

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**

November 2014

Ref: 2011-152

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Homes**

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Draft Masterplan SPD 2014**

Prepared by: NL/HP

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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.



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 date 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 released 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 quanta, 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 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 Materplan 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'.



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

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



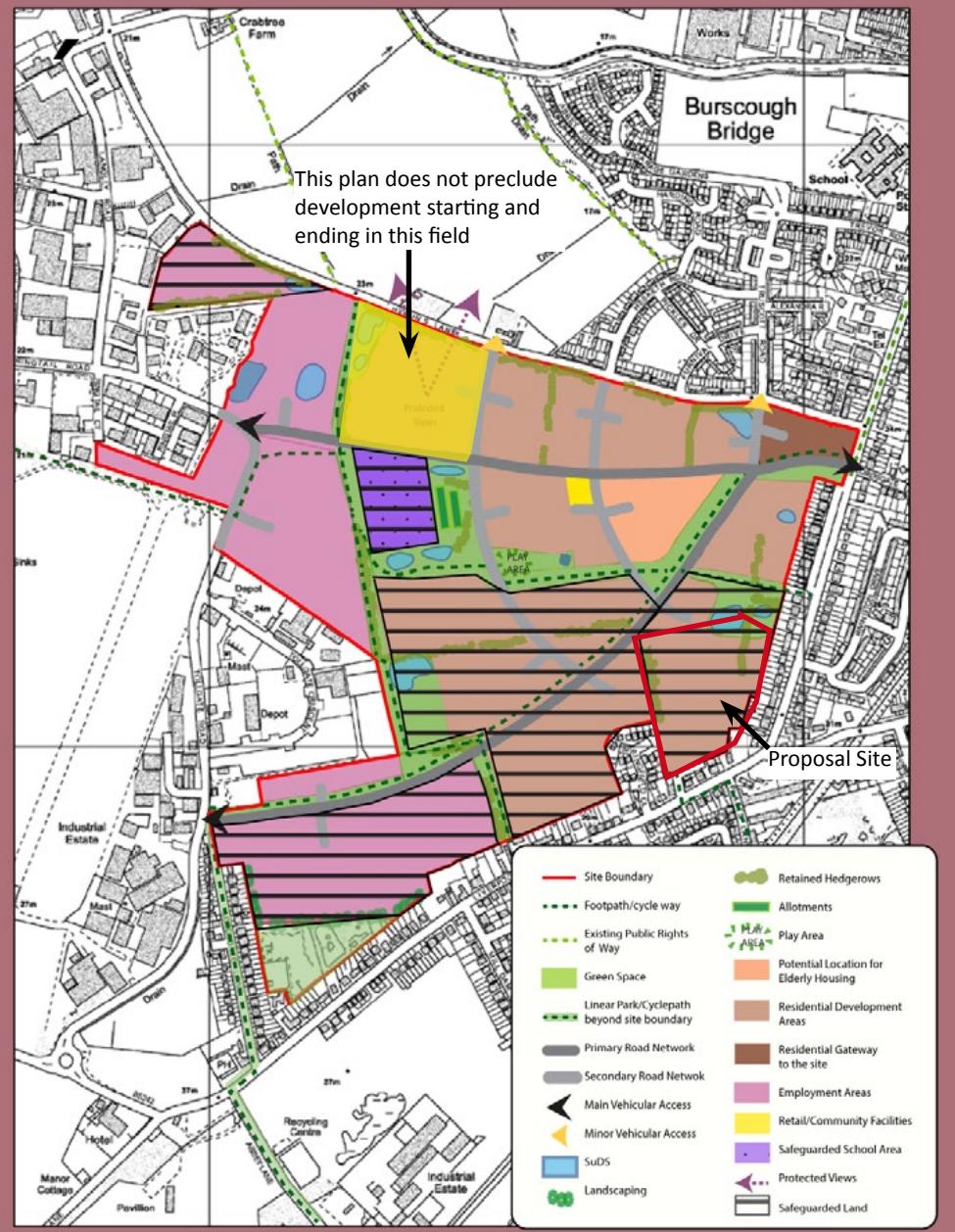


Fig 1: Extract of Yew Tree Farm Draft Masterplan September 2014 - Safeguarded Plan

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, Meadbrook 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.

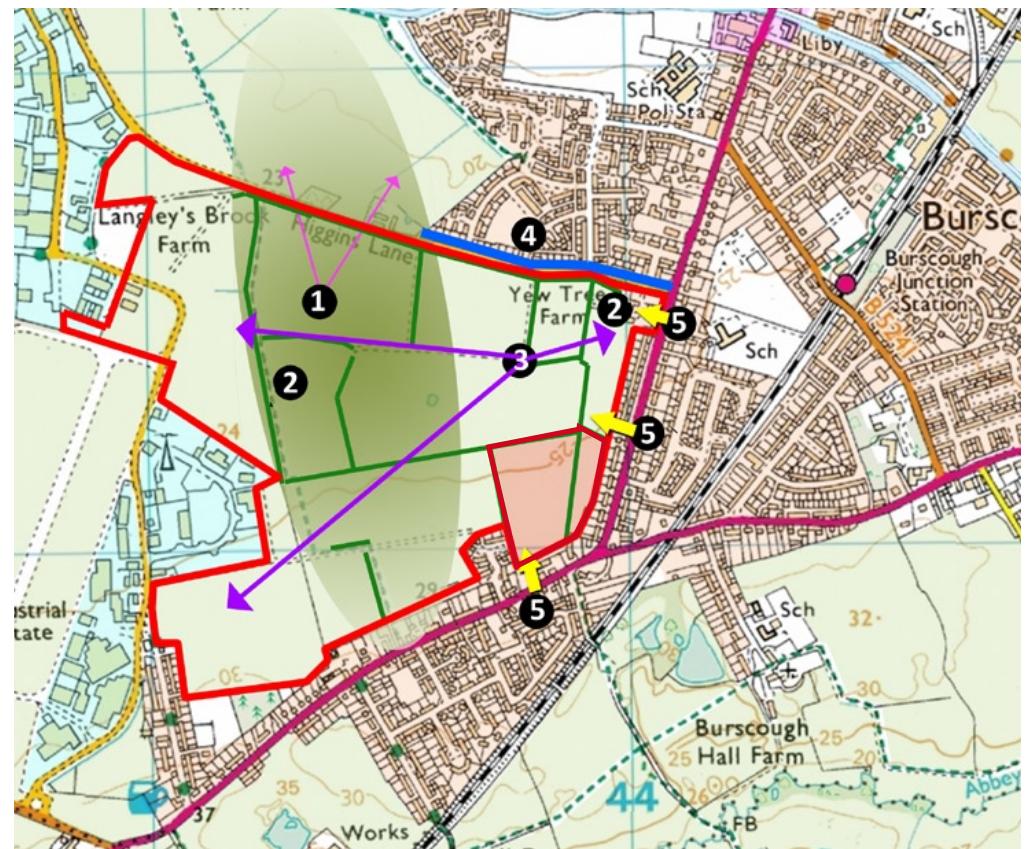
4 Residential properties facing the masterplan site on Higgins Lane currently have open views across the agricultural landscape. Developing the site from north to south will remove these views in their entirety from an early stage. Developing the masterplan site from east to west would preserve the visual 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

