

## **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.**

**Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Samlesbury Site** *Warehouse building with office /administration area, delivery yard with access control gate, car park with access barrier, pump house, sprinkler tank, transformer, ring main, perimeter fencing and associated works.*

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

#### **LDO Conditions**

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

Being B8 development for advanced manufacturing purposes the proposal complies with Condition 1 of the LDO. Condition 2 is not applicable. A prior notification form and supporting plans have been submitted in accordance with condition 3.

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

The proposal is in accordance with the principles set out in the Masterplan adopted in January 2014 and updated April 2015; and the Design Principles Framework adopted in 2015.

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone Masterplan for the Samlesbury Site sets out the framework and principles for land use, ecology, 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.

The proposed building is in accordance with the Masterplan principles as the scale of the proposed building is in accordance with the masterplan siting guidelines.

**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.**

A site investigation report has been produced by Sub Surface North West and should be referred to for full details. The purpose of the investigation was to determine the ground conditions at the positions of the exploratory holes, to assess the likelihood of a general pattern of strata being present below the site and to establish the load bearing characteristics of the strata deriving if possible an assessment of the suitability of appropriate founding techniques. In addition, it was required to assess the suitability of material for cut and fill earthworks.

A contamination assessment was also required in order to determine necessary precautions and/or remedial measures required for the proposed development and to ascertain the need for any further sampling and analysis. Furthermore, ground gas monitoring and assessment was also required to determine necessary precautions and/or remedial measures.

**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.**

A proposed foul and surface drainage layout (B9709-TRP-ZZ-XX-DR-C-4000 rev P03) shows drainage arrangements for the plot.

Drainage Diversions:

An existing 375mm SW sewer, crossing the site, is to be diverted to the south of the building footprint. The diversion will also intercept the line of the existing runway drainage allowing flows to be diverted in the same pipe.

Foul and Surface Water Drainage:

The AMF foul drainage will connect to the 150mm diameter sewer immediately to the west of the DLC service yard entrance which discharges to the existing foul pump chamber 3A21. Based on an occupancy of 10 permanent staff and 5 visitors per day foul flows will be relatively low and there should be no issues with the capacity of the existing BAE network. The ground conditions on the site, comprising generally clay soils, are such that infiltration drainage systems are unlikely to be effective or practical. Surface water discharge from roofs and hard paved areas will connect to the BAE surface water network with flows limited to the equivalent green field runoff rate of 5.5 litres/sec/hectare. In order to restrict discharge, attenuation will be provided on site, in the form of below ground cellular storage and dry swales.

Overall drainage strategy for wider site agreed by Lead Local Flood Authority is also attached.

**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.**

Drawing B9709-AEW-XX-XX-DR-A-0510 rev P2 - Proposed Site Plan shows proposed access arrangements to the plot.

The access to the plot comes off the main spine road for the EZ. (once discussions complete with LCC it can be added that the proposal is acceptable to LCC Highways) The main spine road has been constructed by LCC as part of the overall access and highways arrangements for the EZ site. This is served by 2 new junctions constructed by LCC, one off the A59 to the north and the other off the A677 to the south. This highway configuration and overall access strategy is in line with the Transport Assessment for the site and has been agreed with the Local Highway Authority

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

Not Applicable, already in place.

**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 access to the plot comes off the main spine road. (once discussions complete with LCC it can be added that the proposal is acceptable to LCC Highways) The wider spine road, and junctions onto the main highway network have been undertaken by LCC and are in line with the Transport Assessment for the EZ site.

**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.

**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. A copy has been submitted.

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.**

Archaeological sites in the vicinity of the proposed development have been subject to assessment and recording in line with the recommendations of Lancashire County Council Archaeological Service. See report attached.

**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.**

Outline landscaping proposals drawing 4140-03 Rev C, prepared by Richard Eaves, has been submitted.

The proposal will not directly impact Samlesbury Hall.

Landscaping measures to mitigate future potential detrimental impacts have started. An earth mound is now in place on the boundary of Samlesbury Hall as part of a first phase of landscaping measures which will benefit the EZ as a whole.