



**LANCASHIRE ADVANCED
ENGINEERING + MANUFACTURING
ENTERPRISE ZONE
CONSULTATION MASTERPLAN
SAMLESBURY SITE**

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1.0 INTRODUCTION

LANCASHIRE ENTERPRISE ZONE. IN AUTUMN 2011, AN ENTERPRISE ZONE FOR LANCASHIRE BASED AT WARTON AND SAMLESBURY WAS APPROVED.

1.1.1 The Lancashire Enterprise Zone is solely focused on the advanced engineering and manufacturing sector (AEM) and is designed to exploit the critical mass of existing industrial activity at Warton and Samlesbury. Building on the resurgence of advanced manufacturing and Government recommitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will form a centre of excellence for high technology manufacturing and will act as a nucleus to attract organisations which are directly involved in the industry or provide support services.

1.1.2 The Lancashire Enterprise Partnership (LEP) will manage and coordinate activities related to the Enterprise Zone through an Enterprise Zone Governance Committee in association with the landowner BAE Systems. The committee will assess each proposed development to ensure that the displacement of existing Lancashire based companies does not occur and that any development is genuine growth in and support to the Advanced Engineering and Manufacturing sector. Any Lancashire based companies considering the Enterprise Zone would have to demonstrate that their growth is currently constrained and that locating on the Enterprise Zone would achieve significant growth for their business.

1.1.3 This will further strengthen the UK's advanced engineering and

manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as the existing Advanced Engineering and Manufacturing capability and skills base.

1.1.4 The strategic significance of the Enterprise Zone and its two component sites is pivotal to generating sustainable economic growth and benefits which can be accessed by all across Lancashire. It forms a key element within a wider package of strategic initiatives to secure the long term prosperity of current and future generations.

1.1.5 It's role and importance is recognised in key strategic priorities for the area and in key delivery mechanisms including the Preston and Lancashire City Deal.

1.2 THE SAMLESBURY SITE

1.2.1 Samlesbury is the eastern of the two sites located in close proximity to the M6 motorway and to the east of both the Warton site and the key sustainable growth areas of Preston and Central Lancashire.

1.2.2 The existing BAE Systems engineering and manufacturing operations have generated major employment opportunities and brought important investment into the area for many years. The EZ site has the potential to build on these strengths and to attract new investment delivering strategic economic benefits within the next few years

1.2.3 The delivery of the Enterprise Zone at the Samlesbury site is

recognised and supported in the adopted Central Lancashire Core Strategy, the draft South Ribble Site Allocations and Development Management Plan Document and the draft Ribble Valley Core Strategy.

1.2.4 At the same time it is recognised that the site has an open setting and is located close to the village of Mellor Brook. The delivery of the Enterprise Zone will be undertaken in the context of the quality of its setting, and ensuring that local amenity including connectivity and traffic flow relating to the site are protected and enhanced as appropriate.

1.3 PURPOSE OF THE MASTERPLAN

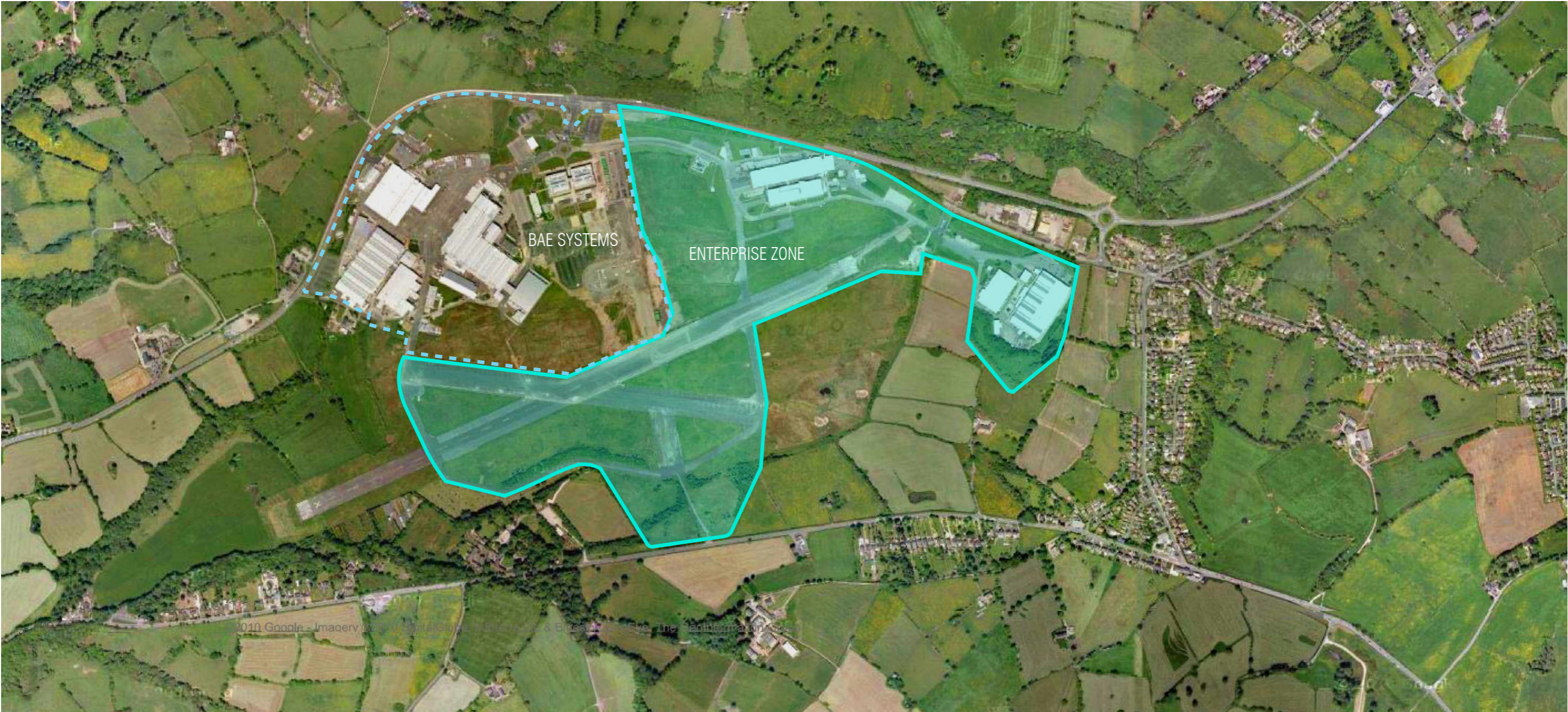
1.3.1 A Local Development Order (LDO) was adopted for part of the Samlesbury Enterprise Zone site (known as parcel A) in March 2012. Work is underway to prepare and adopt a further LDO which will cover the whole of the Enterprise Zone site.