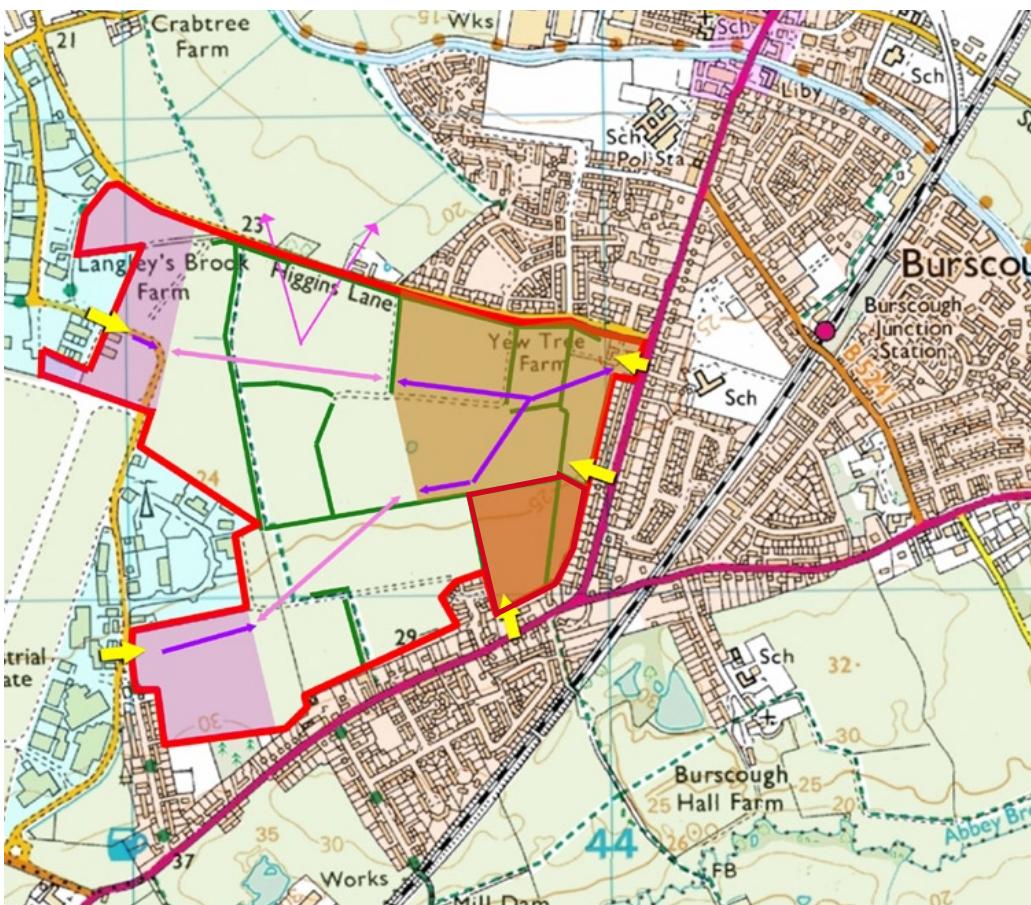


Area where connection to wider countryside can be appreciated

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



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'*.

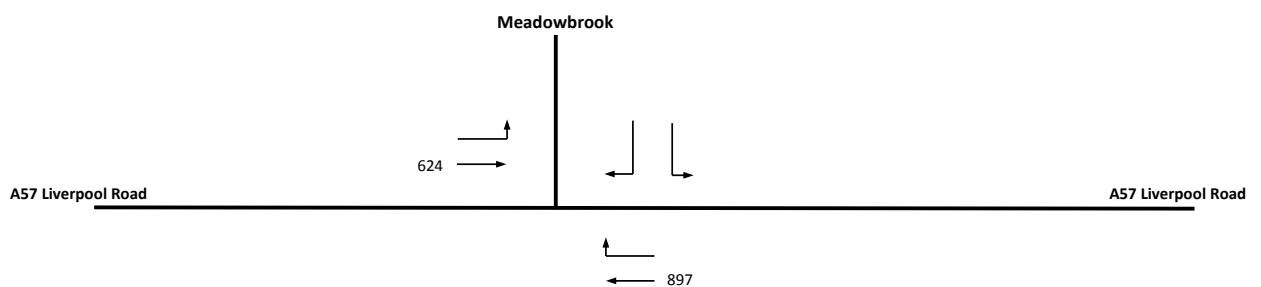


Figure 1
2014 Surveyed Flows
Weekday AM Peak (0800-0900)
Derived from A57 Liverpool Road/A5029 Square Lane Surveys

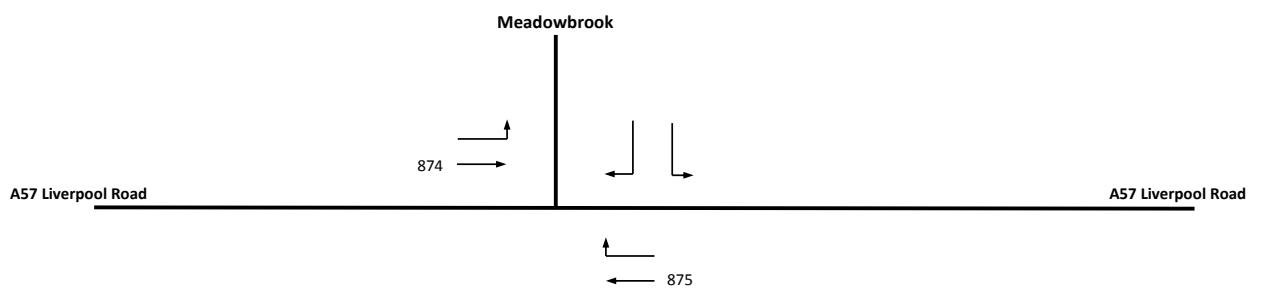
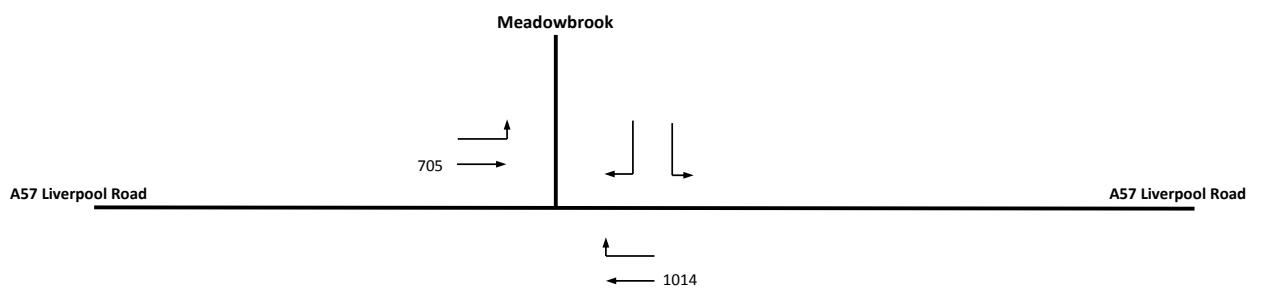
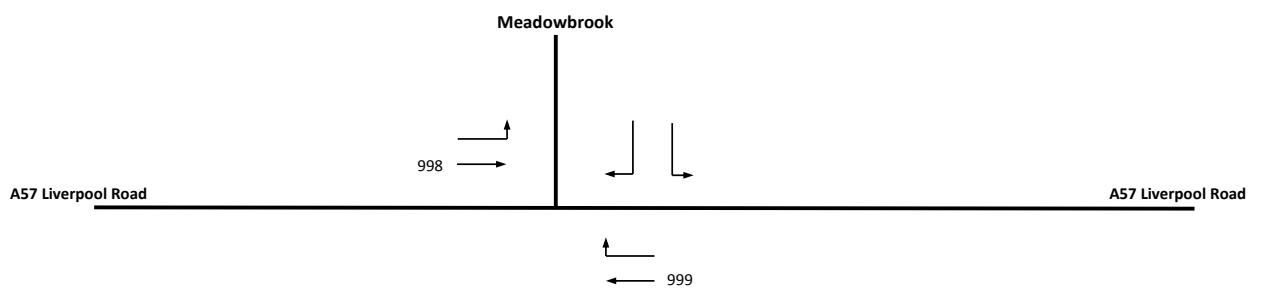


Figure 2
2014 Surveyed Flows
Weekday PM Peak (1630-1730)
Derived from A57 Liverpool Road/A5029 Square Lane Surveys



