

## **PRIOR NOTIFICATION OF DEVELOPMENT FORM**

**The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury Local Development Order No. 2 (2014) (LDO): Prior Notification of Development.**

**Creation of new signalised junction on the A677 and access road to form an entrance to the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Samlesbury Site.**

**Description of Discharge of LDO Conditions to Accompany PND Form Section 3 Justification**

### **LDO Conditions**

#### **Conditions 1-3**

The proposed development complies with Condition 3 of the LDO: Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification of Development Form, whichever is sooner.

#### **Condition 4: Development shall take place in accordance with the principles set out in the Masterplan**

The proposed A677 junction and access road is in accordance with the principles set out in the Masterplan adopted in January 2014 and updated April 2015.

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone Masterplan for the Samlesbury Site sets out the framework and principles for land use, site zoning, phasing and infrastructure. It also reviews access and movement requirements and sets principles and proposals for addressing these requirements in a sustainable way.

In the Masterplan, Phase 1 of the development allows for the completion of the central spine road running through the EZ site. This will link new entrances to the site on the A59 and A677. The central spine road will follow the line of the existing east/west runway from the A59 and will run part way along to approximately the centre of the site as shown in the Masterplan, the road will then run south to a new access onto the A677.

A full transport assessment informed the proposals set out in the Masterplan. The access locations on the A59 and the A677 have been identified as the most appropriate locations on the network.

For operational reasons the construction of the spine road and entrances needs to follow a particular sequencing. This sequencing will initially involve the completion of the A59 access. This will be followed by the creation of the A677 junction and access road, and a length of road adjacent to the A59 access works as shown on plan 3. This will then be followed by a final linking section.

Provision has been made for pedestrians, cyclists and bus routes as shown on plan 1 in accordance with the Masterplan.

The Design Principles document for the Samlesbury Enterprise Zone site was adopted at the same time as the Masterplan. The proposed development is in line with these principles and has been designed in accordance with the design standards set out in The Department for Transport Design Manual for Roads and Bridges and the Lancashire County Council Specification for Estate Roads.

As the highway includes shared use cycle/footways and carriageway crossing points, it will be necessary to install street lighting to national standard levels. However in consideration of the bat habitat the lighting columns will be low level at 5m height with LED lanterns and downward casting only onto the footway and carriageway.

The proposal is in line with the landscaping principles set out in the Masterplan and the accompanying Design Principles Document. The proposal runs parallel to an area of bat habitat retention, enhancement and creation identified in the Ecological Statement for the Samlesbury Enterprise Zone Site (Lancashire Enterprise Zone Samlesbury Site, Ecological Statement Under Condition 11 of the Local Development Order).

The bat mitigation measures include tree and habitat retention, creation and enhancement and will provide a significant landscape feature

The Ecological Statement defines the extent of the bat mitigation areas. It sets out principles for the creation of bat habitat which include:

- New foraging areas to be created in close proximity to existing foraging areas.
- Creation of rides where practicable.
- Planting to be of native broad leaved trees.

A general specification for new tree planting is also provided.

The details of the bat habitat creation measures and the timing and phasing of these will be set out in a Bat Mitigation Management Plan for the site. This is currently being commissioned. All measures set out in this will be

implemented in accordance with the specification. Any further landscaping potential in relation to the proposal will be assessed and specified as part of the Bat Mitigation Management Plan in order to ensure that the bat mitigation areas and measures are not prejudiced.

**Condition 5: Prior to the commencement of works that part of the site subject to works shall be assessed for contamination and managed appropriately in accordance with Environment Agency , DEFRA and local authority guidelines on contaminated land management. This will include identifying, investigating and mitigating contamination.**

Prior to the commencement of the works a preliminary Sources Study will be undertaken to identify any potential sources of contamination. This will include relevant sources of information such as from BAE Systems, the Environment Agency and the Local Authority. Any potential sources of contamination will be targeted during the intrusive investigation to establish levels of contamination. This will enable risks to site users and the environment to be identified, it will also outline risks to site operatives and identify waste acceptance requirements. An initial desk study indicates that the area of the proposed junction is away from the main run way areas and therefore the risk of significant contamination should be low.

**Condition 6: A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted by the developer to the Local Planning Authority for approval.**

Foul water disposal is not applicable for this proposed development.