1.3.2 The purpose of the LDO is to provide confidence in planning terms by setting out a comprehensive outline of all development that is permitted on the Enterprise Zone site subject to certain conditions and the clarification of identified matters.

1.3.3 These conditions and matters relate to issues around access, transport, travel, utilities, design and landscaping and ecology. The role of the Master Plan is to supplement the existing LDO and guide the emerging LDO by addressing these conditions and matters and by establishing a framework for the long term strategic objectives for the Enterprise Zone.

- Provision and coordination of transport infrastructure within and beyond the Enterprise Zone boundary;
- Preparation and provision of a Travel Plan;
- Access to the Enterprise Zone and its integration to the existing public highway network and proposals for on site/off site works required as a result of the development;
- On site parking;
- Protection of BAE Systems' core operations;
- Provision of utilities supply and integration of new supplies with the existing;
- Provision of superfast broadband outside the BAE Systems secure area;
- Implementation of a Design Code, building materials etc;
- Provision of on-site structural landscaping;
- Avoidance of ecological impacts, measures to offset unavoidable ecological impacts, the delivery of biodiversity enhancements, the maintenance and enhancement of habitat connectivity and buffer zones around habitats of ecological importance;
- Provision of drainage.





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2.0 VISION FOR THE SITE

VISION: THE SAMLESBURY ENTERPRISE ZONE SITE WILL DELIVER WORLD CLASS FACILITIES EARLY IN THE LIFETIME OF THE ENTERPRISE ZONE ENSURING THAT THE ENTERPRISE ZONE AS A WHOLE IS REALISED AS A NATIONALLY AND INTERNATIONALLY CRITICAL HUB FOR ADVANCED ENGINEERING AND MANUFACTURING.

2.1 The Samlesbury site and the Enterprise Zone as a whole will act as a driver for strengthening the wider supply chain, increasing the overall value of the economy and raising the skills base across Lancashire. It will form a key element in the overall sustainable growth plans for the sub region
The development will be undertaken sustainably and to a high quality respecting its surroundings and befitting its high profile and status.

2.2 IMPLEMENTING THE VISION

A number of key principles will guide the development and delivery of the Enterprise Zone:

- Encouraging investment, creating jobs and building a sustainable economy by providing a centre of excellence for high technology manufacturing and support services;
- Attracting investments and high value end users by meeting facility and service needs within a high quality well designed development located in a high quality setting;
- Ensuring sustainable access, travel and connectivity;
- Ensuring a phased but integrated development;

- Providing a healthy working environment and sustainable development which will both integrate with and enhance existing activities and communities;
- Taking an integrated approach to green infrastructure including Green Belt, landscaping and ecology;
- Meeting ecological management needs.

3.0 LAND USE: SITE ZONING, PHASING, INFRASTRUCTURE

SITE ZONING: THE EXISTING BAE SYSTEMS SITE AND THE ENTERPRISE ZONE ARE ADJACENT AND WILL COMPLEMENT EACH OTHER IN TERMS OF ACTIVITIES. HOWEVER THE TWO SITES WILL REMAIN SEPARATE IN ORDER TO MAINTAIN THE REQUIRED SECURITY OF EXISTING BAE SYSTEMS OPERATIONS.

3.1 In order to achieve this, a new security fence will be constructed around the perimeter of the BAE systems site where it borders the Enterprise Zone. This will enable public access to the Enterprise Zone without compromising security for BAE Systems.

3.1.2 Secure access points will be provided along the security boundary to maintain interaction between the two sites. In order to avoid potential conflict between the main traffic flows serving BAE systems and the Enterprise Zone it is proposed to create a new Enterprise Zone entrance to the east of the site from the A59.

3.1.3 It is intended that the BAE Systems access and access to the Enterprise Zone will be kept separate to enable each to respond to their own specific needs. Prior to Phase 1 of the development commencing, amendments will be made to some security fencing arrangements in order to enable construction traffic to enter the Enterprise Zone site. This will be subject to an agreed routing plan.

3.2 THE ENTERPRISE ZONE SITE: PROPOSED USES AND DEVELOPMENT PATTERN

3.2.1 The Enterprise Zone lies to the east and south of the existing BAE Systems site. It is intended that the site would be opened up during Phase 1 at its eastern end via a new entrance off the A59. The new entrance arrangement would include restricted access from Myerscough Smithy Road to vehicles. It is then proposed to

construct a new spine road with associated smaller link roads which follows the line of the existing east/west orientated runway. The spine road will be adopted by the Local Highway Authority. The first phase of this would run to the approximate point shown on the Phase 1 drawing on page 11.

3.2.3 The same route would be used to provide new buried utility services from external network providers to the plots which radiate from the new access road. This would allow early access to the area covered by the existing LDO and would form an early growth pattern focused on the eastern and central parts of the site in close proximity to existing development.