NTM Adjusted NTEM Growth Factor 2014 -2025 1.13

Figure 3
2025 Growthed Flows
Weekday AM Peak



NTM Adjusted NTEM Growth Factor 2014 -2025 1.14

Figure 4
2025 Growthed Flows
Weekday PM Peak

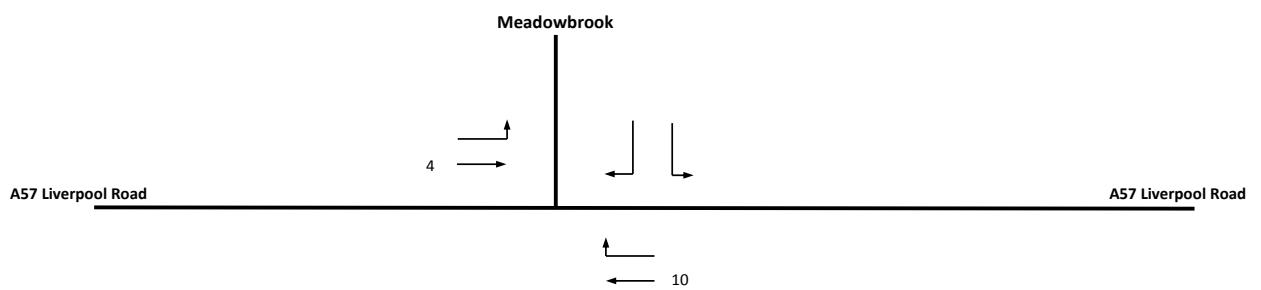


Figure 5
Mill Lane Committed Development Flows
Weekday AM Peak

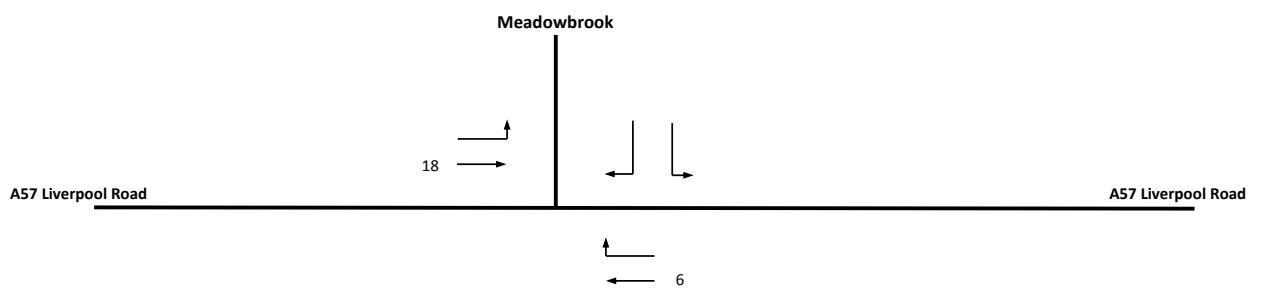


Figure 6
Mill Lane Committed Development Flows
Weekday PM Peak

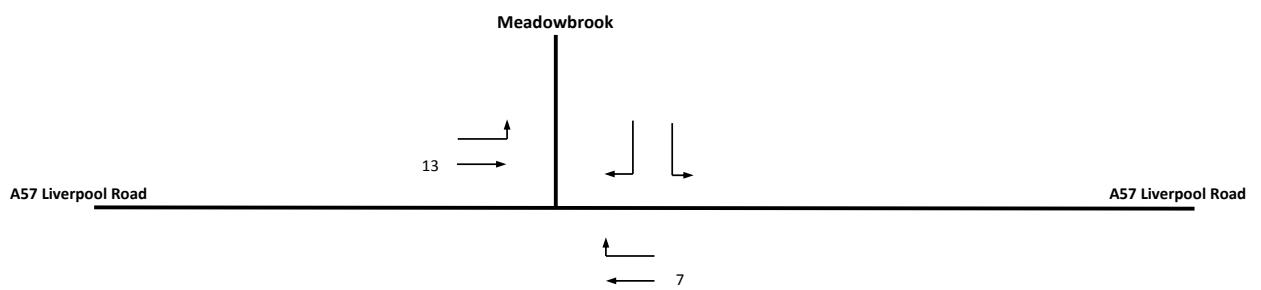


Figure 7
Abbey Lane Committed Development Flows
Weekday AM Peak

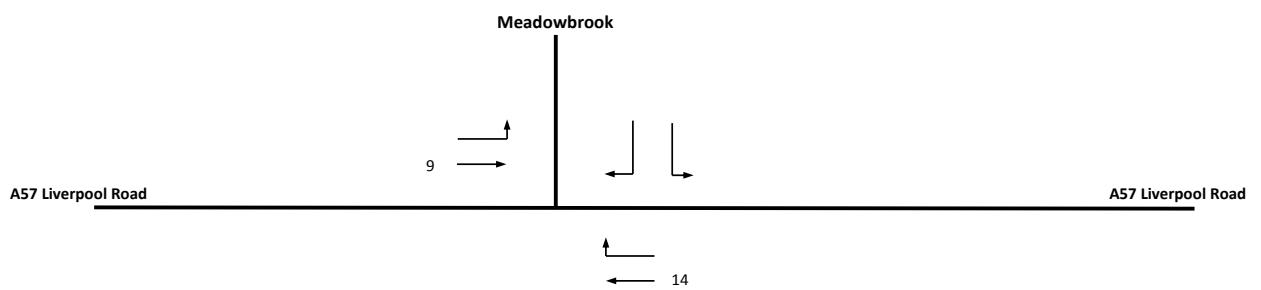


Figure 8
Abbey Lane Committed Development Flows
Weekday PM Peak

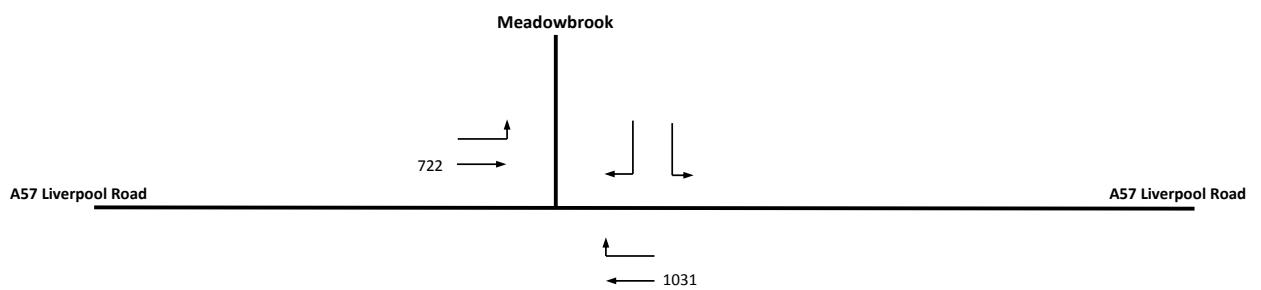


Figure 9
2025 Base Flows
Weekday AM Peak

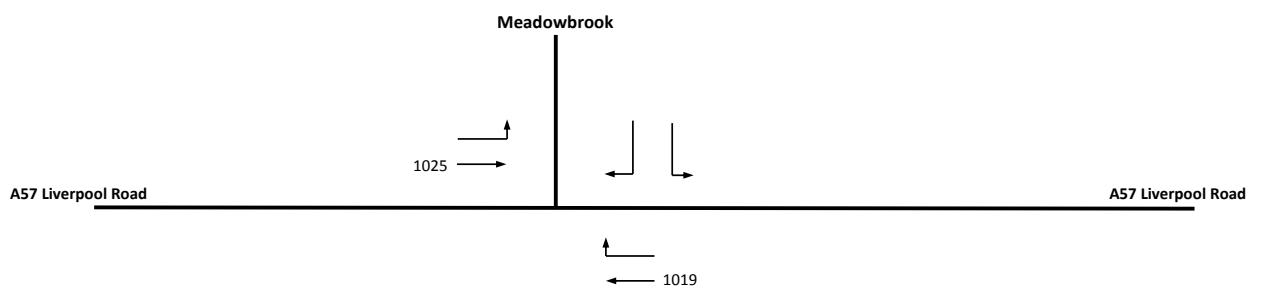


Figure 10
2025 Base Flows
Weekday PM Peak

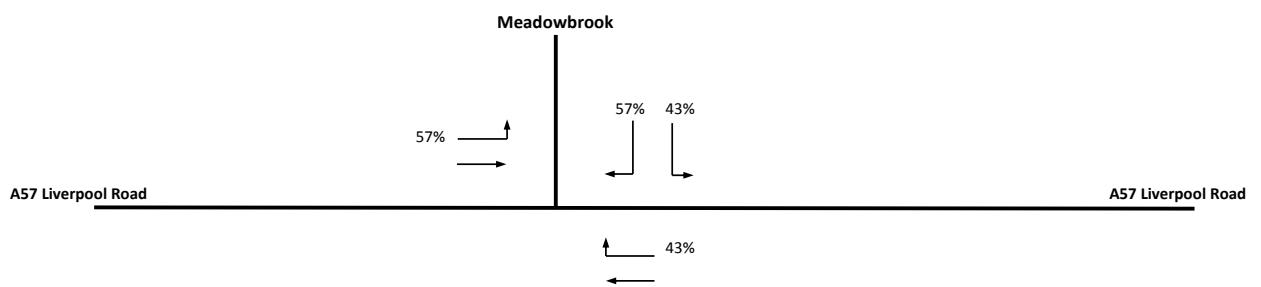


Figure 11
Proposed Trip Distribution
Weekday AM Peak

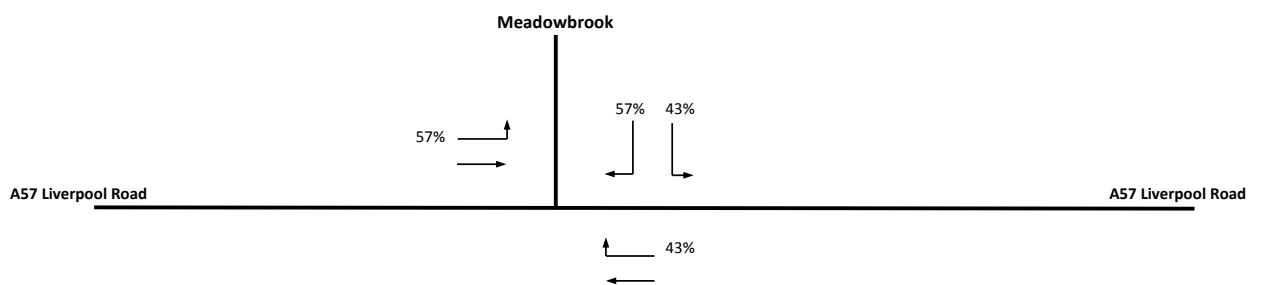


Figure 12
Proposed Trip Distribution
Weekday PM Peak

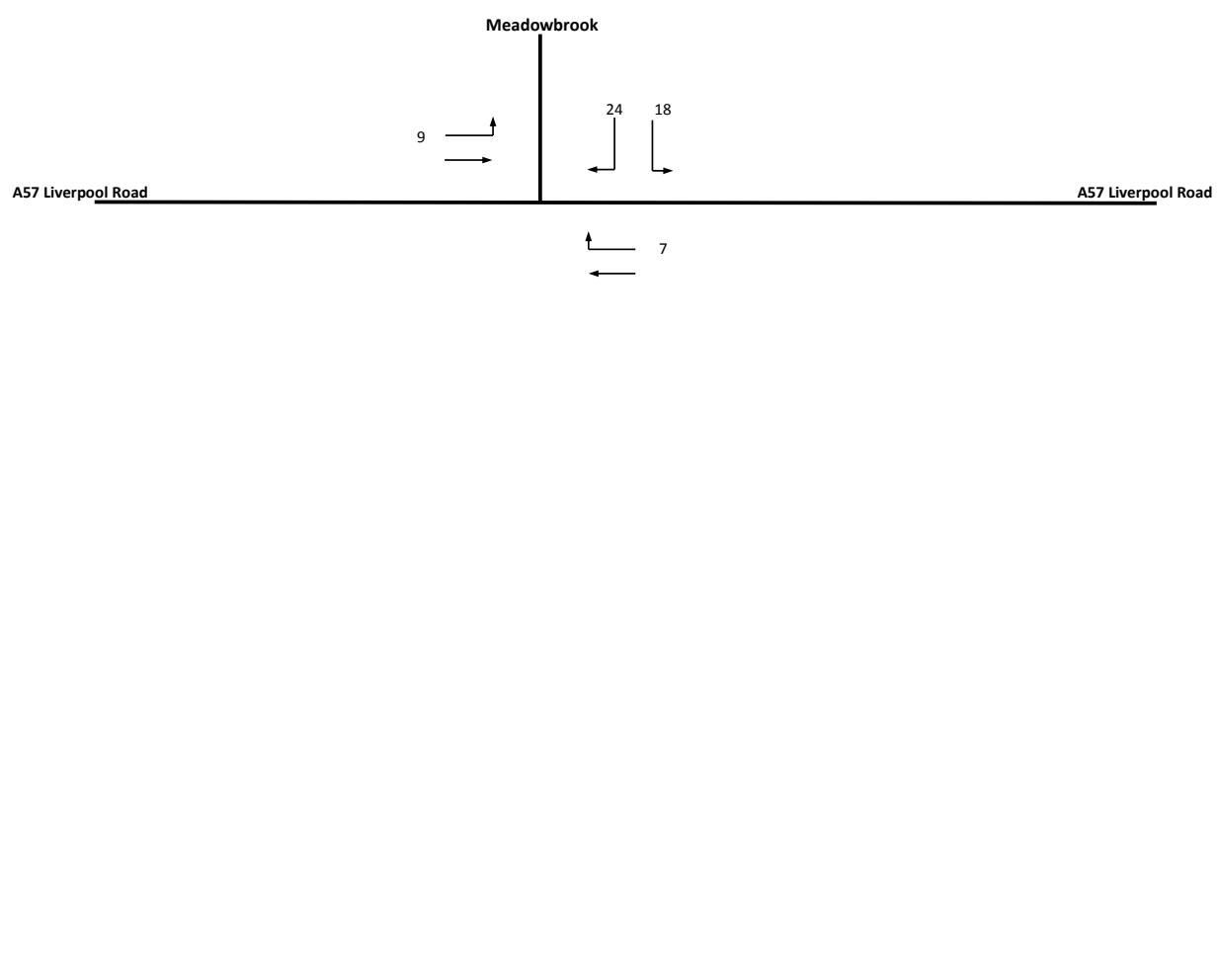


Figure 13
Proposed Development Flows - 100 Units
Weekday AM Peak

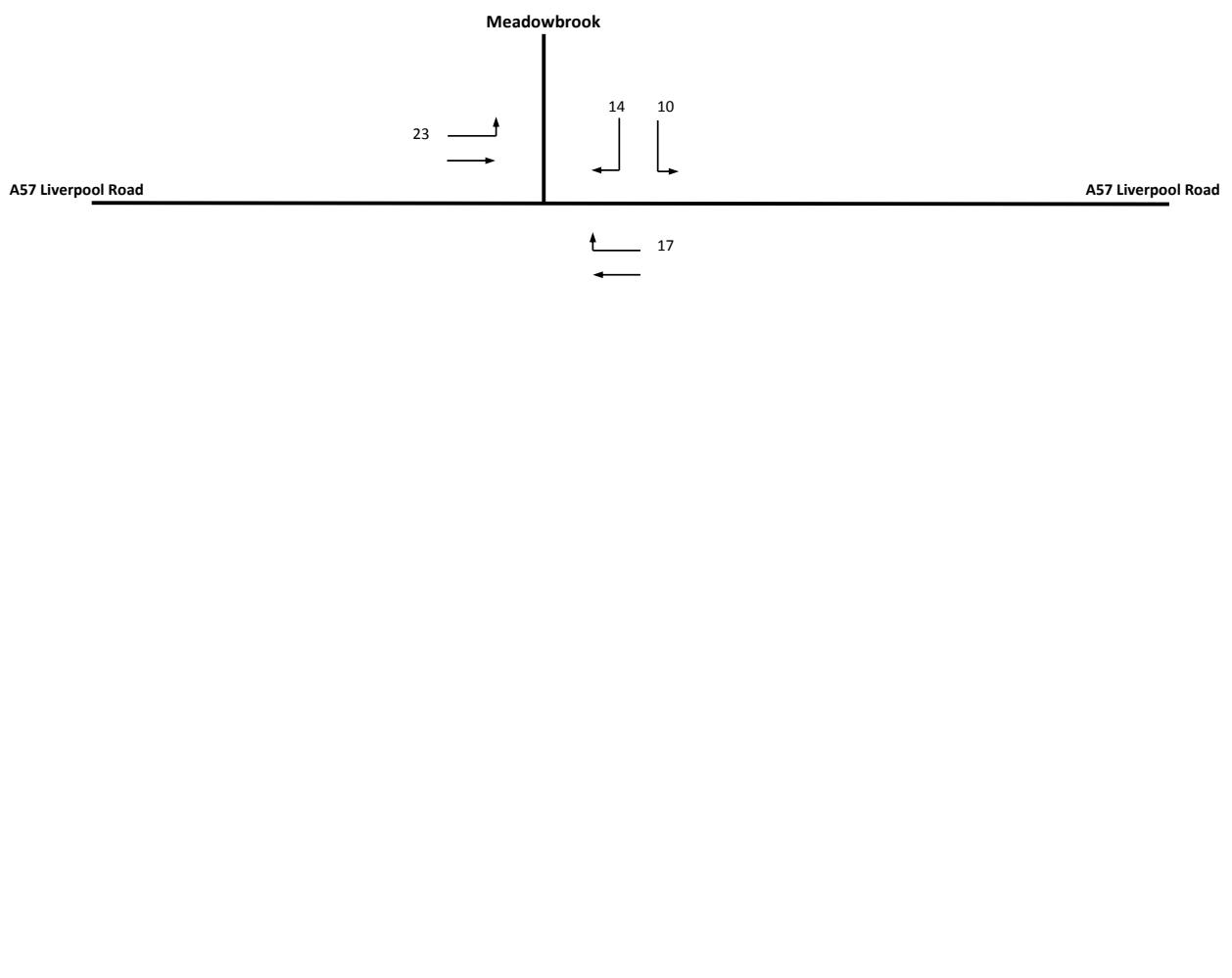


Figure 14
Proposed Development Flows - 100 Units
