunction greenspace, but not all of it will be multifunction and sections of it will focus primarily on it being a useable green pedestrian and cycle link. Likewise, portions off the YTF site may not be green at all (for example the section down Lordsgate Lane and that part along the A59 to Burscough Town Centre. It is questionable as to whether there is sufficient detail in the plan about the form and variability of the Linear Park?
- 3.5 The eleventh bullet makes reference to taking advantage of appropriate renewable technologies. It is considered that this should be qualified to indicate this is only where they are practicable, and demonstrated to be viable.
- 3.6 The last paragraph on page 15 identifies the objectives of Policy SP3 in the WLLP. It goes on to confirm that the Masterplan will reflect the Framework and it is presumed it also makes reference to the National Planning Policy Guidance (although the wording is unclear). It should also be made clear that the SPD is in full conformity with the WLLP, and the wording should be amended accordingly.

4.0 **Vision for Yew Tree Farm**

- 4.1 In terms of the specific wording of the vision for YTF as set out on page 16, there is a general acceptance of the broad thrust of these, however, there is some concern regarding the terminology used. For example, in the third paragraph there is reference to the need to maintain a sense of “openness” and “green”. There is no indication of what these expressions mean. “green” could mean anything of a range of things. Openness is a concept that is used in the context of Green Belt. It is suggested that alternative words are used unless this is specifically the character that is being sought. The character will be varied and some parts will be more enclosed and less open than others. Likewise, others will have more open space if that is what is meant by “green”.
- 4.2 In terms of the 6th paragraph, it is considered that the vision needs to be amended as there needs to be a clear vision that this is a functional part of the wider Burscough, but that there will be a local centre with some local needs retailing within one hub. This will help a sustainable community which is less reliant upon the car than if they were reliant upon existing shops and services elsewhere.

Indicative Layout

- 4.3 In a general sense the broad distribution of residential and employment development as illustrated on the masterplan is supported. There may be some issues regarding the proximity of some of the employment development shown in the south to existing residential properties. However, bearing in mind that this land is safeguarded for the current plan period, this is something that can be considered in more detail in due course.
- 4.4 It is considered that the location of the Local Centre is problematic in terms of the market for those uses. A location closer to the entrance of the site around the confluence of the two main site roads is more appropriate. This is indicated in approximate terms on the attached plan.
- 4.5 Likewise, it is considered that the arrangement of the open space is incorrect and there is a danger of creating less useable open space and creating areas where it is difficult to incorporate SuDS features. We have set out elsewhere how greater clarity should be provided on the Linear Park, but also consider that there should be more consideration of the form of the Town Park that Policy SP3 aspires towards. This needs to consider the function and usability of these spaces in addition to the overall quantum.
- 4.6 In this regard, it is considered that the school shown on the Councils masterplan is in the wrong location. Bearing in mind it is to be safeguarded, it is considered that a location adjacent to the southern boundary of the site would be better. This would allow for the open space to be concentrated in an area which will ensure its function is supported and it is accessible to the wider community which it is intended to serve.

- 4.7 It is considered that a small area of residential development should be identified at the end of Lordsgate Lane. This will reflect the existing residential development on this street, enabling the existing street pattern to be finished as well as providing for an improved gateway into the site. This is particularly important bearing in mind the fact that the Linear Park is to follow this route. A small area of development would also facilitate the drainage works which are necessary to pick up the surface water flows from Lordsgate Lane and divert them into the site through the various SuDS.
- 4.8 The precise alignment of the southern road should be reconsidered to allow a reasonable development parcel to the north. It is probably better if the open space / Linear Park is switched to the opposite side of this road. Bearing in mind the assessment of the net areas later on in the document includes existing roads the actual net area has been reduced. This shortfall could be made up in this location through extending the employment area in this location.
- 4.9 Whilst it is appreciated that the plan is only indicative at this stage, it is considered that the allotments indicated on the proposed masterplan are in the wrong location. Allotments will impact upon the character of the open space and wider area through the nature of these uses and the almost inevitable clutter that is associated with them. Consideration needs to be given to the function of the open space and the usability of the areas being created. At present they are located within the central area of the largest part of the open space and will impact significantly upon the layout of that space. Whilst the plan is indicative a more logical location around the periphery of the open space should be shown (i.e. ideally against the employment development but in an accessible location).
- 4.10 In this regard the distribution of “park” and open space needs careful consideration to ensure functional requirements are met and that land uses and SuDS requirements are optimised. Whilst it is appreciated that this plan is indicative, it will establish a set of principles in all parties minds. It would therefore be useful if the broad structure was correct. At present the relatively narrow and linear nature of the areas of open space will impact upon their functionality. Whilst it is also appreciated that the plan has sought to distribute the open space across the different land ownerships, it is still necessary to consider the functionality of the layout. The masterplan as proposed has benefits in terms of phased delivery but does not optimise the usability and functionality of the space. Therefore whilst it would be in my clients interests to disaggregate the open space to reduce the land take on his site, it is considered better that this is centralised and that a mechanism is used to ensure that all parties contribute equally to the cost of the provision of that space. This need not be a policy mechanism in the plan but could simply be left to an agreement between the respective land owners in due course. The issue for the consideration of an application being whether or not any one subsequent application makes adequate provision (either on site or off-site in a different phase).

- 4.11 In highways terms it would be useful if the SPD could reach some conclusion on the role of Higgins Lane and whether or not it is preferred that this be closed off. If this remains as it is it should not be a requirement unless it is demonstrated from a technical highways point of view that there is an imperative to close it. Whilst this is acceptable to my client, and therefore we do not have any concerns regarding the current wording, the situation could be clearer. Furthermore, this could impact upon the approach taken on any planning application and the layout of a detailed application in due course.
- 4.12 Again, as a point of detail, some consideration should also be given as to whether the northern link road should actually be a through route to all vehicles, limited to avoid HGV movements, or just provide for pedestrian and cycle access. A broad strategy for access of both the residential and employment elements needs to be considered and established now through the wording of the SPD. This can set out that this is a preference based upon certain assumptions and the information known to date, but that a planning application would be expected to explore these issues and define a precise scheme.
- 4.13 It is noted that cabinet considered a report on the 11th November 2014 that allocated monies to fund the design, costing and delivery of the section of the section of the Ormskirk-Burscough Linear Park between the eastern end of Abbey Lane, across the A59 Liverpool Road South and to the northern end of Lordsgate Lane. This funding comes from S106 contributions secured from planning application reference 2012/0080/FUL. This application involves the development of a Booths supermarket and other retail and commercial uses and is currently under construction. This will provide for connectivity for this adjacent development with the Linear Park and complete the gap in the Linear Park between that which will be provided at Yew Tree Farm and Grove Farm to the South.
- 4.14 The SPD does not provide any significant guidance as to the road hierarchy and form. The road alignment set out on the masterplan is however indicative but does suggest an arrangement that would be inappropriate in terms of speeds and alignment. This needs to be reconsidered or the supporting text amended to clarify the intention of the indicative layout as illustrative only.
- 4.15 The main vehicular access locations shown on the plan are fully supported. There should be some flexibility over the precise location of the minor access points onto Higgins Lane as there are a variety of combinations which will provide for an appropriate scheme. In this regard the precise location will depend upon matter such as potential bus, pedestrian and cycle routes all of which will only become apparent following the preparation of a more detailed layout.
- 4.16 The masterplan provides for a footpath which runs to the south of the existing industrial estate. This is not an existing footpath and it relies upon third party land. The path would not appear to lead anywhere or represent a particularly desirable route. It is therefore unclear why it has been included. It may be more appropriate to include a proposal for a footpath alongside the existing

Tollgate Road. There are no footpaths along this route which is used by a significant quantity of traffic, including a large number of HGVs. This would improve connectivity between the existing industrial estate and the retail development that is under construction at Pippin Street.

Place Making Principles

- 4.17 The need for a Mineral Resource Assessment is set out in this section [page 18], but it is unclear why this is located here and it would be better located elsewhere within the document as it does not fit in any way under place making principles. It would also be advantageous if the scope of the assessment was made clear as early intrusive investigations have not indicated the presence of any mineral resource.

Character

- 4.18 This section refers to the “design concept” and then sets out a number of features that have been taken into account. The wording is unclear as to whether the design concept being referred to is a masterplan, or whether this is a requirement of a subsequent planning application. Furthermore, the features identified are not necessarily significant features and the desirability of retaining them is not fully explained. For example, in a general sense it is considered that there are no significant landscape features within the site that have anything other than a localised impact. Reference is made to the rural nature of Higgins Lane, but in fact it is only rural in nature to the west of the existing housing. The field demarcation are not strong visual features and could potentially be lost within the development unless it is practicable to incorporate them within the layout. In any event these features are largely replaceable and there is nothing within the site that should force the development one way or another. This includes the possibility of replacing hedgerow and incorporating significant new tree planting. Whilst the retention of the existing should be desirable, the loss of some of these features will not result in any significant landscape harm. The need for a gateway treatment on the A59 and for the careful consideration of the built development in this location bearing in mind the fact that this is the primary access into the site is accepted.
- 4.19 The statement “Burscough follows the townscape principles of a traditional English townscape...” in the third paragraph of this section suggests a typical single centre settlement with organic growth around that centre. However that is not true of Burscough. The settlement has grown around different infrastructure nodes and a historic pattern of linear development that has joined up and then been infilled. This should be better explained in this section.
- 4.20 The place making principles set out [the bullet list on pages 18 and 19] do not consider the importance and role of the key elements in forming the character of the proposed development:

- 1 1st Bullet - The existing landscape features do not always need to be retained and nor will it always be practicable to do so. The importance of creating a locally distinctive place is important and this is acknowledged. However, the need for a strong synergy with the surrounding open countryside is not necessary or reasonable for all parts of the site. It is considered that this is only pertinent to the western portion of the north west boundary where the site abuts upon countryside.
- 2 2nd Bullet – It is not considered that this bullet properly explains the appropriate density or massing. The north east corner of the site is in close proximity to other two storey houses and the site is relatively narrow in this location. To suggest that higher densities should be in this “gateway” location would be to assume a juxtaposition of new higher density development with this existing, relatively low density development. The reference to decreasing densities towards the Linear Park and open space area is unclear as the linear park runs into the north east corner of the site, and there are various parcels of open space across the site. Bearing in mind the juxtaposition of the site between the existing residential area and industrial estate the reference to “echo the move from urban to countryside” is unclear in terms of both meaning and implementation.
- 3 3rd Bullet – Agreed.
- 4 4th Bullet – It is agreed that a limited palette of materials would be most appropriate, but there is no indication of the typical materials that best reflect the character of the area. For example, the older property in the vicinity is of red brick and slate roof construction and it is not clear whether this should be emulated as part of the development.
- 5 5th bullet – The need to integrate open space into the layout is recognised, but it is not clear what is meant by “good landscapes”. Is this good landscaping?
- 6 6th Bullet – It is unclear why building should be flexible and adaptable and what this means, e.g. Lifetime Homes for example?
- 7 7th Bullet – It is assumed that reference to buildings should be reference to the spaces around buildings and not really the buildings themselves.
- 8 8th Bullet – this does not make sense and it is unclear what “accessible nodes” are. It is assumed that the areas referred to should be overlooked and integrated into the development and sited in locations where they are accessible. This is not quite what it manages to say. It is not clear whether the subsequent statement about materials is part of this bullet, but it is unnecessary in any event as it replicates statements elsewhere.
- 9 9th Bullet – The need for a gateway to be of a high quality is acknowledged. However, it need not necessarily be residential and there is scope for other uses such as commercial, a public house or other uses in this location to provide a suitable gateway into the development. The degree to which there should be views through the site or indeed “vistas”

- is unclear, unlikely and impracticable. The development does however need to draw views and passers-by into the site with a high quality treatment that draws the eye and attention and provides an inviting gateway that suggests an open and welcoming approach to the wider development.
- 10 10th Bullet – the need to front development onto green spaces, routes and the linear park is accepted but the terminology needs to be clear as it is not apparent exactly what “green corridors” this bullet refers to.
 - 11 11th Bullet – The ability to create attractive “boulevards” and street trees is welcomed where this is appropriate but it is not clear from this point where the Council envisage this approach to be adopted. Likewise, the ability to provide street trees is hampered by the general unwillingness of the highway authority to incorporate such features and adopt the highway. This should be properly tested with the LHA. The need for green corridors on either side of the road way is unnecessary, and it may not always be possible to accommodate SuDS, cycleways and footways. It should be noted that Manual for Streets strongly advocates cycling taking place on carriageway and not on separate cycle paths running alongside roads or on shared pedestrian paths if these are within the highway corridor. It is agreed that the centre of the site, adjacent to the primary road network is the most likely to accommodate taller buildings. It may however be acceptable for development up to 4 storeys in height in certain locations (e.g. for extra care or care accommodation) and therefore the height should not be limited to three storeys.
 - 12 12th Bullet – The secondary road network need not necessarily be limited to 2.5 storey and some three storey development, or even possible four storey development, may be appropriate in the centre of the site. The ability to accommodate on street parking is something that is often problematic for developers as the LHA normally resists it.
 - 13 13th Bullet – different architectural languages on opposite sides of the road may be appropriate provided there is sufficient separation, either in distance terms or physically with soft landscaping etc. if this was to be implemented the architectural language would have to be consistent across the entire site.
 - 14 14th Bullet – It is expected that all development will fit within an appropriate range of architectural styles. In terms of these points is it not simply better to say that the design of later phases must have regard to the design of the earlier approved phases whether or not that part of the development has been completed.
 - 15 15th Bullet – It is unclear what is meant by the architecture and character of a location and how this will influence the design and character of that phase. It is unlikely bearing in mind the character of the surrounding development that will define to any significant degree the character of that part of the site. The influencing factor is the landscape context and not the built form.

16 16th Bullet – Noted.

- 4.21 As a general comment in respect of these bullet points, we welcome the guidance that is contained therein, we would be concerned about anything overly prescriptive. There should be flexibility within the wording and approach and it should be clear this it remains as guidance rather than policy. This is particularly the case where different approaches can be justified through the planning application process. It should be clear that it is for the design and access statement accompanying a planning application to justify the approach proposed.

Connectivity

- 4.22 This section is noted, but this section on its own is not very helpful in terms of setting the parameters and appropriate connections which should be accommodated within the development. It is unclear from the structure of the document whether subsequent sections are intended to be sub-sections and provide that detail for the reader of the document.

Overarching Connectivity Principles

- 4.23 The content of the first paragraph and subsequent bullets are noted. The fifth bullet makes reference to the fact that development must incorporate suitable and safe vehicle access and road layout design, which in itself is not a problem. However, it goes on to state "...in line with latest standards" without making reference to what those may be. The LHA often apply unnecessarily high standards and therefore it would be beneficial to make reference to Manual for Streets and the standards that the local authority expects to be used and to have discussions with the LHA to ensure that those roads are capable of adoption.
- 4.24 The subsequent bullet (the 6th Bullet) makes reference to the West Lancashire Highways and Transport Masterplan. This is an informal document that has not been adopted by the LPA. It is for the SPD to take those matters that are relevant into account, and not for subsequent development proposals.
- 4.25 The 7th Bullet requires that road designs should include permeable surfaces and that services should go into green space corridors or service ducts. The ability to include permeable surfaces will depend upon ground conditions and the general unwillingness of the local authority to adopt such surfaces. This element should be considered further with the LHA. Likewise the location of services is often a matter of concern for the LHA and utility companies and their requirements will need to be achieved.

Connections

- 4.26 The Connections Plan on page 21 is supported but is diagrammatic in nature and this should be acknowledged. For example, it may be appropriate to consider I and J interchangeably as depending upon bus routes it may be

advantageous to have the vehicular access in either location. The items A – J listed on page 22 explain the items on the Connections Plan and is broadly supported.

Promoting Sustainable Movement

- 4.27 The need to promote sustainable transport modes is noted together within the associated bullets the content of this section is broadly supported. However, Table 1 and the associated Bullet set out a series of desirable, acceptable and maximum walking distances. The bullet indicates that desirable should be achieved. It is noted that the requirement to achieve the desirable cannot be achieved as the distance to the Town Centre for example is more than 200m and indeed 400m. The inclusion of a table that cannot be achieved is not of benefit. A more tailored table should be included which better reflects the circumstances at YTF.

Site Specific Highways and Transport Principles

- 4.28 It is agreed that a Transport Assessment will be required and this will be the appropriate evidence to underpin the delivery of highways infrastructure in a phased and co-ordinated manner to ensure that the highway improvements are staggered and implemented at times when they are needed to accommodate the needs arising from the development. This is the first time phasing has been addressed within the SPD and consideration should be given to whether it should be addressed sooner along with the practical consequences. This includes matters around drainage, the linear park, highways improvements etc. This needs to be better acknowledged throughout the document. The need to establish good highways links at the earliest possible opportunity is acknowledged. This reflects the councils approach to the area proposed to be developed and that to be safeguarded, but this is not specifically acknowledged and set out in the document.
- 4.29 The need for an overarching Travel Plan [paragraphs 4 to 6] is acknowledged and this should be established at the outline stage, or before the approval of the first reserved matter. Each full or reserved matters application should require a detailed travel plan to be agreed before first occupation. However given the scale of the commercial development considered within the residential area (retail etc.) it would be inappropriate to require individual travel plans for these uses.
- 4.30 In terms of paragraph 7 on page 24, the fact that the primary highways should be single lane carriageways with associated pedestrian and cycle facilities is supported although our comments on cycle facilities above should be noted here as well. However, frontage development and driveway access should be considered as a positive factor. The link roads are not necessary for some wider purpose and are limited in function to serve the proposed development. They are therefore not expected to be through roads and traffic using them will be expecting movements associated with the occupation of residential dwellings. They should therefore be designed as residential streets in

accordance with Manual for Streets which advocates frontage access on roads which carry 10,000 vehicles per day or more which would not be the case at YTF. An over engineered solution may significantly and adversely impact upon the character that can be achieved, and a better solution may be for a lower standard of roads. Likewise the need for the two link roads to connect direct to the industrial estate should be properly considered as it may not be necessary or desirable.

- 4.31 In terms of paragraph 8, the delivery of any connections and the need for the construction of highways infrastructure should be established in the Transport Assessment and should not be influenced by the SPD. The reference to the fact that each phase should deliver a connection should be clarified and change simply to reflect the fact that the highways infrastructure necessary to serve that phase is delivered. The suggestion that something more than that should be delivered cannot be justified and should be omitted.
- 4.32 The first paragraph on page 25 suggests that planning conditions will be used to ensure that wider development is not stagnated. Whilst the need for comprehensive development is supported, it is considered that any conditions which seek to oblige developers to build up to the boundary cannot be justified in planning terms. The land proposed to be released is largely within one ownership and it is reasonable to assume that it will be within the landowners interests to ensure the next phase can take place. This is however a contractual matter between the landowner and developer and not a matter for the local planning authority. In terms of the balance of the site that is safeguarded, this is not proposed for development at this time. The SPD makes it clear that the allocated land should be developed in a way that does not assume that additional land will come forward. As a consequence there can be no possible justification for any requirement for roads to be built and provided up to the boundary of those safeguarded sites. It is reasonable to require that the road network is designed so as to facilitate the development of those parcels in due course and that all reasonable steps are taken to ensure appropriate capacity etc., but there can be no requirement to go further than this. Such a requirement cannot meet the tests set out in the Framework and can neither be justified or indeed enforced.
- 4.33 Our client has no significant issues with the provision of a direct link through the site in the form of the northern east-west link road. However there is a ditch on or close to the boundary with the adjacent employment land. It may not therefore be possible for a physical connection to be provided in the absence of a scheme for the development of that employment land. As that land is outwith the control of my client its delivery cannot be ensured, but can be provided for within an application. However the desirability of an unfettered link through here should be carefully considered. It is considered that as a minimum a HGV gate should be provided to limit the use of this route to smaller vehicles. Consideration should also be given to a possible route via Higgins Lane (but not including that part which is traffic calmed and runs past the existing dwellings) with the possibility of a less direct route through the site. This is needed to ensure that the issues set out in paragraph three on page 25

are properly considered and the existing problems on Higgins Lane are not simply moved, but are properly addressed.

- 4.34 The issues set out in paragraph 4 are supported, but it is considered that they should be set out more clearly. It is clear from the evidence that the access points set out in the SPD are the most appropriate to accommodate the development. Any other access will impact upon land shown to be safeguarded and will have significant implications on the capacity of the existing highway. It should be clear from this paragraph that they will be resisted and any application which relies upon them should be refused. The need for a comprehensive approach is apparent. There is no evidence which points to the fact that there is any alternative access that provides a solution that is better in highways or masterplanning terms than that set out in the SPD. It should be clear that other accesses onto the A59 will not be supported unless they can be demonstrated to be capable of serving the wider development on a comprehensive basis.
- 4.35 The proposal for a signalised access into the site opposite Lordsgate Drive is supported [Page 25 – Para 5]. Likewise the conclusions regarding a roundabout in this location set out in the subsequent paragraph are also supported. I have set out above our comments in respect of the accesses onto Higgins Lane which are addressed in paragraph 7. The off-site mitigation measures and junction improvements set out in the text are broadly acknowledged. It should be acknowledged that it is not possible at this juncture to properly predict the impact of development beyond the plan period and therefore the generality of it should be demonstrated in terms of the access into the site, but not the wider highway capacity at this time.
- 4.36 The first bullet at the top of page 26 makes reference to the junction improvements at Pippin Street. The text should be updated to reflect the fact that this roundabout is now under construction and is now operational. This should be capable of accommodating the traffic arising from the proposed development.
- 4.37 In terms of parking and drop off provision for Lordsgate School it is unclear what this might entail bearing in mind the preceding statement to say that a dedicated drop off parking facility would be inappropriate.

Climate

- 4.38 It is unclear what the “latest environmental standards” means under the heading ‘Overarching Climate Change Principles’. The development will be designed to achieve the building regulations requirements as a minimum, but may well exceed these standards. There should however be no obligation to do so and that regard should be had to the Housing Standards Review.
- 4.39 In terms of the first bullet, the possible use of decentralised energy and combined heat and power have been investigated and they are the subject of continued exploration, however the information gleaned to date is that

decentralised energy / heat is not likely to be technically feasible or deliverable on a site wide basis.

- 4.40 It is unclear what is meant by “sustainable lifestyles” as set out in the second bullet. The third bullet [page 27] encourages higher standards to be adopted. This is fine provided it is not a requirement. Whilst not discounting the possibility of parts of the site achieving high standards, it is not clear from the wording of this text what is meant by this bullet. In reality the gateway location is the hardest part to deliver any elevated standards. It is also unclear what a sustainable waste management system is as referred to in the fifth bullet.

Environmental Impact Assessment

- 4.41 Whilst it is considered that the development of the site is EIA development and that any application for development should be accompanied by an Environmental Statement (or a statement of compliance with a preceding Environmental Statement) there should be no obligation to submit a screening or scoping request. They should be encouraged, but in no way should it be a requirement.

Drainage

- 4.42 The comments on drainage on page 27 are noted and supported. In terms of the bullets on page 28 the following points should be addressed:
- Bullet 2 – it is unlikely that the exact phasing will be known with the submission of an outline application. Whilst some information will no doubt be able to be submitted, this is likely to be indicative only.
 - Bullet 4 – This needs to be updated in the light of the most recent consultation document on flooding and drainage authorities.
 - Bullet 7 – It is not known that there are any water mains which pass through the site. There are existing combined foul and surface water drains.
 - Bullet 8 – At least part of the site currently comprises clay based sub-soil and therefore the ability to use infiltration based SuDS may be limited. The wording of this bullet needs to be updated accordingly.

- 4.43 It would be useful to refer to existing greenfield run off rates. It should also make reference to other engineered solutions as it is likely a combination of approaches will be appropriate. It is unclear what irrigation will be possible or indeed rainwater harvesting. It is suggested that the last bullet is deleted.

Green Infrastructure

- 4.44 The list at the bottom of page 28 would be better presented as a bullet or numbered list. In terms of the subsequent bullet list on page 29 the following points should be addressed:

- Bullet 1 – The latest guidance indicates that the cycle routes should be adjacent to the carriageway and not set back as suggested by this paragraph.
- Bullet 4 – This is worded as a requirement to provide an equipped play area, a skate park and multi-use games area. However, these are not understood to be requirements but possibilities. The paragraph should be reworded to reflect this.

Biodiversity

- 4.45 There should be no requirement to provide a Habitat Regulation Assessment. The ES will consider the impact upon the relevant receptors and will make recommendations accordingly. This will be supported by reports of on-site assessments for biodiversity. This evidence will provide all the information that is required of the local authority for it to make an Appropriate Assessment of the impact of the proposal under the Habitat Regulations. It is the local authority who is the competent authority and therefore it is not for the applicant to do anything other than make the necessary assessment as part of the ES.

Waste Water and Recycling

- 4.46 This section [page 30] is noted.

Community

- 4.47 This section [page 31] is noted.

Overarching Healthy Community Principles

- 4.48 In terms of the bullet list of items on page 31 the following points should be addressed:
- Bullet 2 – This bullet refers to a range of tenures and then goes on to talk about both tenures and types. The text should in any event be amended to refer to that fact that the proposals should aim to achieve a mix of tenures and types of dwellings to meet all needs.
 - Bullet 7 – This is supported, but it is suggested that “where possible” is inserted at the start of the bullet just in case it is not possible.
 - Bullet 12 – This does not make sense bearing in mind the SPD seeks to distribute the broad uses across the development. The wording should be reconsidered to refer to the detailed juxtaposition of land uses, rather than the allocation.

Land Use Principles

- 4.49 The reference to local needs retailing at the heart of the site should be reconsidered [page 31 para 3]. It is anticipated that retailing in this location will be difficult to market and may not be viable. A location close to the entrance of

the site is likely to provide a better balance between meeting local needs arising from the development and ensuring a viable proposition. It is considered that local needs retailing could be designed and located within the Gateway at the entrance to the site.

Housing

- 4.50 The section on housing on page 32, it would be useful if it could be made clear that the 35% affordable housing and the 20% elderly are not mutually exclusive. There should also be a change in terminology. For example Policy SP3 makes reference to the need for at least 500 dwellings in this plan period. Policy RS1 relates to the requirement for 20% elderly and this refers not to dwellings but units. It is therefore not correct to say that 20% of the dwellings need to be designed for the elderly. It is clear from the subsequent paragraph that the site is well suited for care and extra care accommodation. These are not necessarily dwellings (i.e. they are generally C2 uses) and therefore do not count towards the 500 dwellings but can count towards the 20% elderly. On this basis the following table should be amended. It is suggested that this be along the lines of:

Type	No.	%
Affordable General Needs Housing	150	35%
Affordable Elderly Needs Housing	25	5%
Elderly Specialist Accommodation	50	10%
Market Elderly Needs Housing	25	5%
Market General Needs Housing	300	60%
Total Dwellings	500	
<i>Extra Care / Care Accommodation</i>	<i>50</i>	
<i>Total Units</i>	<i>550</i>	

- 4.51 The paragraph after the table does seek to make clear that this is only one way which the mix could be split and that it is not intended to be unduly prescriptive at this time. This is supported as there should be sufficient flexibility within the SPD to deal with a range of potential scenarios.

Specialist Housing for the Elderly

- 4.52 Support is given to the potential for specialist elderly accommodation (i.e. extra care uses) and sheltered housing within this scheme. Both will meet the specific needs for the elderly and should count as part of the 20% elderly housing as set out in our response above. Bearing in mind the need to test the market for these uses and the fact that they are delivered by separate organisations (with the possible exception being the affordable component) there should not be any tie between the general housing and the more specialist accommodation.
- 4.53 We support the need for a broad view of what is elderly accommodation. Consideration needs to be given to what is necessary in the market and what the market actually demands. For example, a significant proportion of the

market elderly residents will be simply looking to look for suitable accommodation for downsizing. Those people will be either looking for supported accommodation (e.g. extra care), or adapted accommodation (e.g. sheltered) or most likely more manageable dwellings. Those persons falling within the last category will not necessarily want specific adaptations to facilitate their age, but will want the peace of mind that those can be installed if need be. Bearing in mind the accommodation is all intended to meet the Lifetime Homes requirement, it should all be adaptable. We do not necessarily consider that what is needed is anything other than accommodation suitable for downsizers etc. Care needs to be taken in that no developer will want to alienate any part of the market, and this will deter them from providing specially modified accommodation except where this is requested by a potential purchaser. It would be unreasonable for the Council to require them to do so especially in the light of the Housing Standards Review which is seeking to simplify the various standards that are being applied to keep these matters within the control of the Building Regulations.

- 4.54 We support the role other uses (e.g. C2 uses) might play in meeting the needs of the elderly and consider that the text elsewhere should be amended to reflect our earlier comments. There should be no requirement to comply HAPPI but there is no objection to drawing attention to the guidance therein.

Employment

- 4.55 In terms of the bullet list on page 33 the following points should be addressed:
- Bullet 3 – The first part of the sentence does not appear to make sense. Instead of “will be promoted in this location” it is suggested that “will normally be more appropriate in these locations” is used.
 - Bullet 4 – Should be “...is not normally appropriate...”.
 - Bullet 5 – Should be “encouraged” not “promoted”.
 - Bullet 6 – Reference should also be made to the Pippin Street retail offer which is currently under construction.

Local Facilities / Retail

- 4.56 The need for local needs retailing set out on page 33 (paragraphs 2 – 4) is supported. It has been assumed that this is to be units smaller than Sunday trading laws to allow a proper local needs retailing offer. Reference to the requisite size would be beneficial in providing guidance to future applicants.

Community Facilities

- 4.57 The principle of the need to contribute towards community facilities is supported. However, it would be beneficial if this text recognised the difference between items which are specific to this site and those that apply equally to all sites.

Health Centre

- 4.58 This is recognised in part in the supporting text (for example under health centres it states:
- “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.”*
- 4.59 However, it does not indicate that this will be secured through the Community Infrastructure Levy [CIL].

Education

- 4.60 We support the evidence that indicates that there is no need for a Primary School in the short term and that around 500 dwellings can be accommodated within the existing school capacity. We support the need for review, but consider that the possible contribution of land for a primary school should also be recognised in due course. We consider that the last part of this paragraph including and should be in line with...” onwards should be deleted. The contribution will be established in due course and reference to an untested un-adopted document is not necessary.
- 4.61 In terms of secondary education, it was apparent from the Councils modelling that there are short term issues with school places that are unlikely to arise simply as a result of this development. There was capacity created at the end of the plan period which was capable of accommodating the proposed development. Both short and long terms issues should be taken into account when considering this issue and this development should not seek to resolve short term issues which arise due to existing issues.
- 4.62 In terms of safeguarded land, the inclusion of the possible site for a primary school is not a cause for concern. However, it is known that the LEA may favour investment and expansion at an existing site before they consider a new school. This may well be more cost effective than providing a new school. The development of this site should only provide for the needs arising from the development and should not fund or facilitate the relocation of an existing school.

Youth Facilities / Play Areas

- 4.63 It is considered that the facilities at the Grove Youth Centre, and elsewhere within Burscough Town Centre, are facilities that should be retained and enhanced. Likewise it may be more appropriate to focus facilities for this age group in this location where possible.
- 4.64 Whilst the SPD is vague on the requirements of the open space offer within the site, a fact that is supported, this needs to be balanced with the need for transparency, justification and clarity. The vagueness within the SPD should not be used as a way of bringing in specific requirements in due course. The

premise should be that the SPD should make reference to requirements where these are known or anticipated.

Allotments

- 4.65 The needs and benefits arising from allotments are generally supported. Reference to the existing deficiency is noted. The requirements placed upon this development should not be to meet that existing deficiency but to make provision for needs arising from this development. Where it is possible to provide additional capacity this is a wider benefit, but not a requirement of the development.

Library

- 4.66 Again, in principle the need and benefits arising from the improvement of the existing facilities is supported. However, as indicated previously this development should only meet needs arising from the development. It should also be noted in terms of libraries that this is an item funded through CIL.

Developer Funding

- 4.67 This section is noted. The Council needs to consider how infrastructure costs are equalised across the site. CIL does this in part and can continue to do this. However, issues around land take for CIL need to be considered. The Council should not seek to prevent equalisation occurring through land owner agreements. They should not seek through planning permissions to interfere in the agreements that are necessary to secure delivery.

Phasing and Delivery

- 4.68 In a broad sense we fully support the proposed distribution of allocated land and the area to be safeguarded. We consider that the proposal as set out in the SPD are the only way of securing:
- Appropriate access into the site including the investment in on and off site highways infrastructure to serve the first phase and wider site.
 - Securing the diversion of flows from the existing surface water drainage systems as required by Policy SP3.
 - Providing for a comprehensive surface water drainage system that is capable of accommodating flows not only from this phase but also from any subsequent phase.
 - Delivering the quantum of development required by Policy SP3
 - Delivering the entirety of the Linear Park during the plan period, with a temporary route available from the first phase.

Development Area One

4.69

The development area proposed for release in the plan period and identified on the masterplan is broadly supported. However the following points are noted.

- 1 **Housing:** We accept that the density assumption of 30 dwellings per hectare is reasonable (albeit we expect some areas to be lower and other areas to be higher). However, it is not considered that 15ha provides for sufficient area of land to deliver the at least 500 dwellings required by the WLLP. On this basis we consider that the area to be identified should be at least 16.5 hectares (see also below for the discussion on elderly housing).
 The 15ha is described as being a net figure, but it is not a true net figure in that only strategic roads and open space have been excluded. There will inevitably be requirements for other infrastructure (sub-stations, gas governors, etc.), land for SuDS and other drainage features, and small areas of incidental open space etc. In terms of the latter for example, there is a desire to retain existing features such as hedgerows and trees within the layout which will impact upon the developable area. On this basis we think there should be an allowance of a net to gross ratio within the development areas of say 85%. This is higher than would normal be considered on typical sites (say 75%) and significantly higher than is normal on Strategic sites (around 65% depending upon constraints). On this basis the figure should be increased from 16.5ha to at least 20ha. Twenty hectares at a density of 30 dwellings to the hectare would yield just 510 dwellings and therefore this should be considered the minimum requirement.
 There is merit in providing for further flexibility within the plan, not least because the policy is for “at least” 500 dwellings, but also to ensure that there is the flexibility to deliver the numbers across the site and to allow some room in the likely phasing to allow for slower delivery of parts of the site. As demonstrated above the figure of 20ha does not provide any such flexibility and will only just deliver the number of units required by Policy SP3 assuming all of the land is delivered. It would normally be suggested that a flexibility factor of 10% be added to the site area. In total we would suggest an area of around 22ha would be an appropriate area of land to identify in the SPD to guarantee delivery of the requirements of the WLLP.
- 2 **Potential Elderly Housing:** We consider that it is highly unlikely that the 2ha identified on the plan will provide for all of the Elderly housing. The text suggests that this will provide for between 100 and 200 units. Whilst certain forms of elderly housing (e.g. sheltered) can be constructed at a higher density, other forms may be at a lower than typical density. To achieve 50 to 100 units per hectare is highly unlikely in this location. Furthermore, the Council are encouraging the inclusion of possible C2 uses (e.g. care and extra care accommodation) and this needs to be on top of the housing requirement for at least 500 dwellings. It is therefore considered that this should be described as 100 – 200 dwellings or units,

which is the terminology used in the WLLP. In reality, the mix of accommodation for the elderly which is required to be 20% of the total number of units is likely to comprise some open market and affordable dwellings and some C2 uses (care and extra care for example). The area identified in the SPD is too large to be considered solely for C2 uses (approximately 1 to 1.5 ha would be sufficient for this), but not sufficiently large to address the entire elderly housing requirement. Bearing in mind the fact that some of this is likely to be provided within the wider housing mix, we would have no objection to the area being decreased to 1.5ha.