3.2.4 This would encourage and maintain interaction between the two sites and ensure that the uses function and form of the development progress in an integrated way. Further phases of development would extend the spine road further along the runway and open up the southern end of the site. A further access to the site from the A677 will be opened up as appropriate as traffic flows associated with the development increase.

3.2.5 The provision of two accesses and the associated internal spine road will allow greater dispersion of traffic onto the strategic and local highway network. It is expected that this proposed road network into and through the Enterprise Zone will also reduce the amount of through traffic within the village of Mellor Brook.

3.2.6 The Enterprise Zone site at Samlesbury is to be developed for the purposes of advanced engineering and manufacturing (AEM) and associated uses. The existing LDO for part of the site authorises development within Class B of the Town and Country Planning (Use

Classes) Order 1987 as amended in so far as it relates to advanced engineering and manufacturing. It also authorises development within Class D1 of the same Order for non residential education and training. The non residential education and training centre will be used for the purposes of a skills facility.

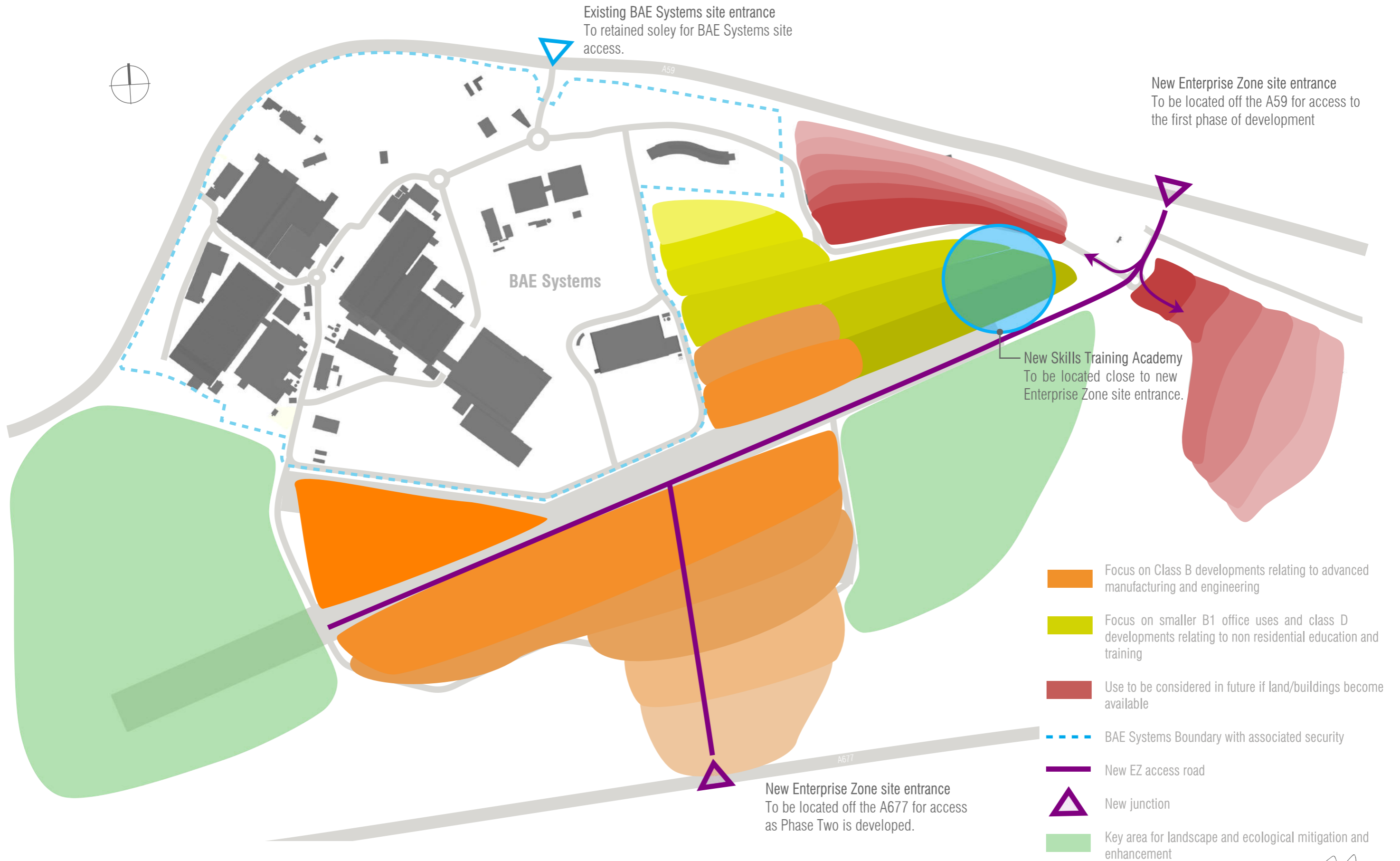
3.2.7 The grouping of activities within the Enterprise Zone will be arranged to complement existing functions, avoid conflict, promote interaction and minimise development impact on the Enterprise Zone perimeter. The larger and more intrusive Class B activities and the Class D1 activities will be broadly separated.

3.2.8 The D1 activities which relate to education and training will be located to the east of the existing BAE Systems site and will focus around the proposed Regional Skills Academy. This will be located close to the new Enterprise Zone entrance off the A59 creating a sense of arrival and celebrating the high quality credentials of the site.

3.2.9 Other people facing/education building uses will be located in the same area enabling them to benefit from close grouping, reinforcing a cohesive and interactive character and function. It is intended that Class B developments will occupy the remainder of the Enterprise Zone site and that landscaping will be used to create a green buffer zone between the uses.

3.2.10 A further key layout principle will be to organise the location of larger Class B buildings toward the centre of the Enterprise Zone where they will be less intrusive and will have less impact on openness and other uses. Smaller buildings will be located closer to the site boundary.