Weekday PM Peak

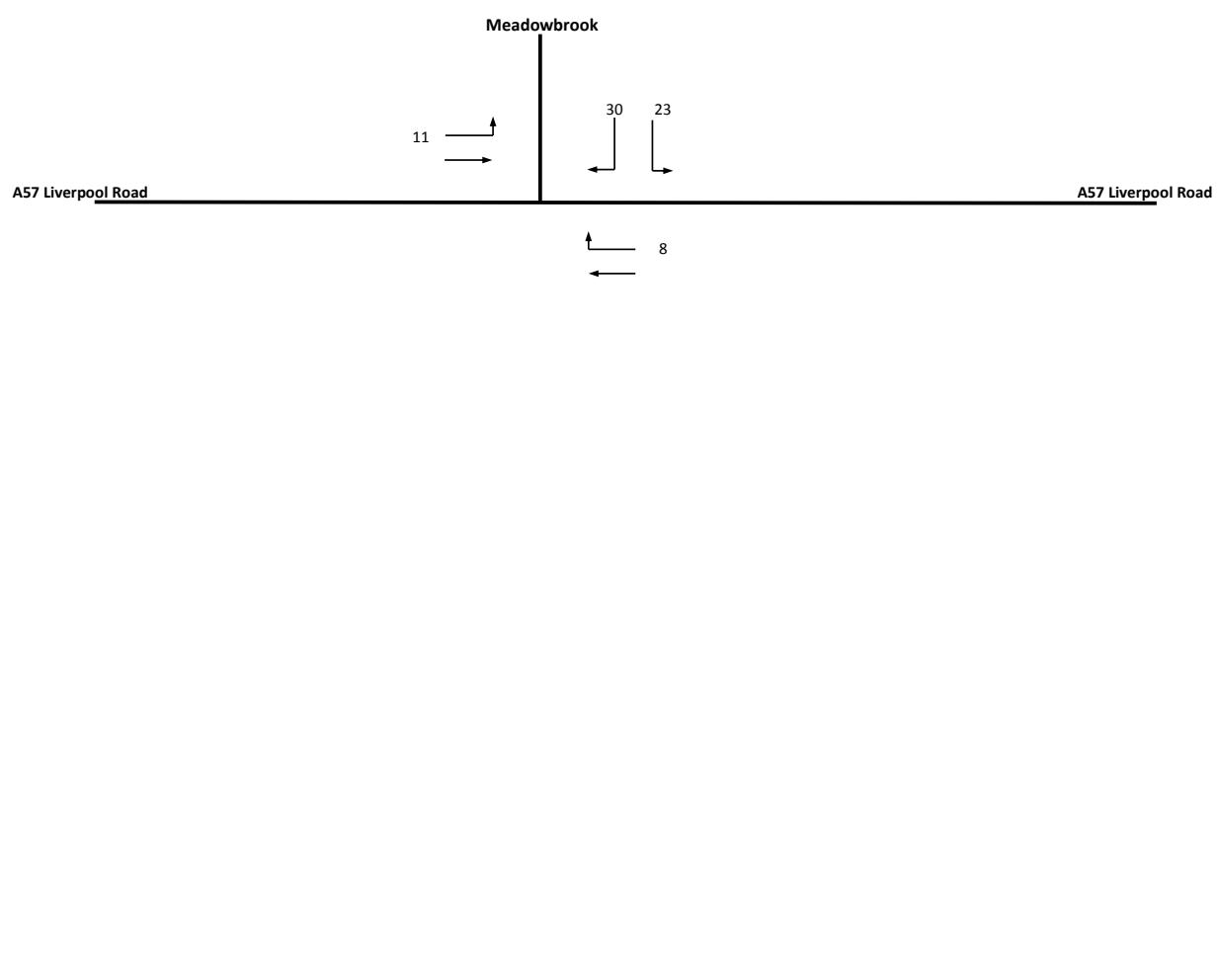


Figure 15
Proposed Development Flows - 125 Units
Weekday AM Peak

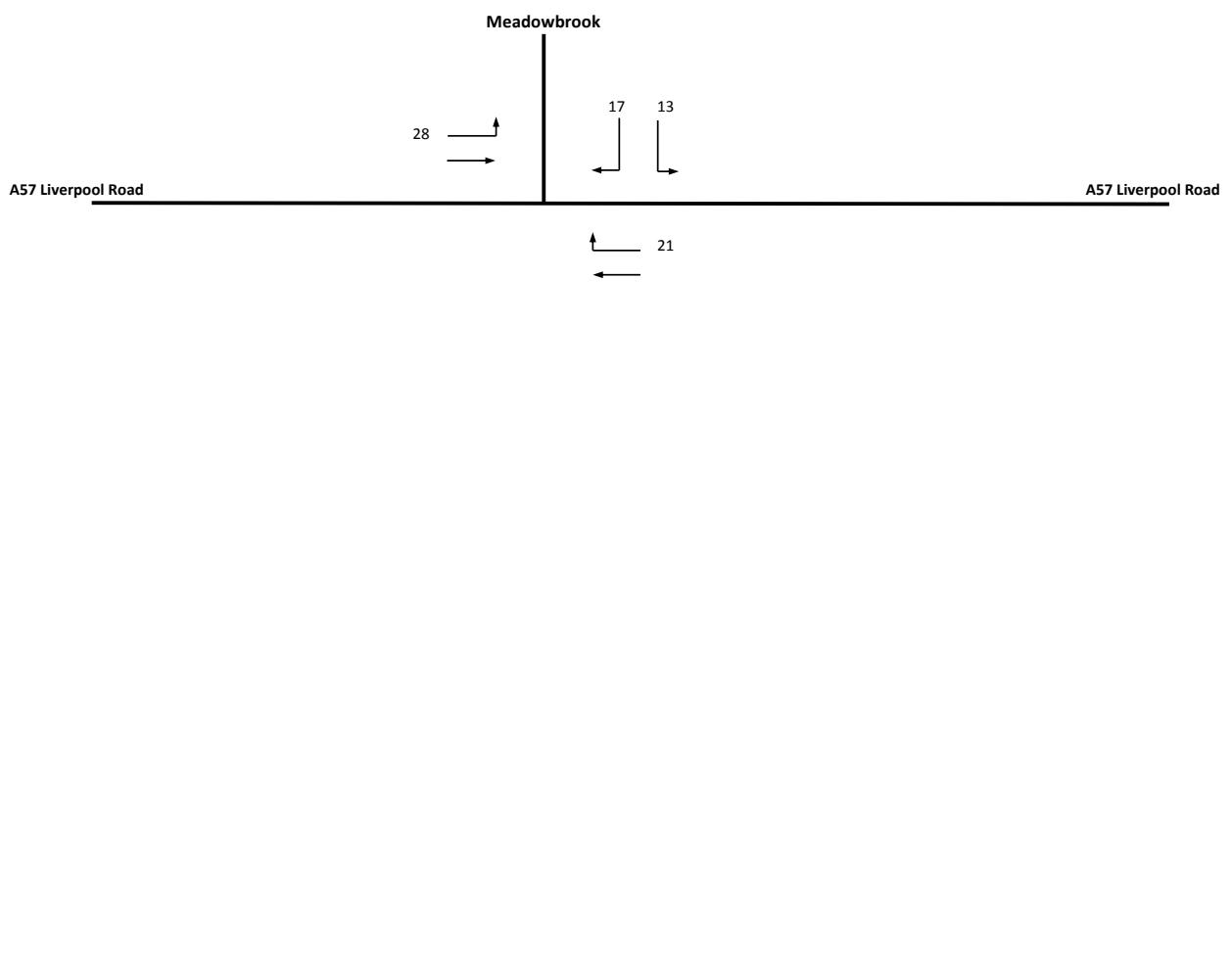


Figure 16
Proposed Development Flows - 125 Units
Weekday PM Peak

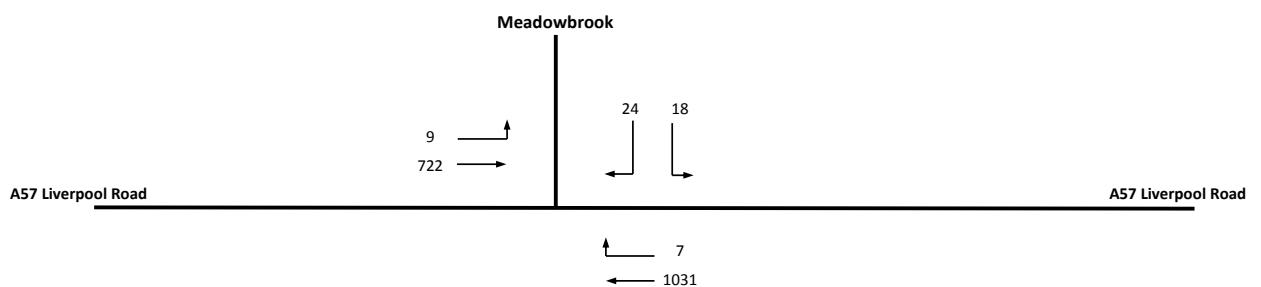


Figure 17
2025 With Development Flows (100 Units)
Weekday AM Peak

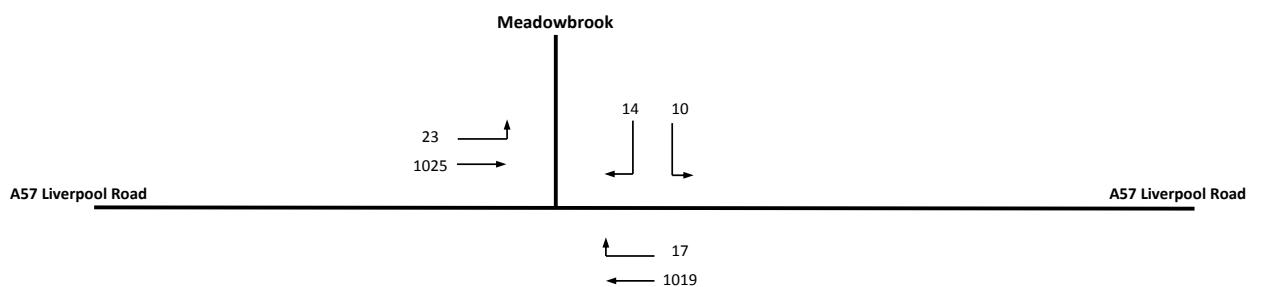


Figure 18
2025 With Development Flows (100 Units)
Weekday PM Peak

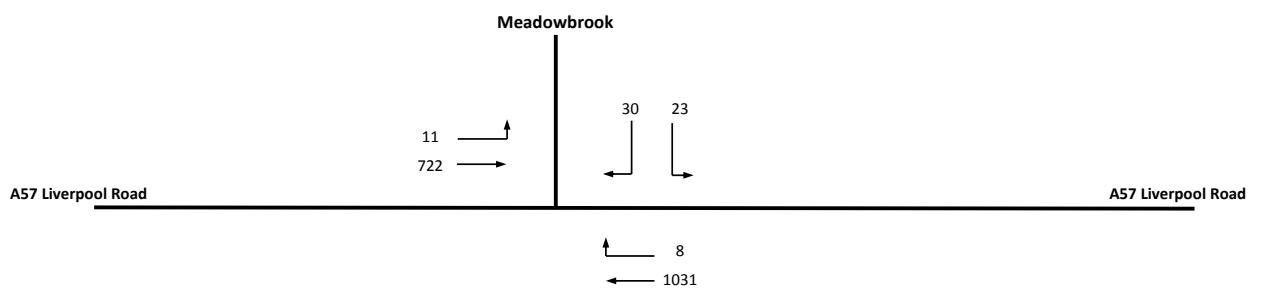


Figure 19
2025 With Development Flows (125 Units)
Weekday AM Peak

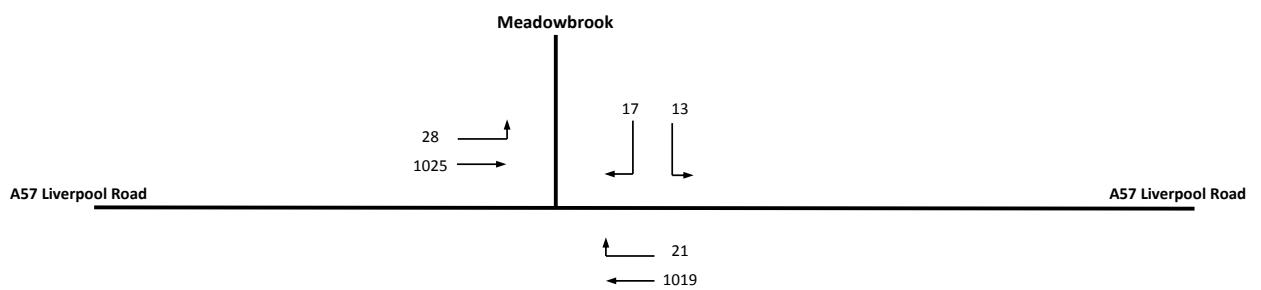


Figure 20
2025 With Development Flows (125 Units)
Weekday PM Peak

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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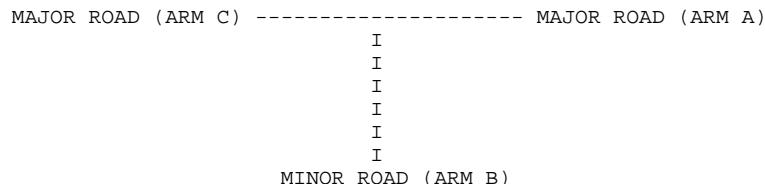
Run with file:-
"Z:\projects\0514 Liverpool Road, Burscough\PICADY\A57 Liverpool Road-A5209 Square Lane (Oct 2014).vpi"
(drive-on-the-left) at 13:14:26 on Friday, 3 October 2014

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

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