- 3 Employment: Again this is described as a net figure and yet it is not a net figure. There are areas within this that are already in use, and there will be development and other infrastructure requirements that will reduce the actual developable area. The area would also appear to include existing roads and highway land. This should be excluded. On this basis we consider that the area of employment land to the south should be extended to at least 1.5ha. The SPD could also acknowledge how the development will help unlock the delivery of around 1.5ha of adjacent land in this location which is outside the masterplan area.
- 4 Public Open Space – It is considered that 2.5ha should not be a maximum bearing in mind the aspiration to provide for a Town Park and the need to incorporate SuDS uses within the open space areas. There is also a desire to provide for allotments and a need to retain ditches and other landscape features. It is therefore not only inevitable but also desirable to provide additional open space. If a figure is to be included then it should be clear that this is for the core POS and that the Linear Park (see below) and landscape buffers etc. may well be required in addition to this. Again any wording should be clear but flexible to indicate what the core policy requirement is but that this is not a cap.
- 5 Linear Park: The delivery of the Linear Park is supported and it can provide functionality both in the form of increased pedestrian and cycle connectivity but also open space and SuDS.

4.70 The acknowledgement that these areas are approximate is welcomed, however the plan needs to include sufficient flexibility from the outset in order ensure delivery. It is suggested that an increased area of land is allowed for housing and that the supporting text explains the need for this flexibility. In summary from the above, we consider that around 22ha should be identified for housing, 1.5ha for elderly and 0.3ha allowed for local centre and community uses.

4.71 The text goes on to request that the development area looks and feels like a complete development on the one hand but also ensuring appropriate linkages and coherence in terms of the subsequent land. This is difficult to achieve unless logical boundaries are adopted based upon existing landscape features. These will invariably be incorporated within the layout and retained. It would therefore make sense for the boundary between the two areas of land are drawn with these features in mind.

- 4.72 In terms of the phasing plan, it may not be necessary or reasonable to prescribe the precise nature and extent of any one phase within the development. There are no agreements with developers at this time, although discussions are ongoing. The phasing requirements of those developers varies in terms of both areas of land and the nature of the development. It is therefore suggested that any phasing plan should be indicative only and this is reflected in the text of the SPD. There is a logic to demonstrating how a comprehensive development will be achieved, both in terms of the development envisaged in this plan period and that beyond. The fact that this needs to be set out clearly in the information submitted with any application is agreed, but there should be flexibility in terms of the form of this to reflect the range of possible applications and scenarios which may come about.
- 4.73 For the reasons set out above the requirement for development to come forward in the plan period strictly in accordance with a phasing plan is not necessary and should be deleted. Any Environmental Statement which accompanies the application will set out the impacts for a range of possible phasing scenarios and the extent of those will be supported by the technical evidence which underpins that assessment. There is no need for a single plan to define the phasing requirements as the supporting information will provide for a range of possibilities and will set out any triggers for infrastructure implementation and / or limitations on the number of units to be constructed until certain works are complete.

Development Area Two

- 4.74 The area of land on the southern portion of the site is supported as being safeguarded to potentially meet future development needs (if required). In terms of the quantum of development envisaged and the net developable areas, it is not considered necessary to establish precise areas for the employment and residential element bearing in mind that Policy SP3 of the Local Plan envisages **up to** 500 houses and **up to** 10ha of employment development. This is discussed in more detail below.

Safeguarded Plan

- 4.75 Page 39 of the document sets out a plan which shows the possible extent of the safeguarded land. It is considered that the area proposed to be safeguarded is too extensive and does not provide for sufficient development and flexibility during the current plan period. It also seems to be borne by an apparent need to cap development in the current plan period, and maximise the available land available for the period after the current plan period. This has been conducted under a false premise.
- 4.76 The adopted development plan for the area is the WLLP. Policy SP3 sets out the policy requirements for this site. That document makes it clear that the requirement is for:
- Residential development for **at least** 500 dwellings and safeguarded land for **up to** 500 more dwellings in the future (post 2027); and,

- 10ha of new employment land as an extension to the existing employment area and safeguarded land for **up to** 10ha more in the future (post 2027).

4.77 The expressions before the numerical requirement are a critical component of the wording of the policy. The Inspector did not raise any concerns regarding the fact that it was at least 500 dwellings. This is a minimum and not a target. The SPD needs to acknowledge this fact as there is nothing in the WLLP that seeks to cap the development at Yew Tree Farm. This needs to be borne in mind when establishing the precise extent of the safeguarded land which should not unnecessarily constrain development.

Phasing Plan – Net Development Areas

4.78 For the reasons set out above, it is considered that the area identified for residential (C3) development should be extended and should include between 20 and 22ha of land.

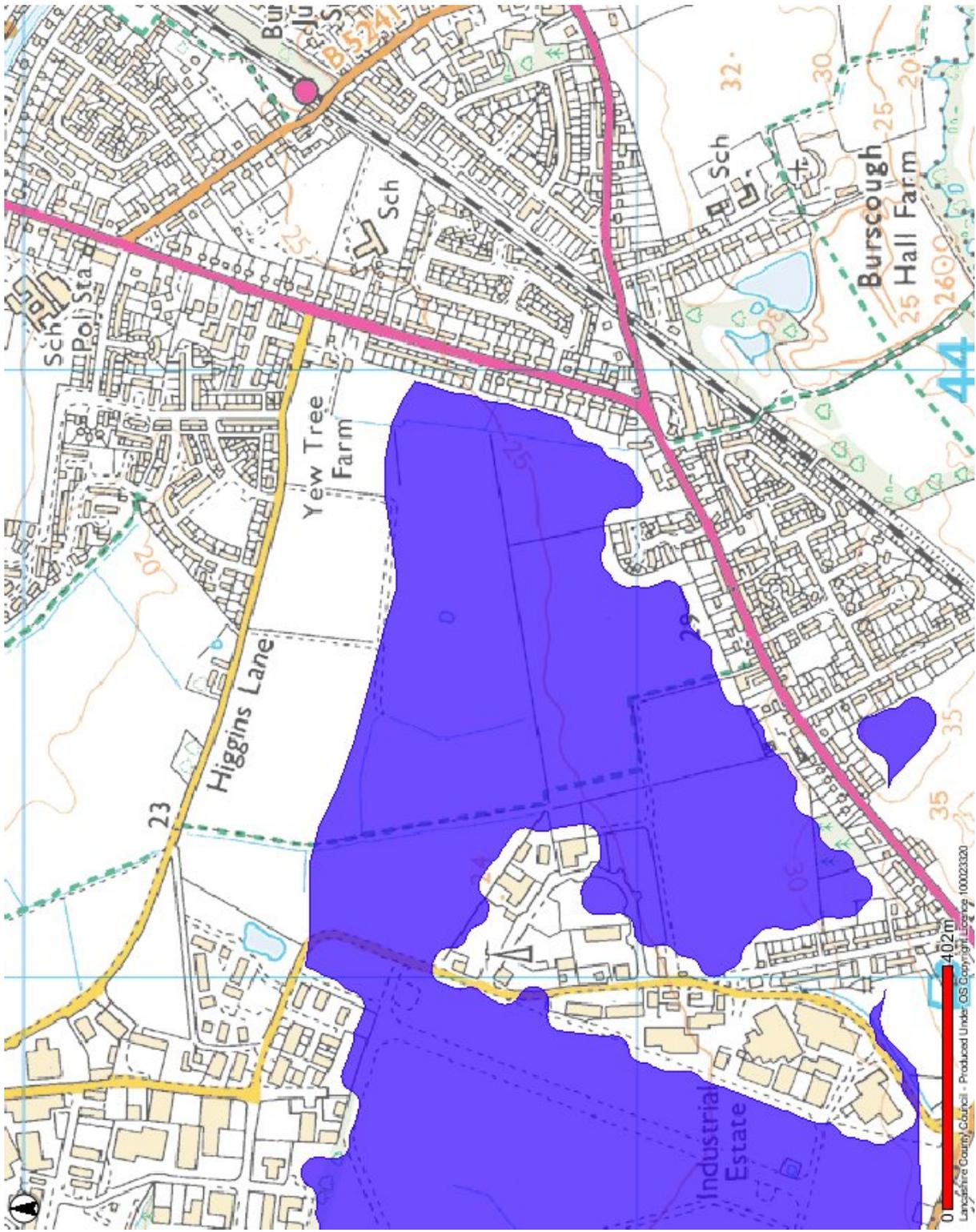
5.0 **Conclusion**

5.1 In summary, we continue to support the allocation of Yew Tree Farm. Fundamentally we consider that the Councils broad approach to access, distribution of land uses, and safeguarding is the most appropriate approach to the development of this site. It accords with the approach set out in the Development Plan and the matters required by Policy SP3. We have set out above some more minor matters of detail regarding the text and various plans which accompany the SPD that we consider should be addressed to ensure that the SPD is prepared in accordance with the requirements of the Framework and Local Plan. We would request that those matters are considered and the appropriate minor amendments are made to the document prior to its adoption.

5.2 I can confirm that we are in the process of preparing an application to be submitted early in 2015 for the development of the land proposed to be released and that this plan aims to accord with the SPD (subject of course to those matters set out in these representations).

Appendix 1 Mineral Safeguarded Area

- Districts**
- Other District/Unitary Authority
 - Lancashire Districts
 - Mineral Safeguarding Areas**



Yew Tree Farm MSA

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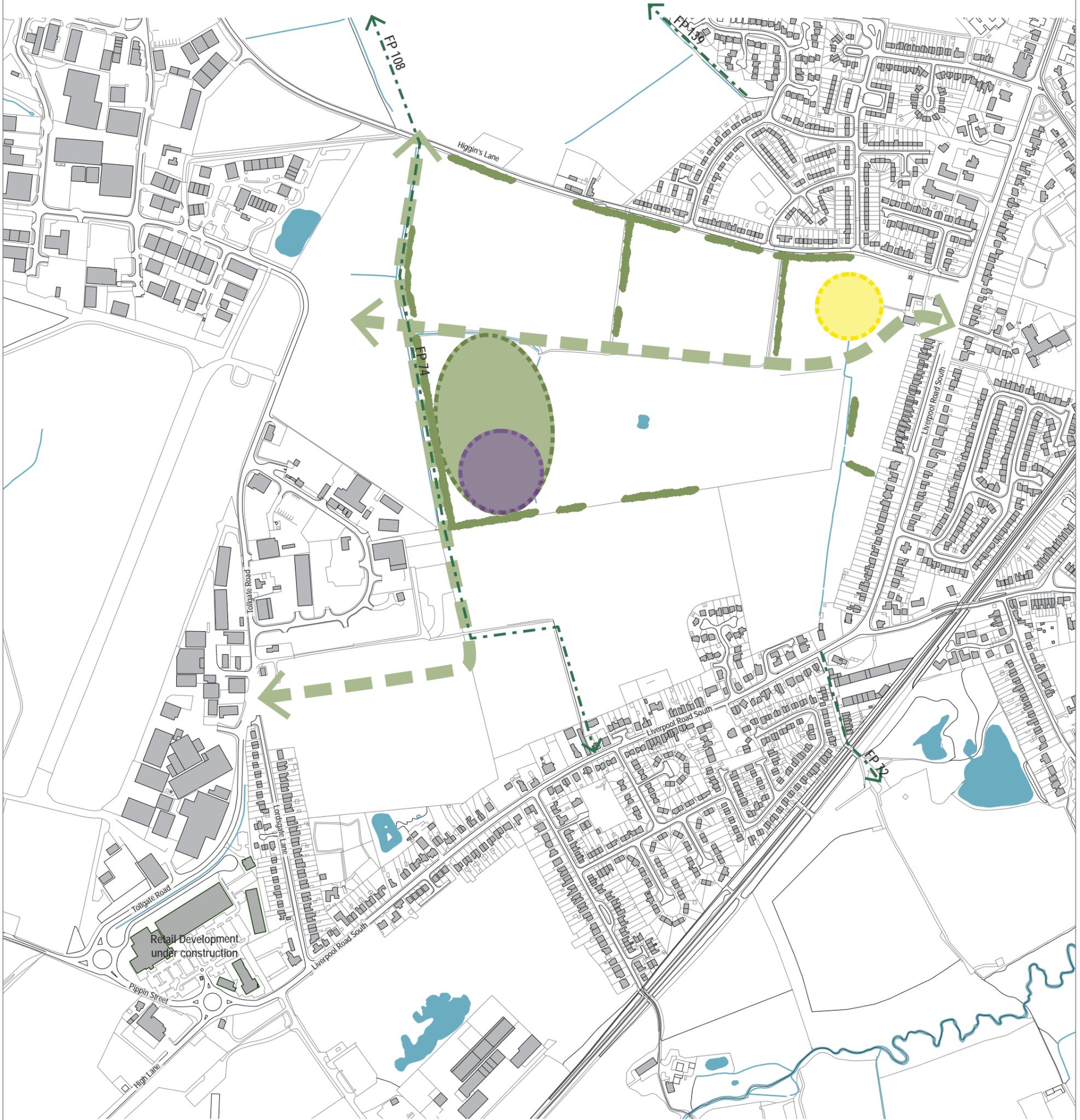
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-  Ancillary Retail and Community Facilities
-  Safeguarded School Site
-  Green Space allocated for community park use
-  Linear Green Routes
-  Existing Public Right of Way
-  Retained Hedgerows



Preliminary

Yew Tree Farm, Burscough
Facilities Location Diagram

Drawing / Rev: 6815_SP(90)23 / -
Reviewed / Drawn by: GP / TW
Scale: 1:6000@A3
Job: 6815



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final masterplan SPD

Yew Tree Farm

December 2014

John Harrison, DipEnvP, MRTPI
Assistant Director Planning
West Lancashire Borough Council

www.westlancs.gov.uk

WEST LANCASHIRE



LOCAL PLAN

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Introduction

Purpose of the Yew Tree Farm Masterplan

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

Scope of the Masterplan

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

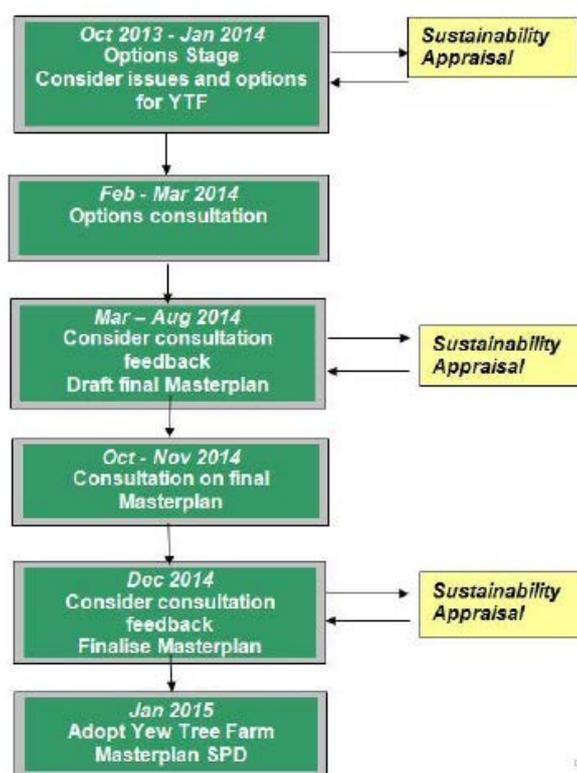
In terms of guidance, the Masterplan includes a set of principles to assist in achieving the objectives and the overall vision for Yew Tree Farm. It also includes site specific design guidance to ensure that the development addresses all of the localised issues associated with the site and that the site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

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

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

How the Masterplan has been produced

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



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

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

Status

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

Community and Stakeholder Engagement

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

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

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

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

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

What will the Yew Tree Farm Development Deliver and When?

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

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

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

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

Context

Burscough

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

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

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

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

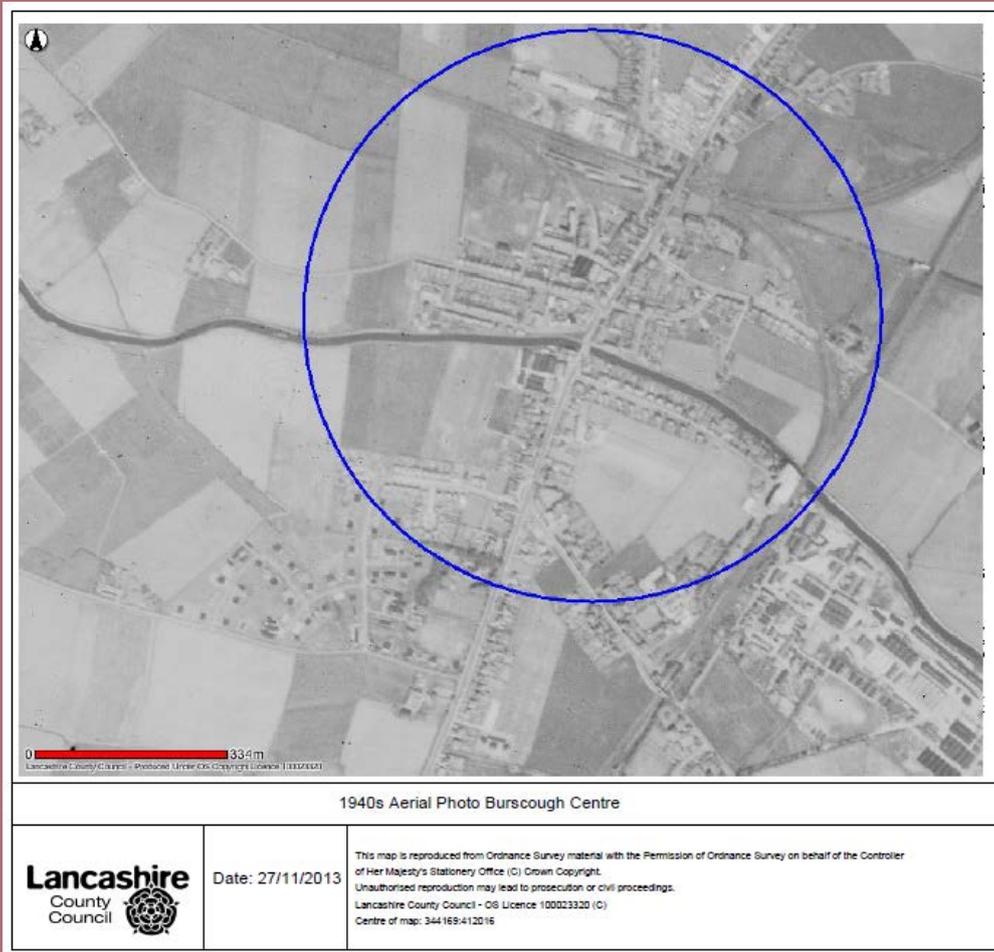
In addition, the regeneration of Burscough Wharf retail and leisure development has provided a good mix of leisure, retail and community uses and further bolstered the vibrancy of Burscough. Therefore, additional growth should support the existing centre and not threaten it.

Growth

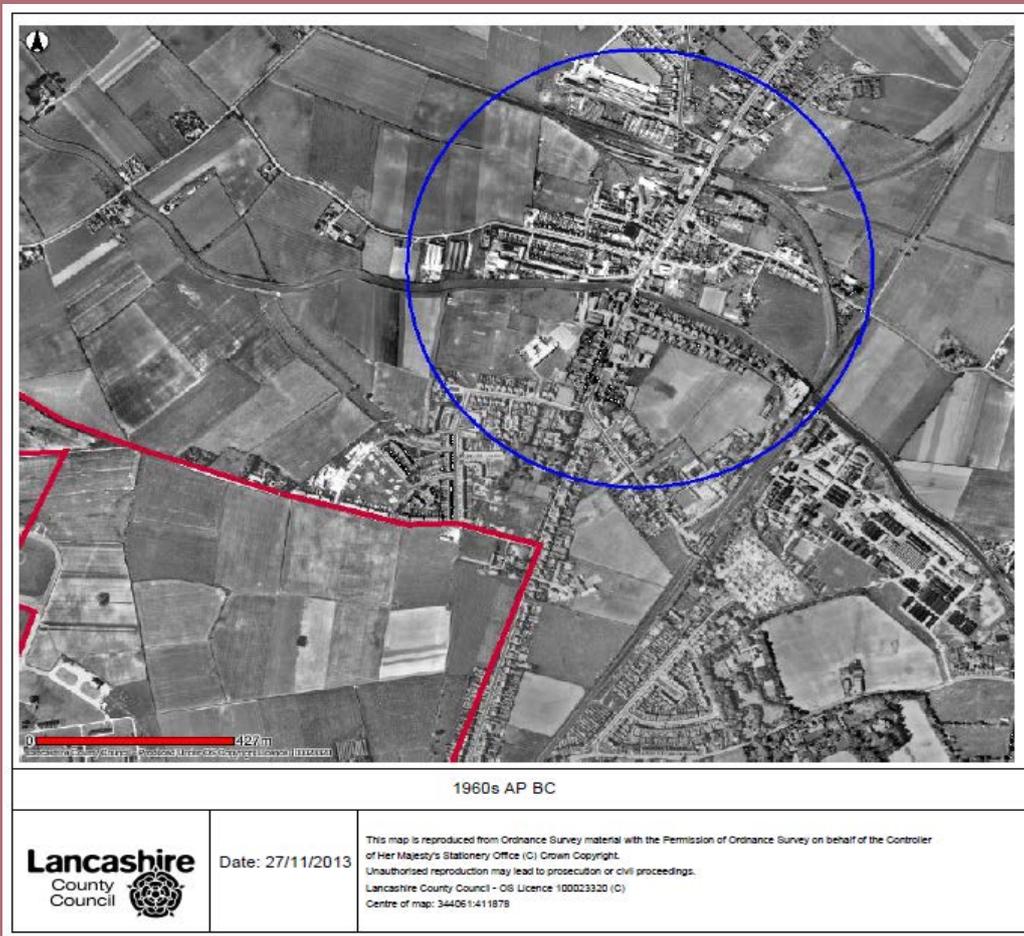
Burscough was originally an agricultural area, evidenced by the surrounding farm land and many farmsteads around the settlement. The development of the railway and canal then placed Burscough in a prime position for transporting produce and growth during the industrial age.



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



1940s Burscough - Aerial photograph



1960s Burscough - Aerial photograph

Growth

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

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

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

Yew Tree Farm Site

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

Site characteristics

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

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



Photographs of Higgins Lane



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

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



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



Photograph of hedging and landscape features typical of the site

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

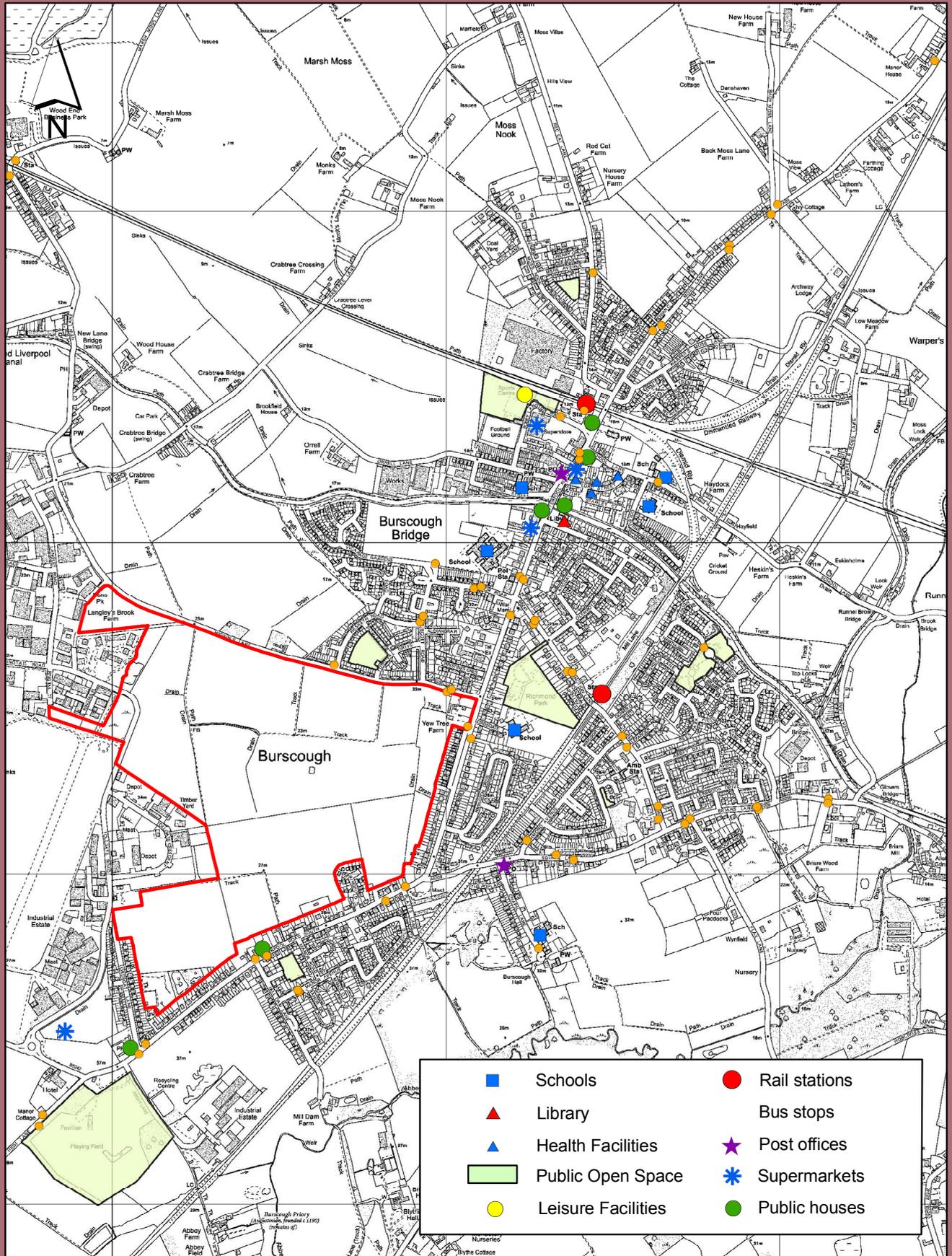
Higgins Lane and Liverpool Road Junction – This corner provides the main point of vehicular access from the existing residential area of Burscough. Along the A59 this is the only portion of the site that is clearly visible and therefore provides an opportunity to act as a gateway to the site and set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

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

Minerals and Waste

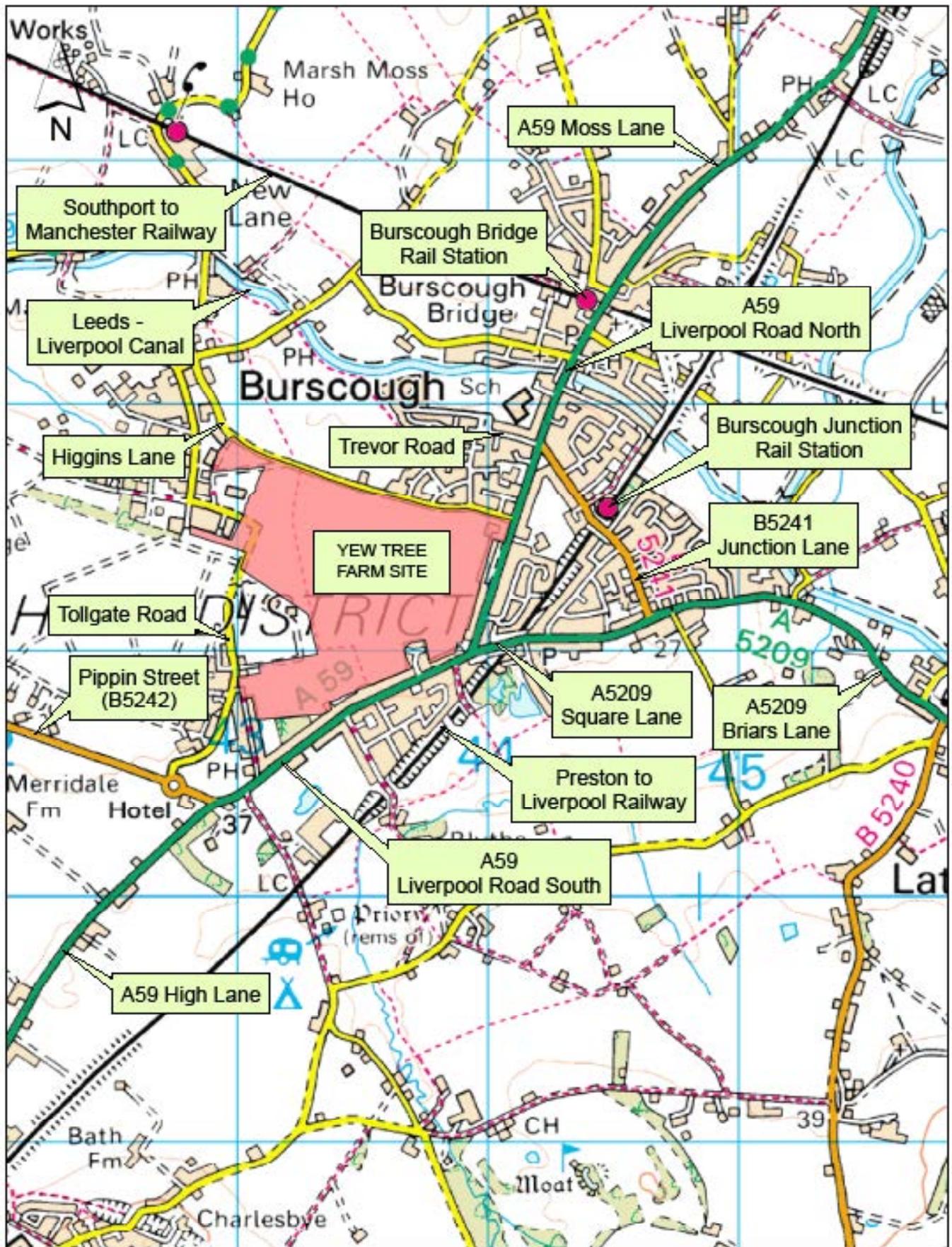
Around two thirds of the Yew Tree Farm site is designated as a Minerals Safeguarding Area within the Adopted Joint Lancashire Minerals and Waste Development Framework. Therefore, proposals for development on the Yew Tree Farm site are required to consider the potential impact that development may have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

Context Plan



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Local Highway Network Plan



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Local Highway Network and Access

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

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

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

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

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

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

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

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

Drainage

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

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

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

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

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

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

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

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

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

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

Topography

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

Adjacent land uses and sensitivities

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

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

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

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

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

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

Landscape features

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



Photograph of hedges on Yew Tree Farm Site

Views through the site

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



Photograph of view into the site from Higgins Lane

Existing Footpaths and Connections

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

Flood Risk

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

Biodiversity

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

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



Photograph of Martin Mere

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

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

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

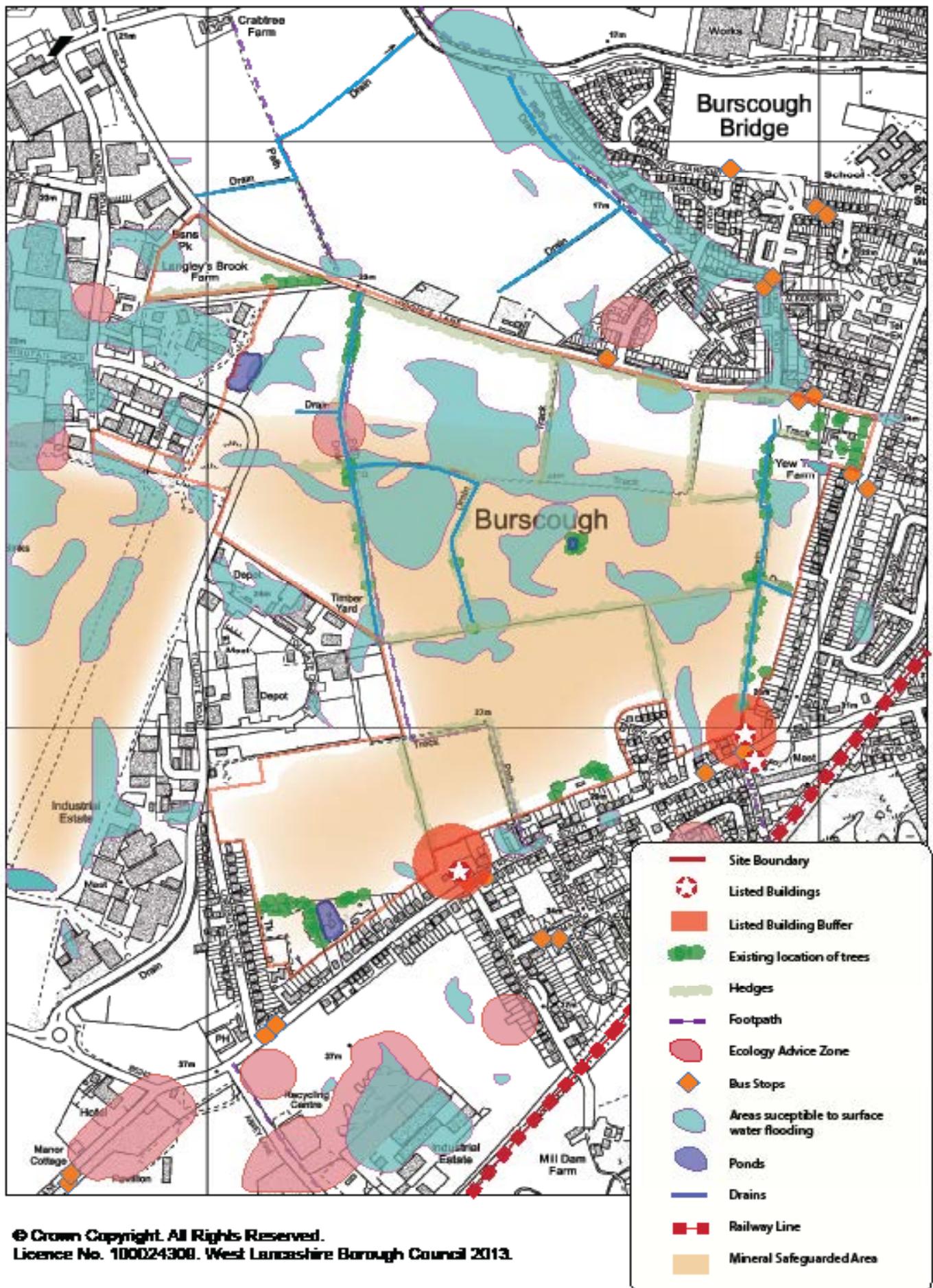
Given the dynamic nature of ecological issues, the Masterplan is unable to identify the exact issues and matters which will require specific mitigation measures. This would be inappropriate given the likely timeframe for delivery of this site.

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

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

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

Site Constraints and Features



Yew Tree Farm Design Objectives

Objectives - What does Yew Tree Farm need to achieve?

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

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



Photograph of modern housing

Vision for Yew Tree Farm

Vision – How will Yew Tree Farm look and feel?