PROPOSED DEVELOPMENT PATTERN



3.0 LAND USE: SITE ZONING, PHASING, INFRASTRUCTURE

3.3 SUMMARY OF PHASING AND INFRASTRUCTURE

3.3.1 The delivery of the Samlesbury Enterprise Zone site will be undertaken on a phased basis. This will ensure that at each stage development plots and buildings will be accompanied by the strategic and localised infrastructure required of a high quality well functioning sustainable site. All phases will integrate with each other to ensure that the site will operate as a cohesive whole and form an asset within its surroundings and the wider area.

Enabling Works

3.3.2 Prior to Phase 1 of the development commencing, a revised security boundary between BAE Systems Operations and the Enterprise Zone shall be constructed to safeguard BAE Systems capability and provide a segregated area for construction operation. This will be subject to an agreed routing plan.

Phase 1

3.3.3 The initial development phase for the Enterprise Zone at Samlesbury will involve the construction of a new access and site entrance to the east of the site off the A59 and would include the restriction of access from Myerscough Smithy Road to allow only pedestrians and cyclists.

3.3.4 This phase will also include the completion of the construction of the new security boundary to enclose the BAE Systems site.

3.3.5 From this new entrance an access road into the site will be

formed followed by the first phase of the central spine road and associated smaller link roads, buried utilities and service feeds. This would follow the line of the existing east/west runway and would run part way along the line to approximately the centre of the site as shown on the proposed phasing diagram on page 11. Development plots along the line of the spine road focused on the east and centre of the site would be formed with the proposed regional Skills Academy being located close to the new entrance.

Phase 2

3.3.6 During this phase development plots would continue to be delivered off the new spine road. A further extension to the spine road would take place extending it both in a westerly direction and south towards the A677. This phase will include the construction of the new southern access with the A677 as traffic flows associated with the Enterprise Zone development increase. The trigger point for this will be 1,236 additional vehicles per hour two way peak flows.¹

3.3.7 The junction type for this access is indicative and has not been finalised at this time. Further development plots would be formed radiating out from the extended spine road and having regard to development already put in place.

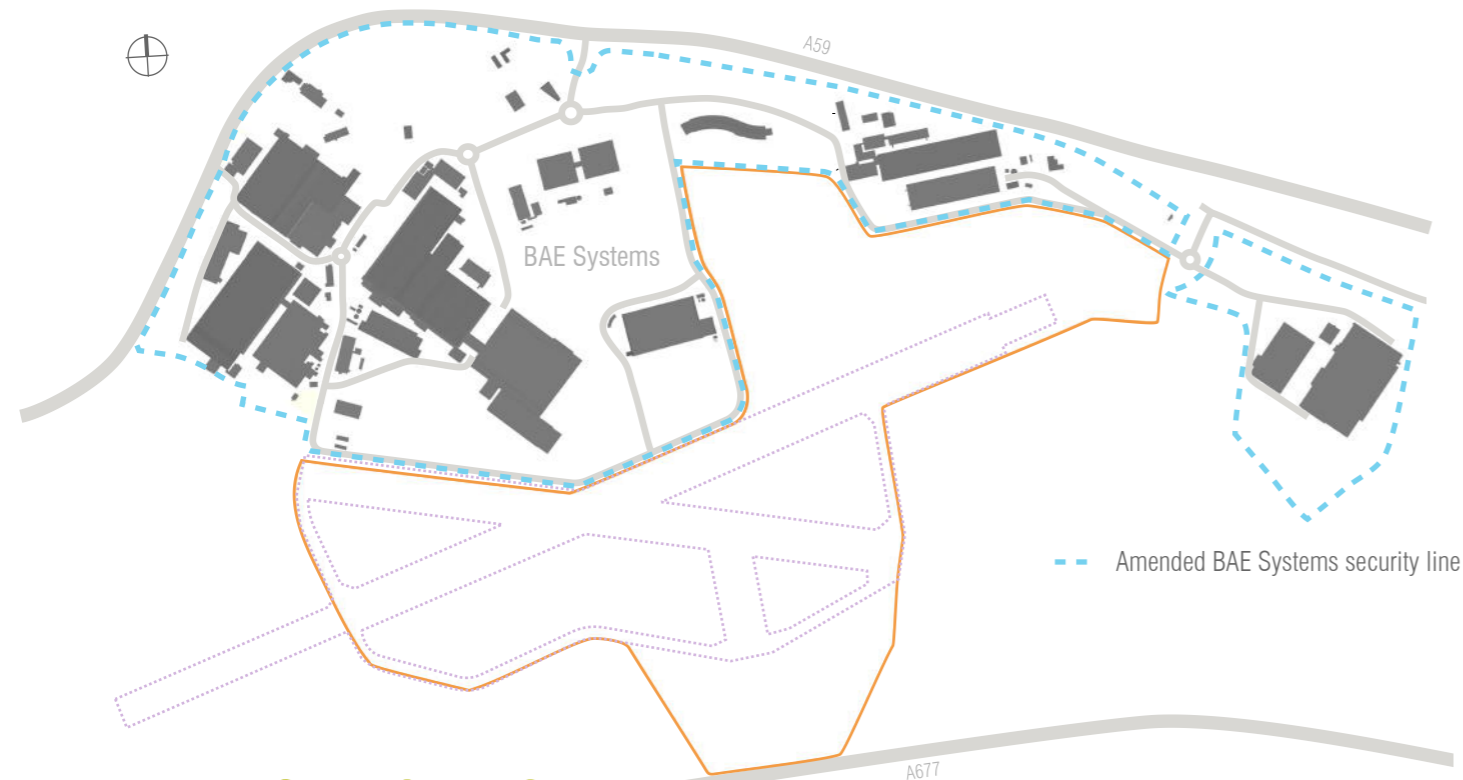
Phase 3

3.3.8 A further phase of development may become available for EZ usage if the land/buildings are no longer required to support BAE