I	Intercept For Slope For Opposing STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing 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	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I BEFORE I AT TOP I AFTER
I		I TO RISE	I IS REACHED	I FALLING	I PEAK I OF PEAK I PEAK
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

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S.)									
TIME		FROM/TO		ARM	A	I	ARM	B	I	ARM	C
07.45 - 09.15		I		I	I	I	I	I	I	I	I
		I	ARM	A	I	0.000	I	0.106	I	0.894	I
		I			I	0.0	I	87.0	I	730.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	B	I	0.079	I	0.000	I	0.921	I
		I			I	26.0	I	0.0	I	302.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	C	I	0.586	I	0.414	I	0.000	I
		I			I	424.0	I	299.0	I	0.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	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 I PER ARRIVING VEHICLE (MIN)
I	08.45-09.00									
I	B-AC	4.91	7.51	0.654		8.05	2.04	42.8		0.52
I	C-AB	4.48	8.05	0.556		3.55	1.41	22.5		0.30
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 I PER ARRIVING VEHICLE (MIN)
I	09.00-09.15									
I	B-AC	4.12	8.18	0.503		2.04	1.04	16.8		0.25
I	C-AB	3.75	8.57	0.438		1.41	0.82	12.5		0.21
I	A-B	1.09								I
I	A-C	9.16								I

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

QUEUE FOR STREAM B-AC

TIME	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	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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	451.5	I	301.0	I	278.7	I	0.62	I	278.8	I	0.62	I
I	C-AB	I	411.6	I	274.4	I	166.9	I	0.41	I	167.0	I	0.41	I
I	A-B	I	119.7	I	79.8	I	I	I	I	I	I	I	I	I
I	A-C	I	1004.8	I	669.9	I	I	I	I	I	I	I	I	I
I	ALL	I	2571.2	I	1714.1	I	445.7	I	0.17	I	445.8	I	0.17	I

* 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)

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

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

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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	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	ARM	A	I	15.00	I	45.00	I	75.00	I	8.10	I	12.15	I	8.10	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	3.92	I	5.89	I	3.92	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	10.77	I	16.16	I	10.77	I

Demand set: 2025 Base Flows - PM Peak

		TURNING PROPORTIONS											
		TURNING COUNTS											
		(PERCENTAGE OF H.V.S.)											