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

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

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

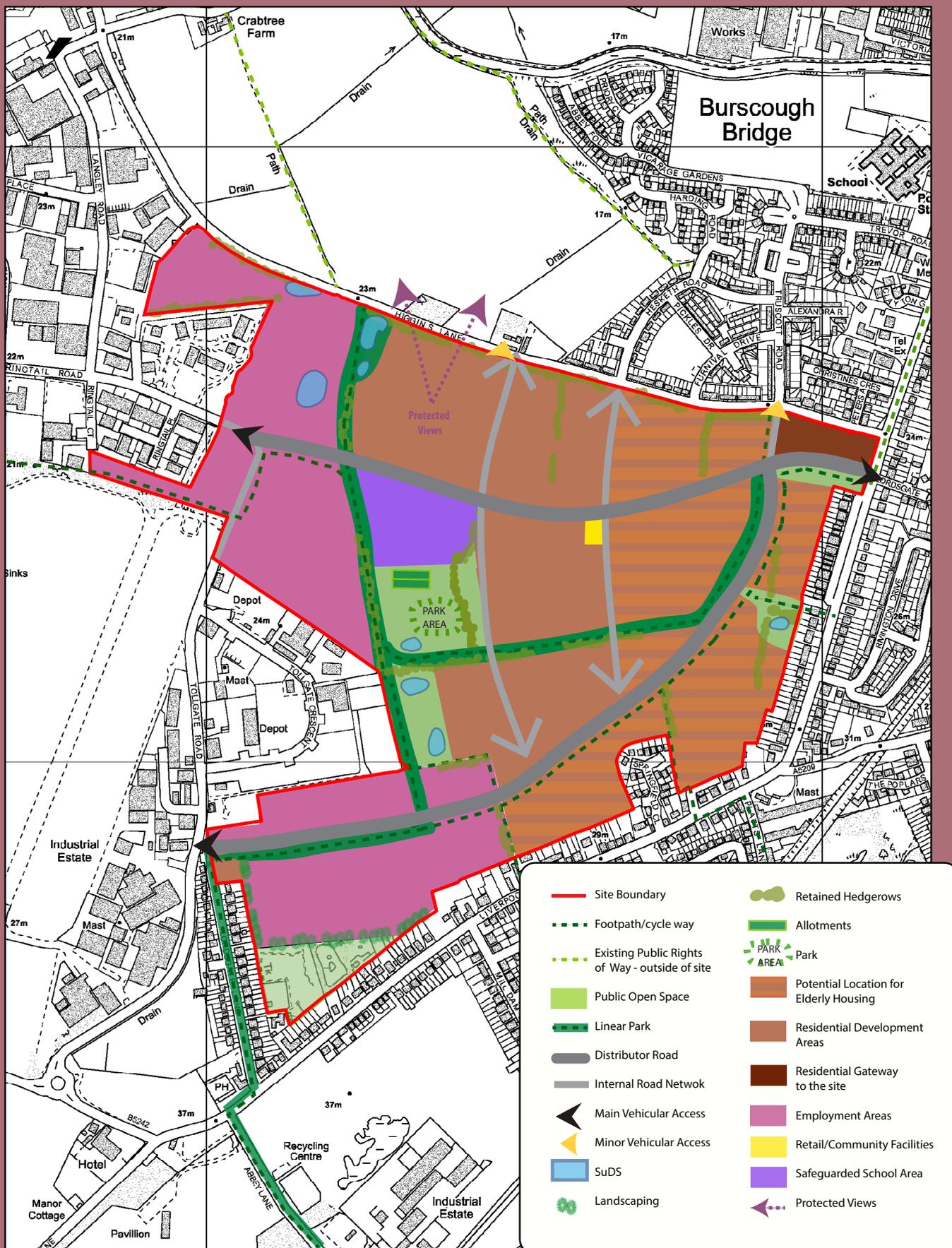
The development will maintain a sense of openness and green to it as a result of the extensive network of green corridors crossing the site, providing a mix of functions such as access, biodiversity, recreation and flood risk management.

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

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

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

Indicative Layout



Place Making Principles

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

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

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

- Character
- Connectivity
- Climate
- Community

Mineral Resource Assessment

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

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

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

Character

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

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

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

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

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

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

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



Photograph of high quality housing

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

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

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

Connectivity

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

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

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



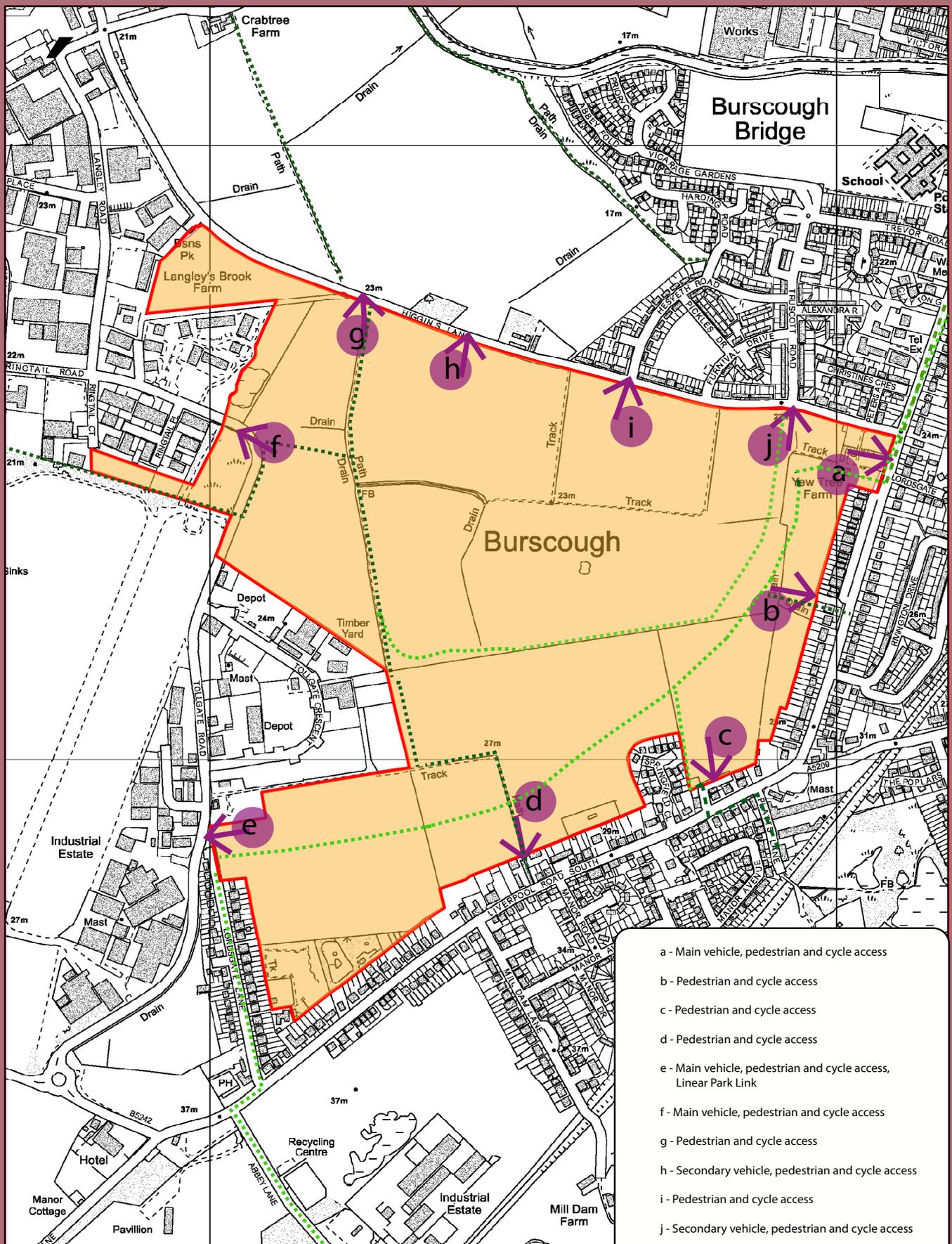
Photograph of sustainable transport - train

Overarching Connectivity Principles

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

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

Connections Plan



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

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Connections

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

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

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

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

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

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

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

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

i - Pedestrian and cycle access onto Higgins Lane.

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

Promoting Sustainable Movement

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

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

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

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

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

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

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

Table 1 – Recommended Walking Distances

Site Specific Highways and Transport Principles

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

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

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

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

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

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

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

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

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

A clear and legible internal road network is required

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

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

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

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

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

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

Appropriate vehicular access

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

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

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

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

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

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

Mitigating the impacts of development on the external highway network

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

This includes consideration of the following junctions:

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

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

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

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

Parking Provision

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

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

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

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

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

Climate

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

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

Overarching Climate Change Principles

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

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

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

Environmental Impact Assessment

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

Drainage

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

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

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

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

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

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



Photograph of SuDs

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

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

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

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

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

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

Green Infrastructure

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

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

Recreation – outdoor relation and play

Biodiversity – a space for wildlife to live and travel

Climate Change Adaptation – flood alleviation and cooling

Environmental education

Food Growing – Allotments

Health and wellbeing – access to a green network for all

Transport – a network of footways and cycleways

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

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

Biodiversity

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

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

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



Waste and Recycling

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

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

Community

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

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

- Overarching Healthy Community Principles
- Land Use Principles

Overarching Healthy Community Principles

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

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

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



Land Use Principles

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

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

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

Housing

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

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

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

	Affordable Housing General Needs	131	} 35% affordable housing requirement
	Affordable Housing Older Persons Needs	44	
} 20% elderly housing requirement	Market Housing Older Persons	56	
	Market Housing General Needs	269	
	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, the eastern part of the of the site has been identified in the indicative plan as a suitable location for elderly housing provision. If a single large elderly care facility is to be delivered on the site it should be within this part of the site. In the event an end user of such a facility is unavailable, then this land will continue to be zoned as residential use and the elderly provision may be delivered across this area on phase by phase basis.

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

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

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

Each approach should comply with Housing our

Employment

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



Photograph of Merlin Park

New employment proposals should follow the below principles:

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

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

Local Facilities / Retail

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

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

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

Community Facilities

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

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

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

Education

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

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

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

Education Authority (LCC) at pre-application stage.

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

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

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

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

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

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



Photograph of Public Realm in Burscough

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

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

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

Developer Funding

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

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

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

Phasing and Delivery

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

Development Area One

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

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

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

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

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

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

Development Area Two

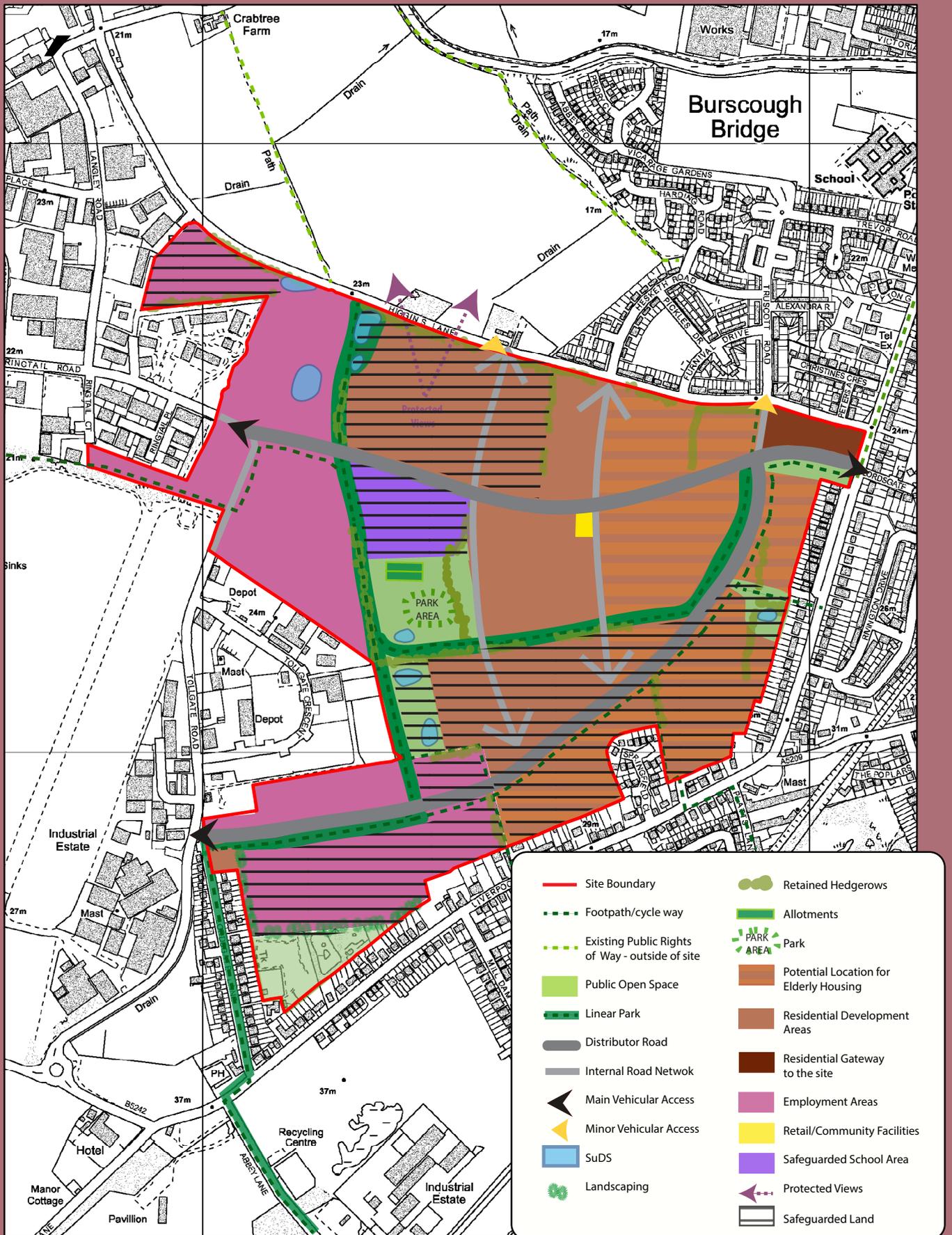
Land to the south of the Yew Tree Farm site, the isolated triangle of land off Higgins Lane and 6ha of land south of Higgins Lane (shown as hatched on the Safeguarding Plan) will be safeguarded from development until such a time as West Lancashire's growth needs require the release of this land. It is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

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

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

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

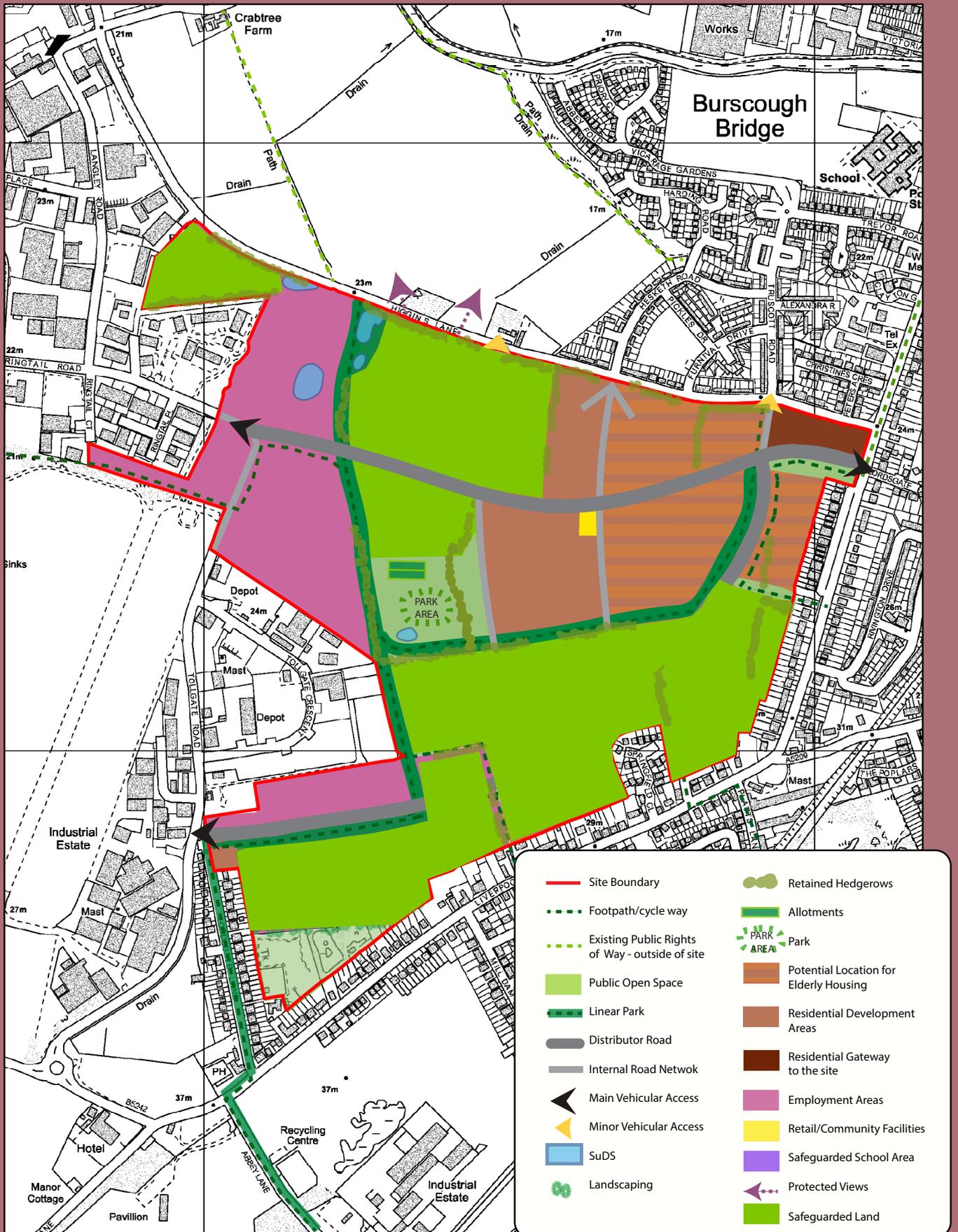
Safeguarded Plan



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1:8,000

Yew Tree Farm site if safeguarded land not developed



Other Planning Policy

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

The main policies are summarised below:

National Planning Policy Framework

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

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

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

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

undermine quality of life or community cohesion; and

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

Local Planning Policy

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

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

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

Design Guidance

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

Provision of Public Open Space in New Residential Developments SPD

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

Required Supporting Information

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Council offices

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

Libraries

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

Further information:

Further information, or advice, can be obtained by phoning 01695 585046 or by emailing localplan@westlancs.gov.uk

West Lancashire Borough Council
Yew Tree Farm Masterplan SPD
Final Masterplan

Sustainability Appraisal Report
December 2014

John Harrison, DipEnvP, MRTPI
Assistant Director Planning
West Lancashire Borough Council
www.westlancs.gov.uk



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Summary

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

The overarching objectives of the masterplan are to:

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

Sustainability Appraisal Report

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

Appraisal Methodology

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

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

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

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

Appraisal Results

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

Very positive – Out of 30 criterion there were 8 very positive impact scores for the Final Masterplan the same as the Draft Masterplan.

Positive - There were 18 positive impact scores for the Final Masterplan which provides the same number of positive impact scores as the Draft Masterplan.

Neutral – The 2 neutral impact scores were associated with criterion relating to biodiversity and the wider transport network.

Negative – 2 negative impacts were identified, however, these were scored the same as those in the Draft Masterplan as the principle of the proposal had not changed.

Very negative – There were no very negative impacts for the Yew Tree Farm Final Masterplan proposal.

1. Introduction

- 1.1 West Lancashire Borough Council is seeking adoption of the Yew Tree Farm Masterplan SPD. In parallel with the preparation of the SPD, the Council has carried out a series of appraisals and consultation exercises in relation to the environment and sustainability to inform the development of the SPD. These studies are the Sustainability Appraisal (SA) and Habitats Regulation's Assessment (HRA).
- 1.2 Under the European Parliament Directive 2001/42/EC, Councils are required to undertake formal Strategic Environmental Assessments (SEA) of plans and programmes which are likely to have significant effects on the environment or sustainability. This SEA Directive has been incorporated into the process of preparing the SPD under the Environmental Assessment of plans and Programmes Regulation 2004, and through guidance published by CLG in 2005. Sustainability Appraisals are a requirement of the Planning and Compulsory Purchase Act (2004) and incorporate the environmental requirements of a SEA, but broaden to also include social and economic considerations.
- 1.3 Through the SA process, significant effects can be predicted, evaluated, mitigated and monitored, whilst also ensuring that opportunities for public involvement are provided.
- 1.4 Once a SPD is adopted, the SEA Directive required the authority responsible to make information available on how environmental and/or sustainability issues and consultation responses have been considered in preparing the document. The reasons for choosing the SPD in the light of other reasonable alternatives and how the SPD's implementation will be monitored in the future. In this context, the specific environmental consultees are Natural England, the Environment Agency and English Heritage.
- 1.5 This statement will therefore respond to these requirements and will introduce the purpose and importance of Sustainability Appraisal conducted for the Yew Tree Farm Masterplan SPD. The statement will further extend to include the Habitats Regulation Assessments also undertaken in parallel.
- 1.6 This report also includes a statement of what changes the Council has taken to the Yew Tree Farm Masterplan Sustainability Appraisal in light of the previous URS review. As the principles of the Masterplan have not changed since the 'Draft Masterplan' and all the information required by the SEA Directive is the same, only minor changes have been made to the Masterplan document. Therefore it is not required to undertake another Sustainability Appraisal. However, in demonstrating that there are no changes to the final Yew Tree Farm Masterplan from the assessment of the 'Draft Masterplan Option' we have included a sustainability assessment table in section XX and detailed how the Council have followed the advice of URS in the assessment of the Yew Tree Farm Masterplan.

2. Our approach to the Sustainability Appraisal

2.1 Sustainability Appraisals are produced in five clear tasks which are outlined within government guidance. Although this is out of date it is still common practice to follow these stages; these include:

Further stages of the Sustainability Appraisal Process	
Stage A	Scoping Report
Stage B	Developing and refining options and assessing effects
Stage C	Preparing the Sustainability Report
Stage D	Consulting on the preferred options of the SPD and SA
Stage E	Monitoring the significant effect of implementing the SPD

2.2 This Sustainability Statement provides an update on how all of the stages have been met in the production of the Yew Tree Farm Masterplan.

2.3 The Statement draws from **stage A** of the Local Sustainability Appraisal Scoping report and the evidence study <http://www.westlancs.gov.uk/planning/planningpolicy/the-local-plan/the-local-plan-2012-2027/sustainability-appraisals.aspx> that was undertaken during the site options stage of the Local Plan and continues to and includes Stage B, developing and refining options and assessing effects; through to Stage C preparing the sustainability report.

Stage B involved:

B1: Testing the SPD objectives against the SA Framework

B2: Developing the options

B3/B4: Predicting and evaluating the effects of the SPD

B5: Considering ways of mitigating adverse effects and maximising beneficial effects.

B6: Proposing measures to monitor the significant effects of implementing the SPD.

Stage C involves:

C1: Preparing the Environmental Report - To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-makers.

Stages C to E and builds on stages A and B which were completed in the SA report that accompanied the 'Options' and 'Draft Masterplan' document and was subject to consultation in February to March 2014 and October to November 2014.

Habitats Regulations Assessment

- 2.4 The requirement for Habitat Regulations Assessment (HRA) is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British Law by Regulation 48 of the Conservation (Natural Habitats) Regulations 1994 (as amended in 2007). The aim of an HRA is to “maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest” (Habitat Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.
- 2.5 The Habitats Directive applies a precautionary principle to protected areas and the SPD can only be approved if it has been demonstrated that there will no adverse effect on the integrity of habitat sites.

3. How Environmental Considerations have been integrated into the Local Plan

3.1 The Yew Tree Farm Masterplan SPD was prepared by WLBC Planning Officers, alongside the SA and the HRA were carried out by the appointed consultants URS. The SA was reviewed by independently appointed consultants URS. This means that although reports were produced in parallel, as a mutually informative and iterative process, the sustainability and habitats assessments maintained a degree of independence from the formation of the SPD. This integrated process allowed the recommendations from the SA and HRA process to feed into and inform the SPD from the initial to final stages of its production. It also serves to provide an audit trail of the appraisal process.

3.2 The SA and HRA have been used to:

- develop and refine the Yew Tree Farm Masterplan
- assess the positive and negative effects of the options
- identify and revise some of the options and consider mitigation measures that address the effects and achieve more sustainable outcomes
- select the most sustainable option

3.3 The SA and HRA began at the start of the Yew Tree Farm Masterplan process this involved using the Scoping Report from the adopted Local Plan, in which the site was allocated under SP3 Yew Tree Farm, this was subject to consultation with the statutory bodies English Heritage, Environment Agency and Natural England for a 5 week period. The Scoping Report was then reviewed and refined in 2010 by URS.

3.4 To assess the impact of the Yew Tree Farm Masterplan to sustainability in the Borough, a series of 18 sustainability objectives for the Yew Tree Farm site were developed

SA Objective
To reduce the disparities in economic performance within the Borough
To secure economic inclusion
To develop and maintain a healthy labour market
To encourage sustainable economic growth and performance
To deliver urban renaissance
To develop and market the borough's image
To improve access to basic goods and services
To improve access to good quality, affordable and resource efficient housing
To reduce the need to travel, improve the choice and use of sustainable transport modes

To improve physical and mental health and reduce health inequalities
To protect place, landscapes and buildings of historical, cultural and archaeological value
To protect and enhance biodiversity
To protect and improve the quality of both inland and coastal waters and protect against flood risk
To protect and improve noise and air quality

3.5 These objectives provided the framework for assessing the sustainability of the Yew Tree Farm Masterplan, as each of the options through to the final masterplan were assessed against objectives in terms of their potential significant effects.

3.6 The involvement of statutory consultees, with the addition of public consultation, continued throughout the preparation of the Masterplan. At each consultation stage, views were also invited on the SA and HRA, along with all other supporting documentation. Copies of the SA and HRA, along with all other supporting documentation are available at www.westlancs.gov.uk/YTF

4. How opinions expressed through Public consultation have been taken into account

4.1 A key component of the process is consultation with stakeholders, and consultation has been in accordance with:

- Article 6 of the European Directive 2001/42/EC
- Environmental Assessments of Plans and Programmes 2004
- West Lancashire Borough Council’s Statement of Community Involvement

4.2 There have been 2 consultation exercises, each running for a minimum of 6 weeks – exceeding the statutory requirement for SEA/SA consultations. At each stage, the three key bodies (English Heritage, Environment Agency and Natural England) have been consulted and comments have helped to shape the development of the Masterplan.

4.3 At each preparation stage of the SPD, all consultees (statutory, general and public) have been informed of the publication of new documents, including SA and HRAs. The documents have been made available on the Council’s website, at Council offices and local libraries. The table below provides a summary of the sustainability consultations undertaken at each stage of the SA and Masterplan process.

References to “Regulations” above are to the town and country Planning (Local Planning) (England) Regulations 2012.

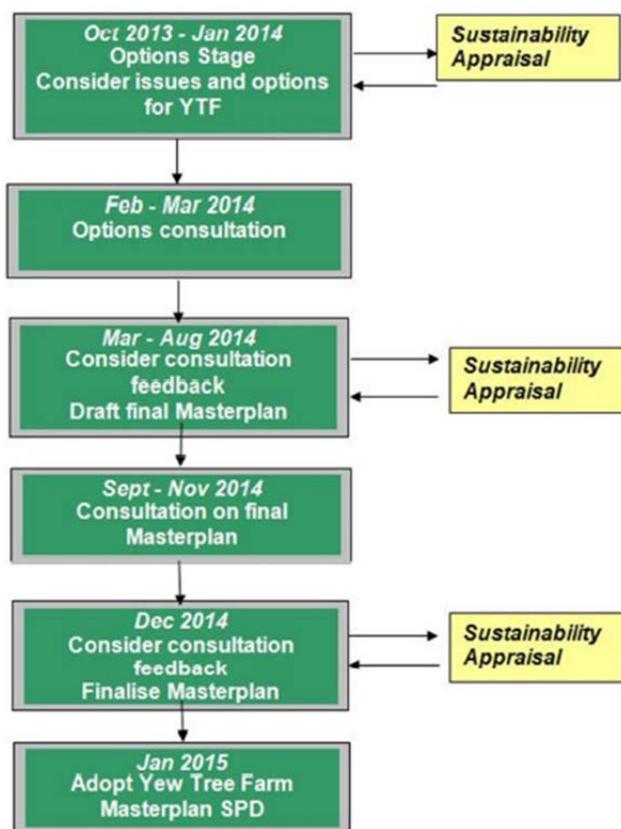


Figure 1 – Process and timetable for development of Yew Tree Farm Masterplan

4.4 Under the SEA Directive, the findings of the SA and the responses received to the consultation on the Masterplan must be taken into account by decision-makers. Representations made during consultation on the SA and HRA were recorded, analysed and, where appropriate, used to help inform and refine the Yew Tree Farm Masterplan. All of the representations received, and their responses, were made publically available. Feedback reports were also published to summarise comments which were received, and the Council's response to them.

5. Context

Planning Policy Context

- 5.1 The Localism Act 2011 reformed the planning system with the introduction of the National Planning Policy Framework (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.
- 5.2 West Lancashire Borough Council adopted their Local Plan on 16th October 2013, this included a site allocation for at least 500 dwellings and 10ha of employment land at Yew Tree Farm through policy SP1 and SP3 which are planned to be delivered within the plan period (2027), with a further 500 dwellings and 10ha of land safeguarded for beyond 2027.
- 5.3 The Sustainability Appraisal that was undertaken for the Local Plan summarised the impacts for Policy SP3 as follows:
- 5.4 "Policy SP3 (Yew Tree Farm, Burscough – A Strategic Development Site) sets out the need to ensure that any development on the Yew Tree Farm site considers its impact on nearby heritage assets and implements appropriate measures to mitigate any negative impacts. This will contribute towards ensuring that heritage assets in the area are protected.
- 5.5 The policy proposes significant growth towards the south of the town. The policy highlights how a new primary school, local convenience shops and a new youth and community centre could be developed as part of the strategic development site. The inclusion of these services will reduce the need for people moving to the area to travel in order to access key services. This will have a less significant impact on reducing CO2 emissions from new development within Burscough.
- 5.6 A linear park / cycle route across the site to link in with a wider Ormskirk to Burscough linear park / cycle route will be delivered as part of new development on the site. This will encourage walking and cycling between Ormskirk and Burscough and will contribute towards a positive impact on the air quality and transportation topic area.
- 5.7 Support for the construction of local convenience shops and a new youth and community centre, will help to promote social inclusion.
- 5.8 The policy supports improvements to education provision in Burscough through the creation of a new primary school, which will benefit children through offering a better quality learning environment, although it is recognised that a new primary school will only be required because of the increased demand that development of the strategic site would generate.
- 5.9 Policy SP3 will deliver an extended employment area (10ha during the Plan period and 10ha post current Local Plan period) which would provide opportunities for new businesses and existing businesses from neighbouring areas to relocate. Improving the rail service facilities between Ormskirk and Burscough will facilitate access to wider employment opportunities for the people of West Lancashire. The development of the Yew Tree Farm site fills the spatial gap between the town and the existing employment area.

- 5.10 The policy involves the release of 74ha of Green Belt land for residential and employment development, although 30ha of this would be safeguarded from development until at least 2027. Policy EC1 indicates that a further 10ha of land will be extended into the Green Belt at the Burscough industrial estates. Importantly the West Lancashire Green Belt Study (May 2011) found that Yew Tree Farm, which is the subject of Policy SP3 does not hold any high biodiversity or landscape value, therefore adverse impacts on biodiversity and landscape are unlikely at this site.”
- 5.11 Local Plan Policy SP3 identifies land to the west of Burscough, known as Yew Tree Farm, to meet some of the Borough’s housing and employment needs over the period to 2027. The policy also requires a masterplan to be produced to help shape the delivery of this site and to ensure the development is sustainable and well thought out. This document is the third and final stage in the development of this masterplan and is known as the “Final Masterplan” stage. The previous stages, the “Draft Masterplan” and “the Options”, were published for consultation in order to seek the views of the community, stakeholders and other interested parties. The Council welcomed comments on all aspects of the document and in particular the options proposed, the main issues identified and the responses to these issues.
- 5.12 Following consultation, all views were considered which has led to the formulation of the “Final Masterplan” this will not be subject to a further round of consultation as the principles and contents of the Masterplan have not changed only minor changes. It is anticipated that this final version of the Masterplan will be adopted in early 2015. Figure 1 sets out the process and timescales for the development of the Yew Tree Farm Masterplan. The final document will be a Supplementary Planning Document (SPD) which means that it will form part of the planning decision making framework when applications for development are submitted to the Council in respect of this site.
- 5.13 This Sustainability Appraisal Statement covers the Yew Tree Farm Masterplan SPD.
- 5.14 Supplementary planning documents provide supplementary detail and guidance in respect of policies in Development Plan Documents. Masterplans and site development briefs identify the themes and issues relating to the site.

Sustainability Context

- 5.15 The Sustainability Appraisal process is governed by European and National legislation, which is supported by national policy. Sustainability appraisal of planning documents is required by Section (19)5 of the Planning and Compulsory Purchase Act 2004. The sustainability appraisal process incorporates the requirements of the EU SEA Environmental Assessment (SEA) Directive 2001/42/EC, but also assesses wider economic and social effects of plans. Sustainability appraisal performs a key role in establishing a sound evidence base for all local planning documents, including the Yew Tree Farm Draft Masterplan SPD. It forms an integrated part of the planning process, providing regular checks of social, economic and environmental impacts of a plan, leading to informed choices between alternatives.

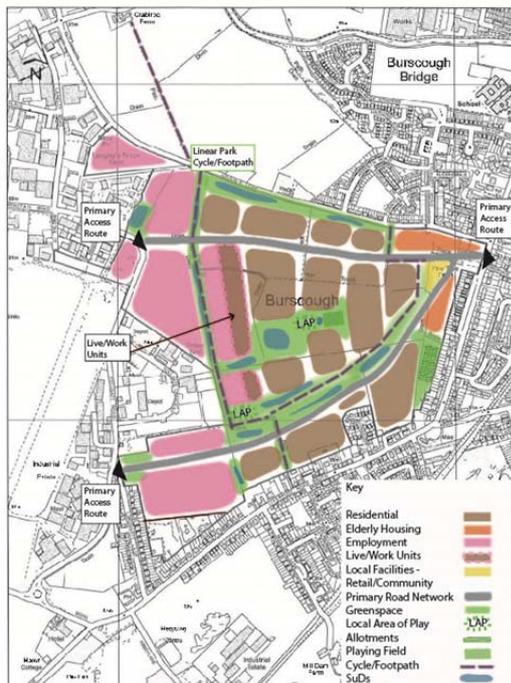
6. What difference have the appraisal and consultation processes made?

- 6.1 At the very start of the Masterplan process, the Local Plan scoping report was drawn upon to propose and agree the appraisal methodology and collate the information needed to carry out the Sustainability Appraisal of the Yew Tree Farm Masterplan site. The appraisal needed to be set within the context of existing plans and policies and an understanding of the current baseline situation was essential to predict effects and identify key sustainability issues and problems.
- 6.2 Consultation sought to ensure the proposed methodology suitably identified all relevant plans, policies and objectives; contained relevant baseline information; identified sustainability issues and proposed an appropriate assessment framework and objectives. This first stage of consultation included the statutory consultation bodies and other groups, including neighbouring local authorities and regional government offices.