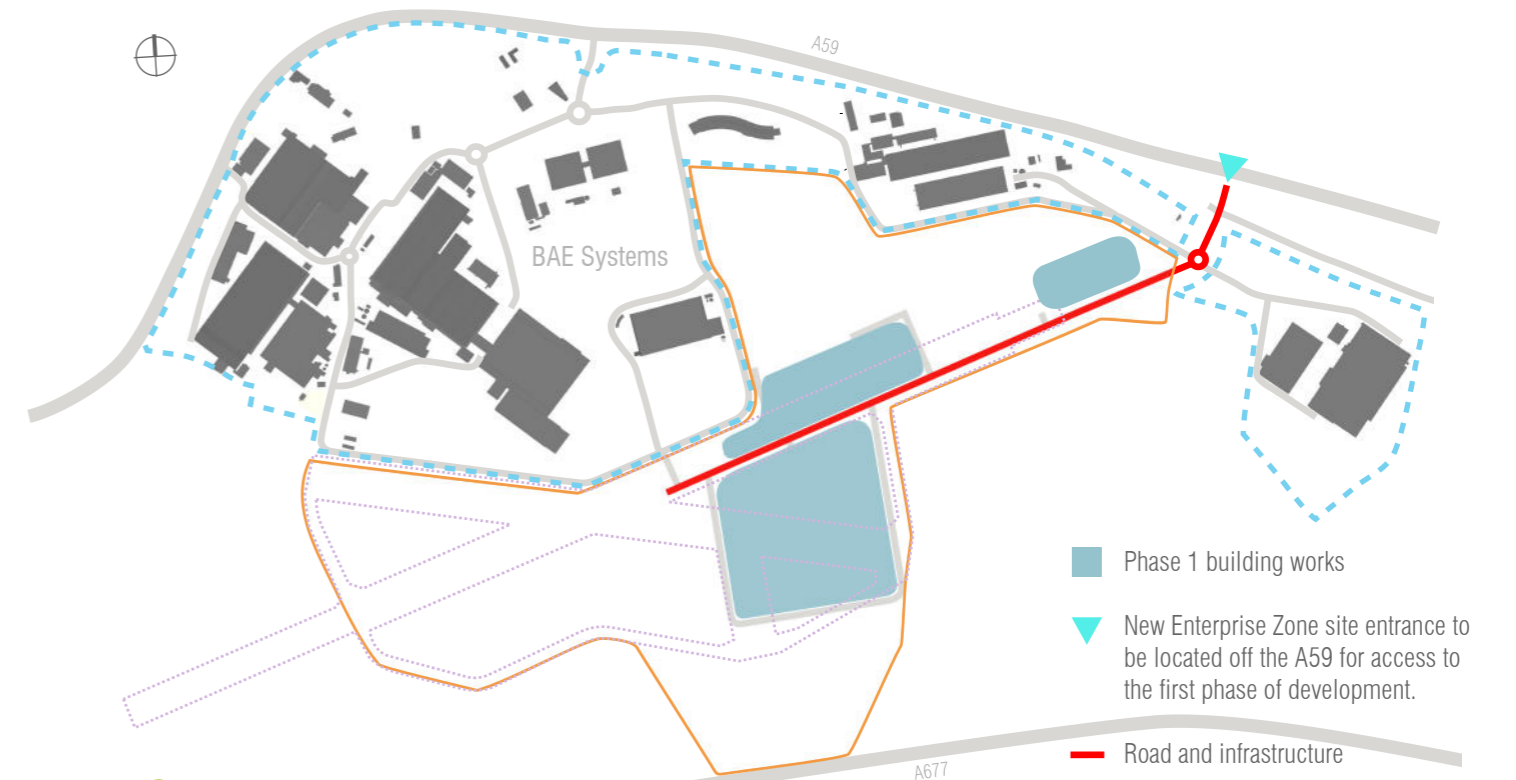
Systems Operations. Should this take place it will be undertaken in line with all of the provisions and conditions guiding phases 1 and 2 and will be done so in a manner which integrates with these phases and the site as whole. This phase would be subject to further master planning as appropriate.

¹ Jacobs: Samlesbury Enterprise Zone Transport Assessment Proposed A59 Access September 2013.