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
-----		I		I		I		I		I		I	I
I	16.15 - 17.45	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 I PER ARRIVING VEHICLE (MIN)
I	17.15-17.30									I
I	B-AC	4.70	8.37	0.562		3.01	1.34	22.1		0.29
I	C-AB	5.11	8.71	0.586		4.15	1.65	26.4		0.31
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 I PER ARRIVING VEHICLE (MIN)
I	17.30-17.45									I
I	B-AC	3.94	8.89	0.443		1.34	0.81	12.9		0.20
I	C-AB	4.28	9.12	0.469		1.65	0.94	14.4		0.21
I	A-B	1.03								I
I	A-C	7.10								I

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

QUEUE FOR STREAM B-AC

TIME	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	432.2	I	288.1	I	143.9	I	0.33	I	144.0	I	0.33	I
I	C-AB	I	469.4	I	312.9	I	195.0	I	0.42	I	195.1	I	0.42	I
I	A-B	I	112.9	I	75.2	I	I	I	I	I	I	I	I	I
I	A-C	I	779.1	I	519.4	I	I	I	I	I	I	I	I	I
I	ALL	I	2510.6	I	1673.7	I	339.0	I	0.14	I	339.0	I	0.14	I

* 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)

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

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

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

(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 (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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	10.24	I	15.36	I	10.24	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.18	I	6.26	I	4.18	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	9.32	I	13.99	I	9.32	I

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	I	ARM	B	I	ARM	C
07.45 - 09.15		I		I		I		I		I	
		I	ARM	A	I	0.000	I	0.106	I	0.894	I
		I			I	0.0	I	87.0	I	732.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	B	I	0.078	I	0.000	I	0.922	I
		I			I	26.0	I	0.0	I	308.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	C	I	0.578	I	0.422	I	0.000	I
		I			I	431.0	I	315.0	I	0.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	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) - 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 I PER ARRIVING VEHICLE (MIN)
I	08.45-09.00									
I	B-AC	5.00	7.47	0.670		9.95	2.21	52.0		0.62
I	C-AB	4.72	8.05	0.587		4.59	1.64	26.7		0.34
I	A-B	1.30								
I	A-C	10.97								

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 I PER ARRIVING VEHICLE (MIN)
I	09.00-09.15									
I	B-AC	4.19	8.16	0.514		2.21	1.09	17.6		0.26
I	C-AB	3.95	8.57	0.461		1.64	0.91	13.9		0.22
I	A-B	1.09								
I	A-C	9.18								

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

QUEUE FOR STREAM B-AC

TIME	NO. OF VEHICLES	
SEGMENT	ENDING	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	NO. OF VEHICLES	
SEGMENT	ENDING	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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	459.7	I	306.5	I	322.4	I	0.70	I	322.5	I	0.70	I
I	C-AB	I	433.6	I	289.0	I	204.4	I	0.47	I	204.4	I	0.47	I
I	A-B	I	119.7	I	79.8	I	I	I	I	I	I	I	I	I
I	A-C	I	1007.5	I	671.7	I	I	I	I	I	I	I	I	I
I	ALL	I	2613.8	I	1742.6	I	526.8	I	0.20	I	526.9	I	0.20	I

* 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)

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

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

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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	8.25	I	12.38	I	8.25	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.04	I	6.06	I	4.04	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	11.00	I	16.50	I	11.00	I

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

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

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TUNING 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

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 I PER ARRIVING VEHICLE (MIN)
I	17.15-17.30									I
I	B-AC	4.84	8.31	0.583		3.54	1.46	24.5		0.31 I
I	C-AB	5.24	8.67	0.605		4.96	1.83	29.8		0.33 I
I	A-B	1.23								I
I	A-C	8.66								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 I PER ARRIVING VEHICLE (MIN)
I	17.30-17.45									I
I	B-AC	4.05	8.85	0.458		1.46	0.87	13.7		0.21 I
I	C-AB	4.39	9.08	0.483		1.83	1.00	15.4		0.22 I
I	A-B	1.03								I
I	A-C	7.25								I

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

QUEUE FOR STREAM B-AC

TIME	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	444.6	I	296.4	I	161.4	I	0.36	I	161.5	I	0.36	I
I	C-AB	I	481.7	I	321.2	I	223.4	I	0.46	I	223.4	I	0.46	I
I	A-B	I	112.9	I	75.2	I	I	I	I	I	I	I	I	I
I	A-C	I	795.6	I	530.4	I	I	I	I	I	I	I	I	I
I	ALL	I	2564.3	I	1709.5	I	384.8	I	0.15	I	384.9	I	0.15	I

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 * 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)

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

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

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

(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 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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	11.18	I	16.76	I	11.18	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.29	I	6.43	I	4.29	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	9.32	I	13.99	I	9.32	I

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

		TURNING PROPORTIONS											
		TURNING COUNTS											
		(PERCENTAGE OF H.V.S.)											

I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I

I	07.45 - 09.15	I		I		I		I		I		I	I
I		I	ARM	A	I	0.000	I	0.126	I	0.874	I		I
I		I			I	0.0	I	113.0	I	781.0	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	0.102	I	0.000	I	0.898	I		I
I		I			I	35.0	I	0.0	I	308.0	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	0.578	I	0.422	I	0.000	I		I
I		I			I	431.0	I	315.0	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 With Development Flows (With Meadowbrook 125 Units+200 Units off Higgins L
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	08.45-09.00										I
I	B-AC	5.14	6.96	0.738		25.68	3.96	210.7		2.33	I
I	C-AB	4.72	7.75	0.609		6.12	1.86	31.8		0.40	I
I	A-B	1.69									I
I	A-C	11.70									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	09.00-09.15										I
I	B-AC	4.30	7.77	0.554		3.96	1.30	22.5		0.32	I
I	C-AB	3.95	8.32	0.475		1.86	0.96	14.9		0.24	I
I	A-B	1.42									I
I	A-C	9.80									I

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

QUEUE FOR STREAM B-AC

TIME	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	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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	472.1	I	314.7	I	727.0	I	1.54	I	727.1	I	1.54	I
I	C-AB	I	433.6	I	289.0	I	250.7	I	0.58	I	250.7	I	0.58	I
I	A-B	I	155.5	I	103.7	I	I	I	I	I	I	I	I	I
I	A-C	I	1075.0	I	716.7	I	I	I	I	I	I	I	I	I
I	ALL	I	2729.5	I	1819.6	I	977.7	I	0.36	I	977.8	I	0.36	I

* 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)

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

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

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

(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 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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	12.14	I	18.21	I	12.14	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.41	I	6.62	I	4.41	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	9.76	I	14.64	I	9.76	I

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	I	ARM	B	I	ARM	C
07.45 - 09.15		I		I		I		I		I	
		I	ARM	A	I	0.000	I	0.144	I	0.856	I
		I			I	0.0	I	140.0	I	831.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	B	I	0.127	I	0.000	I	0.873	I
		I			I	45.0	I	0.0	I	308.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	I
		I			I		I		I		I
		I	ARM	C	I	0.597	I	0.403	I	0.000	I
		I			I	466.0	I	315.0	I	0.0	I
		I			I	(0.0)	I	(0.0)	I	(0.0)	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 With Development Flows (With Meadowbrook 125 Units+400 Units off Higgins L
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 I PER ARRIVING VEHICLE (MIN)
I	08.45-09.00									
I	B-AC	5.29	6.35	0.833		55.73	41.52	729.4		7.60
I	C-AB	4.72	7.45	0.633		9.02	2.17	42.3		0.52
I	A-B	2.10								
I	A-C	12.45								

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 I PER ARRIVING VEHICLE (MIN)
I	09.00-09.15									
I	B-AC	4.43	7.33	0.604		41.52	2.16	316.2		3.16
I	C-AB	3.95	8.07	0.490		2.17	1.03	16.0		0.25
I	A-B	1.76								
I	A-C	10.43								

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

QUEUE FOR STREAM B-AC

TIME	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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	NO. OF VEHICLES
SEGMENT	IN QUEUE
ENDING	
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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	485.9	I	323.9	I	1993.2	I	4.10	I	1993.5	I	4.10	I
I	C-AB	I	433.6	I	289.0	I	331.6	I	0.76	I	331.6	I	0.76	I
I	A-B	I	192.7	I	128.5	I	I	I	I	I	I	I	I	I
I	A-C	I	1143.8	I	762.5	I	I	I	I	I	I	I	I	I
I	ALL	I	2897.4	I	1931.6	I	2324.8	I	0.80	I	2325.2	I	0.80	I

* 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)

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

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

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

(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 (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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	8.77	I	13.16	I	8.77	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.34	I	6.51	I	4.34	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	11.51	I	17.27	I	11.51	I