Options

- 6.3 As part of the iterative Masterplan and SA process, 4 Options were presented for future development of the Yew Tree Farm site. These options were

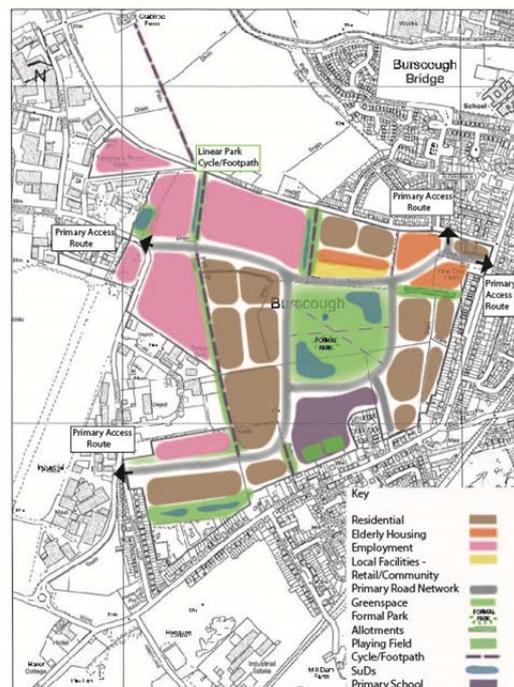
1. Radial option
2. Central Option
3. Linear Option
4. Cluster Option



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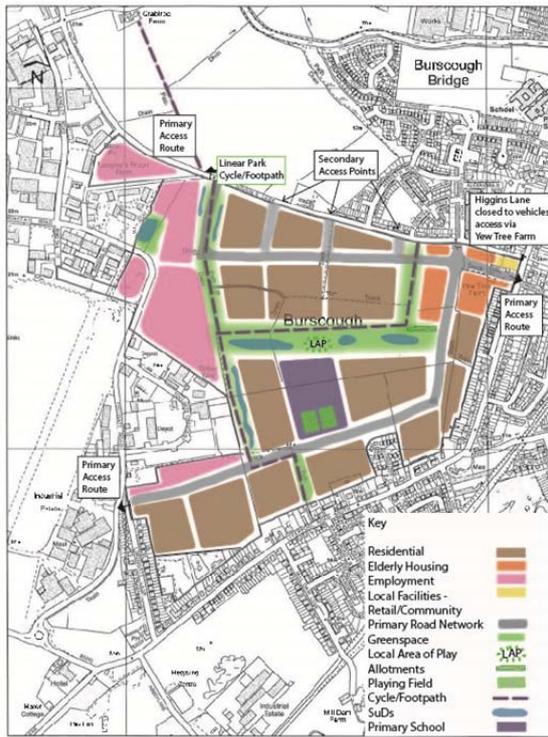
Radial Option



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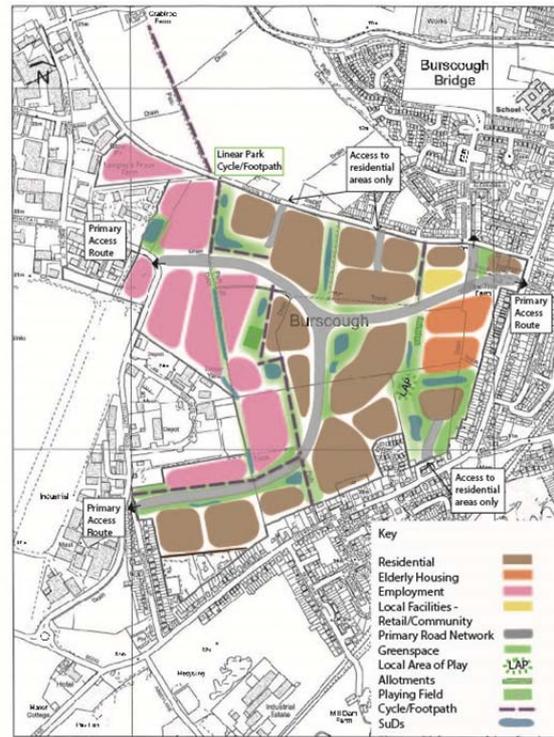
Central Option



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Linear Option



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Cluster Option

6.4 To accompany the Options paper, an Interim Sustainability Appraisal was prepared, alongside a Habitats Regulation Assessment. The Interim SA was prepared using the methodology set out in the Local Plan Scoping Report. Each of the 4 options were appraised in terms of their sustainability by assessing them against the Sustainability Framework objectives and against the other Options. This enabled decision makers to understand the impacts that each Option could have on environmental, social and economic sustainability if their general approaches were followed. The Sustainability Appraisal exercise was led by Planning Policy officers and an review was undertaken by a independent consultants URS.

The HRA was produced by URS.

The SA and HRA were published alongside the Options Paper.

Changes made as a result of the report

6.5 The options with the most positive and least negative sustainability impacts were recommended to the plan-makers and the strongest elements of each option prepared draft masterplan for the next stage of the development of the Yew Tree Farm Masterplan SPD.

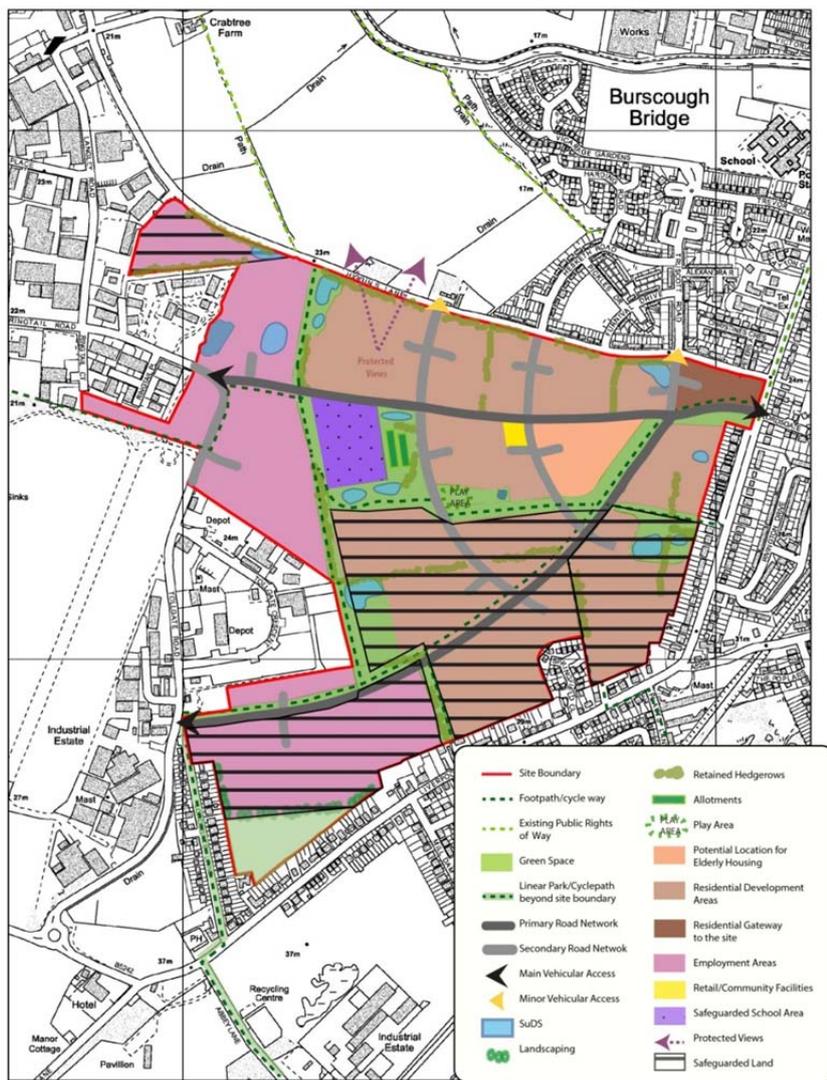
- HRA identified sites of habitat that need to be considered in relation to negative effects of any development. These were considered as the Masterplan process continued.

Changes made as a result of consultation

- Consultees recognised the importance of sustainability and comments supported the construction of the Draft Masterplan.

Draft Masterplan

6.6 Taking into consideration the comments from statutory bodies and the public on the Options, the Draft Masterplan was prepared and consulted upon. The reasons as to why the various components of the Draft Masterplan were included are summarised below, together with the reasons why the chosen layout was preferred over those consulted on previously:



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Draft Masterplan

Highways

- 6.7 The four options consulted on in February/March looked at the primary access to Yew Tree Farm located on the A59. This is the most logical access in order to permeate the site and to open it up for development. The location chosen in the preferred option is to the north eastern corner, where the vacant buildings are currently located. This location for the access point allows for traffic from Yew Tree Farm to quickly join the main highway network (A59). This also provides a focal access point to the new development on the main route assisting with the integration in to Burscough and the creation of a 'gateway' to the site.
- 6.8 The options considered various access points into the site, including one onto the A59 between Pippin Street and Square Lane. However, following consultation with Lancashire County Council (LCC), the local Highways Authority, it was concluded that access should be limited onto the stretch of the A59 between Pippin Street and Square Lane in order to limit the impact on this already congested stretch of trunk road. As such, just one access onto the A59, in the north-eastern corner of the site was selected. This junction should be signalised to assist with traffic flows and the cumulative impact the development may have on the A59 through Burscough.

Drainage

- 6.9 As the drainage network in Burscough and the Waste Water Treatment Works at New Lane suffer capacity issues, all options considered at the 'Options' consultation stage contained measures to manage drainage from the site. Additional waste water flows to the treatment works would need to be managed in the short term to allow United Utilities the opportunity to invest and upgrade the treatment plant. This could be achieved through the off-setting of new foul flows by removing some of the existing surface water from the system, which currently causes issues during heavy rainfall. In addition, the site is also required to manage and deal with its own surface water through an onsite Sustainable Drainage System (SuDS). The requirement has been included in the Draft Masterplan.

Energy

- 6.10 All of the options previously consulted upon encouraged the delivery of a decentralised energy network on site to assist with carbon reduction and future energy security benefits. This requirement is maintained within the Draft Masterplan and echoes Policy SP3 of the West Lancashire Local Plan.

Open Space

- 6.11 From the 'Options' consultation the responses indicated that green space was an important element of the development of Yew Tree Farm and this has been brought forward in the development of the Draft Masterplan. The Linear Park is a major contributor to green space, however this extends further on the Yew Tree Farm site to create not just the required Linear Park but a green gateway from the A59 (the entrance of the site) through to the linear park.

Ecology

- 6.12 Yew Tree Farm has the potential for dynamic ecology and ecological issues given its close proximity to Martin Mere. However, the Masterplan is unable to identify exact and current ecological matters and

give specific mitigation measures, due to the timeframe for the delivery of the site. A Habitats Regulation Assessment was undertaken for the 'Options' stage and a further HRA will be undertaken to assess the 'Draft Masterplan'.

Education

6.13 Of the four options previously consulted upon, only two included land allocated for a primary school, the linear and central option. The Local Education Authority – Lancashire County Council have provided high level analysis of the impacts of development at Yew Tree Farm on both primary and secondary provision. The analysis is clear that the assessment is a snapshot in time and may change as time progresses, given the fairly lengthy time span of the delivery of the site. Therefore, whilst the comments and assumptions have been made at this stage to give an indication, this may change in the future. Therefore, in order to have minimum impact upon education provision, land would be safeguarded for a school for it to be delivered post 2027, if there was a need to do so. If there wasn't a required need, the land could be used for residential development. The location of the school has been set within the site to avoid traffic congestion along the A59 and creating a 400m walking radius from the existing Lordsgate School.

Health

6.14 The 'Options' document considered two possible solutions to meet the requirement of an additional GP to serve the settlement area and meet the growth of the population. Option 1 included the expansion of an existing practice/health centre within Burscough, whereas option 2 looked at creating a new branch surgery on the site. The Draft Masterplan includes the proposal to expand the existing practice/health centre or relocate within a new central hub building in the event one becomes available near the existing Burscough centre.

Other Infrastructure

6.15 During the 'Options' consultation a number of questions were asked about the provision of community facilities. The question was asked regarding library provision and where it should be located, should it be within the Yew Tree Farm site or within Burscough. The response from the public was that library provision should be retained and enhanced in the existing centre. This was taken forward through to the Draft Masterplan.

6.16 Following the 'Options' consultation there was a mixed response to the provision of a new Youth Centre on the Yew Tree Farm site, there is an existing facility located near Tesco's in Burscough centre known as The Grove. As there is no requirement at present to provide such a facility the Draft Masterplan proposes to allocate a small section of land for community uses which will also cover retail provision in the event such facilities would be required.

6.17 The 'options' consultation suggested locating a small element of retail in the top north east corner to allow such a use a main road frontage. However, following consultation the feedback indicated that it may be preferable to locate the small retail element in the centre of the site to ensure the location is accessible on foot and when cycling via the linear park and is located within a suitable walking distance of the employment area.

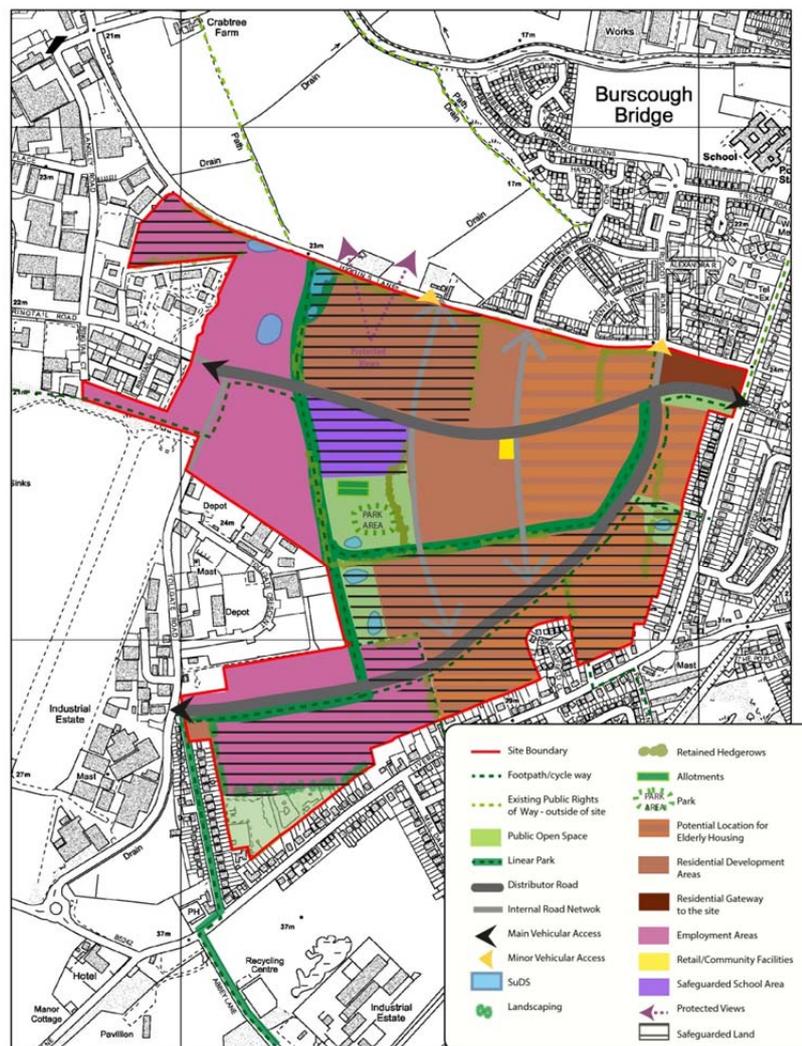
6.18 The 'Options' consultation provided 4 different layout examples, these ranged from a radial option drawing higher density development to the town centre, a central focus creating a new sense of place around a green space; to a linear grid like design and a clusters layout focused around small pockets of development. The general feedback was to draw on the best elements of each design. This included locating higher density development towards Burscough centre, whilst creating green space as a focal point in the site. The preference was for employment to be located towards the west of the site adjacent to the existing employment area and residential development to be located towards the east with a green buffer in-between.

Changes made to the Sustainability Appraisal

6.19 LCC requested that the Lancashire and Blackpool Flood Risk Management strategy be included in the review of sub regional plans and programmes. This request has been incorporated into the document.

Changes made to the document

6.20 In reflection of the comments received during the Draft Masterplan consultation the Final Masterplan has been produced to take into consideration the comments received in the Draft Masterplan consultation. The revised illustrative layout is presented below:



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Changes made as a result of the URS Review

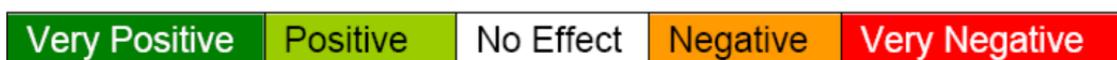
6.21 In order to demonstrate that the Council have met the requirements of the SEA Directive, URS were appointed to review the Draft Masterplan. An initial draft of the SA was sent to URS, who subsequently compiled a Review of the SA. This information then guided any changes to the document to produce the published version of the 'Draft Yew Tree Farm Masterplan SA' July 2014. In the table below is a summary of URS's comments and how the Council addressed these in the 'Draft Yew Tree Farm Masterplan' SA:

What the URS SA Review asked for...	What we did...
Include the objectives from the Masterplan which are in the summary	Included the objectives in the chapter on SPD context.
The SA report does not set out the sustainability 'context'. Reference is made to Appendix 1 of the Options SA Report. However to avoid a paper trail, it would be helpful if this report provided at least a summary of the sustainability context.	This was included in the 'Draft Masterplan Sustainability Appraisal' as appendix 2: Review of Relevant Plans and Programmes. This includes international, national, sub regional and local plans and programmes.
The SA failed to set out the baseline, only a reference was made to the Options SA Report. Some data included within the first initial 'Options Draft need making more locally/site specific and updating where updates were available.	The baseline information was update where relevant data was available and all baseline data was included within appendix 3 of the 'Draft Masterplan Sustainability Appraisal'.
A 'No Option' column was added into the sustainability index, URS asked that it was explained in the supporting text why this was included.	An explanation for the insertion of A 'No Option' column was included to test the effects if no Masterplan was produced. The purpose of including this was to highlight the implications and the impact on the environment in the event the Masterplan does not come forward; this is implemented to show how the SEA Directive is being complied with.
URS highlighted that in the first draft of the 'Draft Masterplan Sustainability Appraisal' the document did not identify the key issues that should be the focus of the SA. It only noted that the key issues were identified in Appendix 3 of the Options SA report.	In order to address the comments from URS the Key Issues were included in the 'Draft Masterplan SA Report as appendix 4 of the document allowing for an understanding of the findings to be achievable.

7. Methodology

The Final Yew Tree Farm Masterplan SA

- 7.1 The Final Yew Tree Farm Masterplan followed the methodology established early on in the development of the Masterplan.
- 7.2 The Local Plan SA Scoping report and the evidence gathering stage have assisted in the identification of the key issues for this SPD.
- 7.3 On the basis of the findings of the Draft Yew Tree Farm Masterplan SPD SA Report (2014) and in response to comments received on the Draft Yew Tree Farm Masterplan SPD consultation document, the Final Yew Tree Farm Masterplan (2014) has been prepared. This is intended to be adopted in January 2015. The Final Masterplan will be accompanied by this SA/SEA Statement, which uses the same SA framework as the Yew Tree Farm Masterplan SPD Options (February 2014) and Draft Yew Tree Farm SA Report (July 2014) whilst incorporating any recommendations made by URS consultants through the SA Review (Interim SA Report).
- 7.4 There are a number of ways in which the key issues could be addressed for the SPD, and so it would not be appropriate for us to simply choose an approach that we assumed would work best. Instead, in line with the requirements of national and EU SEA guidance, the reasonable alternatives have been assessed and compared to justify which approaches are likely to be most sustainable and deliver the best outcome in sustainability terms.
- 7.5 The formulation and testing of the reasonable alternatives is a key requirement of the SEA (Strategic Environmental Assessment) process, allowing for the consideration of options and various stakeholder groups and debate about the issues, ideas and ways of going forward.
- 7.6 This appraisal helps to assess the effects that each reasonable alternative would be likely to have on the baseline/future baseline for each of the sustainability objectives. The findings of the appraisal of all options have helped to formulate the preferred option as set out within the Draft Masterplan and subsequently this Final Masterplan.
- 7.7 The sustainability of each presented option was appraised against the social, economic and environmental objectives by members of the Councils Strategic Planning and Implementation team. This also included the testing of the effects if no Masterplan was to be produced. The purpose of including “No Option” was to highlight the implications and the impact on the environment in the event to Masterplan SPD does not come forward.
- 7.8 The overall purpose of assessing each option was to highlight the positive and negative effects on the environment and sustainability of each of the given options by assigning a score. Remedial scores that could be achieved through mitigation were also assigned. Scores were recorded using the following colours:



- 7.9 The sustainability appraisal framework tests the economic, environmental and social 'performance' of each option and the significance of the effects. In this case what constitutes a significant effect is signified by the impact on the wider community, the land and strategic infrastructure. The effects of the proposal on the existing social, economic and environmental characteristics is guided by Schedule 1 of the SEA Directive and this can differ on each Sustainability Appraisal. However, this particularly focuses on the design concepts for Yew Tree Farm and its deliverability in the future. All of the categories are significant but colour has been used to demonstrate levels of significance. For example the darker green would have a very positive significant effect on the base line and orange would have a negative effect on the base line.
- 7.10 The independent URS review of the Options Sustainability Appraisal required a number of actions to be taken, including a section to be inserted on the objectives and scope of the Masterplan, reasons for selecting alternative options and monitoring. All of these sections have now been incorporated into this stage of the Sustainability Appraisal.

8. Sustainability Matrix – Summary of impacts

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
To reduce the disparities in economic performance within the Borough	Will the Masterplan provide job opportunities?	The draft Masterplan will deliver 10ha of sustainable employment land for the plan period and safeguard a further 10 ha for development post 2027. This will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.	The Final Masterplan will deliver 10ha of sustainable employment land for the plan period and safeguard a further 10ha for development post 2027. This will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.	No option will still allow the delivery of 10ha of employment land over the plan period and 10 ha post 2027. However the sites will be delivered on an adhoc basis and may not be located in the most sustainable areas of the site . The delivery of 10ha of employment land over the plan period will have a positive impact on creating more jobs assisting in lowering the 4.4% of people claiming JSA.
	Will the Masterplan meet local needs for employment?	The Draft Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	The Final Masterplan option seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	If no Masterplan was produced the employment land would still be delivered. However the location of this on the Yew Tree Farm site would not be located in the most accessible location.
	Will the Masterplan improve the quality of employment	The Draft Masterplan will provide modern accessible and sustainable employment opportunities for Burscough; these will have a significant	The Final Masterplan will provide modern accessible and sustainable employment opportunities for Burscough; these will have a significant	If no Masterplan was produced there would still be a positive impact on employment opportunities. However this would be lower than if a

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	opportunities within the Borough?	impact on the 4.4% of JSA in Burscough.	impact on the 4.4% of JSA in Burscough.	Masterplan was in place as it could possible not be in the most sustainable and accessible location if delivered on an adhoc basis therefore the impact on the 4.4% of JSA claimants may not be as significant.
To secure economic inclusion	Will the Masterplan meet the employment needs of all local people?	The Draft Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	The Final Masterplan seeks to deliver employment opportunities which will meet some of the needs of the local people, assisting in lowering the 4.4% of people claiming job seekers allowance in the Burscough area.	If no Masterplan was produced there would still be the employment land delivered. However the location of this on the Yew Tree Farm site would not be located in the most accessible location.
	Will the Masterplan encourage business start-up?	The Draft Masterplan will designate 10ha of employment land for the plan period and a further 10ha post 2027 in the next plan period; this will have a positive effect on business start-ups and increase all occupation workers.	The Final Masterplan will designate 10ha of employment land for the plan period and a further 10ha post 2027 in the next plan period; this will have a positive effect on business start-ups and increase all occupation workers.	If no Masterplan is in place the land can still come forward for employment, however there is no control of where this would be located, therefore there would be a neutral impact on the business start up's.
To develop and maintain a healthy labour market	Will the Masterplan provide higher skilled jobs?	The Draft Masterplan will provide 10ha of employment land in an attractive sustainable and accessible location that will contribute to increasing the 37% of Burscough's higher occupation workers in line with the 38.6% of	The Final Masterplan will provide 10ha of employment land in an attractive and accessible location that will contribute to increasing the 37% of Burscough's higher occupation workers in line with the 38.6% of the Borough.	Adhoc planning applications will have no distinct influence on any specific skilled workers; therefore there would be a neutral impact on providing higher skilled jobs.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
		the Borough.		
	Will the Masterplan provide a broad range of jobs and employment opportunities?	The Draft Masterplan will provide 10ha of sustainable and accessible employment land for the plan period and 10ha for the next plan period that will increase the economic activity of Burscough and the Borough as a whole alongside the % of JSA claimants.	The Final Masterplan will provide 10ha of sustainable and accessible employment land for the plan period and 10ha for the next plan period that will increase the economic activity of Burscough and the borough as a whole alongside the % of JSA claimants.	The site even without the Masterplan will still be able to deliver 10 ha of employment land over the plan period and 10ha safeguarded post 2027, however delivery on an adhoc basis would have a neutral effect on a broad range of jobs and opportunities as the required infrastructure would not be guaranteed to be in place.
To encourage sustainable economic growth and performance	Will the plan attract new businesses to Burscough?	The Masterplan will offer employment land that will be set in attractive accessible and sustainable locations. These will be located in close proximity to the existing industrial estate in Burscough creating a hub of employment activity with access to the A59. This offer will attract new businesses to the area and create additional jobs.	The Final Masterplan offers employment land that will set in an attractive, accessible and sustainable location. These will be located in close proximity to the existing industrial estate in Burscough creating a hub of employment activity with access to the A59. This offer will attract new businesses to the area and create additional jobs.	No Masterplan would not encourage businesses to Burscough in particular if the site lacks a vision and an attractive environment, this would have a negative impact.
	Will the Masterplan address the issues of meeting primary educational needs in the	The Masterplan safeguards land for a primary school if required in the next plan period. Over the plan period developers will contribute to meeting local education needs through S106 contributions.	The Draft Masterplan safeguards land for a primary school if required in the next plan period. Over the plan period developers will contribute to meeting the local education needs through S106 contributions.	With no Masterplan in place, there would be a significant negative impact on meeting the issue of primary educational needs. Adhoc planning applications would not allow for any forward planning at

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	area?			educational establishments and the delivery of sufficient means to deal with an increase in the younger people's population.
	Will the Masterplan improve the range of sustainable employment sites?	The Draft Masterplan option positively improves the range of sustainable employment sites in Burscough, offering an accessible 10 ha of employment land.	The Final Masterplan positively improves the range of sustainable employment sites in Burscough, offering an accessible 10ha of employment land.	If there was no Masterplan in place, the employment uses could still be delivered on Yew Tree Farm. However they may not be delivered in the most sustainable and accessible locations, no Masterplan would not deliver the linear park and this would hinder walking and cycling routes to the site.
To deliver urban renaissance	Will the Masterplan improve the quality of open space?	The Masterplan will actively deliver the linear park on the site and through developer contributions will contribute to delivering the linear park connecting Burscough to Ormskirk. The site will also be required to deliver open space in line with the most up to date Open Space SPD.	The Masterplan will actively deliver the linear park on the site and through developer contributions will contribute to delivering the linear park connecting Burscough to Ormskirk. The site will also be required to deliver open space in line with the most up to date Open Space SPD.	If no Masterplan is produced the site would come forward on an adhoc basic and with this approach the delivery of the linear park would not be achievable through the site, developer contributions could however, still be collected to assist in the delivery of the elements of the park outside of the site and general open space would be delivered in accordance with the Open Space SPD.
	Will the Masterplan	The Masterplan will deliver 500 dwellings over the plan period to	The Final Masterplan will deliver 500 dwellings over the plan	The absence of a Masterplan would not allow for supportive

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	<p>deliver Sustainable Communities?</p>	<p>the existing 3383 (2001 census), the Masterplan will create a sustainable community by adding to the identity and character of the area ensuring sufficient infrastructure is in place to deal with the increase in population, including roads, drainage, education facilities, green space etc. whilst not detracting from Burscough Town Centre. The location of the community facilities in the centre of the site do not detract from the existing town centre.</p>	<p>period to the existing 3383 (2001 census), the Masterplan will create a sustainable community by adding to the identity and character of the area ensuring sufficient infrastructure is in place to deal with the increase in population, including roads, drainage, education facilities, green space etc. whilst not detracting from Burscough Town Centre. The location of the community facilities in the centre of the site do not detract from the existing town centre.</p>	<p>infrastructure to be provided if adhoc planning applications were approved, this would impact on the wider area of Burscough and failure to create a sustainable community.</p>
	<p>Will the Masterplan retain or promote access to and provision of services?</p>	<p>The Draft Masterplan promotes connections to existing services offered in Burscough Town Centre, yet providing an element of small scale community/retail facilities on the site this however is limited in order not to detract from the Town Centre. There are a number of links via the linear park, existing and proposed footpaths and new road network to access the town centre.</p>	<p>The Final Masterplan promotes connections to existing services offered in Burscough Town Centre, yet providing an element of small scale community/retail facilities on the site this however is limited in order not to detract from the Town Centre. There are a number of links via the linear park, existing and proposed footpaths and new road network to access the town centre</p>	<p>The absence of a Masterplan would not allow for supportive infrastructure to be provided if adhoc planning applications were approved, this would impact on the wider area of Burscough and failure to create a manageable provision of services.</p>
<p>To develop and market the Borough's image</p>	<p>Will the Masterplan support the</p>	<p>The Draft Masterplan will create a well-designed, distinctive and attractive place in its own right,</p>	<p>The Final Masterplan creates a well-designed, distinctive and attractive place in its own right,</p>	<p>The likelihood of no Masterplan would allow for planning applications to be brought</p>

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	preservation/ enhancement of high quality built and natural environment within the Burscough?	and one that also integrates and benefits Burscough. The new buildings will be required to be built to the high design quality whilst community focused place making principles will allow for adaptation in later life. The layout of the site is not car dominated and 'greenery' is largely promoted in the site building upon its previous green uses. Code for Sustainable Homes and BREEAM along with the use of locally produced materials is encouraged. The delivery of the Linear park will assist in improving the natural environment.	and one that also integrates and benefits Burscough. The new buildings will be required to be built to the high design quality whilst community focused place making principles will allow for adaptation in later life. The layout of the site is not car dominated and 'greenery' is largely promoted in the site building upon its previous green uses. Code for Sustainable Homes and BREEAM along with the use of locally produced materials is encouraged. The delivery of the Linear park will assist in improving the natural environment.	forward anywhere on the site, therefore, not able to strategically locate green infrastructure and services.
To develop and market the Borough's image	Will the Masterplan promote the Borough as a destination for residents and investors?	The Draft Masterplan for the Masterplan will offer high quality, sustainable and accessible residential and employment land for Burscough providing opportunities for residents and investors.	The Final Masterplan for the Masterplan will offer high quality, sustainable and accessible residential and employment land for Burscough providing opportunities for residents and investors.	Having no Masterplan would not promote Burscough as a destination for residents and investors. It would not be possible to create a vision and objectives for the development of Yew Tree Farm without a Masterplan. The Masterplan sets out principles for development where adhoc planning applications would not achieve a sustainable and accessible community.
To improve	Will the	The Draft Masterplan creates a	The Final Masterplan creates a	Having no Masterplan in place

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
access to basic goods and services	Masterplan improve the access, range and quality of cultural, recreational and leisure facilities including natural green spaces?	path of green towards the linear park as you enter the site from the main Access on the A59. The linear park then creates a multifunctional greenspace the assists in the delivery of the park which is proposed to connect Burscough to Ormskirk. The Masterplan offers the opportunity to improve access to a range of quality recreational and leisure facilities for the habitants of Yew Tree Farm and wider Burscough.	path of green towards the linear park as you enter the site from the main Access on the A59. The linear park then creates a multifunctional greenspace the assists in the delivery of the park which is proposed to connect Burscough to Ormskirk. The Masterplan offers the opportunity to improve access to a range of quality recreational and leisure facilities for the habitants of Yew Tree Farm and wider Burscough.	would have a negative impact upon the delivery of open space and access. Individual planning application would not be able to plan for and take account of wider infrastructure needs that require part of the site in order to be delivered such as the linear park.
	Will the Masterplan improve the access range and quality of essential services and amenities?	The Draft Masterplan allows for the provision of essential service and amenities to be located within the existing town centre with the higher density development drawn in this direction. Provision will be made through financial contributions for improvements to education and healthcare services are required by the infrastructure providers. However a site has been safeguarded for educational uses post 2027should it be required at that time.	The Final Masterplan allows for the provision of essential service and amenities to be located within the existing town centre with the higher density development drawn in this direction. Provision will be made through financial contributions for improvements to education and healthcare services are required by the infrastructure providers. However a site has been safeguarded for educational uses post 2027should it be required at that time.	Without a Masterplan in place the provision of services and amenities will be delivered on an adhoc basis therefore not providing any opportunities to benefit the wider community and provide services for Burscough.
To improve access to good	Will the Masterplan	The site will deliver a mix of housing to meet the local needs,	The site will deliver a mix of housing to meet the local needs,	The site will deliver a mix of housing to meet the local needs,

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
quality, affordable and resource efficient housing	provide for an appropriate mix of housing to meet all needs including affordable?	whilst delivering 35% affordable housing and a 20% elderly housing provision.	whilst delivering 35% affordable housing and a 20% elderly housing provision.	whilst delivering 35% affordable housing and a 20% elderly housing provision.
	Will the Masterplan support the development and operation of resource efficient housing?	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. The site also offers the opportunity for district heating and CHP, a Masterplan can encourage this through a strategic development approach.	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. The site also offers the opportunity for district heating and CHP, a Masterplan can encourage this through a strategic development approach.	Policy SP3 of the local plan requires that BREEAM and Code for Sustainable Homes level 3 be met, increasing in line with building regulations. Adhoc applications limit energy efficient opportunities such as district heating and ECP.
To reduce the need to travel, improve the choice and use of sustainable transport modes	Will the Masterplan reduce vehicular traffic and congestion?	The highways information suggests that traffic flows will be slightly increased through the development of the Yew Tree Farm site, however mitigation measures will be implemented to minimise this impact which will include junction and signalling improvements. There are a number of walking and cycling routes including the linear park that enhance the permeability of the site.	The highways information suggests that traffic flows will be slightly increased through the development of the Yew Tree Farm site, however mitigation measures will be implemented to minimise this impact which will include junction and signalling improvements. There are a number of walking and cycling routes including the linear park that enhance the permeability of the site.	If planning applications were received on an adhoc basic without the assessment of wider traffic and transport implications there would be a significant impact upon congestion particularly the A59. Multiple access points without an internal road network hierarchy would create pinch points and problem areas. It would also have an impact upon the delivery of walking and cycling routes that cross multiple ownerships.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
	Will the Masterplan increase access to and opportunities for walking, cycling and the use of public transport?	The site will retain all footpath and created additional walking and cycling routes including the linear park in the Draft Masterplan.	The site will retain all footpath and created additional walking and cycling routes including the linear park in the Final Masterplan.	Absence of a Masterplan could create a layout for the site which would not lend itself to public transport for example numerous access points and a network of small integral roads. The delivery of walking and cycling routes would also have a very negative impact as they may not connect to the wider networks and allow maximum permeability of the site.
	Will the Masterplan improve the efficiency of the transport network?	The Draft Masterplan will introduce signalling and junction improvements that will assist in elevating some of the surrounding congestion. This will ultimately allow traffic to flow along the A59 whilst creating and enhancing walking and cycling routes. These measures with the increased volume of traffic will create a neutral impact.	The Final Masterplan will introduce signalling and junction improvements that will assist in elevating some of the surrounding congestion. This will ultimately allow traffic to flow along the A59 whilst creating and enhancing walking and cycling routes. These measures with the increased volume of traffic will create a neutral impact.	No Masterplan would not improve the efficiency of the surrounding transport networks; in relation to car travel there could be additional traffic flows that would not receive mitigation or any relief improvements.
To improve physical and mental health and reduce health inequalities	Will the Masterplan improve physical and mental health?	The Draft Masterplan offers walking and cycling routes together with areas of formal and informal open space. The layout is simple with connecting roads which in theory should assist those who struggle to work their way around estates to recognise	The Final Masterplan offers walking and cycling routes together with areas of formal and informal open space. The layout is simple with connecting roads which in theory should assist those who struggle to work their way around estates to recognise	Without a Masterplan in place the site would still deliver elements of open space in line with the Open Space SPD. However the connections and permeability of the site would not be implemented as no strategic site

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
		nodes and landmarks.	nodes and landmarks.	wide approach would be taken.
	Will the Masterplan promote a better quality of life?	Elderly housing, green open spaces and the linear park will help to create a better quality of life for future residents of Yew Tree Farm and the wider Burscough area through the Draft Masterplan.	Elderly housing, green open spaces and the linear park will help to create a better quality of life for future residents of Yew Tree Farm and the wider Burscough area through the Final Masterplan.	Without a Masterplan in place the site would still deliver elderly housing and an element of open space; however this would not necessarily be located in the most sustainable locations i.e. near to walking and public transport routes.
To protect places, landscapes and buildings of historical, cultural and archaeological value	Will the Masterplan protect and enhance the character and appearance of the Borough's landscape strengthening local distinctiveness and sense of place?	The character of the area in the preferred option draws on the radial pull towards Burscough, with higher density development in the north eastern tip filtering out to lower density development the further the site moves towards the linear park. The Green strip visible entering the site will offer an enhancement of open space and distinctive character of the area, drawing in the previous uses which gave a green visual appearance for surrounding residents. Whilst creating a sense of place in the Yew Tree Farm site the adaptation of the radial option links the new site with the existing town of Burscough.	The character of the area in the preferred option draws on the radial pull towards Burscough, with higher density development in the north eastern tip filtering out to lower density development the further the site moves towards the linear park. The Green strip visible entering the site will offer an enhancement of open space and distinctive character of the area, drawing in the previous uses which gave a green visual appearance for surrounding residents. Whilst creating a sense of place in the Yew Tree Farm site the adaptation of the radial option links the new site with the existing town of Burscough.	In the absence of a Masterplan planning applications will not be brought forward in any order of have any specific design code to follow, adhoc delivery could detract from the distinctiveness of burscough and create a stagnant inclusive development.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
To protect and enhance biodiversity	Will the Masterplan protect and enhance the biodiversity of the area?	The Draft Masterplan provides opportunities for landscape permeability through the linear park and green spaces suitable for species migration. A HRA and appropriate mitigation for all types of biodiversity is required.	The Final Masterplan provides opportunities for landscape permeability through the linear park and green spaces suitable for species migration. A HRA and appropriate mitigation for all types of biodiversity is required.	Adhoc planning applications and the absence of a Masterplan will make it difficult for the protection of species as cumulative impacts may not be address over the whole site. This could potentially have a significant impact on the protection and enhancement of biodiversity.
	Will the Masterplan protect and enhance habitats and species?	Habitats and species will be protected and enhanced in the Draft Masterplan through the creation of the linear park and any mitigation measures that are required following the submission of planning applications. The preferred option also retains most of the original hedgerows where possible.	Habitats and species will be protected and enhanced in the Final Masterplan through the creation of the linear park and any mitigation measures that are required following the submission of planning applications. The preferred option also retains most of the original hedgerows where possible.	If a Masterplan approach was not taken forward there would be significant implications for protecting and enhancing the habitat on Yew Tree Farm, hedge rows would be lost to create multiple accesses and mitigation measures would be lost as the site rolled out.
	Will the Masterplan create opportunities for new habitat creation?	New habitat creation will be encouraged in the Draft Masterplan through the green routes, including the linear park and areas of open space.	New habitat creation will be encouraged in the Final Masterplan through the green routes, including the linear park and areas of open space.	The absence of a Masterplan would not allow for sufficient ecological mitigation measures if each individual application was considered, a cumulative approach needs to be taken.
To protect and improve the quality of both inland and	Will the Masterplan assist is addressing	The Draft Masterplan will ensure that all surface water generated through the development of this site can be managed on site and	The Final Masterplan will ensure that all surface water generated through the development of this site can be managed on site and	Having no Masterplan would result in a very negative effect on surface water in the site. Although policy SP3 requires SuDs to be

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
coastal waters and protect against flood risk	issues of surface water flooding?	discharged to the local watercourse attenuated at a greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak rainfall.	discharged to the local watercourse attenuated at a greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak rainfall.	delivered on site this would need to be delivered at a site wide level in order to gain optimum results, adhoc planning applications would not achieve this.
To protect and improve noise and air quality	Will the Masterplan reduce noise and air pollution?	The Draft Masterplan allows for a buffer of green space, the linear park to separate the employment allocation from residential uses, this will assist in reducing the noise from residential proposals. The multifunctional green space which will be referred to as the linear park can also provide mitigation for the impact of the development on local air quality. There may be a slight increase in noise and air quality from the	The Final Masterplan allows for a buffer of green space, the linear park to separate the employment allocation from residential uses, this will assist in reducing the noise from residential proposals. The multifunctional green space which will be referred to as the linear park can also provide mitigation for the impact of the development on local air quality. There may be a slight increase in noise and air quality from the	If no Masterplan was in place for this site there would be no measures in place to allocate which portions of the site were for housing or employment use, an over engineered road network could also be implemented which would increase both air and noise pollution.