Surface water disposal arrangements are set out as follows:

Carriageway and footway surface water will be collected via gullies and pipes discharging into the existing A677 highway drainage system. Verge and embankment discharge will be at the equivalent permeability rate as the existing ground and therefore will dissipate as per the existing situation which is in a northerly direction across the airfield.

**Condition 7: Access arrangements for the proposed development under the LDO shall be submitted by the developer to the Local Planning Authority for approval (in consultation with the Local Highway Authority) and the development shall proceed in accordance with the approved details.**

Not applicable as the proposed development is part of the access and highway arrangements for the Enterprise Zone site.

**Condition 8: The new access from A677 shall be developed when the trigger in the Masterplan is reached.**

The Master Plan adopted in January 2014 provided for the phasing of infrastructure including highways to support the EZ. This would have involved the construction of the A59 junction followed by a first section of road through the EZ site. A second phase would then extend this road to the A677 where a second access onto the A677 would be formed. Under the Master Plan the full length of the road and both access points would be required. The second phase would be required to be constructed as traffic flows on the surrounding network as a result of the development increased. The trigger point for this would be 1,236 additional vehicles per hour two way peak flows. Following further consideration of network impacts it has been concluded that completing the whole road and both access points in the first phase of development would be reasonable. This would future proof the network, provide the EZ site with direct access to two highway corridors (A59 and A677) from the outset and discourage the use of Branch Road as a through route between the A59 and A677 from the outset. The route and plan for the road and accesses has not changed but the timing and phasing have been amended meaning that the proposed trigger point is no longer required. The Masterplan has been updated to reflect this.

**Condition 9: All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the local planning authority in consultation with the highway authority**

The proposed junction and access road will be constructed and adopted by the Highway Authority.

**Condition 10: Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway prior to accessing the site**

Routes to the site will be managed and construction traffic will be restricted to the use of the A59 and the A677 to the site. Specific reference will be made to the prohibition of Branch Road, Mellor Brook as a route to site.

A temporary compound will be established immediately adjacent to the site on the A677 at which all facilities and storage of plant and materials will be located.

**Condition 11: Measures to avoid, to mitigate or to compensate for any likely ecological impacts shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details**

The Ecological Statement for the Samlesbury Enterprise Zone Site addresses Condition 11.

The proposal accords with the provisions of the Statement

**Condition 12: Any required programme of archaeological works will be carried out in accordance with a written scheme of investigation and shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.**

There are no archaeological sites identified in the area of the proposed development.

**Condition 13: Appropriate landscaping measures to avoid or mitigate detrimental visual impacts on Samlesbury Hall shall be submitted by the developer to the Local Planning Authority for approval prior to the commencement of development of Phase 2 of the Master Plan. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the landscaping measures shall be deemed to be approved. The approved landscaping measures shall be implemented by the developer in advance of the commencement of development of Phase 2.**

Development in the vicinity of Samlesbury Hall will now take place as part of a revised Phase 1 as set out in the updated Masterplan April 2015.

The proposed A677 junction and access road will be located to the east of Samlesbury Hall and surrounding land. The proposal will be approximately 275 metres from the Hall itself. The proposal will be screened from the eastern boundary of the Samlesbury Hall land by an existing area of trees and vegetation. This will be further developed and enhanced as it will form an area of bat habitat retention, enhancement and creation as identified in the Ecological Statement for the Samlesbury Enterprise Zone Site (Lancashire Enterprise Zone Samlesbury Site, Ecological Statement Under Condition 11 of the Local Development Order).

The Ecological Statement defines the extent of the bat mitigation areas. It sets out principles for the creation of bat habitat which include:

- New foraging areas to be created in close proximity to existing foraging areas.
- Creation of rides where practicable.
- Planting to be of native broad leaved trees.

A general specification for new tree planting is also provided.

The details of the bat habitat creation measures and the timing and phasing of these will be set out in a Bat Mitigation Management Plan for the site. This is currently being commissioned. All measures set out in this will be implemented in accordance with the specification. Any further landscaping potential in relation to the proposal will be assessed and specified as part of the Bat Mitigation Management Plan in order to ensure that bat mitigation areas and measures are not prejudiced.