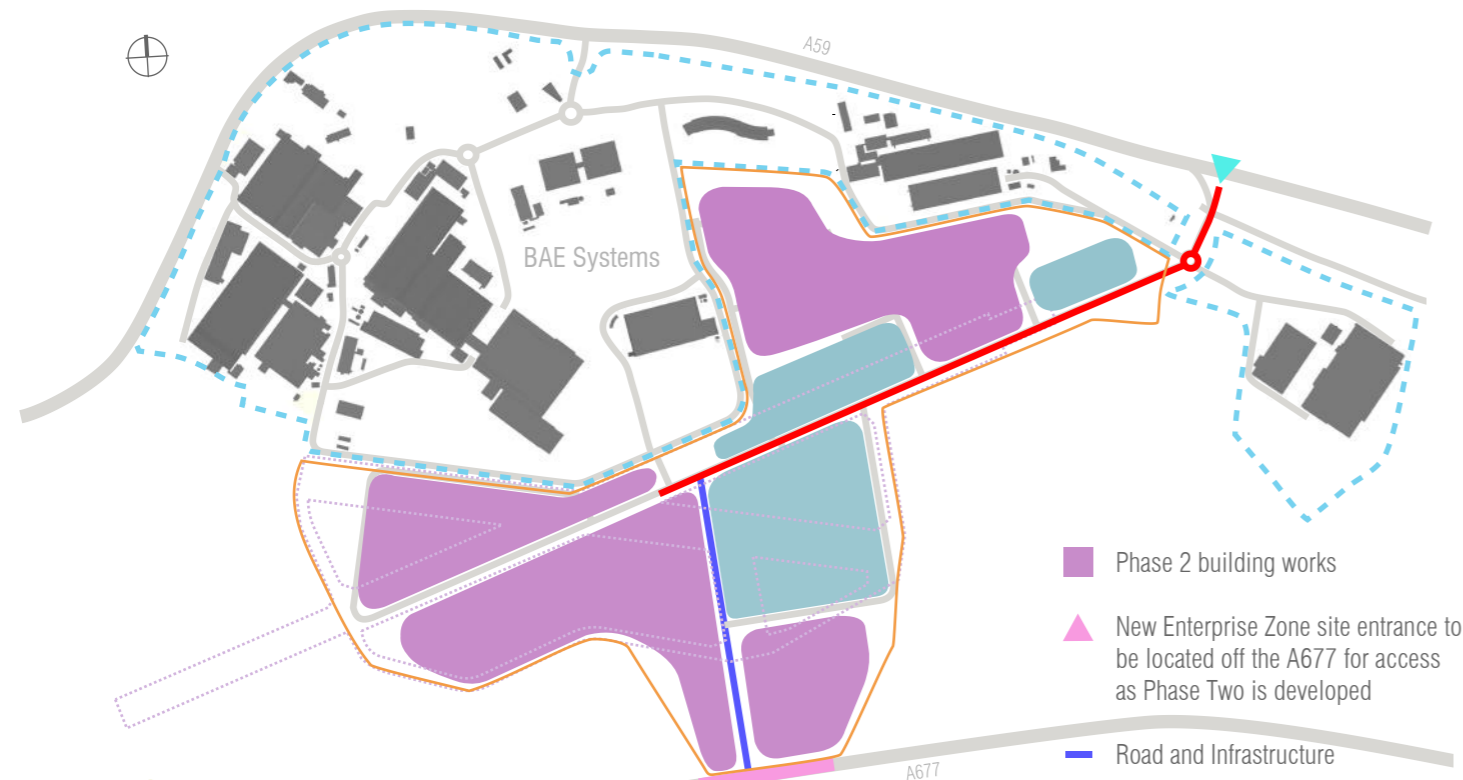
PROPOSED PHASING



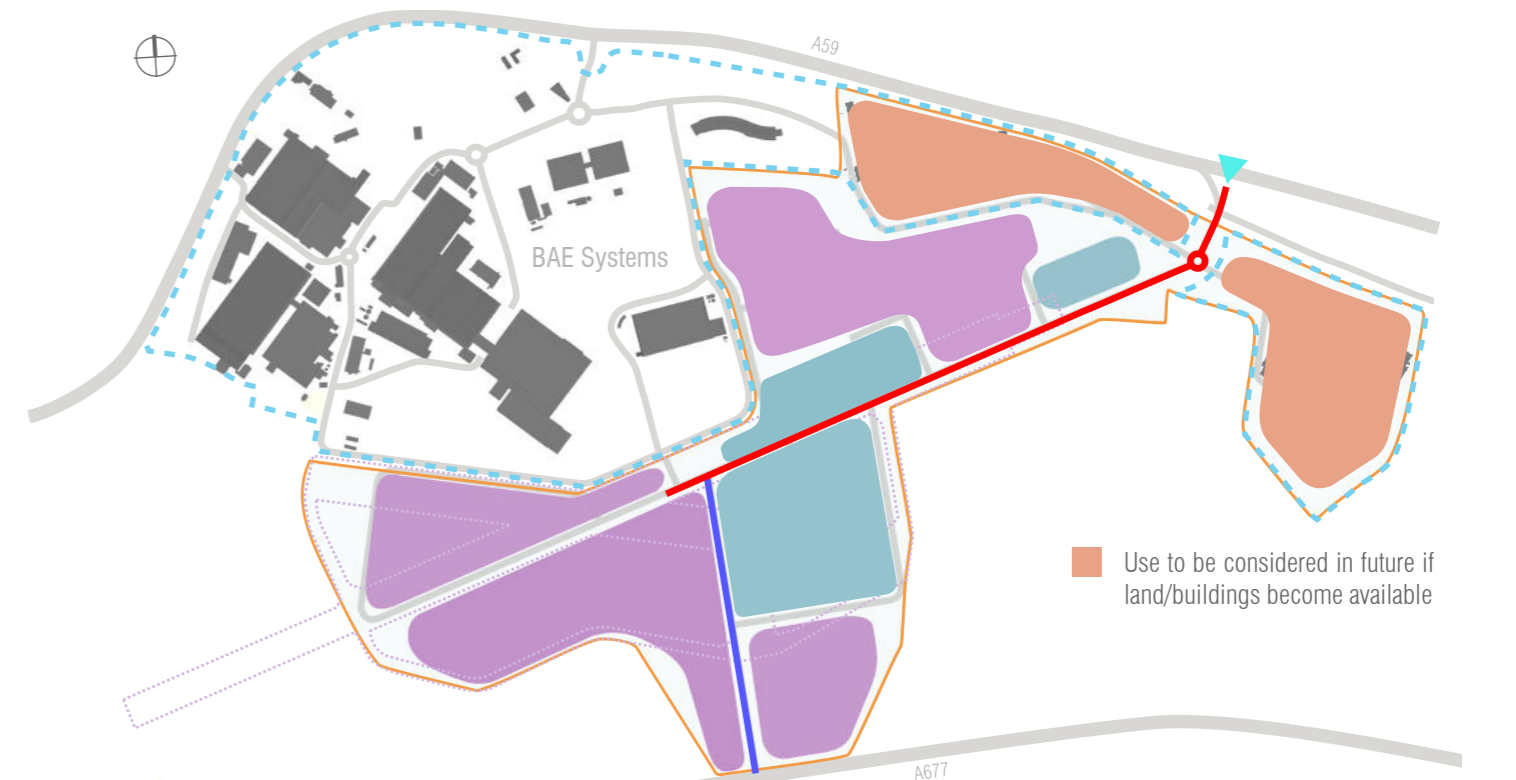
ENABLING WORKS



PHASE 1



PHASE 2



PHASE 3

4.0 BROAD FRAMEWORK FOR DESIGN

THE OVERALL DESIGN RATIONALE FOR THE SAMLESBURY ENTERPRISE ZONE SITE IS TO PROVIDE A COHESIVE VISUAL APPEARANCE, BALANCING BUILT FORM AND LANDSCAPE TO PROVIDE A HIGH QUALITY ATTRACTIVE SETTING BEFITTING A HIGH PROFILE CENTRE OF EXCELLENCE.