YTF Objectives	SA Questions	Draft Masterplan Preferred Option	Final Masterplan	No Masterplan
		present levels due the site previously being allocated greenbelt, however the levels will not be significant enough to affect the amenity of existing residents.	present levels due the site previously being allocated greenbelt, however the levels will not be significant enough to affect the amenity of existing residents.	

9. Conclusions

9.1 In conclusion, it is considered that the Yew Tree Farm Masterplan achieves a sustainable balance between making provision for the layout of development to meet local needs and the requirements of the site as set out in Policy SP3. This is when factoring in infrastructure requirements and the physical and environmental constraints of the area and building in flexibility to respond to changing circumstances across the lifetime of the Masterplan and beyond.

9.2 The total of the number of significant effects for each alternative of the Yew Tree Farm Masterplan can be found in the table below:

Option	Very Positive	Positive	Neutral	Negative	Very Negative
Draft Masterplan	8	18	2	2	0
No Masterplan	2	3	4	9	13
Final Masterplan	8	18	2	2	0

9.3 The scoring in the Final Masterplan, is the same as that of the Draft Masterplan as only minor changes have been implemented in the Final Masterplan, such as which areas are to be safeguarded for development in the next plan period and the relocation of open space to allow it to function better.

9.4 The only negative significant effects of the 'Final Masterplan' would be regarding traffic congestion and air pollution. These factors could be monitored and mitigation could be implemented in order to address the negative issues through the Annual Monitoring Report (AMR).

Highways

9.5 The implementation of the Masterplan will inevitably increase traffic flows through the increased development and initial investigations undertaken by LCC, the Highways Authority, suggests that areas along the A59 may become more congested as a consequence of the new trip generations from the Yew Tree Farm site. Notwithstanding this point, LCC confirm that if adequate junction and signalling improvements are installed there would be an easing of the impact upon the particular junctions and the overall flow of traffic should be assisted.

9.6 The Final Masterplan draws on one main access off the A59 with two roads (network feeder roads) to take traffic across the site. The layout of the site offers maximum walking and cycling permeability opportunities to the surrounding area and contributes to wider connections. The linear park, connecting Burscough to Ormskirk will be delivered through the site.

Economic Growth, Social Inclusiveness and Key Infrastructure

- 9.7 One of the main thrusts of the Masterplan is to deliver housing land for 500 dwellings and 10 ha of employment land over the plan period with the remainder of the site safeguarded from development until such a time when this land may be required. The implementation of the masterplan is likely to have a very positive effect on the provision of housing and delivery of employment land.
- 9.8 The Final Masterplan layout set out in the Draft Masterplan for the Yew Tree Farm site provides strong connections to the existing town centre and draws on the character of the surrounding area, whilst creating a sense of identity for the site. Although it is not the intention of the masterplan to draw any trade from Burscough's existing centre, the site will offer the opportunity for a small element of retail. This has been strategically located in the centre of the site as it is envisaged that the occupants of the dwellings and the workers on the existing and proposed employment areas will make up the bulk of its custom.
- 9.9 The Final Masterplan will have a positive impact upon key infrastructure through the linear park, and safeguarding an area of land for the location of primary school should the need be required post 2027. Financial contributions will also be required from all development on the site to fund healthcare provision and library improvements. All of these uses should remain in the existing centre, further strengthening the support the development of the site will have in ensuring the viability and vitality of the existing centre of Burscough.
- 9.10 In essence, the Local Plan seeks to create healthy and liveable urban neighbourhoods, provide social infrastructure (such as health, community and sports facilities, and open space) and the Final Masterplan seeks to achieve this.

Climate Change

- 9.11 The Final Masterplan layout draws development towards the existing centre of Burscough and towards existing services. However, small scale facilities on site such as a small convenience shop and safeguarded land for a primary school assist in reducing the potential
- 9.12 The Masterplan alongside the Local Plan policies will provide a range of sustainability benefits such as green spaces, energy networks through policy SP3 even down to IF2 requiring electric vehicle charging points; this will help to militate against any negative impact of increased air pollution associated with increased vehicular traffic movements along the A59. The introduction of the linear park with off road walking and cycling routes will have a positive impact on air quality and climate change mitigation in Burscough by encouraging greater sustainable travel methods.
- 9.13 Overall, it is considered that the implementation of the Yew Tree Farm Masterplan will achieve a sustainable mixed used environment to live work and play.

10. Measures that are to be taken to monitor the Significant Environmental Impacts of the Implementation of the Yew Tree Farm Masterplan

- 10.1 Article 10 of the European Directive sets out the requirement to monitor Significant Environmental Impacts (SEI) and to take any necessary remedial action. It acknowledges that existing monitoring arrangements can be used where appropriate to avoid the duplication of monitoring.
- 10.2 As the SPD is an accompanying document of the Local Plan and specifically policy SP3 Yew Tree Farm the Masterplan will rely upon Appendix B of the Local Plan that provides the Objectives and indicators that comprise the monitoring framework. The purpose of the monitoring framework is to ascertain whether the strategy and policies of the Local Plan and the Masterplan are delivering their intended outcomes, and where they are not, recommend remedial action. The indicators will monitor a variety of environmental, social and economic effects of the Local Plan, encompassing the achievement of sustainability.
- 10.3 Due to the close relationships between the indicators of the Local Plan, and other more widely collected Council indicators, a number of the indicators are shared which has the advantage of removing the need to collect additional data and of providing a consistent data source.
- 10.4 The Council currently prepares an Annual Monitoring Report (AMR) setting out, amongst other things, the extent to which the policies set out in adopted DPDs and SPDs are being achieved. The significant effect indicators (for monitoring important effects identified by the SA) identified through the SA process can be monitored as part of the AMR process, which monitors the performance of the plan. Areas that are monitored through the AMR include; stronger safer communities, education training and the economy, health, natural environment, housing, accessibility and services, the built environment and climate change. It is envisaged that due to the only negative impacts arising from the preferred option being climate change and accessibility only these will need to be monitored closely as they are the areas identified for requiring mitigation. However the AMR will continue to monitor the other objectives as part of the overarching Local Plan where SP3 development of Yew Tree Farm sits.
- 10.5 The Localism Act removes the statutory requirement for Local Planning Authorities (LPAs) to submit AMRs to the Secretary of State, allowing LPAs the discretion to include whatever information they feel necessary and there is now more flexibility on the timescales for publication.

11. Other Assessments Health Impact Assessments

11.1 The Yew Tree Farm Masterplan supports Policy SP3 - Yew Tree Farm of the Local Plan, therefore the Masterplan does not impose any additional development than what was approved in the adoption of the Local Plan in October 2013. The Masterplan assists the development of the site by introducing guiding principles to aid its development.

Equality Impact Assessments

11.2 Each stage of the Yew Tree Farm Masterplan SPD preparation Equality Impact Assessments (EqIAs) were undertaken to assess the potential impacts of the Masterplan on equality groups within West Lancashire. Equality groups were defined into: gender, race, age, religion, disability and socio-economic status. The desktop review looked at whether each policy would have an adverse, neutral or positive effect on each equality group. Where an adverse impact was predicted, it considered any mitigation measures that could be taken.

11.3 Overall, the Yew Tree Farm Masterplan EqIA concluded that the policies would have no adverse effects on any of the equality groups, and broadly supported the need for housing, economic growth, improved transport services and a well-designed environment.

Further information

11.4 Full copies of the Local Plan documents, Sustainability Appraisals, Habitats Regulation Assessments, Equality Impact Assessments and Health Impact Assessments can be found at www.westlancls.gov.uk/YTF

Further information, or hard copies, can be obtained by phoning 01695 5577177 or emailing localplan@westlancls.gov.uk

Appendix 1

URS

Sustainability Appraisal Review

**Yew Tree Farm
Masterplan Options
Document**

(Interim SA Report)

Prepared for:
West Lancashire Borough
Council

UNITED
KINGDOM &
IRELAND



Rev	Date	Details	Prepared by	Approved by
2	December 2013	SA Review	Ian McCluskey <i>Senior Sustainability Consultant</i>	Alan Houghton <i>Associate</i>

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1. CRITICAL REVIEW OF THE SA REPORT FOR YEW TREE FARM MASTERPLAN

The following table sets out a review of the (interim) SA Report for the Yew Tree Farm Masterplan ‘Options’ Document undertaken by URS.

The review is structured by the requirements of Schedule 2 (regulation 12[3]) of the *Environmental Assessment of Plans and Programmes Regulations 2004*.

Review criteria	Requirements	Findings
What’s the Plan seeking to achieve?	1. An outline of the contents and main objectives of the plan	There is no specific section that sets out the content and objectives of the SPD. A short section should be included in the Final SA Report that outlines what the SPD will include and what its purpose is. <i>(This can be copied from the SPD itself).</i>
What’s the sustainability ‘context’?	2. The relationship of the plan with other relevant plans and programmes 3. The relevant environmental protection objectives, established at international or national level	Appendix 1 sets out a summary review of relevant plans, programmes and environmental protection objectives. The review does not include a number of relevant national documents. However, there is a signpost to the Scoping Report.
What’s the sustainability ‘baseline’ at the current time?	4. The relevant aspects of the current state of the environment 5. The environmental characteristics of areas likely to be significantly affected	The baseline review provided in the appendix covers the range of issues but less so at local level. It would be useful to make use of the Yew Tree Farm study or any other information about the immediate location / site <i>(although further detail is actually included in appendix 3)</i> . As a general point, some of the data is also quite old and should be refreshed if it is relevant to the SPD.

Review criteria	Requirements	Findings
What's the baseline projection?	6. The likely evolution of the current state of the environment without implementation of the plan.	The Baseline section in appendix 2 does not discuss how trends might be projected without the implementation of the SPD. However, appendix 3 does consider how some of the sustainability issues could affect the area in the longer term.
What are the key issues that should be a focus of SA?	7. Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	The key sustainability issues are identified in appendix 3.
What has Plan-making / SA involved up to this point?	8. An outline of the reasons for selecting the alternatives dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable') 9. The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.	The reasons for selecting the alternatives have not been made clear in the SA Report. These are outlined in the main consultation document, but need to be brought together in the SA to 'tell the story'. The reasons for selecting the preferred alternatives (including how the SA has influenced the Plan) have also not been made clear in the SA report. These aspects need to be completed to ensure the SA is not open to legal challenge.

Review criteria	Requirements	Findings
<p>What are the appraisal findings at this current stage?</p>	<p>10. The likely significant effects on the environment associated with the draft plan</p> <p>11. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan</p>	<p>The methodology section ought to be made clearer about what constitutes ‘significant’ and how this relates to the baseline position.</p> <p>The impacts identified seem generally fine in terms of whether there are positive or negative implications. However, it would be better to refer to the baseline position and identify which impacts are ‘significant’.</p> <p>Mitigation measures are outlined in Appendix 3 to outline how some of the key issues could be tackled. Possible mitigation/enhancement measures have also been identified in the appraisal where potential negative impacts have been identified.</p>
<p>What happens next (including monitoring)?</p>	<p>12. A description of the measures envisaged concerning monitoring</p>	<p>There is no consideration of measures concerning monitoring. At this stage, it is only necessary to set out the measures ‘envisaged’. Would suggest that a section is included in the SA Report outlining ‘what happens next’. This could discuss consultation and set out measures envisaged for monitoring (these should link to any significant impacts that are identified and ideally draw upon existing monitoring measures such as in the AMR or other council performance management system to avoid effort and duplication.</p>

2. SUMMARY OF REVIEW AT THIS STAGE

A screening exercise might conclude that an SA is not actually required for this SPD. However, given that an SA is being produced; it needs to be SEA compliant. Therefore, the main issues that need to be addressed to ensure that the SA is not open to legal challenge are as follows:

- There is a need to set out an explanation of the different options and why they have been determined as 'reasonable alternatives'. This is a crucial aspect of SA following various legal challenges on these grounds.
- Once the preferred approach is selected (in the Plan), there is also a need to outline the reasons for choosing this approach.
- The methodology for determining the 'significance' of the impacts compared to the baseline position ought to be made clearer.
- Care needs to be taken when 'scoring' options more or less positively where there are no objective differences. A clearer methodology would help to justify differences perhaps.
- Monitoring measures envisaged need to be outlined in the final SA Report.
- The SA Report ought to be structured so that it 'tells the story' of how the SPD has developed and how the issues and options were established and appraised.

At this stage, there is no requirement to produce an SA Report. Therefore, it is entirely possible to fill in the gaps before the final SA Report is published alongside the SPD.

It is fine to combine at an 'issues and options' stage as interim reports are not mandatory. However, each document should have its own SA Report when the plans are published.

Inspectors also don't tend to like to cross-reference between different SA Reports. Therefore, it is sensible to include all the relevant information in the final SA Report(s).

Appendix 2

URS

Sustainability Appraisal Review

**Yew Tree Farm Draft
Masterplan**

(Interim SA Report)

Prepared for:
West Lancashire Borough
Council

UNITED
KINGDOM &
IRELAND



Rev	Date	Details	Prepared by	Approved by
1	July 2014	SA Review	Sam Rosillo <i>Senior Planner</i> Anita Copplestone <i>Principal Planner</i>	Anita Copplestone <i>Principal Planner</i>

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3. CRITICAL REVIEW OF THE SA REPORT FOR YEW TREE FARM MASTERPLAN

The following table sets out a review of the (interim) SA Report for the Yew Tree Farm Draft Masterplan Document undertaken by URS.

The review is structured by the requirements of Schedule 2 (regulation 12[3]) of the *Environmental Assessment of Plans and Programmes Regulations 2004*.

Review criteria	Requirements	Findings
What's the Plan seeking to achieve?	13. An outline of the contents and main objectives of the plan	An outline of the SPD context is set out in section 6 of the SA report. Include the objectives from the Masterplan which are included in the Summary.
What's the sustainability 'context'?	14. The relationship of the plan with other relevant plans and programmes 15. The relevant environmental protection objectives, established at international or national level	The SA report does not set out the sustainability 'context'. Reference is made to Appendix 1 of the Options SA Report. However to avoid a paper trail, it would be helpful if this report provided at least a summary of the sustainability context.
What's the sustainability 'baseline' at the current time?	16. The relevant aspects of the current state of the environment 17. The environmental characteristics of areas likely to be significantly affected	The SA report does not set out the sustainability 'baseline'. Reference is made to Appendix 2 of the Options SA Report. However the SA Report produced at this stage should at least summarise the sustainability 'baseline', to set the scene for the reader and to avoid having to refer back to a previous report. The following comment from the URS review of the Yew Tree Farm Masterplan Options SA Report remains as it has not been addressed in the Draft Masterplan SA report (February 2014): <u>"The baseline review provided</u>

Review criteria	Requirements	Findings
		<p><u>in the appendix covers the range of issues but less so at local level. It would be useful to make use of the Yew Tree Farm study or any other information about the immediate location / site (although further detail is actually included in Appendix 3). As a general point, some of the data is also quite old and should be refreshed if it is relevant to the SPD.”</u></p>
<p>What’s the baseline projection?</p>	<p>18. The likely evolution of the current state of the environment without implementation of the plan.</p>	<p>It is noted that an additional column has been included in the appraisal “No Option”. Presumably this is to document the likely evolution of the current state of the environment without implementation of the SPD? If this is the reason why it has been included, this should be identified and explained in the accompanying text – to show how the SEA Directive is being complied with.</p>
<p>What are the key issues that should be a focus of SA?</p>	<p>19. Any existing environmental problems / issues which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</p>	<p>The SA report does not identify key issues that should be the focus of the SA. It is noted that the key sustainability issues were identified in Appendix 3 of the Options SA report (October 2013). However, this SA Report should also include a section on sustainability issues as a reference point for understanding the findings of the appraisal.</p>

Review criteria	Requirements	Findings
<p>What has Plan-making / SA involved up to this point?</p>	<p>20. An outline of the reasons for selecting the alternatives dealt with (and thus an explanation of why the alternatives dealt with are ‘reasonable’)</p> <p>21. The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting preferred options / a description of how environmental objectives and considerations are reflected in the draft plan.</p>	<p>Section 7 of the SA Report addresses requirement 8 and 9 in part. However this discussion could be made much clearer. It would help if in the introductory sentences, it was explained why it is necessary to provide the commentary on the options – i.e. to meet the (quoted) requirements in the Directive. This provides a signpost to the reader as to why this information has been included. The text at paragraph 8.4 is a useful start and should be inserted here. It would also help to state clearly what the 4 high level options were, (those listed in Section 10) and provide a map/diagram to illustrate these. The commentary could then go on to describe what options were considered for each of the specific issues, i.e. highways, drainage, energy, open space etc at the earlier stage of development of the SPD.</p> <p>Under each heading, the commentary should clearly state why the options assessed were the ‘reasonable ones’ to consider and why the preferred option has been chosen – including by reference to the findings of the appraisal in section 10.</p> <p>As stated above, it would be helpful to include a map/diagrams to assist the reader with understanding this section.</p>

Review criteria	Requirements	Findings
<p>What are the appraisal findings at this current stage?</p>	<p>22. The likely significant effects on the environment associated with the draft plan</p> <p>23. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan</p>	<p>The significant effects outlined in section 10 should be drawn out in the conclusions (section 11). Note our comment in the SA Report that you need to define which ‘colour category’ relates to significant effects – as we are not sure whether there are in fact no ‘significant’ effects identified (because there are no ‘very positive’ or ‘very negative’ effects identified through the appraisal), or whether ‘positive’ or ‘negative’ effects are also considered significant.</p> <p>If there are in fact no significant adverse effects of implementing the preferred option it should be explicitly stated that this is the case in section 11 (conclusions), and a summary provided of the mitigation measures which are being put in place (or enhancement measures) to achieve this (e.g. in relation to travel SA objective and noise and air quality objective). This has been done to some extent in the conclusions section, but it would be more helpful if this was tied back to the SA objectives. Also, the conclusions section covers some topics but not others – it would be useful to say why others have not been singled out for discussion in the conclusion, or alternatively, to give a brief overview of the findings in section 10 for all SA objectives.</p>

Review criteria	Requirements	Findings
What happens next (including monitoring)?	24. A description of the measures envisaged concerning monitoring	There is no consideration of measures concerning monitoring. At this stage, it is only necessary to set out the measures 'envisaged'. Would suggest that the SA report outlines indicators for monitoring the significant effects identified in Section 10. This may be tied back to the Local Plan monitoring framework perhaps.

4. SUMMARY OF REVIEW AT THIS STAGE

A screening exercise might conclude that an SA is not actually required for this SPD. However, given that an SA is being produced; it needs to be SEA compliant. Therefore, the main issues that need to be addressed to ensure that the SA is not open to legal challenge are as follows:

- There is a need make clearer, the explanation of the different options and why they have been determined as 'reasonable alternatives' and to outline the reasons for choosing the preferred approach (combination of alternatives), including *in relation to the findings of the SA appraisal*. This particularly relates to the preferred option and the four reasonable alternatives that have been appraised at this stage.
- As we identified in our previous review, it would be helpful if the methodology for determining the 'significance' of the impacts compared to the baseline was made clearer. Care needs to be taken when 'scoring' options more or less positively where there are no objective differences.
- The SA report cross references information set out within the appendices to the Options SA report (October 2013). This information should be represented within this SA report to ensure completeness and prevent the need to refer back to previous reports. As we raised in our previous review, Inspectors do not like to cross-reference between different SA reports.
- Mitigation and measures for monitoring significant effects need to be outlined in the final SA Report.
- The SA Report ought to be structured so that it 'tells the story' of how the SPD has developed and how the reasonable alternatives were established

and appraised. It does this to some extent, but elements of the report need restructuring so that this story is clearer.

Appendix 3: REVIEW OF RELEVANT PLANS AND PROGRAMMES

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
INTERNATIONAL				
Johannesburg Declaration on Sustainable Development	<ul style="list-style-type: none"> • Commitment to building a humane equitable global community for all. • Renewable energy and efficiency • Sustainable construction. • Reducing impacts on biodiversity. 	<ul style="list-style-type: none"> • Greater resource energy efficiency. • Renewable energy. • Increase energy efficiency. 	<ul style="list-style-type: none"> • The Masterplan should encourage the use of energy efficiency resource and the use of renewables where possible. 	<ul style="list-style-type: none"> • The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.
Kyoto Protocol (1997)	<ul style="list-style-type: none"> • To prevent greenhouses gases and climate change. 	<ul style="list-style-type: none"> • Reduce emission levels 	<ul style="list-style-type: none"> • Encourage renewable energy 	<ul style="list-style-type: none"> • The SA will be required to provide objectives relating to the environment and the use of natural resources and renewable energy.
European Spatial Development Perspective	<ul style="list-style-type: none"> • Economic/Social cohesion. • Conservation of natural and cultural heritage. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Consider the Directive within the SA.
Directive 2001/42/EC on the assessment of the effects of	<ul style="list-style-type: none"> • Protection of the environment. 	<ul style="list-style-type: none"> • Must apply to plans after 21/07/2006. 	<ul style="list-style-type: none"> • Develop a Masterplan taking 	<ul style="list-style-type: none"> • Requirements of the Directive must be

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
certain plans on the environment			account of Directives requirements	met within the SA.
EU Air Quality Framework Directive 1996/62/EC and 1999/30/EC, 2000/3/EC	<ul style="list-style-type: none"> • Maintain good air quality and improve where possible. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • Should include objectives to consider air quality.
EU Water Framework Directive 2000/60/EC	<ul style="list-style-type: none"> • Prevents deterioration of aquatic water systems. • Promotes sustainable water use. • Reduce underground pollution • Mitigate effects of flooding and droughts. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • Should include objectives to consider water quality.
Drinking Water Directive	<ul style="list-style-type: none"> • Quality of drinking water 	<ul style="list-style-type: none"> • Standards are legally binding 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • The SA should consider water quality.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<ul style="list-style-type: none"> • To ensure conservation of wild flora and fauna species and habitats. Special attention 	<ul style="list-style-type: none"> • No targets identified 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • The SA should consider the natural environment and biodiversity issues.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>should be given to endangered and vulnerable species, included endangered and vulnerable migratory species.</p> <p>There are three main aims:</p> <ol style="list-style-type: none"> 1. Conserve wild flora, fauna and Natural Habitats. 2. To promote co-operation between states. 3. To give particular attention to vulnerable/endangered species. 			
EU Directive on the Conservation of Wild Birds 79/409/EEC	<ul style="list-style-type: none"> • Identification of endangered species for which Member States are required to designate Special Protection Areas. 	<ul style="list-style-type: none"> • Creation of protected areas; • Upkeep and Management; • Re-establishment of destroyed biotopes. 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • The SA should consider biodiversity issues.
EU Directive on the Conservation of Natural Habitats and Wild Flora and Fauna 92/43/EEC	<ul style="list-style-type: none"> • To conserve natural habitats; • Identification of areas of conservation and maintain landscape 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • The SA should consider the protection of landscape benefit for ecological issues.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> • features; • Protection of Species. • The consideration of Appropriate Assessments. 			
RAMSAR Convention on Wetlands of International Importance (1971)	<ul style="list-style-type: none"> • The conventions mission statement is 'the conservation and wise use of all wetlands through local, regional and national actions and international co-operation, as a contribution to sustainable development throughout the world'. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Develop Masterplan to take account of the requirements of the Directive. 	<ul style="list-style-type: none"> • The SA should consider the protection of the environment.
EU Framework Waste Directive 75/442/EEC (as amended)	<ul style="list-style-type: none"> • Seeks to prevent and reduce the production of waste and its impacts; • Where necessary waste should be disposed of with creating 	<ul style="list-style-type: none"> • Promoting of the development of clean technologies to process waste; • Promote re-cycling and re-use 	To develop policies and programmes which take account of the Directive's requirements and consider recycling and treatment of waste?	<ul style="list-style-type: none"> • The SA should include the minimisation of waste.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	environmental problems.			
Aarhus Convention (1998)	<ul style="list-style-type: none"> Contribute to the protection of the right of every person and future generations to live in an environment adequate to his / her health and well being by: <ol style="list-style-type: none"> 1. Access to Information; 2. Public Participation in Decision Making; 3. Access to Justice. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Ensure public are consulted at relevant stages. 	<ul style="list-style-type: none"> Ensure the public are consulted at the relevant stages.
NATIONAL				
NPPF	<ul style="list-style-type: none"> An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time 	<ul style="list-style-type: none"> Making it easier for jobs to be created in cities, towns and villages; Moving from a net loss of bio-diversity to achieving net gains for nature;6 Replacing poor design with better design; 	<ul style="list-style-type: none"> To develop the Masterplan to take account of the NPPF. 	<ul style="list-style-type: none"> Ensure that the Masterplan is economically, socially and environmentally sustainable.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;</p> <ul style="list-style-type: none"> • A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and • An environmental 	<ul style="list-style-type: none"> • Improving the conditions in which people live, work, travel and take leisure; and • Widening the choice of high quality homes. 		

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.</p>			
SUB REGIONAL				
Lancashire Minerals and Waste Local Plan	<ul style="list-style-type: none"> • To resist minerals or waste developments where they could cause unacceptable impact on people and the environment; • To minimise the adverse impact of minerals or waste 	<ul style="list-style-type: none"> • A variety of targets and indicators are referred to relating to a minerals production, waste minimisation and recycling relates. 	<ul style="list-style-type: none"> • The Masterplan should take into account the key objectives of the Minerals and Waste Local Plan where relevant. 	<ul style="list-style-type: none"> • The SA should consider, where appropriate, the need for objectives relating to minerals and waste.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>developments and seek where appropriate environmental and social benefits;</p> <ul style="list-style-type: none"> • To identify the requirements for, and ensure a supply of land to meet necessary local, regional and national supplies of minerals; • To safeguard minerals resources for the future; • Increased emphasis on waste minimisation, re-use and recycling whilst ensuring that adequate provision is made for the treatment and disposal of waste; • To ensure that minerals and waste development are reclaimed to a high standard, to enable 			

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>an acceptable after the use to be implemented;</p> <ul style="list-style-type: none"> • To encourage the use of secondary materials; • To minimise the adverse impacts from the transport of minerals and waste; and • To facilitate the establishment of installations and sites needed to minimise waste requiring final disposal. 			
<p>A landscape strategy for Lancashire – Landscape Character Assessment (2000)</p>	<ul style="list-style-type: none"> • To outline how the landscape of Lancashire has evolved in terms of physical forces and human influences; • To classify the landscapes in district landscape types 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • To incorporate landscape enhancement into the Masterplan. 	<ul style="list-style-type: none"> • To include protection of landscapes in the Masterplan.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<p>identifying key characteristics and sensitivities and providing principles to guide landscape change;</p> <ul style="list-style-type: none"> • To describe the current appearance of the landscape, classifying it into district zones of homogenous character, summarising the key features of each landscape character area; • To describe the principal urban landscape types across the County, highlighting their historical development. 			
Lancashire County Council Local Transport Plan	<ul style="list-style-type: none"> • Reduce road casualties; • Improve access to jobs and services; • Improve air quality; 	<ul style="list-style-type: none"> • The Plan includes a wide range of targets and indicators relating to areas such as traffic 	<ul style="list-style-type: none"> • Develop the Masterplan in relation to improving the accessibility to services, 	<ul style="list-style-type: none"> • Include sustainability objectives in relation to improving traffic issues.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> • Improve the condition of transport infrastructure; • Reduce delays on journeys; • Increase journeys by bus and rail; and • Increase active travel. 	<p>growth, air quality and public transport use, cycling and walking rates, congestion and accessibility.</p>	<p>encouraging the provision and use of public transport and cycling and walking.</p>	
Lancashire and Blackpool Local Flood Risk Management Strategy	<ul style="list-style-type: none"> • Roles and Responsibilities • Understanding Risk • Funding • Communication and Involvement • Sustainable Flood Risk Management 	<ul style="list-style-type: none"> • The plan includes a range of targets and indicators. 	<ul style="list-style-type: none"> • Develop the Masterplan taking into consideration the objectives of the Flood Risk Management Strategy 	<ul style="list-style-type: none"> • To include objectives in the Masterplan
LOCAL				
West Lancs Local Plan 2012-2027	<ul style="list-style-type: none"> • Stronger and safer communities • Education, training and the economy • Health • Natural Environment • Housing • Services and Accessibility 	<ul style="list-style-type: none"> • The Plan includes a wide range of targets and indicators. 	<ul style="list-style-type: none"> • Develop the Masterplan in relation to the objectives of the Local Plan. 	<ul style="list-style-type: none"> • To include objectives in the Masterplan.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	<ul style="list-style-type: none"> • Location of development and built environment • Climate Change 			
West Lancashire District Council Statement of Community Involvement	<ul style="list-style-type: none"> • Describes the various stages in document preparation when the Council will involve the community, the different groups to be contacted at each stage and for each type of document, and the different ways in which groups will be involved at each stage. • Explains how the Council will provide feedback on any comments received. • Provides a list of organisations and community groups that the Council will 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • The Masterplan consultation must comply with the SCI. 	<ul style="list-style-type: none"> • Ensure the consultation on the SA in undertaken in accordance with the SCI.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	consult, both formally and informally.			
Housing Needs Survey	<ul style="list-style-type: none"> • Provide accurate and robust information about the housing need requirements • Help support the Council’s strategic housing role; • Help inform the Housing Strategy for the Masterplan; • Identify key priorities to creating a balanced housing market in the District, particularly addressing issues of affordability; • Provide an assessment of housing markets in the District; • Assess the specific housing needs of ethnic minorities, older people and key workers in the 	<ul style="list-style-type: none"> • 20% elderly provision and 35% affordable housing provision. 	<ul style="list-style-type: none"> • The Masterplan must address the issues of the Housing Needs Survey. 	<ul style="list-style-type: none"> • SA Framework should include for the development of affordable and elderly housing.

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	District; <ul style="list-style-type: none"> • Provide projections on future housing need. 			
West Lancashire Open Space Strategy	<ul style="list-style-type: none"> • To prioritise strategic sites for enhancement and development of open space and non-sports pitch facilities. • Provide quality targets and management targets for general open space and individual typologies. • Provide information that can be used within the LDF process and supplementary planning documents. • Protect sites, which increase nature conservation and biodiversity, from over use. 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Masterplan must consider open space. 	<ul style="list-style-type: none"> • SA should take account of open space in the Masterplan.
West Lancashire Playing Pitch Assessment	<ul style="list-style-type: none"> • Analyse the current level of pitch 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Masterplan must consider open space 	<ul style="list-style-type: none"> • SA should take account of open

Strategy/Plan/Programme	Key Objectives relevant to Yew Tree Farm Masterplan	Key targets and indicators relevant to Yew Tree Farm Masterplan	Implications for Yew Tree Farm Masterplan	Implications for Sustainability Appraisal
	provision in the District <ul style="list-style-type: none"> • Review the quantity and quality of pitches in the District • Identify how facilities can be improved • Identify the levels of demand • Set a local standard for playing pitches within the District. 			space in the Masterplan.