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

```

I           I          TURNING PROPORTIONS   I
I           I          TURNING COUNTS       I
I           I          (PERCENTAGE OF H.V.S) I
I
I-----I
I      TIME      I FROM/TO I ARM    A I ARM    B I ARM    C I
I-----I
I 16.15 - 17.45  I           I           I           I           I
I           I ARM    A  I  0.000 I  0.137 I  0.863 I
I           I           I  0.0 I  96.0 I  606.0 I
I           I           I ( 0.0)I ( 0.0)I ( 0.0)I
I           I           I           I           I           I
I           I ARM    B  I  0.115 I  0.000 I  0.885 I
I           I           I  40.0 I  0.0 I  307.0 I
I           I           I ( 0.0)I ( 0.0)I ( 0.0)I
I           I           I           I           I           I
I           I ARM    C  I  0.620 I  0.380 I  0.000 I
I           I           I  571.0 I  350.0 I  0.0 I
I           I           I ( 0.0)I ( 0.0)I ( 0.0)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 + 200 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 I PER ARRIVING VEHICLE (MIN)
I	17.15-17.30									
I	B-AC	5.20	7.38	0.705		17.30	2.74	102.6		1.15
I	C-AB	5.24	8.50	0.617		5.89	1.97	33.0		0.36
I	A-B	1.44								
I	A-C	9.08								

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 I PER ARRIVING VEHICLE (MIN)
I	17.30-17.45									
I	B-AC	4.35	8.14	0.535		2.74	1.19	19.6		0.28
I	C-AB	4.39	8.95	0.491		1.97	1.04	16.0		0.23
I	A-B	1.20								
I	A-C	7.60								

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

QUEUE FOR STREAM B-AC

TIME	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	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

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	477.6	I	318.4	I	489.6	I	1.03	I	489.7	I	1.03	I
I	C-AB	I	481.7	I	321.2	I	252.6	I	0.52	I	252.7	I	0.52	I
I	A-B	I	132.1	I	88.1	I	I	I	I	I	I	I	I	I
I	A-C	I	834.1	I	556.1	I	I	I	I	I	I	I	I	I
I	ALL	I	2711.6	I	1807.7	I	742.2	I	0.27	I	742.4	I	0.27	I

* 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)

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

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

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

(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 (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

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I										
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I	
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	I	I	I	I	
I	ARM	A	I	15.00	I	45.00	I	75.00	I	9.30	I	13.95	I	9.30	I
I	ARM	B	I	15.00	I	45.00	I	75.00	I	4.65	I	6.98	I	4.65	I
I	ARM	C	I	15.00	I	45.00	I	75.00	I	12.07	I	18.11	I	12.07	I

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

		TURNING PROPORTIONS										
		TURNING COUNTS										
		(PERCENTAGE OF H.V.S.)										

TIME		FROM/TO		ARM	A	I	ARM	B	I	ARM	C	I
16.15 - 17.45		I		I	I	I	I	I	I	I	I	
		I	ARM	A	I	0.000	I	0.149	I	0.851	I	
		I			I	0.0	I	111.0	I	633.0	I	
		I		I	(0.0)	I	(0.0)	I	(0.0)
		I		I	I		I	I	I	I	I	
		I	ARM	B	I	0.175	I	0.000	I	0.825	I	
		I			I	65.0	I	0.0	I	307.0	I	
		I		I	(0.0)	I	(0.0)	I	(0.0)
		I		I	I		I	I	I	I	I	
		I	ARM	C	I	0.638	I	0.362	I	0.000	I	
		I			I	616.0	I	350.0	I	0.0	I	
		I		I	(0.0)	I	(0.0)	I	(0.0)
		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 I PER ARRIVING VEHICLE (MIN)
I	17.15-17.30									
I	B-AC	5.57	6.55	0.851		59.39	46.40	793.5		7.99
I	C-AB	5.24	8.34	0.629		7.13	2.15	37.4		0.41
I	A-B	1.66								
I	A-C	9.48								

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 I PER ARRIVING VEHICLE (MIN)
I	17.30-17.45									
I	B-AC	4.67	7.50	0.622		46.40	6.24	394.8		3.75
I	C-AB	4.39	8.81	0.498		2.15	1.08	16.7		0.23
I	A-B	1.39								
I	A-C	7.94								

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

QUEUE FOR STREAM B-AC

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

QUEUE FOR STREAM C-AB

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I		I	* DELAY *	I	* DELAY *	I						
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-AC	I	512.0	I	341.4	I	2204.9	I	4.31	I	2207.4	I	4.31	I
I	C-AB	I	481.7	I	321.2	I	290.5	I	0.60	I	290.6	I	0.60	I
I	A-B	I	152.8	I	101.9	I		I		I		I		I
I	A-C	I	871.3	I	580.9	I		I		I		I		I
I	ALL	I	2865.7	I	1910.5	I	2495.4	I	0.87	I	2498.1	I	0.87	I

* 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



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 X 12,029.62 = £445,095. This contribution would be sought through a Section106 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 £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 £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 X 18,126.38 = £108,758. This contribution would be sought through a Section106 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 X 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

nlpplanning.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 Council's 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>		50
Total Units		550

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 adaptions 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 unadopted 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 normally 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

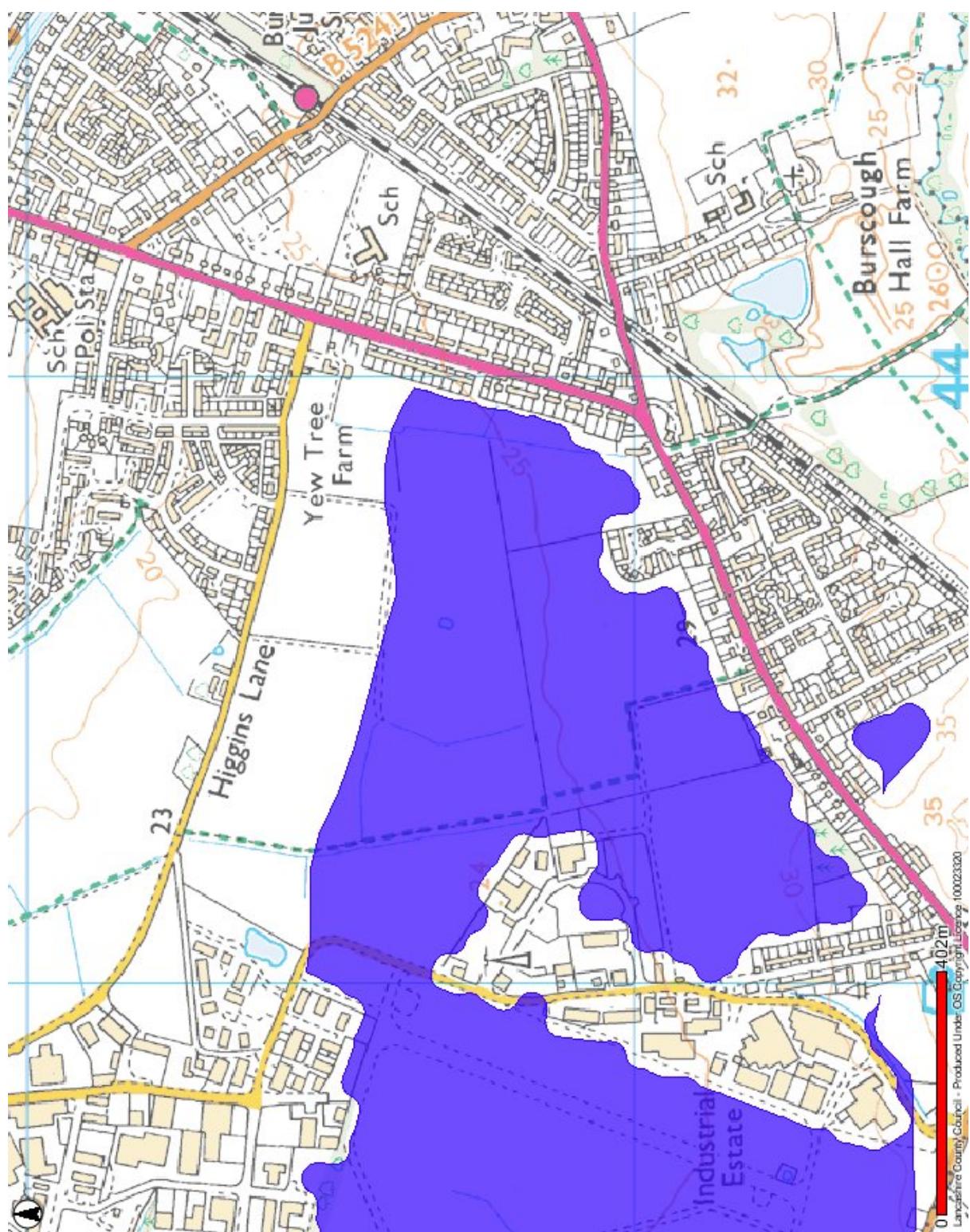
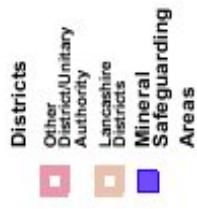
5.1

In summary, we continue to support the allocation of Yew Tree Farm. Fundamentally we consider that the Council's 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



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Date: 05/09/2014

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Preliminary

Yew Tree Farm, Burscough
Facilities Location Diagram

0 100 m
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Drawing / Rev: 6815_SP(90)23 / -
Reviewed / Drawn by: GP / TW
Scale: 1:6000@A3
Job: 6815



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