4.1 The site as a whole will be set within its wider landscape and Green Belt context which will be carried through into the landscaping and ecological rationale both on and offsite.

4.1.2 Visual integration will be sought across the site referencing the design, materials and colours used in existing adjacent uses. Strong simple forms utilising appropriate cladding materials in a silver/grey colour will provide a visual order to the majority of B Class uses. Bespoke facilities will be provided as appropriate to meet the needs of specific high tech users but will be done so in the context of the overall site design rationale. The form and design of buildings will contribute positively to the visual character of the locality.

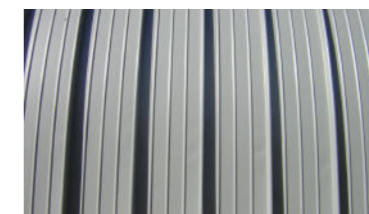
4.1.3 It is proposed that the Class D teaching and training facilities core buildings be designed using a greater mix of high end materials to express the identity of this particular people oriented interactive area, and to celebrate the status of the site at its initial gateway.

4.1.4 Buildings at or facing the perimeter will be designed and positioned to reflect a less industrial feel and to promote the high quality aesthetic of the site.

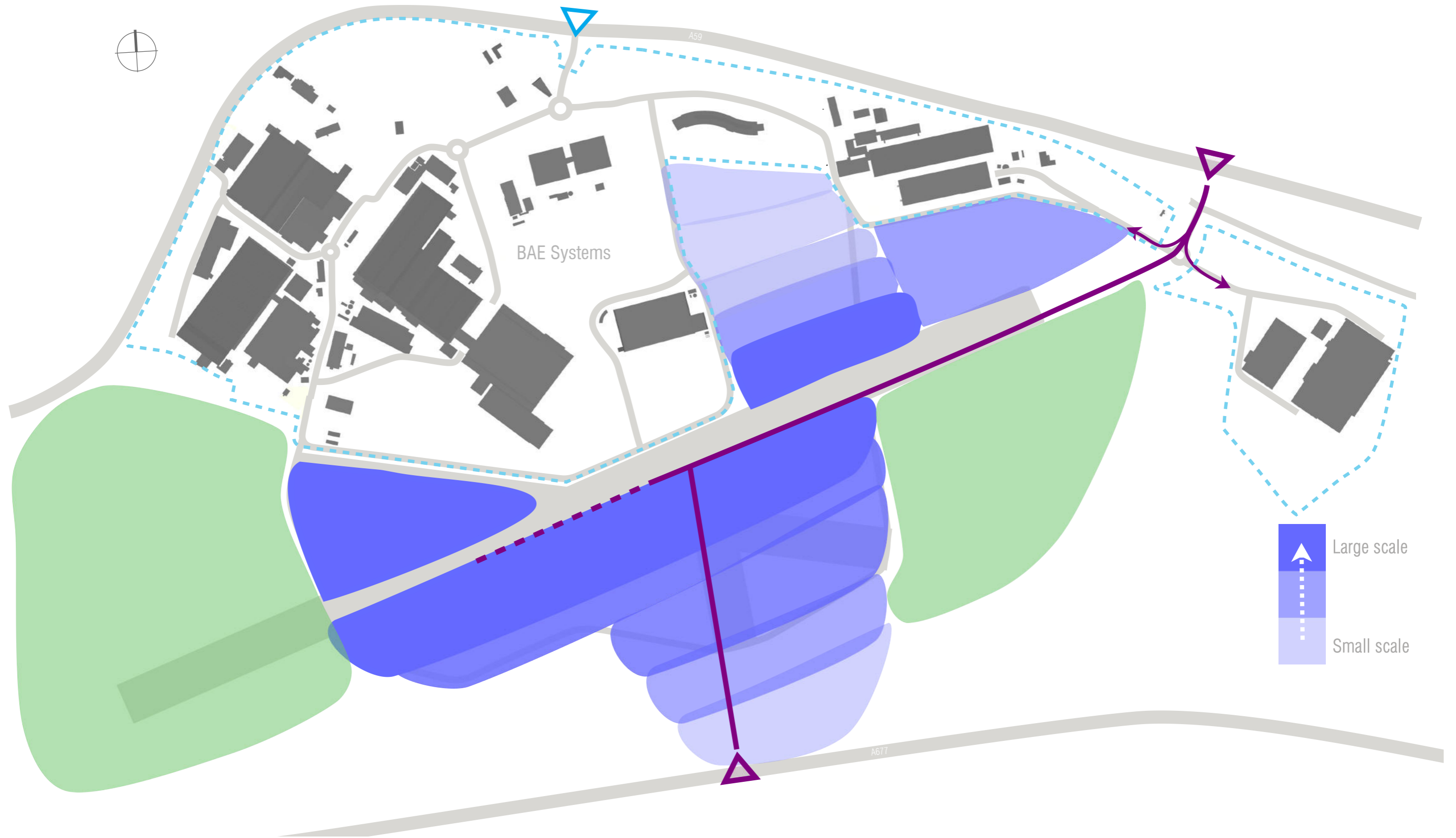
4.1.5 Both hard and soft landscaping will form a key part of the design, function, look and feel of the site incorporating appropriate street furniture, planting water features and signage. Signage and branding will be sensitively applied reflecting the overall aesthetic of the site.