Appendix 4: COLLECTION OF RELEVANT ECONOMIC, SOCIAL AND ENVIRONMENTAL BASELINE DATA

Indicator - 1. Encourage sustainable economic growth and performance.

Indicator	Data Source	Data recent at	Locality	West Lancs	North West	England	Comments
All Economically Active	2011 Census	2011	N/A	81,601	5,184,216	3,881,374	
% claiming JSA	2010 Nomis	2010	4.4%	4.1%	4.5%	4.1%	

Indicator – 2. Secure Economic Inclusion

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comments
All Economically Active	2011 Census	2011	N/A	81,601	5,184,216	3,881,374	
% Claiming JSA	2010 Nomis	2010	4.4%	4.1%	4.5%	4.1%	
Higher Occupation workers	2009 Economic Study	2009	37	38.6	N/A	N/A	
Intermediate Occupation	2009 Economic Study	2009	40.6	38.3	N/A	N/A	

Workers							
Lower Occupation Workers	2009 Economic Study	2009	23.1	22.4	N/A	N/A	

Indicator – 3. To deliver Urban Renaissance

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comments
Burscough Town Centre Vacancy Numbers							No Data Available
Number of dwellings.	2001 census	2001	3,383				
Deficiency of public open space	Playing pitch strategy	2004	2.8 playing field pitches				Needs reviewing as may have changed over time.

Indicator – 4. To deliver Rural Renaissance

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
% of population within 5km of 5 basic services	LCC	2005		55.93%			
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	LCC	2007		78.9%			

Indicator - 5. To protect and improve the quality of inland and coastal waters, and manage flood risk

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
Number of Planning Permissions permitted against	2012 AMR Environment Agency	2012		0			

Environment Agency Advice							
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Indicator – 6. To reduce the need to travel and improve the choice and use of sustainable transport modes.

Indicator	Data Source	Data recent	Locality	West Lancs	North West	England	Comment
Proportion of new housing granted consent and completed within 400m of an existing / proposed bus stop	WLDC Housing Land Database	2011/2012		65%			
Average distance (km) travelled to a fixed place of work..							Question not asked in 2011 census.
Length of Public Footpaths within the District	LCC GIS	2007		144km			
Length of cycle ways within the District	LCC GIS	2007		6km			
Number of people travelling to work within the borough	West Lancs AMR	2011		63%			

Indicator – 7. To minimise the requirement for energy, promote efficient energy use and increase the proportion of energy from renewable sources

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Daily domestic use of the water supply.	Audit commission	2004		148 Litres		154.14 Litres	
Average annual consumption of gas in Kwh.	Audit commission	2004		22971	20828	20496 (GB)	
Average Annual Consumption of electricity in Kwh.	Audit commission	2004		4919	4393	4628 (GB)	

Indicator – 8. To protect, enhance and manage West Lancashire’s rich and diverse culture and built environment and archaeological assets.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of Conservation Areas	Council Heritage List	2013	1	28			(Junction Lane CA)
Listed Buildings	English Heritage	2013	1	600			

Building of Local Importance	Council Heritage List	2013	6	120			
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Indicator – 9. To protect and restore land and soil

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Proportion of land stock that is neglected, underused or derelict.	AMR 2012	2012		29	680	4080	
Proportion of land stock that is classified as contaminated land							No data
Amount of Contaminated land that has been remediated.	West Lancs			0			

Indicator – 10. To protect and enhance biodiversity and sites of geological importance

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of RAMSAR sites within the District.	West Lancs AMR	2012		2			
Number of SSSI's within the District.	West Lancs AMR	2012		6			
Number of TPOs	West Lancs AMR	2012		557			
Green Flag Awards	West Lancs AMR	2012	0	3			
Biological Heritage sites				5,111			

Indicator – 11. To improve health and well-being and reduce health inequalities.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Life expectancy males	West Lancs	2003-2005		77.7	76.0	77.7	
Life expectancy Female	West Lancs	2003-2005		80.6	80.4	81.8	

Indicator – 12. To protect and improve air, light and noise quality

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Numbers of Air Quality Management Zones	West Lancs	2009		1			Moor Street Ormskirk
% of moderate / higher pollutant days	West Lancs						Not recorded by West Lancs

Indicator – 13. To improve access to and the provision of basic goods, services and amenities.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Amount of new residential development (completions) within 30 minutes public transport time of essential basic services (GP, Hospital,	West Lancs			65%			

Primary, Secondary, Retail, Employment)							
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Indicator – 14. To develop strong and vibrant communities and reduce the fear of crime.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Recorded Crime	Lancashire Profile – West Lancs	2008		38.3	58.4	53.7	
Violence Against the Person	Lancashire Profile – West Lancs	2008		1423			
Robbery	Lancashire Profile – West Lancs	2008		33			
Burglary Dwelling	Lancashire Profile – West Lancs	2008		329			
Theft of a Motor Vehicle	Lancashire Profile – West Lancs	2008		276			

Theft from a Motor Vehicle	Lancashire Profile – West Lancs	2008		497			
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Indicator – 15. To improve access to a range of good quality affordable and resource efficient homes.

Indicator	Data Source	Data relevant	Locality	West Lancs	North West	England	Comments
Number of affordable housing units granted permission	West Lancs AMR	2012	15	330			
Brownfield conversions sites				233			
Greenfield agricultural conversion sites				17			

Appendix 5: IDENTIFYING SUSTAINABILITY ISSUES Yew Tree Farm Masterplan SPD

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
Sustainable Drainage (waste water management strategy)	<p>Although the site is not located within the flood zone at risk from fluvial flooding (Flood Zone 2 and 3), due to network capacity issues, surface water flooding can occur in Burscough at times of extreme rainfall. The general capacity issue is worsened by pinch points in the network such as narrowing under the railway line and canal.</p> <p>In addition, waste (foul) water from the Burscough, Ormskirk, Scarisbrick and Rufford areas is treated at the New Lane Waste Water Treatment Works (WWTW) before discharging to BoatHouse Sluice where abstraction to the water course at Martin Mere takes place. Given the sensitivity of the area, discharge consent limits are tight and nearing capacity which limits how much foul</p>	<p>Careful consideration is needed in protecting areas from surface water flooding.</p> <p>The Council, along with Lancashire County Council and the Environment Agency will be required to work together to ensure new development and the existing area is protected.</p>	<p>United Utilities and the site promoters have confirmed (through the examination in public for the Local Plan) that all surface water generated through the development of this site can be managed on site and discharged to the local watercourse attenuated at a Greenfield run off rate. In addition, the site promoters have confirmed that it will be possible to remove a volume of water from the existing surface water network, equivalent to the volume of foul water flows produced by the housing development. This is to assist in managing overall flows to the WWTW until improvements have been made by United Utilities. This approach will result in a net betterment in flows entering the system during periods of peak</p>

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Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	water can be treated here in the future.		rainfall.
Energy Provision	The 'primary' electricity substation for the Yew Tree Farm site is located approximately 1.5km away and currently has enough capacity for the connection of the proposed development at Yew Tree Farm.	<p>Energy is a topical issue at the moment with increasing energy cost the, provision of a decentralised energy network is an option to be considered, with other renewable options.</p> <p>The Council will be required to fully engage with Electricity North West to establish what options would be suitable for the site.</p>	In terms of on site infrastructure required, approximately three or four distribution substations would need to be installed at a cost to the developer. Given the rising cost of grid connected energy and possible future energy security, along with the policy requirement for the site to consider decentralised energy provision
Highways, Access and Public Transport	One of the main concerns for Burscough in terms of infrastructure is the impact of congestion. The road network through Burscough generally flows well unless a pinch point occurs as a result of a parked vehicle or school drop off, or around certain junctions during peak times. Opportunities for by-pass routes are	Congestion and the lack of inter connective public transport is an issue in Burscough. There are two train stations however these are located some distance apart and offer a sparse service. There are also a number of prime locations for congestions, for example at peak times around Lordsgate School and	Studies have been undertaken to examine options to link the Southport to Manchester line with the Ormskirk to Preston line. Options are also being reviewed to extend the electrified Merseyrail line to Burscough.

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	<p>limited due to funding and physical barriers such as the canal and rail lines. Further more, the current cycle facilities around the area are to some extent disjointed with no link between Ormskirk and Burscough.</p> <p>In terms of public transport, Burscough has 2 rail stations and 2 rail lines, although they are disconnected.</p>	<p>at pinch points in the town centre.</p> <p>The Council and Lancashire County Council must work in partnership, ensuring that the issue of congestion is addressed through assessing problem junctions and ensuring a sustainable public transport network functions to its full potential.</p>	
Public Open Space and the Linear Park	<p>Many of the residents of Burscough are beyond the recommended 10 minute walking distance to Formal park provision and Burscough, like many other settlements in the borough, has a deficiency in sports facilities.</p>	<p>There is an identified playing pitch deficiency in the Burscough area, the updated Open Space Study will establish what requirement of formal and informal public open space will need to be delivered with the development of the site.</p> <p>Engagement with Leisure Services is key to the delivery of this and the Linear Park which will enhance</p>	<p>To support connectivity of the Yew Tree Farm site and Burscough in general, a Linear Park between Ormskirk and Burscough would allow for the movement of people between both settlements and facilities, and access to the Leeds-Liverpool Canal at Burscough.</p>

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
		sustainable networks to Ormskirk for walking and cycling.	
Ecology Issues	Yew Tree Farm is in close proximity to Martin Mere which is feeding habitat for pink-footed geese and whooper swans. Although the site is not currently identified as supporting habitat for the SPA/Ramsar site, it does have the potential to be and will need to be closely monitored. A pond within the site was identified as having potential for Great Crested Newts and the existing farm buildings may offer potential for bats, although a recent survey suggests this is currently not the case.	<p>The potential of the site as a feeding area for protected species will be assessed through the HRA.</p> <p>Liaison with Lancashire County Council and RSPB/Natural England will identify areas to be protected; these could be doubled up as areas of public open space.</p>	Habitat Regulations Assessment (HRA) to identify species on the site and any mitigation/provision for ecology on the site.
Education	The nearest educational facilities are Burscough Priory Science College. Secondary School and Lordsgate Township Primary School. The Education Authority (LCC) has indicated that the development of Yew Tree Farm is likely to trigger the	The Council will have to liaise with Lancashire county Council in order to establish if a need for additional primary /secondary school places is required. If a new school is required on the Yew Tree Farm site this could assist in elevating the highways	Should the requirement be met - an extension to an existing facility or a new school? Implications for other schools. Review the educational requirements with Lancashire County Council.

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	need for additional Primary School places although secondary provision is acceptable. Furthermore, existing highway issues on the A59 as a result of the “school runs” at Lordsgate School.	issues associated with pinch points at school drop off/pick up times.	If a new school is required provide drop off facilities.
Health	Capacity within Burscough’s health centres is likely to be exceeded as a result of cumulative future growth. There are 3 health practices within Burscough, 2 of which operate out of the Burscough Health Centre.	Engagement with the Health providers will establish what requirements are needed.	Liaise with the healthcare providers to establish what provision if any is required and provide through planning obligations.
Other Infrastructure	The library in Burscough is considered inadequate due to the size and facilities available. In addition, Burscough Leisure Centre could benefit from improvement to meet the growth in population.	Engagement with the community and infrastructure providers is key to the delivery of associated community facilities/benefits such as the library and leisure centre.	Liaise with providers to establish the required need and either provide a facility onsite or within the town centre, through a planning obligation.
Allocation of Housing/Employment Land	Yew Tree Farm is required to deliver 500 dwellings and 10 ha of employment within the Plan period. The remainder of the site is to be safeguarded from development until	The location of housing and employment land for development in this plan period and that which is to be safeguarded for development post 2027, will required engagement	Discussions with elderly care at West Lancs assessment of the needs and what type of elderly and affordable housing is required.

Issue	Description of the Issue	Discussion on the relationship with other issues/plans and the reliance of action from other bodies	How can the issue be addressed?
	<p>2027 when it may be required to deliver a further 500 dwellings and 10ha of employment land safeguarded for beyond 2027. Additional policy requirements include a need for 20% of all housing to be suitable for the elderly and for a minimum of 35% to be affordable housing provision.</p>	<p>with all of the providers in each of the issues mentioned above.</p> <p>It is essential to have the correct infrastructure in place for the development of residential and employment land.</p>	<p>Allocating of parameters of development for housing, employment and associated infrastructure.</p>

Equality Impact Assessment Form



Directorate: Transformation	Service: Planning
Completed by: Peter Richards	Date: 03/12/14
Subject Title: Yew Tree Farm Masterplan SPD	
1. DESCRIPTION	
Is a policy or strategy being produced or revised:	Yes
Is a service being designed, redesigned or cutback:	No
Is a commissioning plan or contract specification being developed:	No
Is a budget being set or funding allocated:	No
Is a programme or project being planned:	No
Are recommendations being presented to senior managers and/or Councillors:	Yes
Does the activity contribute to meeting our duties under the Equality Act 2010 and Public Sector Equality Duty (Eliminating unlawful discrimination/harassment, advancing equality of opportunity, fostering good relations):	Yes
Details of the matter under consideration:	The Adoption of a Masterplan SPD for the Yew Tree Farm Strategic Development Site to guide applicants on how the site should be developed for a mixture of housing, employment and community / retail uses.
<p><i>If you answered Yes to any of the above go straight to Section 3</i> <i>If you answered No to all the above please complete Section 2</i></p>	
2. RELEVANCE	
Does the work being carried out impact on service users, staff or Councillors (stakeholders):	Yes/No* <i>*delete as appropriate</i>
If Yes , provide details of how this impacts on service users, staff or Councillors (stakeholders): <i>If you answered Yes go to Section 3</i>	
If you answered No to both Sections 1 and 2 provide details of why there is no impact on these three groups: <i>You do not need to complete the rest of this form.</i>	
3. EVIDENCE COLLECTION	
Who does the work being carried out impact on, i.e. who is/are the stakeholder(s)?	The Masterplan SPD will have limited direct impact on any stakeholders other than those with specific needs to access the document in a format they can utilise.

	<p>However, the Masterplan SPD will inform planning decisions on applications that are subsequently brought forward for the site by other parties and which will potentially have direct impacts on the general public in the Burscough area, those that live work and spend leisure time in the area.</p>
<p>If the work being carried out relates to a universal service, who needs or uses it most? (Is there any particular group affected more than others)?</p>	<p>N/A</p>
<p>Which of the protected characteristics are most relevant to the work being carried out?</p> <p>Age Gender Disability Race and Culture Sexual Orientation Religion or Belief Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity</p>	<p>Yes No Yes No No No No No No No</p>
<p>4. DATA ANALYSIS</p>	
<p>In relation to the work being carried out, and the service/function in question, who is actually or currently using the service and why?</p>	<p>Previous engagement with the community and general public in relation to planning policy matters and consultation exercises in the Burscough area and across the Borough show that it tends to be those of a white-british ethnic background and those of older age groups who actively engage in the process. Completed equality questionnaires from those consultation exercises bear this out, but the limited number of such questionnaires completed does not provide sufficient statistical reliability to analyse and use this data.</p> <p>In relation to who actually utilises the Masterplan SPD once it is adopted, it will primarily be landowners / developers (i.e. commercial interested parties) seeking to submit a planning application or members of the local community who take a particular interest in the site, potentially of any age, gender, disability and ethnic background, but most likely to be of a white-british ethnic background and an older age group, as identified above through past experiences.</p>
<p>What will the impact of the work being carried out be on usage/the stakeholders?</p>	<p>The adoption of the Masterplan SPD will have</p>

	<p>limited direct impact on any stakeholders other than those who wish to access the document in a format other than the usual electronic or printed versions.</p> <p>However, delivery of the site, which will be informed by the Masterplan SPD, could potentially have both positive and negative impacts on a range of stakeholders, particularly the older age groups and young children and those with mobility disabilities, related to the accessibility of the site and its surrounding area by a variety of modes of transport and what is developed on the site itself (e.g. housing specifically for the elderly and potentially a new primary school).</p>
<p>What are people's views about the services? Are some customers more satisfied than others, and if so what are the reasons? Can these be affected by the proposals?</p>	<p>The Masterplan SPD has been consulted on extensively, as has the Local Plan which allocated the Yew Tree Farm site as a Strategic Development Site. The latest comments on the draft Masterplan SPD are included with the Cabinet Report.</p>
<p>What sources of data including consultation results have you used to analyse the impact of the work being carried out on users/stakeholders with protected characteristics?</p>	<p>Census data for Burscough and the wider Borough has been utilised, together with the evidence base for the Local Plan and the consultation feedback from each stage of the Local Plan and Masterplan SPD preparation.</p>
<p>If any further data/consultation is needed and is to be gathered, please specify:</p>	<p>N/A</p>
<p>5. IMPACT OF DECISIONS</p>	
<p>In what way will the changes impact on people with particular protected characteristics (either positively or negatively or in terms of disproportionate impact)?</p>	<p>Development of the Yew Tree Farm site, informed by the Masterplan SPD, could potentially impact those of an older age group positively by providing more housing specifically for that age group. Young children (and their parents) may benefit if a primary school is delivered on the site in the future. The working age population will benefit from increased opportunities for local employment.</p> <p>All ages will also benefit from improved connectivity and accessibility within Burscough and beyond by a range of modes of transport, a greater choice of housing (both market and affordable) and improved public open space provision.</p> <p>Those with mobility disabilities will benefit from the improved connectivity and accessibility</p>

	created by the development of the site and those with any disability could potentially benefit from the increased supply of homes built to Lifetime Homes Standard.
6. CONSIDERING THE IMPACT	
If there is a negative impact what action can be taken to mitigate it? (If it is not possible or desirable to take actions to reduce the impact, explain why this is the case (e.g. legislative or financial drivers etc.).	There is no clear cut negative impact on any particular protected characteristic as a result of the Masterplan SPD, but the planning application stage will provide opportunity to consider whether the detailed proposals for development impact on particular protected characteristics.
What actions do you plan to take to address any other issues above?	No actions
7. MONITORING AND REVIEWING	
When will this assessment be reviewed and who will review it?	The policy within the Masterplan SPD will only be reviewed as part of any review of planning policy covering the Yew Tree Farm site in the future (e.g. a new Local Plan or SPD). As such, the EIA will only be reviewed at that time. However, as part of the monitoring of the Local Plan and the SPD, the impact on particular protected characteristics will be monitored as far as is possible.



AGENDA ITEM: 5(c)

CABINET: 13 January 2015

Report of: Assistant Director Planning

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor M Forshaw

**Contact for further information: Mr Peter Richards (Extn. 5046)
(E-mail: peter.richards@westlancs.gov.uk)**

SUBJECT: LATE INFORMATION - YEW TREE FARM FINAL MASTERPLAN ADOPTION

Wards affected: Borough-wide

1.0 PURPOSE OF THE REPORT

1.1 To provide Late Information to Cabinet following receipt of a letter to Cabinet Members from NLP consultants.

2.0 RECOMMENDATIONS TO CABINET

2.1 That Cabinet note the information provided in the Late Information below in their consideration regarding the adoption of the Yew Tree Farm Masterplan SPD.

3.0 ASSISTANT DIRECTOR PLANNING'S COMMENTS ON LETTER RECEIVED BY CABINET MEMBERS

3.1 Cabinet members received a letter from Simon Pemberton, Director at NLP on 6 January 2015 (attached) in which NLP raise concerns about the Yew Tree Farm Masterplan SPD that Cabinet will be considering for adoption on 13 January 2015.

3.2 Having read the content of this letter, I wished to provide greater clarity on the context surrounding the issues raised by NLP, so that Cabinet Members may understand the full picture of how officers have arrived at the proposals they have for the Yew Tree Farm Masterplan.

3.3 NLP primarily raise concerns about the amount of land proposed to be released for housing in this Local Plan period (up to 2027) on the Yew Tree Farm site. The Local Plan policy SP3 states that the Yew Tree Farm site “*should deliver ... residential development for at least 500 new dwellings and safeguarded land for up to 500 more dwellings in the future (post 2027)*”. NLP have raised concerns that the amount of land released for housing will not be sufficient to deliver at least 500 new dwellings in line with policy SP3 of the Local Plan. However, this is not a new concern raised by NLP.

3.4 The proposed final Masterplan SPD states on p.37 (third paragraph) that:

23 ha is allocated for residential development including the accompanying highways, drainage, landscaping, linear park and public open space. It has been assumed that 75% of this gross development area for residential development would actually provide the net developable area for residential development itself (i.e. subtracting the land required for highways, drainage, landscaping, linear park and public open space). This leaves a net developable area of approximately 17 ha, which at 30 dwellings per hectare could accommodate 510 dwellings.

3.5 It should be noted that this is broadly similar to that proposed in the draft Masterplan SPD (which proposed 15 ha (net) for housing and 2 ha (net) for elderly housing), i.e. a total of 17 ha (net) for housing and elderly housing combined, but the way the final masterplan SPD deals with housing and elderly housing together (within the 17 ha (net) for residential development) allows greater flexibility between the two types of housing.

3.6 In NLP’s submission to the draft Masterplan consultation in November 2014 on behalf of their client, David Crompton Property Developments Limited, (sent within the Late Information to Cabinet Item 5(c)), on p.26, para 4.69, NLP considered “normal” housing and elderly housing separately and appeared to not count any elderly housing towards the development of at least 500 new dwellings. This is not in line with the Local Plan (policy RS1) and shows a misunderstanding of how the elderly housing should be delivered. However, notwithstanding this, NLP focused on the 15 ha (net) proposed for “housing” in the draft Masterplan SPD and concluded the following:

Housing: We accept that the density assumption of 30 dwellings per hectare is reasonable (albeit we expect some areas to be lower and other areas to be higher). However, it is not considered that 15ha provides for sufficient area of land to deliver the at least 500 dwellings required by the WLLP. On this basis we consider that the area to be identified should be at least 16.5 hectares (see also below for the discussion on elderly housing).

The 15ha is described as being a net figure, but it is not a true net figure in that only strategic roads and open space have been excluded. There will inevitably be requirements for other infrastructure (sub-stations, gas governors, etc.), land for SuDS and other drainage features, and small areas of incidental open space etc. In terms of the latter for example,

there is a desire to retain existing features such as hedgerows and trees within the layout which will impact upon the developable area. On this basis we think there should be an allowance of a net to gross ratio within the development areas of say 85%. This is higher than would normal be considered on typical sites (say 75%) and significantly higher than is normal on Strategic sites (around 65% depending upon constraints). On this basis the figure should be increased from 16.5ha to at least 20ha. Twenty hectares at a density of 30 dwellings to the hectare would yield just 510 dwellings and therefore this should be considered the minimum requirement.

There is merit in providing for further flexibility within the plan, not least because the policy is for “at least” 500 dwellings, but also to ensure that there is the flexibility to deliver the numbers across the site and to allow some room in the likely phasing to allow for slower delivery of parts of the site. As demonstrated above the figure of 20ha does not provide any such flexibility and will only just deliver the number of units required by Policy SP3 assuming all of the land is delivered. It would normally be suggested that a flexibility factor of 10% be added to the site area. In total we would suggest an area of around 22ha would be an appropriate area of land to identify in the SPD to guarantee delivery of the requirements of the WLLP.

3.7 There are several key points to draw from these comments:

- NLP consider that the net developable area necessary to deliver at least 500 dwellings is 16.5 ha at a density of 30 dwellings per hectare (a density assumption that they accept).
- NLP consider that, on this site, the net developable area should be 85% of the gross development area, which would make the gross development area for residential development approximately 19.5 ha. They round this up to “at least 20 ha” which would yield 510 dwellings (20 ha x 85% x 30 dwellings per hectare).
- NLP then consider that an additional 10% of the gross development area should be added for further flexibility, increasing the gross development area to 22 ha.

3.8 In terms of elderly housing, NLP suggest that 1.5 ha should be released over and above the 22 ha identified above to deliver elderly housing, but that this housing should not count towards the at least 500 dwellings.

3.9 Comparing these figures to what is proposed in the final Masterplan SPD, officers are proposing a gross development area of 23 ha (NLP: 22 ha, which includes 10% flexibility cushion, meaning actual gross development area needed is 20 ha). Applying a ratio of 75% to identify the net developable area (NLP: 85%), officers have calculated a net residential developable area of 17 ha (NLP: 16.5 ha).

3.10 Therefore, the proposed final Masterplan actually allocates slightly more land for residential development than NLP sought in their November 2014 representation.

- 3.11 In NLP's letter of 6 January 2015, Mr Pemberton appears to contradict statements made by NLP to the draft Masterplan consultation in November 2014 and also shows a misunderstanding of key aspects of the indicative layout in the Masterplan SPD.
- 3.12 In his letter of the 6th January, Mr Pemberton writes "A 75% net to gross ratio would be fine for a smaller site but is not typical of large strategic sites where rations [sic] of 50 - 65% are more appropriate." This statement is at odds with NLP's previous representations (as quoted above) where they said "On this basis we think there should be an allowance of a net to gross ratio within the development areas of say 85%." Mr Pemberton has provided no justification in his letter for this significant change in view. The content of the final Masterplan SPD certainly provides no basis for this shift in position, as the infrastructure required on the site (including the drainage infrastructure that Mr Pemberton particularly refers to in his letter) is no different from that required in the draft Masterplan SPD on which NLP previously commented. In addition, Mr Pemberton provides no evidence to support his view that the net to gross ratio is typically 50 – 65%.
- 3.13 Mr Pemberton goes on to then attempt to interpret the Masterplan indicative layout and unfortunately misinterprets it quite significantly. In the proposed final Masterplan SPD, on p.39, the Safeguarded Plan shows several areas not covered by the safeguarded land "hatching" and so is proposed to be brought forward within the current Plan period (up to 2027). This area totals approximately 36 ha with 13 ha given over to employment uses and the remaining 23 ha given over as follows (approximately):
- 1 ha – Residential Gateway to the site
 - 7 ha – Residential Development Area
 - 9 ha – Potential Location for Elderly Housing
 - 6 ha – Public Open Space, Linear Park, Roads and Retail/Community Facilities
- 3.14 With regard the 17 ha (net) allocated for residential uses, Mr Pemberton has misunderstood the layout somewhat. Firstly, the Residential Gateway to the site does not indicate an area of lower density (indeed, a higher density could be more appropriate given its location on the A59), but is simply related to standard of design, with the masterplan seeking a particularly high quality of design to the development on this main frontage to the site.
- 3.15 Secondly, the area highlighted as having potential for housing for the elderly is simply highlighting that part of the area for residential uses which housing for the elderly should be located within – not that all of that area should be for housing for the elderly. This change to the masterplan is intended to provide flexibility to how a developer brings forward the residential uses, but still ensure that the housing for the elderly is located close to public transport services on the A59 and other local facilities.
- 3.16 As such, there is 17 ha (net) allocated for residential uses, 1 ha of which should be a particularly high quality of design, 9 ha of which could accommodate

housing for the elderly and all of which has been assumed to deliver at an average of 30 dwellings per hectare (dph).

- 3.17 I would add that officers have taken a cautious approach to the average density of housing. Whilst a figure of 30 dph has been used, in many developments, where there is a mixture of dwelling types, i.e. detached, semi-detached, terraced and apartments, average densities are can be higher and indeed initial discussions in relation to the Grove Farm site relate to a scheme that has a density in excess of 30dph. Given this, officers consider that the Residential Development Areas shown incorporated within the Masterplan are sufficient in area to deliver at least 500 new dwellings, in accordance with the Local Plan.
- 3.18 Mr Pemberton states that, in his view, the likely yield from the Masterplan is in the order of 400 dwellings but again provides no evidence of how this figure was calculated.
- 3.19 Mr Pemberton goes on to discuss two final matters – the ability to deliver a complete road link through the site because of the way land has been safeguarded and the importance and nature of the “Protected Views”.
- 3.20 Taking the latter first, the “Protected Views” are identified simply because they offer the only existing open views out of the site – all other boundaries have built development on them. Officers acknowledged the preference of those consulted to maintain these open views for as long as possible in the development of the site (see p.3, 6 and 12 of the final Masterplan SPD). By safeguarding the portion of land proposed in the north of the site, which is adjacent to the Linear Park, the proposed school site and (to the south of the school site) the main area of public open space, this open view will be maintained for as long as possible in the development of the site. For example, whilst this land is safeguarded, there would be a view right through the site to the open countryside across Higgins Lane from the rear of the Lion Pub on Liverpool Road South (in the very south of the Yew Tree Farm site). I would stress, however, that it is not intended that the future development of this part of the site (if it is required in a future Local Plan) will be restricted by these “Protected Views” but merely that these open views should be preserved during the initial phase of development of the site during the current Local Plan period.
- 3.21 In relation to the ability to deliver a complete road link through the site, the safeguarded land would not prevent this. The purpose of safeguarding land is to preserve it in order to meet development needs in the future and so policy GN2 of the Local Plan states that *“planning permission will be refused for development proposals which would prejudice the development of [safeguarded] land in the future”*. Delivering a road between the parcels of land safeguarded for future housing development and a primary school, as per the Masterplan’s indicative layout, would not prejudice the development of the safeguarded land in the future, but would also not unduly restrict the views discussed above.
- 3.22 I would also emphasise that the safeguarding of the parcel of residential land in the north western part of the site has not resulted in a reduction in the area of land identified as “Residential Development Areas” that would be brought forward in this Plan period. When we consulted on the draft Masterplan, it was

suggested that we extend further south the boundary of the Residential Development Area to be brought forward in this Plan period so that an existing substantial hedgerow can be used as part of the Linear Park and used to form a more appropriate boundary to the safeguarded land. We have taken account of this representation but rather than enlarging the Residential Development Area to be brought forward in this Plan period, which we considered already large enough to accommodate at least 500 houses, we made a compensatory adjustment to the northern boundary. This change also allowed us to have regard to other representations made by third parties who expressed the wish that the north western part of the site be protected as long as possible from development.

- 3.23 In summary, the issues Mr Pemberton has raised in his letter of 6 January 2015 are not new and are issues that officers addressed in the proposed final masterplan SPD. What is proposed in the final Masterplan SPD for residential development prior to 2027 is similar to that proposed by NLP themselves in their consultation response in November 2014, with a similar gross development area, a similar net developable area, the same density of development of that net developable area as that accepted by NLP and an indicative delivery figure of 510 dwellings (based on the lowest average density the Council would accept), which is in line with the policy requirement of at least 500 dwellings. While Mr Pemberton has now submitted somewhat different figures in his letter, there is no explanation or justification as to how these have been arrived at or why they are so different from that submitted by NLP less than two months ago.

Appendices

Yew Tree Farm Masterplan SPD and attached letter to Councillors

3rd Floor
One St James's Square
Manchester M2 6DN

0161 837 6130
manchester@nlpplanning.com

nlpplanning.com

Date 6 January 2015
Our ref 41295/SPM/8116273v1
Your ref

Dear Councillor

Yew Tree Farm Masterplan SPD – Cabinet Report Version January 2015

This letter is in response to the final Masterplan SPD for Yew Tree Farm dated December 2014 and scheduled for consideration at Cabinet on the 13th January 2015. This letter sets out a significant concern relating to the content of the SPD and the quantum of land that has been identified in the plan.

As you are aware the adopted Local Plan requires that this site contributes **at least** 500 dwellings in the current plan period (up to 2027) and **at least** 10 hectares of employment development. The Local Plan also requires that land for **up to** 500 dwellings and **up to** 10 hectares of employment is safeguarded. This is a fact that is reflected in your officer's response to the representations when they state:

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

It is important to note that we have no objections to the principles of the SPD or the broad distribution of uses that are shown on the masterplan on page 17. The concern relates to the quantum of land that the Council have identified for release and the expectation that this will deliver the requirements of the policy in the Local Plan. These are matters that are mainly addressed on pages 37 and 38 of the SPD and the plan on page 39. It is this last plan that identifies the land to be safeguarded for the period after 2027.

This is the first time any plan has been published which shows safeguarded land in the north-east corner of the site (shaded yellow on the attached plan). The text on page 37 indicates that 23 hectares is identified for residential development. It applies a 75% net to gross ratio to claim a net developable area of 17 hectares. A 75% net to gross ratio would be fine for a smaller site but is not typical of large strategic sites where ratios of 50 - 65% are more appropriate. There are



significant infrastructure requirements, including strategic roads, surface water drainage, open space (including the linear and town parks) as well as other utility and service infrastructure.

In any event, this is not reflected in the actual masterplan which on page 39 identifies around 15 hectares of land which is developable for residential purposes (shaded red on the attached plan). Of this land around 1 hectare is identified for gateway housing, which the SPD refers to as high quality with good landscaping and may consequently be at a lower density. A further 8 hectares is identified for “elderly housing” which will include land that is not used for dwellings (i.e. care accommodation) and will impact upon the yield from this part of the site.

Of the land allocated in the SPD, only 6 hectares is identified for “residential development areas”. This area includes for a local centre which has the potential for retail and community uses. However, if developed at 30 dwellings per hectare, that 6 hectares would yield just 180 dwellings. The likely yield from the land identified by the SPD is in the order of 400 dwellings; considerable short of the **at least** 500 dwellings required by the Local Plan.

There are significant ramifications from the SPD’s approach. There is a real risk that the site will not achieve the number of dwellings required by the Local Plan. This threatens the implementation of the Local Plan policies and housing delivery across the Borough. This is an important site in the housing land supply, and failure here could result in significant pressure to release a Plan B site or additional safeguarded land. There is a real risk that additional land will have to be made available unless a more flexible approach to the release of Yew Tree Farm is adopted.

There are a number of detailed issues around the Councils approach and how its impact upon the development of Yew Tree Farm itself. As members will be aware, there are significant issues with surface and foul water in Burscough. The Local Plan requires us to provide attenuation within the site and discharge to existing ditches in the vicinity rather than to the combined sewer. This requires connections to the existing ditch system and the construction of large surface water retention and balancing ponds / flood basins. The conceptual drainage design has calculated that storage equivalent to 12,811m³ needs to be provided for the first phase of development. This will have significant land take as it will be provided in the form of swales, ponds and other surface features. This will impact upon the overall yield and have significant phasing implications which have largely been overlooked. The discharge point and natural fall within the site is also to the ditch at this corner of the site. This is within land which is suggested to be safeguarded. This will fundamentally compromise the ability to deliver these features and to accommodate flows from existing dwellings through the site.

Furthermore, safeguarding land in this location will ensure that neither the north or south road links to the industrial estate can be provided in the plan period. This will impact upon the attractiveness of the proposed employment land, possibly impacting upon delivery over the plan period, and perpetuate the significant access issues which exist (e.g. on Higgins Lane). This is a lost opportunity which has the potential to impact on job creation and investment on what is the largest new employment allocation in the Borough.

There remains reference to protected views on the masterplan, but this is not a protected view of anything so this reference and expression is misleading. This is confirmed in your officers response to representations which state:



“Protected views label was introduced to the masterplan in order to try and blend any development of the site at Higgins Lane where once built out will be adjacent to the new green belt boundary.”

There should be no suggestion this is a protected view. It is simply a part of the site where the relationship to the adjacent open countryside needs to be taken account of in terms of the form and design of proposals. This is not a reason, either on its own or with other matters, to consider safeguarding this piece of land.

In summary, we see no reason to artificially cap the land area unnecessarily. The SPD needs to be flexible. To do so brings practical difficulties and significant delivery implications. For example, there are ambitions to deliver accommodation for the elderly including care and extra care accommodation. Developers for these uses have not currently been found and land needs to be set aside whilst we see if there is interest from specialist developers of this accommodation. However, the lack of flexibility in the land supply will mean that my client will find it difficult to set aside land for these uses. This is simply unnecessary and not in the interests of a high quality comprehensive development.

The lack of flexibility in the SPD runs the real risk that delivery on this site will be hampered resulting in pressure to release land elsewhere. This is simply unnecessary and the safeguarded land in the north-west corner of the site should be omitted. There are more than sufficient controls that can be placed upon any planning application submitted in due course to ensure that delivery is in accordance with the Local Plan without unduly fettering the site.

We would urge you to carefully consider the content of the SPD and amend the plan on page 39 to omit the safeguarded land in the north-west corner and make the consequential amendments to the accompanying text.

Yours faithfully

A handwritten signature in black ink that reads 'Simon Pemberton'.

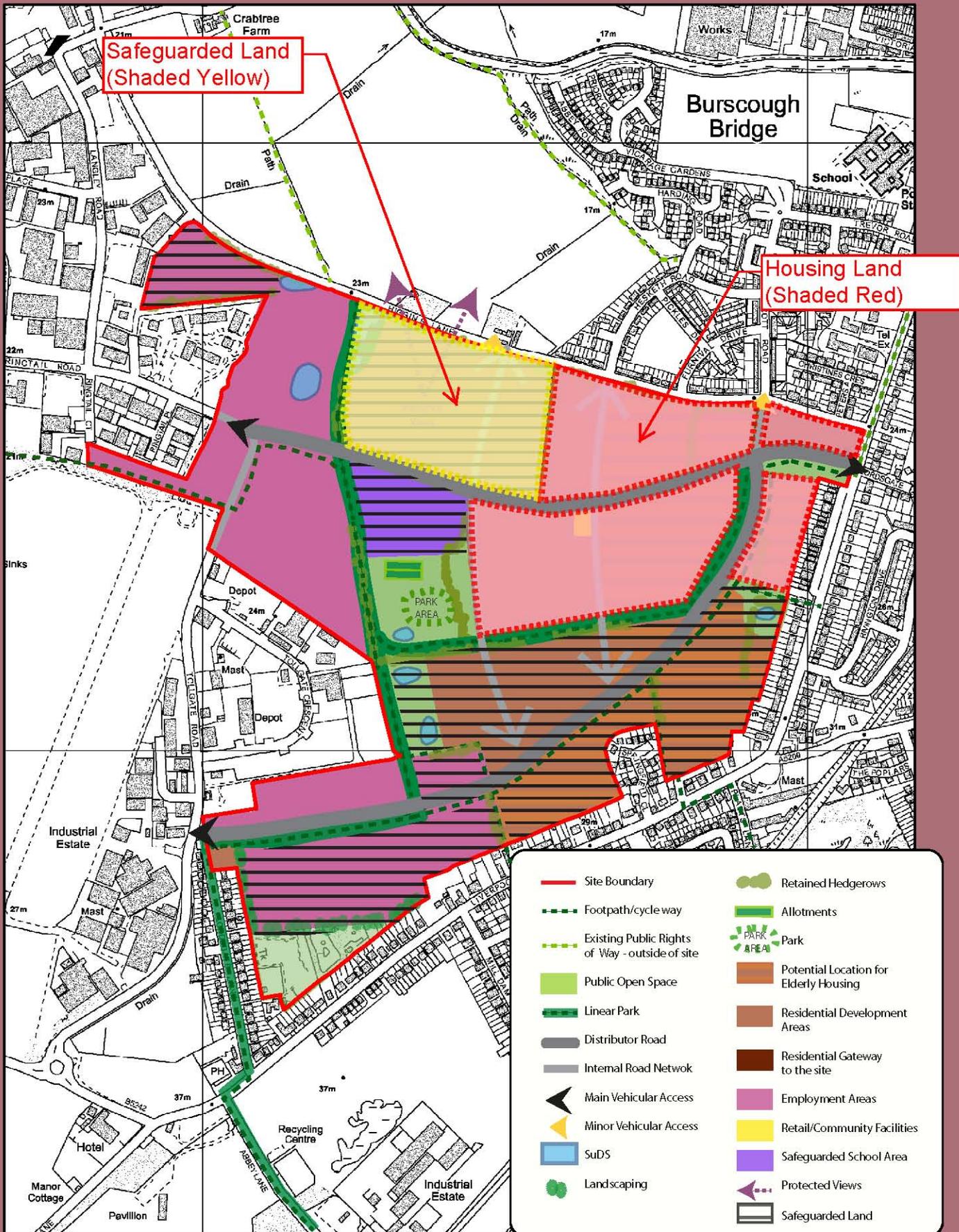
Simon Pemberton

Director

Sent to: Cllr David Alan Sudworth; Cllr Jane Houlgrave; Cllr David Griffiths; Cllr David Whittington; Cllr Martin Forshaw; Cllr David Westley; and Cllr Paul Greenall.

Copy: David Crompton; Nick Eckersley (NRE Surveyors); and Roger Lancaster (Kings Chambers).

Safeguarded Plan



YEW TREE FARM FINAL MASTERPLAN ADOPTION

MINUTE OF CABINET HELD ON 13 JANUARY 2015

61. YEW TREE FARM FINAL MASTERPLAN ADOPTION

Councillor Forshaw introduced the report of the Assistant Director Planning which sought approval for the adoption of the Yew Tree Farm Masterplan.

A supplementary paper outlining the original submission by a respondent to the consultation on the Draft Yew Tree Farm Masterplan SPD was circulated at the meeting, together with an addendum to Appendix A and a late information report from the Assistant Director Planning.

Councillor Forshaw referred to the need for flexibility within the local plan period and proposed that a further 10% of land be released for residential development in order to provide for that flexibility in the delivery of new housing on the site.

A motion from Councillor Forshaw was circulated at the meeting together with a revised safeguarded plan.

In reaching the decision below, Cabinet considered the supplementary paper, the addendum to Appendix A, the late information report, the comments of Councillor Forshaw and the motion circulated by Councillor Forshaw together with the revised Safeguarded Plan, and the details set out in the report before it and accepted the reasons contained therein as raised by Councillor Forshaw above.

- RESOLVED
- A. That the contents of the Yew Tree Farm Draft Masterplan Consultation Feedback Report set out at Appendix A of this report be noted.
 - B. That the Adoption Statement at Appendix C be approved and the Yew Tree Farm Masterplan SPD at Appendix B be adopted, subject to
 - (i) the Plan marked “Revised Safeguarded Plan”, now circulated, replacing the “Safeguarded Plan” on page 39 of the Final Masterplan SPD; and
 - (ii) any necessary corresponding amendments to plans and text in the rest of the Final Masterplan SPD as a result of that change to the “Safeguarded Plan”.
 - (iii) any amendments made by the Assistant Director Planning in consultation with the Portfolio Holder, following consideration of the Masterplan SPD by Planning Committee and Executive Overview and Scrutiny Committee, as per recommendation C. below;

- C. That the Assistant Director Planning be authorised, in consultation with the Portfolio Holder, to make any necessary amendments to the Yew Tree Farm Masterplan document, in the light of agreed comments from Planning Committee and Executive Overview and Scrutiny Committee, and any minor amendments, before the document is published.
- D. That call-in is not appropriate for this item as the report is being submitted to Executive Overview and Scrutiny Committee on 29 January 2015.



AGENDA ITEM: 10

CABINET: 13 January 2015

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

Report of: Borough Treasurer

Relevant Managing Director: Managing Director (People and Places)

Relevant Portfolio Holder: Councillor D Whittington

**Contact for further information: Mrs K Samosa (Ext. 5038)
(E-mail: karen.samosa@westlancs.gov.uk)**

SUBJECT: MEDIUM TERM GRA CAPITAL PROGRAMME

Wards Affected: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To set out a number of options for determining the medium term capital programme.

2.0 RECOMMENDATIONS TO CABINET

2.1 That the medium term financial position be noted, and consideration given to how a balanced capital programme can be achieved.

2.2 That the Portfolio Holder for Resources be given delegated authority to submit firm proposals to Council on 25th February 2015 to enable the capital programme to be set.

2.3 That call in is not appropriate for this item as it is to be submitted to the Executive Overview and Scrutiny Committee on 29th January 2015.

3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

3.1 That consideration be given to how a balanced capital programme can be set and that any comments agreed by the Committee be submitted to the Portfolio Holder for Resources in advance of the Council meeting to be held on 25th February 2015.

4.0 BACKGROUND

- 4.1 The Council has a medium term rolling capital programme, which is reviewed and updated on a regular basis. As part of the budget setting process, a programme covering the next three years will need to be agreed by Council at its meeting in February 2015. This report concentrates on the general capital programme and does not consider the HRA capital programme which is determined through a separate process.

5.0 CAPITAL RECEIPT FUNDING

- 5.1 The main source of Council funding available to support the capital programme are receipts from the sale of assets, and at the start of this financial year there were £3.027m of receipts being held for this purpose. The number and value of assets sold each year can vary significantly depending on a range of factors. In particular Council House sales under Right to Buy legislation can be volatile depending on the state of the economy and changes in government rules on levels of discounts.
- 5.2 Table 1 shows details of sales by number and value in recent years. Part of the proceeds from the sale of Council Houses must be repaid to the Government, and the usable sale proceeds shown below reflect the amount available for new capital spending after taking these payments into account:

Year	Number of Sales		Usable Sale Proceeds £000	
	Council Houses	Other Assets	Council Houses	Other Assets
2007/08	91	4	1,181	8
2008/09	27	2	326	158
2009/10	12	2	174	43
2010/11	18	2	226	97
2011/12	10	0	123	0
2012/13	25	3	240	102
2013/2014	48	4	307	29
2014/2015 (mid year)	19	3	160	188

- 5.3 Following changes to Government rules on how capital receipts are treated, since 2013/14 the Council has been able to retain an additional share in relation to an “Allowable Debt” factor on Council house sales. Part of this funding is set aside for the repayment of Housing debt and the remaining element is then available for new capital spending. It is estimated that this should enable new spending of around £0.3m per year over the next 4 years in addition to the figures shown above.
- 5.4 Taking all of these factors into account, it is anticipated that there will be estimated capital receipts of £3.471m generated over the 4 year period 2014-15 to 2017-18 that will be available to fund new capital expenditure. This is based

on an estimated 40 Right to Buy Council House Sales each year, the sale of the Westec Site, and other anticipated sales through the SAMP process.

- 5.5 The estimates of capital receipt funding are potentially subject to significant variation as, for example, a single large asset sale could produce a large receipt and the level of future house sales is difficult to predict. However, in looking at medium term financial plans it is best practice to use a prudent approach when estimating future available resources. The assumptions underlying these projections have been based on discussions with colleagues in Housing and Estates and the estimates will be updated on a regular basis to ensure they take account of new developments.

6.0 SPENDING REQUIREMENTS

- 6.1 The Council's current 3 year programme covers the period 2014/2015 to 2016/2017. Consequently, in addition to current year budgets there are also indicative spending approvals in place for the following two years. It should be recognised, however, that as we operate a medium term capital programme, approvals that have been given for future years are indicative allocations only that are potentially subject to change.

- 6.2 The current value of spending approvals to be funded from capital receipts is £4.893m which is analysed in the Appendix. In addition to the existing scheme approvals it has become normal practice in developing the rolling medium term programme to include provisional allocations for the next year of the programme (in this case 2017/2018). Consequently, the Appendix also contains provisional allocations of £0.802m for ongoing capital schemes which typically receive funding each year.

7.0 OVERVIEW

- 7.1 Table 2 summarises the current position in terms of estimated capital receipt funding and spending requirements. The bottom line position is that there is an estimated £0.803m that will be available to fund new capital schemes over the 3 year period 2015/16 to 2017/18. In considering this position Members should note that if a high proportion of this funding is allocated for the 2015/16 financial year, then there will be less scope to develop new capital schemes in the remaining 2 years of the 3 year medium term plan period.

Table 2 –General Capital Receipts Funding Available	£000
Usable capital receipts held in April 2014	3,027
Estimate of receipts that will be generated between April 2014 and the end of the 2017/2018 financial year	3,471
Existing spending approvals covering period to 2014/2015 – 2016/2017	-4,893
Provisional spending approvals for 2017/2018	-802
Total Funding Available	803

8.0 WAY FORWARD

- 8.1 In developing the next capital programme, Members will need to consider what proposals for new capital schemes to approve to meet corporate and service objectives and to ensure a balanced overall financial position. Officers will work with each Political Group through the budget process to review the available options. The Council meeting will then provide an opportunity for each Political Group to put forward proposals to produce a balanced capital programme.
- 8.2 In addition to capital receipt funding there will also be a need to consider external capital investment and grants. The Council has been successful in attracting external capital investment over many years and this can provide an important source of funding for the capital programme. A Local Land Auction Pilot is also being actively pursued and this could potentially deliver significant additional finance for investment in specific areas. A further potential source of finance alongside the capital programme is the new Community Infrastructure Levy system which has recently been introduced and which should enable a higher level of infrastructure development to take place.
- 8.3 The Council also has the ability to prudentially borrow to obtain the funding necessary to develop new capital schemes. This type of borrowing can be used to finance investment in long term assets where it is prudent, affordable and sustainable. For example, if the Council was to borrow £1m for 25 years, it would increase revenue costs by £80,000 to £90,000 per annum as a result of interest and minimum revenue provision requirements (money set aside for the repayment of the debt). The costs associated with this borrowing would then need to be factored into the revenue budget.

9.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

- 9.1 The proper management of the Council's asset base enhances service delivery. Assets consume a high level of resources both in terms of capital investment and revenue maintenance and having a proper strategy in this area ensures that the capital base can shape the future direction of the Council.

10.0 RISK ASSESSMENT

- 10.1 The level of capital receipts generated by asset sales is a significant risk to the future development of the programme. If receipts exceed the projections contained in this report, it would enable additional schemes to be developed. However, if receipts are below the projections, it would require reductions to be made.
- 10.2 Some schemes in the Programme are dependent on external partner funding. To minimise the risk of funding not being available, such schemes will only begin once their funding details have been finalised.

Background Documents:

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

Equality Impact Assessment

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

Appendix

1. Capital Receipt Funding Approvals
2. Minute of Cabinet 13 January 2015 (Executive Overview and Scrutiny Committee only)

APPENDIX - CAPITAL RECEIPT FUNDING APPROVALS

SERVICE AND SCHEME	Current Allocations				Provisional Allocation
	2014/2015	2015/2016	2016/2017	Total	2017/2018
	£'000	£'000	£'000	£'000	£'000
<u>Corporate Services</u>					
Parish Capital Schemes	28	50	30	108	30
I C T Infrastructure	50	50	50	150	50
ICT Development Programme	241	200	100	541	100
Website Contract Management System	69			69	
Env & Town Centre Improvement Fund	490			490	
<u>Community Services</u>					
Playground Improvements	30	30	30	90	30
Play Strategy	80			80	
Play Area Improvements	54			54	
Coronation Park	50			50	
Richmond Park	40			40	
Abbey Lane Playing fields		100		100	
Leisure Trust	228	228	228	684	228
CCTV	81	5		86	
<u>Community Services - Housing</u>					
Housing Renewal Grants	60	155	100	315	100
Disabled Facilities Grants	100	100	100	300	100
<u>Planning Services</u>					
Free Tree Scheme	3	2		5	
Preservation of Buildings at risk	2			2	
Planning System Upgrade	15			15	
Canal Towpath	30			30	
S106 / CIL Database	45			45	
Replacement Scanner	30			30	
Implementation of OR recommendations	34			34	
Skem Town Centre Vision		11		11	
<u>Corporate Property</u>					
Corporate Property Investment Programme	212	164	164	540	164
<u>Housing and Regeneration</u>					
Culvert Debris Screens	22	7		29	
Affordable Housing	336	321		657	
Estate Remodelling - Findon/Firbeck	252			252	
<u>Street Scene</u>					
Blue Bin Scheme	86			86	
Total Programme	2,668	1,423	802	4,893	802

MINUTE OF CABINET – 13 JANUARY 2015

67. MEDIUM TERM GRA CAPITAL PROGRAMME

Councillor Whittington introduced the report of the Borough Treasurer which set out a number of options for determining the medium term capital programme.

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

- RESOLVED
- A. That the medium term financial position be noted.
 - B. That the Portfolio Holder for Resources be given delegated authority to submit firm proposals to Council on 25th February 2015 to enable the capital programme to be set.
 - C. That call-in is not appropriate for this item as it is to be submitted to the Executive Overview and Scrutiny Committee on 29th January 2015.



AGENDA ITEM: 11

CABINET: 13 January 2015

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

Report of: Assistant Director Housing and Regeneration

Relevant Managing Director: Managing Director (Transformation)

Relevant Portfolio Holder: Councillor Houlgrave

**Contact for further information: Mr D McCulloch (Extn. 5203)
(E-mail: darroll.mcculloch@westlancs.gov.uk)
Mr W Berkley (Extn. 5259)
(E-mail: william.berkley@westlancs.gov.uk)**

SUBJECT: HOUSING ACCOUNT – REVENUE AND CAPITAL PROGRAMME

Wards affected: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To provide a summary of the budget position for the Housing Account for the next financial year.

2.0 RECOMMENDATIONS TO CABINET

2.1 That the financial position for 2015-16 be noted, and consideration given to the budget issues set out in this report.

2.2 That the use of the Assistant Director Housing and Regeneration's delegated authority in relation to rent and service charge increases be noted.

2.3 That this report be used for consultation purposes prior to the Council considering this matter in February 2015.

2.4 That the Housing and Transformation Portfolio Holder be given delegated authority to submit firm proposals to Council on 25 February 2015 to enable the budget to be set.

- 2.5 That call in is not appropriate for this item as it is to be submitted to the next meeting of the Executive Overview and Scrutiny Committee on 29 January 2015.

3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

- 3.1 That the budget position be considered and that any comments agreed by the Committee be submitted to the Housing and Transformation Portfolio Holder in advance of the Council meeting to be held on 25 February 2015.

4.0 BACKGROUND

- 4.1 The Council must set a budget for its Housing Account before the start of each financial year, and this budget will set out the financial basis for the delivery of services. The budget that is set must enable Council and tenant priorities to be delivered but must also be affordable. In addition it should comply with best practice requirements on budget setting, and meet statutory and accounting regulations. The Council meeting on the 25th February will provide all Members with the opportunity to debate and agree this budget.

5.0 RENTAL INCOME

- 5.1 The Government introduced a policy that authorities should aim to achieve what is known as target rents by 2015. Target rents were set to broadly bring Local Authority rent into line with Housing Associations so that tenants would pay a similar rent for similar properties within each locality. The target rent is based on the value of the property, the size of the property and the average regional earnings.
- 5.2 This Government framework was based on rent convergence taking place in 2015-16 based on rental growth of RPI +0.5% plus £2. However, the Government decided that the transitional formula to reach convergence would end in 2014-15 removing the £2 additional uplift in 2015-16. To compound matters the Government also decided to change the inflation factor from RPI +0.5% to CPI + 1% (which produces a smaller increase). This means that there will be a significant number of properties that will not have achieved the Government's target rent by April 2015, and that the rent income generated is less than what could have been achieved with an adverse impact on the overall business plan position. It is the Council's policy to charge target rents on all re-let properties, and consequently all properties will eventually move to the target rent level, but this may take some time to fully achieve.
- 5.3 The Government's rent restructuring guidance provided that from 2015-16 the expected increase in rents would be set at CPI plus 1% based on September inflation rates. In September 2014 CPI was reported by the Office of National Statistics as 1.2%. Therefore the annual increase expected by the government

will be 2.2%, and I intend to use my delegation to set the rent increase at this level.

5.4 There are a number of other factors that will influence the rent levels achieved including:

- In 2013-14 the Council sold 48 properties under Right To Buy legislation (RTB). However, despite government initiatives to stimulate RTB sales, in 2014-15 the Council have only sold 20 properties by the end of November. Consequently a reduction in RTB sales from 50 to 40 dwellings per annum has been factored into the attached estimates and the HRA Business Plan.
- Void levels and the time it takes to relet can have an adverse impact on income levels. In 2014-15 a major drive has been undertaken to relet high cost, mothballed, and hard to let properties. It is estimated that void levels should return to more normative levels at 2% in 2015-16 and beyond
- Universal Credit is being rolled out to West Lancashire as part of the Government's Welfare Reform agenda, and this could potentially have an impact on rent collection rates and levels of bad debts, and consequently this is an area that will need to be monitored closely going forward to assess its impact

6.0 OTHER CHARGES

6.1 A general principle is applied to service charges that they should be calculated to ensure that they are sufficient to recover the cost of services provided to tenants. In keeping with this principle I intend to use my delegated authority to increase the level of service charges next year by 2.2% (in line with the rent increase) except as stated below.

6.2 On 6 November 2014 Cabinet resolved in relation to a number of leased properties located at Beacon Crossing:

That the Assistant Director Housing and Regeneration be requested to review service charges in the light of the current under charging arrangements and introduce increases on a phased basis.

6.3 In overall terms the expenditure incurred on these properties is significantly in excess of the income generated through the current level of service charges by almost £1,000 per property. In accordance with the authority delegated to me by Cabinet I am proposing to phase increases in service charges over a three year time frame and have written to the tenants concerned that their charges will increase by £7 per week from 2015-16. To assist with this transition I have instructed our Money Advisers to work with tenants affected by these changes.

6.4 Work is on-going with regard to reviewing leasehold service charges and it is proposed that we consult with leaseholders on proposed changes during the course of 2015-16.

6.5 District Heating charges have recently been reviewed and due to the favourable state of the Heating Charge Account no increase was made in 2014-15. In

compliance with EU Directives the Council is installing, where possible, individual property heat meters and will be consulting with tenants shortly about how this will affect them. Additionally we are continuously reviewing other energy efficiency measures and alternative heating sources that are available in the market place to drive down heating costs and lower carbon emissions. I propose to review District Heating charges again in Autumn 2015 and will bring a report to Cabinet when this is concluded.

- 6.6 Currently, we let 72% of garages which produces an income which benefits the HRA by around £359,000 per annum. Due to the relatively low level of garages that are let, charges have not been increased for several years and additional funding was agreed in 2014-15 to develop and implement a garage strategy. Given the investment that is now taking place, I am proposing to increase the charges on garages that have been improved by 2.2% next year in line with the general rent increase, and freeze the rent level for other garages.
- 6.7 Next year it is anticipated that Lancashire County Council will reduce its Supporting People Grant funding by £194,000, and this will have a significant impact on this service area. This issue will be given specific consideration through the budget process, and a range of options will be assessed.

7.0 GOVERNMENT POLICY CONSIDERATIONS

- 7.1 Members should be aware that the Council can determine its own rent and service charge policy and does not have to follow the Government's rent restructuring formula. Higher increases in charges will produce additional income for reinvestment in the housing stock. However there are a wide range of factors that need to be considered in making this decision. In particular the majority of our tenants are on low incomes and are in receipt of some form of housing benefit, and the Government can limit the increases in benefit that tenants may receive.

8.0 DRAFT ESTIMATES

- 8.1 The base assumptions used in the HRA Business Plan and for the HRA Estimates are detailed in Appendix A. The HRA business Plan sets out projections of expenditure and income over a 30 year period to enable forward planning and long term investment decisions to be made. The HRA Estimates for 2015-16 then provide more detailed information that sets out the financial basis for how the HRA service objectives will be achieved.
- 8.2 The draft Estimates for next year are set out in Appendix B and provide a provisional budget for the HRA revenue account covering all areas of expenditure and income. These estimates include increases in the base budget required to roll forward agreed service levels but do not allow for any service improvements. These figures also allow for the increase in rents and other charges as set out above. These estimates will be reviewed prior to the Council meeting in February to ensure that they are robust for the purposes of the budget calculation in accordance with the requirements of the Local Government Act 2003. These figures currently show that there is £9.560m available for new

policy developments and capital investment, before consideration is given to borrowing and other sources of funding.

- 8.3 In addition to the roll over budget in continuing services, it is also important to consider new budget issues and areas for development. Appendix C comprises a list of budget issues that Officers have identified that should be considered as part of the budget process. This includes consideration of Evenwood Court, which was considered by Cabinet in November and is now undergoing a full option appraisal.
- 8.4 Members will need to carefully consider those options, and any others that emerge through the budget process, and determine which proposals to include in the final budget to meet service objectives.

9.0 CAPITAL INVESTMENT

- 9.1 There is a five year capital programme plan in place that sets out the investment that will be made in the housing stock to ensure that all properties meet a defined quality standard and to ensure effective asset management. This plan was considered as part of the 2014-15 mid-year review and a revised plan was approved by Council on 17 December 2014. The estimates attached at appendix D detail the 5 year proposed plan from 2015-16 through to 2019-20 and reflect the decision made at Council in December. These estimates also reflect the additional borrowing approval of £2.5m that has been provided by the Government to help build 39 new properties in Firbeck.
- 9.2 There is a need to link the rent policy into the investment strategy in order to develop a robust business plan. This is because the investment strategy can only be delivered if the rental income levels that are projected are actually achieved. Agreeing the investment strategy will therefore effectively produce a commitment to the rental policy. Members need to understand the strong link between rents and investment.
- 9.3 We need to ensure our properties are sustainable and have a positive effect on the business plan. Therefore investment in properties that have a negative effect on the business plan need careful consideration. Work on some of these properties is included within the investment plan in years 2 and 3. However these properties will undergo an option appraisal prior to this investment being carried out.
- 9.4 A fully worked up set up of budget proposals will be brought back to Council in February highlighting all the financial and resource implications both in terms of revenue and capital which will support the HRA Business Plan. These proposals will take into account the consultation with residents that will take place as part of the budget process.

10.0 SUSTAINABILITY IMPLICATIONS / COMMUNITY STRATEGY

10.1 Clearly the Council with its Tenants will want to ensure that the future business plan allows properties to be brought up to a reasonable standard and that appropriate investment can be made at the appropriate time. The further modelling of the business plan will enable a well informed investment plan to be developed in keeping with the requirements of an effective asset management strategy. The community strategy has highlighted that local people should receive good quality homes for a fair and appropriate rent, and these issues are considered through the business plan process.

11.0 RISK ASSESSMENT

11.1 The formal consideration and reporting of the budget estimates is part of the overall budgetary management and control framework that is designed to minimise the financial risks facing the Council. This process is resource intensive for both Members and Officers but ensures that a robust and achievable budget is set.

Background Documents

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

Equality Impact Assessment

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required. A formal Equality Impact Assessment will be produced when the Council agrees the budget at its meeting in February.

Appendices

Appendix A – Key Assumptions

Appendix B – Draft HRA Estimates

Appendix C - Budget Issues

Appendix D - Draft 5 Year Investment Plan

Appendix E – Minutes of Landlord Services Committee (Cabinet Working Group) – 8 January 2015 (Cabinet and Executive Overview and Scrutiny Committee)

Appendix F – Minute of Cabinet 13 January 2015 (Executive Overview and Scrutiny Committee only)

APPENDIX A - KEY ASSUMPTIONS UNDERLYING THE HRA BUSINESS PLAN

Line	Year	1	2	3	4	5	
	Financial Year	2015.16	2016.17	2017.18	2018.19	2019.20	Comment
1	DWELLING STOCK						
2	Right to Buy Sales	40	40	40	40	40	Based on 40 sales per year
3	Demolitions	0	16	0	0	0	16 planned demolitions as part of Beechtrees Revival project
4	Additions	39	0	0	0	0	39 new build properties as part of the Firbeck Revival project
5	INFLATION AND GROWTH						
6	CPI	1.20%	2.00%	2.00%	2.00%	2.00%	Sept CPI 1.2% for 2015/16 and 2% in later years based on government target
7	RPI	2.30%	3.00%	3.00%	3.00%	3.00%	Sept RPI 2.3% for 2015/16, then assume 1% higher than CPI in line with experience
8	Real Growth above RPI						
9	Premises Related Expenditure	0.00%	0.00%	0.00%	0.00%	0.00%	Increase in line with RPI - but see note (1)
10	Other Management & Supervision Costs	0.00%	0.00%	0.00%	0.00%	0.00%	Increase in line with RPI
11	Real Growth above CPI						
12	Rents	1.00%	1.00%	1.00%	1.00%	1.00%	Rents will increase by 1% above CPI
13	Garage Rents	1.00%	1.00%	1.00%	1.00%	1.00%	Garage rents will increase by 1% above CPI for those that have been improved while other garage rents will be frozen
14	Service Charges	1.00%	1.00%	1.00%	1.00%	1.00%	Service charges will increase by 1% above CPI - but see note (2) Leasehold and district heating charges are also subject to different approaches
15	Pay Costs						
16	Employee Related Pay	1.20%	1.00%	1.00%	1.00%	1.00%	Pay award for 2015/16 agreed, assume 1% in subsequent years
17	PENSION FUND VALUATIONS						
18	Increase in Employer Contributions	£43,200	£87,000	£0	£0	£0	Reflects results of latest actuarial review
19	VOIDS	2.00%	2.00%	2.00%	2.00%	2.00%	Assume 2% void levels in line with previous years
20	BAD DEBTS	1.00%	1.00%	1.00%	1.00%	1.00%	Assume 1% in line with previous years - but see note (3)
21	INTEREST EARNED / PAID						
22	Interest on SF Debt with PWLB	3.47%	3.47%	3.47%	3.47%	3.47%	Loans are at fixed long term rates
23	Interest on New External Borrowing	4.50%	5.00%	5.00%	5.00%	5.00%	
24	Interest Earned on Working Balances etc	0.50%	0.75%	1.00%	1.00%	1.00%	Rates in line with Capital Interest Rate Forecasts
25	VOLUNTARY DEBT REPAYMENT						
26	Amount of Voluntary Set Aside	£0.27m	£0.28m	£0.29m	£0.30m	£0.30m	
27	PROFESSIONAL FEES	8.00%	8.00%	8.00%	8.00%	8.00%	

NOTES

(1) Rates of contract inflation for building work need to be reassessed in the light of experience and will be updated if required

(2) There are specific issues that have to be considered in relation to supporting people service charges and these will be separately considered through the budget process.

(3) The Welfare Reform agenda may potentially affect the level of bad debts and this area will be reviewed through the budget process

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM		2014.15	2015.16
		BUDGET	BUDGET
		1	2
	SUMMARY		
	EXPENDITURE		
1	General Expenses HRA 2.7	14,914,300	4,004,950
2	Supervision, Management & Housing Repairs & Maintenance HRA 3.8	10,876,759	10,944,106
3	Total HRA Expenditure	25,791,059	14,949,056
	INCOME		
4	General Income HRA 2.11	24,165,059	24,509,111
5	Transfer from Unused Reserves	1,626,000	
6	Total Income	25,791,059	24,509,111
7	HRA Resource Available for Items in Appendices C and D HRA 1.6 less HRA 1.3	-	(9,560,055)

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM		2014.15	2015.16
		BUDGET	BUDGET
GENERAL EXPENSES		1	2
		£	£
1	Premises Related Expenses	126,808	126,808
2	Contributions to Provisions for Bad Debts	125,000	125,000
3	Pension costs contribution	260,721	303,921
4	Contribution to Capital Outlay	11,078,351	
5	Capital financing costs	3,056,990	3,169,487
6	Voluntary debt set aside for redemption of debt as loans mature	266,430	279,734
7	Total Expenditure to Summary	14,914,300	4,004,950
	To HRA 1.1		
GENERAL INCOME			
8	Customer & Client Receipts	24,096,239	24,432,111
9	Interest receivable	68,820	77,000
10	Total Income to Summary	24,165,059	24,509,111
	To HRA 1.4		

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM			2014.15	2015.16
			BUDGET	BUDGET
			1	2
	<i>SUPERVISION, MANAGEMENT & HOUSING REPAIRS & MAINTENANCE</i>		£	£
	SUMMARY			
1	Central Administration	HRA 4.8	2,267,850	2,200,300
2	Performance Improvement Team	HRA 4.15	554,035	516,137
3	Rent & Money Advice	HRA 4.20	715,905	613,675
4	Voids & Allocations	HRA 5.8	2,009,085	1,999,916
5	Estate Management & Tenant Participation	HRA 5.16	781,790	861,518
6	Property Services	HRA 6.9	4,219,834	4,242,294
7	Elderly & Disabled Support	HRA 6.18	328,260	510,266
8	Total Expenditure to summary	To HRA 1.2	10,876,759	10,944,106

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM		2014.15	2015.16
		BUDGET	BUDGET
		1	2
	<i>SUPERVISION, MANAGEMENT & HOUSING REPAIRS & MAINTENANCE</i>		
	<i>- CENTRAL ADMINISTRATION</i>		
	EXPENDITURE		
1	Employee Expenses	525,540	509,790
2	Premises Related Expenses	71,870	21,870
3	Transport Related Expenses	10,470	10,470
4	Supplies and Services	158,900	158,900
5	Support Services	1,738,360	1,736,560
6	<u>Total Expenditure</u>	2,505,140	2,437,590
7	INCOME	237,290	237,290
8	Net Expenditure to Summary to HRA 3.1	2,267,850	2,200,300
	<i>- PERFORMANCE IMPROVEMENT</i>		
	EXPENDITURE		
9	Employee Expenses	289,520	285,974
10	Transport Related Expenses	8,000	8,000
11	Supplies and Services	222,270	187,270
12	Support Services	34,245	34,893
13	<u>Total Expenditure</u>	554,035	516,137
14	<u>INCOME</u>	-	-
15	Net Expenditure to Summary to HRA 3.2	554,035	516,137
	<i>- RENT & MONEY ADVICE</i>		
	EXPENDITURE		
16	Employee Expenses	486,050	344,190
17	Transport Related Expenses	14,930	14,930
18	Supplies and Services	37,030	37,030
19	Support Services	177,895	217,525
20	Net Expenditure to Summary to HRA 3.3	715,905	613,675

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM		2014.15	2015.16
		BUDGET	BUDGET
	- VOIDS & ALLOCATIONS	2	2
		£	£
	EXPENDITURE		
1	Employee Expenses	395,755	374,080
2	Premises Related Expenses	1,765,530	1,765,530
3	Transport Related Expenses	26,040	26,040
4	Supplies and Services	40,840	40,840
5	Support Services	27,810	30,827
6	<u>Total Expenditure</u>	2,255,975	2,237,317
7	INCOME	246,890	237,401
8	Net Expenditure to Summary to HRA 3.4	2,009,085	1,999,916
	- ESTATE MANAGEMENT & TENANT PARTICIPATION		
	EXPENDITURE		
9	Employee Expenses	355,230	379,800
10	Premises Related Expenses	238,770	292,200
11	Transport Related Expenses	20,050	20,050
12	Supplies and Services	129,250	129,250
13	Support Services	50,850	52,578
14	<u>Total Expenditure</u>	794,150	873,878
15	INCOME	12,360	12,360
16	Net Expenditure to Summary to HRA 3.5	781,790	861,518

WEST LANCASHIRE BOROUGH COUNCIL
DRAFT REVENUE ESTIMATES 2015/16
HOUSING REVENUE ACCOUNT

ITEM		2014.15	2015.16
	- PROPERTY SERVICES	BUDGET	BUDGET
		2	2
	ADMINISTRATION	£	£
1	Employee Expenses	1,736,499	1,754,226
2	Premises Related Expenses	3,274,165	3,274,165
3	Transport Related Expenses	89,350	89,350
4	Supplies & Services	134,910	134,910
5	Agency & contracted Services	51,260	51,260
6	Support Services	79,470	84,203
7	<u>Total Expenditure</u>	5,365,654	5,388,114
8	INCOME	1,145,820	1,145,820
9	Net Expenditure to Summary to HRA 3.6	4,219,834	4,242,294
	- ELDERLY & DISABLED SUPPORT		
10	Employee Expenses	744,800	742,275
11	Premises Related Expenses	471,690	471,690
12	Transport Related Expenses	39,910	37,910
13	Supplies & Services	88,960	88,960
14	Agency & contracted Services	950	950
15	Support Services	220,290	225,690
16	<u>Total Expenditure</u>	1,566,600	1,567,475
17	INCOME	1,238,340	1,057,209
18	Net Expenditure to Summary to HRA 3.7	328,260	510,266

Essential Budget Issues		2015.16 £000	2016.17 £000	2017.18 £000
	Capital Expenditure			
1	Compartmentalisation of roof spaces in sheltered properties	62		
2	Replacement of Balcony Surfaces and associated works at New Church Farm and Little Digmaor	80		
3	Upgrade of existing Communal Door Entry systems	28		
4	Void Capital works	150	150	150
5	Contract inflation	74	72	29
6	Mobile Working PSN compliance	25		
7	Investment to deliver Housing OR recommendations (provisional estimate)	129		
	Sub total	548	222	179
	Revenue Expenditure			
8	Assistant Solicitor post (0.5FTE)	22	22	22
9	Communal Door Entry - servicing of equipment	10	10	11
10	Communications and Digital Inclusion Officer post	39	39	39
11	Environmental Strategy Officer post	40	40	40
12	Leasehold Support Officer post	28	28	28
13	Permanent additional staffing resources within Rent Income Team (2 posts)	24	48	48
14	Void revenue costs	300	300	300
15	Accountant post	37	37	37
16	Revaluation of Housing Assets (temporary resource)	18		
	Sub total	518	524	525
	Total	1066	746	704

Desirable Budget Issues		2015.16 £000	2016.17 £000	2017.18 £000
	Capital Expenditure			
17	Digital Inclusion Initiatives	20		
18	Pilot Scheme - Painting / Rendering "No Fines' properties	15		
19	Solar Photovoltaics (PV) with ongoing revenue savings of £4,500 per year	75		
20	Evenwood Court re-modelling subject to option appraisal	400		
	Sub total	510	0	0
	Revenue Expenditure			
21	Electrical Testing (2 posts)	73	74	74
22	Energy Efficiency Officer post	35	35	35
23	Heating Servicing cycles	15	15	15
24	Occupational Therapy Assessment post (0.5 FTE)	17	17	17
25	Environmental Issues	7	8	9
	Sub total	147	149	150
	Total	657	149	150

APPENDIX D - REVISED CAPITAL INVESTMENT PROGRAMMES FOR THE FINANCIAL YEARS 2015-16 THROUGH TO 2019-20 - DRAFT

Scheme Description	2015-16 Reprofiled from 2014-15 £'000	2015-16 Budget £'000	2015-16 Total Budget £'000	2016-17 Budget £'000	2017-18 Budget £'000	2018-19 Budget £'000	2019-20 Budget £'000	Total All Years Budget £'000
EXPENDITURE								-
DISABLED ADAPTATIONS		652	652	697	735	664	718	3,466
FAILED DOUBLE GLAZING		11	11	12	12	12	13	60
LAUNDRY EQUIPMENT	19	16	35	18	19	19	20	111
GULLEY'S		11	11	12	12	12	13	60
GUTTERS		11	11	12	12	12	13	60
KITCHENS		2,147	2,147	2,315	964	586	601	6,613
BATHROOMS		1,806	1,806	1,893	2,003	226	232	6,160
ELECTRICAL WORK		87	87	129	120	241	247	824
ENERGY EFFICIENCY MEASURES	1,183		1,183					1,183
HEATING SYSTEMS		1,491	1,491	1,581	606	796	818	5,292
LIFTS	547		547			169	174	890
FENCING & PAVING		938	938	930	1,533	1,327	1,363	6,091
WINDOW & DOOR REPLACEMENT	280	647	927			353	362	1,642
ROOFING WORKS	85	1,311	1,396	1,554	1,266	1,059	1,087	6,362
WALLS		727	727	844	778	427	439	3,215
COMMUNAL AREAS CAT		110	110	118	124	128	131	611
EQUIPMENT REPLACEMENT SHELTERED HOUSING	200		200					200
HEAT METERS	91		91					91
SHELTERED UPGRADES	135	110	245	118	124	128	131	746
STRUCTURAL WORKS		165	165	176	186	192	197	916
BIN STORAGE IMPROVEMENTS	39		39					39
CAPITAL CONTINGENCY - VOIDS		658	658					658
CAPITAL CONTINGENCY		137	137	147	155	159	163	761
FIRBECK REVIVAL	2,776	3,000	5,776					5,776
MAINS WATER			-	795	818			1,613
GARAGES		329	329					329
MINOR WORKS		7	7		3	21	21	52
COMMUNAL DOORS ELECTRICS			-		184	332	341	857

APPENDIX D - REVISED CAPITAL INVESTMENT PROGRAMMES FOR THE FINANCIAL YEARS 2015-16 THROUGH TO 2019-20 - DRAFT

Scheme Description	2015-16 Reprofiled from 2014-15 £'000	2015-16 Budget £'000	2015-16 Total Budget £'000	2016-17 Budget £'000	2017-18 Budget £'000	2018-19 Budget £'000	2019-20 Budget £'000	Total All Years Budget £'000
COMMUNAL HEATING			-		122	7	7	136
FEES	274	949	1,223	908	782	550	567	4,030
BEECHTREES REVIVAL SCHEME			-	568	850	1,578		2,996
SAVINGS TO BE ALLOCATED	312		312					312
TOTAL EXPENDITURE	5,941	15,320	21,261	12,827	11,408	8,998	7,658	62,152

NOTES

1. These figures do not include programme slippage from 2014-15 which is not yet known
2. The investment for the period 2016-17 through to 2019-20 are indicative figures and will be reviewed on an annual basis according to investment need, contract inflation, experience etc

AGENDA ITEM: 11
Housing Account – Revenue and Capital Programme

**MINUTE OF LANDLORD SERVICES COMMITTEE (CABINET WORKING GROUP) – 8
JANUARY 2015
CONSULTATION ON RELEVANT DRAFT CABINET REPORT**

24. HOUSING ACCOUNT - REVENUE AND CAPITAL PROGRAMME

Consideration was given to the draft report of the Assistant Director Housing and Regeneration that provided a summary of the budget position in relation to the Housing Account for the next financial year, along with the most up-to-date financial position since the draft report was prepared.

In discussion comments and questions were raised in respect of the following:

- Service charges to tenants' – outcome of review.
- Seeking tenants' views – consultation process (methods / approaches; role of tenant groups (Tenants' and Residents' Forum); inclusion)

The Assistant Director Housing and Regeneration provided clarification and responded to questions and in relation to the consultation process referred to made an undertaking to evaluate this for future years.

RESOLVED: That, as a consequence of the discussion on this item it was agreed, the delegations to the Assistant Director Housing and Regeneration and recommendations to Cabinet , be supported.

MINUTE OF CABINET – 13 JANUARY 2015

68. HOUSING ACCOUNT - REVENUE AND CAPITAL PROGRAMME

Councillor Mrs Houlgrave introduced the report of the Assistant Director Housing and Regeneration which provided a summary of the budget position for the Housing Account for the next financial year.

Minute no. 24 of the Landlord Services Committee (Cabinet Working Group) was circulated at the meeting.

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

- RESOLVED
- A. That the financial position for 2015-16 be noted.
 - B. That the use of the Assistant Director Housing and Regeneration's delegated authority in relation to rent and service charge increases be noted.
 - C. That the report be used for consultation purposes prior to the Council considering this matter in February 2015.
 - D. That the Housing and Transformation Portfolio Holder be given delegated authority to submit firm proposals to Council on 25 February 2015 to enable the budget to be set.
 - E. That call-in is not appropriate for this item as it is to be submitted to the next meeting of the Executive Overview and Scrutiny Committee on 29 January 2015.



AGENDA ITEM: 12

CABINET: 13th January 2015

**EXECUTIVE OVERVIEW AND
SCRUTINY: 29th January 2015**

Report of: Borough Treasurer

Relevant Managing Director: Managing Director (People and Places)

Relevant Portfolio Holder: Councillor D. Whittington

Contact: Marc Taylor (Extn. 5092)
(E-mail: Marc.Taylor@westlancs.gov.uk)

SUBJECT: GENERAL REVENUE ACCOUNT BUDGET 2015-16

Wards affected: Borough Wide

1.0 PURPOSE OF THE REPORT

1.1 To provide a summary of the current General Revenue Account budget position.

2.0 RECOMMENDATIONS TO CABINET

- 2.1 That the financial position for 2015-16 and later years be noted, and consideration given to how a balanced budget can be achieved.
- 2.2 That the Portfolio Holder for Resources be given delegated authority to submit firm proposals to Council on 25th February 2015 to enable the budget to be set.
- 2.3 That call in is not appropriate for this item as it is to be submitted to the next meeting of the Executive Overview and Scrutiny Committee on 29th January 2015.

3.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW AND SCRUTINY COMMITTEE

- 3.1 That the budget position be considered and that any comments agreed by the Committee be submitted to the Portfolio Holder for Resources in advance of the Council meeting to be held on 25th February 2015.
-
-

4.0 BACKGROUND

- 4.1 The Council must set a budget before the start of each financial year, and this budget will set out the financial basis for the Council's corporate and service plans. The budget that is set must enable the Council's priorities to be delivered but must also be affordable. In addition it should comply with best practice requirements on budget setting, and must meet statutory and accounting regulations. The Council meeting on the 25th February will provide all Members with the opportunity to debate and agree this budget.

5.0 LOCAL GOVERNMENT FINANCE SETTLEMENT

- 5.1 Just before Christmas, the Government issued the provisional finance settlement for local authorities for 2015-16. This settlement announced that our Funding Assessment (the Government's view of the funding that should be available to us through Revenue Support Grant and retained Business Rate income) would reduce by £0.999m to £5.393m. This is a decrease of 15.6%, which is broadly similar to other Lancashire districts whose settlements varied between reductions of 13.0% to 16.1%. It is also similar to the average for shire districts of 15.3%.
- 5.2 The Government will provide Revenue Support Grant of £2.385m towards this Funding Assessment, and expects the balance of £3.008m to be generated through the Business Rates Retention system. This retained business rate income figure is 1.91% higher than the equivalent figure for the current year, which reflects the proposed increase in the level of business rates for 2015/16. An estimate of the business rates income collectable for next year is currently being prepared, and this will need to be taken into account in considering the final budget position.
- 5.3 In addition to the Funding Assessment, the Government provides a number of other grants to the Council including New Homes Bonus (NHB) funding. The Council should receive an additional £319,000 NHB next year. This grant funding is based on a net increase in the housing stock of 202 properties (of which 62 were assessed as being affordable homes), together with 42 long term empty properties being brought back into use. When added to our current NHB allocation for this year, this will mean total funding from this source of £1.369m next year, which is the fourth highest figure for Lancashire districts.

- 5.4 In overall terms the settlement will result in a significant reduction in funding for the Council. The figures now published by the Government show an overall reduction in funding of £715,000 taking into account all grant income. However this scale of reduction had been expected and has been taken into account in our Medium Term Financial Forecast and Business Plan.
- 5.5 In recent years the Government has operated a scheme where it has provided grant funding to compensate those local authorities that have not increased their Council Tax. Many authorities have frozen their Council Tax levels as a result, although other authorities have decided to increase their Council Tax levels to generate additional income on a more permanent basis.
- 5.6 The Government is running a similar scheme for 2015-16, where if we freeze our Council Tax next year then we will receive a grant of around £70,000 (equivalent to a 1% increase in Council Tax excluding the impact of Council Tax Support), which will then be built into our Funding Assessment in future years. In making a decision on whether to accept this grant, Members will need to consider the difficult financial situation facing many West Lancashire tax payers and weigh this against the need to maintain the real value of Council Tax income. There is also no guarantee that the grant funding would continue to be provided in the future and consequently accepting the grant may not help to address the Council's challenging medium term financial position.
- 5.7 For Councils that do decide to increase their Council Tax, the Government have introduced powers for residents to veto any Council Tax increases over 2%. This means that if a local authority wanted to raise its Council Tax by more than this level it would have to consult the public in a referendum in order to obtain approval for this course of action.

6.0 BUDGET POSITION FOR 2015-16

- 6.1 Draft estimates are being prepared for next year that set out a provisional budget for the Council covering all areas of expenditure and income. These estimates are based on rolling forward existing budgets to enable agreed service levels to be maintained, including continuation of the existing Council Tax Support Scheme. These estimates include a number of increases to cover standard budget factors including the impact of the national pay agreement and contract inflation in line with contractual agreements. These estimates will also incorporate the Major Service Review (MSR) Base Budget Review savings that were agreed at December Council. These estimates do not however contain any additional spending for service improvements. These estimates will be reviewed to ensure that they are robust for the purposes of the budget calculation in accordance with the requirements of the Local Government Act 2003, and the results of this review will be reported to the February Council meeting.
- 6.2 The Council is facing a very challenging medium term financial environment primarily as a result of reductions in government grant funding. Details on this financial position were set out in the MSR report to Council in December. This report identified that the initial projected budget gap of £1.3m for 2015-16, would be reduced to £655,000 once the Base Budget Review savings were taken into

account, and that the remaining gap could then be funded from the projected favourable budget variance in the current year. This approach would then mean that a balanced budget can be set for 2015-16, and this position has not changed significantly following the publication of the finance settlement.

- 6.3 Through the budget process, Heads of Service have now identified a range of new pressures for next year that mainly relate to unavoidable cost increases or income reductions. Members will need to carefully consider these proposals and determine which items to include in the final budget to meet corporate and service objectives. In line with the approach adopted in the Medium Term Financial Forecast a provision of £150,000 has been allowed for this factor in 2015-16, but its final value will depend on Member decisions.
- 6.4 In looking at finalising the budget for next year consideration will need to be given to a number of different factors including:
- The challenging financial position facing local authorities over the medium term
 - The acceptance of budget issues identified by Heads of Service
 - Changes to fees and charges and the level of the Council Tax
 - The projected favourable variance on the current year's budget identified in the mid year review
 - The Business Plan process
 - The Council's Reserves strategy
- 6.5 The Group leaders and their financial spokespersons are currently examining in detail various budget options. A more detailed set of budget papers will be reported to the Executive Overview and Scrutiny Committee to enable a more in depth consideration of the budget position. The Council meeting will then provide an opportunity for each Political Group to put forward proposals that combine both expenditure and the means of funding it and to set the Council Tax.

7.0 MEDIUM TERM FINANCIAL POSITION

- 7.1 A recent report from Grant Thornton, our external auditors, entitled "Rising to the Challenge – The evolution of local government" highlights that local authorities in general have met the financial challenges that they have faced to date. However these challenges are set to increase as financial austerity is expected to continue into the medium term future, and consequently Councils will have to work harder to ensure they stay financially resilient. These ongoing funding reductions are expected to bite harder and deeper in the future, and some authorities may then find that they reach a tipping point in terms of their ability to provide services and meet their statutory duties.

- 7.2 In West Lancashire we are currently in a healthy financial position where there is a projected favourable budget variance in the current year and the budget position for next year can be balanced. However the medium term financial picture remains very challenging, and this will be addressed through the MSR process that has been agreed for 2015, including a Policy Options report that will be brought to Council in July 2015.
- 7.3 The Council's Medium Term Financial Forecast will now be updated to reflect the details of the finance settlement and other recent developments. This forecast will then inform the Business Plan process for 2015-18, which will set out how these financial challenges will be addressed.

8.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

- 8.1 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder. The report has no significant links with the Sustainable Community Strategy.

9.0 RISK ASSESSMENT

- 9.1 The formal consideration and reporting of the budget estimates is part of the budgetary management and control framework that is designed to minimise the financial risks facing the Council. This process is resource intensive for both Members and Officers but ensures that a robust and achievable budget is set.
- 9.2 There are number of financial factors that will influence next year's budget that are unavailable at the time of producing this report including the deficit or surplus on this year's Council Tax collection, and business rate income projections for both this year and next year. Estimates for these areas will be produced in January in line with statutory requirements, and will be included in the final budget setting report to Council in February.

Background Documents

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

Equality Impact Assessment

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore no Equality Impact Assessment is required. A formal Equality Impact Assessment will be produced when the Council agrees the budget at its meeting in February.

Appendices

Minute of Cabinet 13 January 2014 (Executive Overview and Scrutiny Committee only).

MINUTE OF CABINET – 13 JANUARY 2015

69. GENERAL REVENUE ACCOUNT BUDGET 2015-16

Councillor Whittington introduced the report of the Borough Treasurer which provided a summary of the current General Revenue Account budget position.

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

- RESOLVED
- A. That the financial position for 2015-16 and later years be noted.
 - B. That the Portfolio Holder for Resources be given delegated authority to submit firm proposals to Council on 25th February 2015 to enable the budget to be set.
 - C. That call-in is not appropriate for this item as it is to be submitted to the next meeting of the Executive Overview and Scrutiny Committee on 29th January 2015.



AGENDA ITEM: 13

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

Report of: Assistant Director Housing and Regeneration

Relevant Managing Director: Managing Director (Transformation)

**Contact for further information: Ms L. McGarry (Extn. 5233)
(E-mail: leigh.mcgarry@westlancs.gov.uk)**

**SUBJECT: ORGANISATIONAL RE-ENGINEERING – LANDLORD SERVICES –
PROJECT UPDATE**

Wards affected: Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To provide Members with a project update in relation to the implementation of the recommendations of the Organisational Re-engineering, Landlord Services Report.

2.0 RECOMMENDATIONS TO EXECUTIVE OVERVIEW & SCRUTINY COMMITTEE

2.1 That the content of the progress report, attached at Appendix A and Appendix B, be noted.

3.0 BACKGROUND

3.1 Members will be aware that the Organisational Re-engineering, Landlord Services Report was approved at Cabinet on 16 September 2014. To allow for call in no action could be taken on the decisions of Cabinet until after 23 September 2014.

3.2 The following item was approved as part of the report;

“The OR Manager has engaged with the Housing Service Development team and BTLS during the review in order to confirm, in principle, that all of the recommendations requiring ICT development are achievable. However in order

to obtain detailed costing's for each recommendation and to satisfy a business case for each initiative, Service Managers will continue to work closely with BTLS to produce a detailed Action plan. Accordingly, a detailed workshop will be arranged for later this month pending Cabinet's approval of the recommendations contained within this report."

- 3.3 The workshop meeting with BTLS was held on 17 October 2014. The Implementation Manager received initial feedback from BTLS on 11 December 2014 regarding the service recommendations that require BTLS technical input. Further information has subsequently been provided to BTLS to enable detailed and accurate costing's to be produced which can then inform a business case for these particular recommendations and finalise the schedule for implementation.

4.0 CURRENT POSITION

- 4.1 An update has been provided at Appendix A in relation to the OR report service recommendations. I am pleased to report that of the 37 recommendations there are 30 which can be taken forward at this time, 100% of these are currently being progressed. 5 of the 30 recommendations have now been completed. There are 2 recommendations which the Choice Based Lettings software provider (Abitas) has now confirmed cannot be achieved, the remaining 23 recommendations are at various stages of progression which are shown in Appendix A.
- 4.2 There are 7 service recommendations that are co-dependant on corporate issues that are currently being considered. For example the replacement of the corporate CRM system which would have significant impact on integration with the Housing IT systems.
- 4.3 Delivery of those service recommendations that have a financial requirement for funding which cannot be met from existing budgets are dependent on approval of a funding bid made to Council on 25th February 2015.

5.0 SUSTAINABILITY IMPLICATIONS/COMMUNITY STRATEGY

- 5.1 As this item is for information only there are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder. The report has no significant links with the Sustainable Community Strategy.

6.0 FINANCIAL AND RESOURCE IMPLICATIONS

- 6.1 There are significant financial implications in delivering these recommendations which will require member approval at Council on 25th February 2015. There will also be staff resource implications in delivering this project. A timetable Appendix B has been produced on the assumption that all resources will be allocated to support this initiative. If this is not the case, the time table will need to be adjusted accordingly.

7.0 RISK ASSESSMENT

- 7.1 This item is for information only and makes no recommendations. It therefore does not require a formal risk assessment and no changes have been made to risk registers.

Background Documents

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

Equality Impact Assessment

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

Appendices

Appendix A - OR Update Report 5 January 2015

Appendix B – Project Plan

Appendix A

ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

Ref	Service Recommendations	Update	Delivery Target	
SR1	Promote and increase online Housing Applications and phase out paper applications completely	Completed	-	
SR2	Further, develop Abrisas to assess and band all applications	COMPLETE – System already assesses and bands applications but cannot automatically approve an application to commence bidding.	-	
SR3	Further develop the Housing Application form to advise customers of the information they will be required to supply when completing each section of the form	From 8 December 2014 improvements have been made to streamline the online application form and to assist applicants with completing the form. Further work required to provide online help prompts where applicable – this will be progressed with other online application enhancements to minimise costs.	Ongoing Feb 2016	
SR4	Abrisas to automatically cancel applications forms after an agreed period should a customer fail to provide the required proofs	Abrisas have now confirmed that this recommendation cannot be achieved.	-	
SR5	Provide additional internet access at the Customer Service Points. To promote digital inclusion for applicants to be able to complete online application forms as well as enabling existing customers to access Housing Services online	Indicative costs received from BTLS 12/01/2015 Request for Product (RFP) to be completed	Aug 2015	
SR6	Customer Service staff to provide support to customers when completing online application forms	This service recommendation is linked to SR3 & SR5. In the interim Housing Staff have been supporting customers with online applications following our promotion of this method of application via press release and updated website.	Aug 2015	

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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

SR7	Develop systems to automatically upload adverts to the 2 CSP's	<p>Linked to SR11</p> <p>There will be significant investment required to achieve this recommendation as integration between Housing QL & Housing Abrisas will be required.</p> <p>Housing Service Development Team tasked with providing costing and a detailed business case.</p>	Feb 2016	
SR8	Display adverts on a digital screen in windows of both CSP's	BTLS to provide advice re Umbraco & costs of display screens	Awaiting BTLS advice	
SR9	Develop adverts to display the right picture/room size/room dimensions	<p>Main issue for customers was to have the correct picture displayed on adverts. This has now been addressed as adverts now display individual property pictures.</p> <p>Advert text can be updated to display room sizes within the property (e.g. double or single bedrooms and kitchen / diner or separate dining facilities). In our view this will satisfy the needs of applicants. Advert templates can be improved to ensure full data is displayed. Abrisas works order required.</p> <p>To provide room dimensions would require a data capture exercise which would create significant additional work which has not been accounted for and will therefore not be progressed.</p>	Feb 2016	
SR10	Stop paper bids by encouraging customers to use online bidding system	<p>Average number of paper bids received on a weekly basis is 0.03% of all bids made.</p> <p>Applicants currently using paper bids have now moved to an alternative bidding method.</p> <p>Future applicants will be encouraged to use on line bidding.</p>	March 2015	

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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

SR11	Implement Abrisas voids module to automatically create adverts when notice to terminate has been given	<p>Linked to SR7</p> <p>Abrisas system does not have a voids module.</p> <p>There will be significant investment required to achieve this recommendation as integration between Housing QL & Housing Abrisas will be required.</p> <p>Housing Service Development Team tasked with providing costing and a detailed business case.</p>	Feb 2016	
SR12	Work with officers to provide training on how to complete free text on advert templates to mitigate the need for rechecking at a senior level	Completed	-	
SR13	Explore the possibility of flexible viewings to include outside 9-5 and on Saturday Mornings	<p>Linked to SR 20</p> <p>Viewings can already be arranged between the hours of 7AM – 7PM Monday to Friday.</p> <p>Service users will be surveyed to establish if there is a business requirement for weekend viewings as this would require a change to contracts of employment. There are also lone working considerations with implementation of weekend working.</p> <p>If a business need exists, this will be implemented as part of the resulting restructure post implementation of Service Recommendations</p>	Sept 2016	
SR14	Review and update sign up pack	<p>Linked to SR15</p> <p>Sign up packs are periodically reviewed.</p> <p>This recommendation to be raised with the Tenant Scrutiny Group</p>	Mar 2016	



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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

		to be allocated to their work programme for 2015/16		
SR15	Tailor sign ups to meet the individual needs of the customer by using Customer Insight and profiling information. I.e. some customers will require less support and information than others	<p>Linked to SR14</p> <p>This work is already being done in light of Welfare Reform</p> <p>Additional support is also being provided post sign up to help sustain tenancies.</p> <p>Work has commenced to analyse and target vulnerable tenancies.</p>	Mar 2016	
SR16	Complete a cost benefit analysis to assess the viability of recharging customers when keys are not returned. This includes the keys being cut in-house via Property Services	<p>Complete</p> <p>Cost benefit analysis undertaken and business case does not justify progressing this change</p>	-	
SR17	'New Tenant Visits' should be arranged/booked at customer sign up stage	Currently being progressed	Mar 2015	
SR18	Develop a diagnostic approach for customers wanting to report ASB	<p>BTLS advised 12/01/2015 to raise RFP to gather detailed requirements</p> <p>Request for Product (RFP) to be completed</p>	May 2015	
SR19	Change current contact agreements with customers to ensure that there is a balance of contact. For example customers will contact Officers should and ASB complaint continue and Officers will ensure the complainant is updated on any progress/action taken	Review of processes required – project group to be established	Aug 2015	
SR20	Explore the possibility of flexible visits to include outside 9-5 and on Saturday Mornings	<p>Linked to SR13</p> <p>Visits can already be arranged between the hours of 7AM – 7PM</p>	Sept 2016	

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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

		<p>Monday to Friday. Weekend visits would require a change to contracts of employment.</p> <p>There are also lone working considerations with implementation of weekend working.</p> <p>Service users will be surveyed to establish if there is a business requirement for weekend visits as this would require a change to contracts of employment.</p> <p>If a business need exists, this will be implemented as part of the resulting restructure post implementation of Service Recommendations</p>		
SR21	<p>Ensure that customers can submit a Notice to Terminate a Tenancy via all access channels this includes; via the Council’s website, over the phone and face to face</p>	<p>Phone:- Legal Services have advised against this approach we will therefore not be progressing this recommendation</p> <p>Website:- Linked to timetable for customer sign on to Council website. May have an integration requirements – no further action until corporate solution has been agreed</p> <p>ADHR agreed at meeting held 09/01/2015 to explore use of tenant mobile application as a potential alternative solution.</p> <p>Face to face:- Already implemented at CSPs. Mobile working agenda delayed to due to suspension of this project Public Services Network (PSN). BTLS advised on 08/01/2015 that a solution had been agreed to overcome PSN issue</p>	Dec 2015	😊
SR22	<p>Monitor future responses from No Access Cards (NACs) to assess if it is viable to continue cold-calling arrears visits.</p>	<p>Project established to analyse the effectiveness of cold calling tenants with owing rent arrears</p>	Sept 2015	😊
SR23	<p>Develop Possession Claims On Line (PCOL) in QL to electronically</p>	<p>Estimated project costs received and included in budget proposal</p>	Sept 2015	😊



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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

	transfer data and submit an application to court	for 2015/16. Awaiting approval from Council February 2015.		
SR24	Officers to use hand held devices when at court to run electronic reports to access information in real time	<p>Mobile working agenda delayed to due to suspension of this project Public Services Network (PSN). BTLS advised on 08/01/2015 that a solution had been agreed to overcome PSN issue</p> <p>An RFP will be required to BTLS to establish cost of accessing Reporting Services via an IOS device</p> <p>Real time payment information would not be available due to the delay in payments being posted onto rent accounts</p>	Aug 2015	
SR25	Further develop arrears process to introduce more preventative work around managing money	This has been implemented in preparation for the roll out of Universal Credit (UC) in the Borough from 15 September 2014. This work will continue to be developed with the further roll out of UC.	-	
SR26	Create a customer sign in on the Council's Website	<p>LINKED TO SR21 and timetable for customer sign on to Council website. May have an integration requirement – no further action until corporate solution has been agreed</p> <p>ADHR agreed at meeting held 09/01/2015 to explore use of tenant mobile application as a potential alternative solution</p> <p>Until a corporate solution has been agreed further action will be suspended</p>	TBA	
SR27	Promote Channel shift by transferring services to the Council's website	This is subject to a corporate growth bid	TBA	

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ORGANISATIONAL ENGINEERING – LANDLORD SERVICES

		Until a corporate solution has been agreed further action will be suspended		
SR28	Develop integration between Customer Services Northgate system and Housing QL systems to ensure that Customer Services staff can answer simple basic queries. Both systems will need to be able to transfer information in real time	<p>Consideration will need to be given regarding the future of the Northgate CRM system and if integration with this system is appropriate at this time due to the costs associated with doing this.</p> <p>This is subject to a corporate growth bid</p> <p>Until a corporate solution has been agreed further action will be suspended</p>	TBA	
SR29	Run a pilot in Customer Services to enable Customer Service staff to talk to customers about their rent account when they contact the council. This includes capturing payments and where appropriate setting up repayment arrangements.	<p>Linked to SR28 - This is subject to a corporate growth bid due to integration being required</p> <p>Customer Service staff already have the ability to take rent payments and give rent balances</p> <p>Until a corporate solution has been agreed further action will be suspended</p>	TBA	
SR30	Introduce a real time bookable appointments system for Housing Officers which can be accessed by customer at first point of contact i.e. via the Council's website, over the telephone or face to face.	<p>This recommendation will potentially require a third party workforce / resource management system.</p> <p>BTLS recommend submission of an RFP with 6 month lead in time for delivery of this</p> <p>Detailed schedule of requirements needs to be produced</p>	Feb 2016	
SR31	Apply to the bank for paperless accreditation to enable customers to set up Direct Debits instantly at first point of	BTLS advised on 12/01/2015 that an RFP is now required to schedule a demonstration with our current Direct Debit provider to	Aug 2015	

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	contact, i.e. online, over the phone and face-to-face.	<p>assess options</p> <p>Consideration also to be given to the use of AllPay as a comparison due to the cost involved in delivering this initiative and flexibility of options with this provider - meeting held 12/1/2015 awaiting feedback and cost details</p>		
SR32	Housing to work with the Customer Services Manager to ensure that any services transferred are set up in the right way and that staff receive the correct training	Ongoing	Ongoing	
SR33	Develop Automated Payment line to be able to authenticate customers to obtain rent balances	<p>This recommendation is not achievable with the current corporate facility for automated payments. BTLS have advised 12/01/2015 that no further action from BTLS can be made until the Civica offering on new functionality becomes clear</p> <p>Until a corporate solution has been agreed further action will be suspended</p>	TBA	
SR34	Implement voicemail	<p>BTLS have advised 12/01/2015 that an RFP is now required</p> <p>Approval for funding given by ADHR.</p> <p>RFP to be progressed</p>	June 2015	
SR35	Roll out of mobile working across the three service areas	<p>Mobile working agenda delayed to due to suspension of this project Public Services Network (PSN). BTLS advised on 08/01/2015 that a solution had been agreed to overcome PSN issue</p> <p>This recommendation was included in the Housing & Regeneration ICT Strategy</p>	Sept 2016	



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SR36	Implement EDM inline with the Council’s preferred method for storage of electronic documents	Housing Service Development Team have been tasked with developing a business case for this project Until a corporate solution has been agreed further action will be suspended	TBA	
SR37	Work with other Service Areas to develop a set of internal service standards for delivery of work related to Landlord Services. For example definitive timescales for completion of work, clarification of roles	Work to develop project initiation ongoing	Sept 2016	

KEY		
	RECOMMENDATION IMPLEMENTED SUCCESSFULLY	
	RECOMMENDATION CANNOT BE IMPLEMENTED	
	RECOMMENDATION PARTIALLY IMPLEMENTED BUT FURTHER WORK OR BUSINESS CASE REQUIRED	

OR FINDINGS REPORT (SEPTEMBER 2014) EXTRACT

“The OR Manager has engaged with the Housing Service Development team and BTLS during the review in order to confirm, in principle, that all of the recommendations requiring ICT development are achievable. However in order to obtain detailed costings for each recommendation and to satisfy a business case for each initiative, Service Managers will continue to work closely with BTLS to produce a detailed Action plan. Accordingly, a detailed workshop will be arranged for later this month pending Cabinet’s approval of the recommendations contained within this report.”

“It is estimated that it will take approximately 24 months to implement the recommendations contained within this report and this will be done over managed stages, each representing a practical approach for delivering the proposed service improvements within a realistic timescale, whilst taking account of the limited resources available from within Housing and Customer Services.”



Landlord Services OR - Outline Project Timetable

ID	Task Name	Start	Finish	01 Sep '14		27 Oct '14			22 Dec '14		16 Feb '15		13 Apr '15		08 Jun '15		03 Aug '15		28 Sep '15		23 Nov '15		18 Jan '16		14 Mar '16		09 May '16		04 Jul '16		29 Aug '16		24
				M	F	T	S	W	S	T	M	F	T	S	W	S	T	M	F	T	S	W	S	T	M	F	T	S	W	S	T	M	F
1	SR1	Wed 01/10/14	Mon 27/10/14																														
2	SR2	Wed 01/10/14	Mon 20/10/14																														
3	SR3	Wed 01/10/14	Mon 29/02/16																														
4	SR4	Wed 01/10/14	Mon 20/10/14																														
5	SR5	Wed 01/10/14	Fri 28/08/15																														
6	SR6	Wed 01/10/14	Fri 28/08/15																														
7	SR7	Wed 01/10/14	Mon 29/02/16																														
8	SR8	Wed 01/10/14	Wed 01/10/14	◆																													
9	SR9	Wed 01/10/14	Mon 29/02/16																														
10	SR10	Wed 01/10/14	Tue 31/03/15																														
11	SR11	Wed 01/10/14	Mon 29/02/16																														
12	SR12	Wed 01/10/14	Fri 09/01/15																														
13	SR13	Wed 01/10/14	Fri 30/09/16																														
14	SR14	Wed 01/10/14	Thu 31/03/16																														
15	SR15	Wed 01/10/14	Thu 31/03/16																														
16	SR16	Wed 01/10/14	Fri 09/01/15																														
17	SR17	Wed 01/10/14	Tue 31/03/15																														
18	SR18	Wed 01/10/14	Fri 29/05/15																														
19	SR19	Wed 01/10/14	Fri 28/08/15																														
20	SR20	Wed 01/10/14	Fri 30/09/16																														
21	SR21	Wed 01/10/14	Thu 24/12/15																														
22	SR22	Wed 01/10/14	Wed 30/09/15																														
23	SR23	Wed 01/10/14	Wed 30/09/15																														
24	SR23	Wed 01/10/14	Fri 28/08/15																														
25	SR25	Wed 01/10/14	Wed 01/10/14																														
26	SR26	Wed 01/10/14	Wed 01/10/14	◆																													
27	SR27	Wed 01/10/14	Wed 01/10/14	◆																													
28	SR28	Wed 01/10/14	Wed 01/10/14	◆																													
29	SR29	Wed 01/10/14	Wed 01/10/14	◆																													
30	SR30	Wed 01/10/14	Mon 29/02/16																														
31	SR31	Wed 01/10/14	Fri 28/08/15																														
32	SR32	Wed 01/10/14	Fri 30/09/16																														
33	SR33	Wed 01/10/14	Wed 01/10/14	◆																													
34	SR34	Wed 01/10/14	Tue 30/06/15																														
35	SR35	Wed 01/10/14	Fri 30/09/16																														
36	SR36	Wed 01/10/14	Wed 01/10/14	◆																													
37	SR37	Wed 01/10/14	Fri 30/09/16																														

Project: Project Plan V1
Date: Fri 16/01/15

Task Progress Summary External Tasks Deadline
Split Milestone Project Summary External Milestone

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