4.1.6 The current LDO specifies that development will not exceed the height of existing BAE Systems buildings. Those existing building heights range from 10m to 18m. The proposed height zoning for the Enterprise Zone will complement this existing massing.

4.1.7 As a general principle large scale developments will be contained in the heart of the site rather than at the periphery in order to reduce impacts on the surrounding landscape and nearby settlements.



BUILDING HEIGHTS



5.0 ACCESS AND MOVEMENT

ACCESS AND MOVEMENT FRAMEWORK; A FULL TRANSPORT ASSESSMENT HAS BEEN UNDERTAKEN IN LINE WITH THE DFT GUIDELINES FOR TRANSPORT ASSESSMENT DOCUMENT. THIS INCLUDES AN ASSESSMENT OF THE HIGHWAY INFRASTRUCTURE THAT WILL NEED TO BE IN PLACE TO CATER FOR THE VOLUME AND DISTRIBUTION OF TRAFFIC AS THE EZ PHASES ARE COMPLETED.

5.1 Assessments have been undertaken for 2013, 2016 and 2023 for peak hour periods. A review of the layout and operation of the existing local and strategic junctions surrounding the EZ has been undertaken. Junctions will be redesigned where appropriate to accommodate predicted traffic flows.

5.1.2 Consideration has been made of the committed developments in the area, in particular the Core Development proposed at BAE Systems.

5.1.3 The Transport Assessment has included a review of the sustainable transport measures that are required for the development. These include public transport, cycle and pedestrian networks.

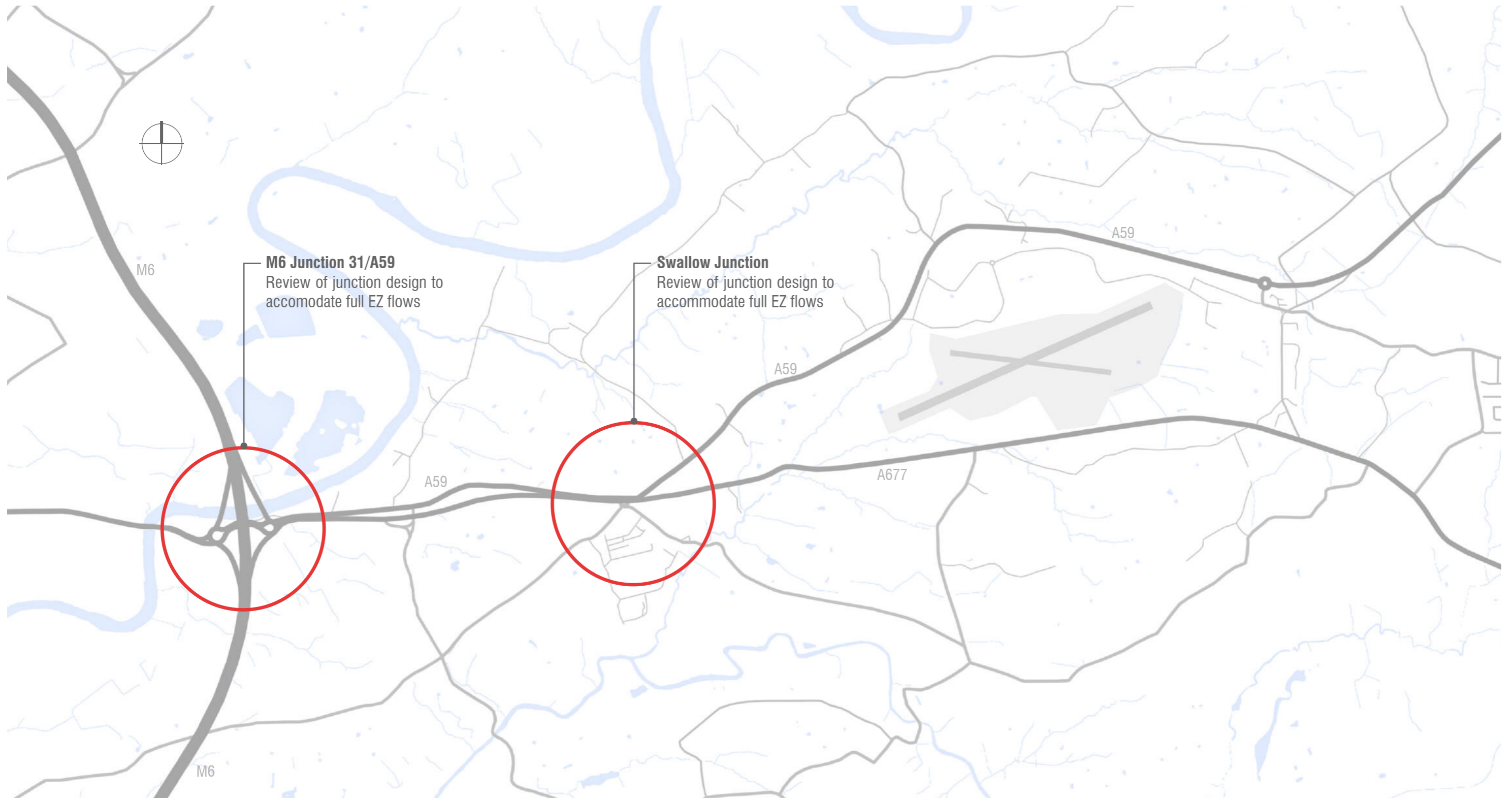
5.1.4 A review of the highway network operation through the village of Mellor Brook has also been undertaken. Options to improve the highway conditions for all transport modes within the village may include traffic calming, improvements to public realm and signage.

5.2 PROPOSED HIGHWAYS WORKS

5.2.1 Lancashire County Council has undertaken a transport assessment of the impacts of the Enterprise Zone. An assessment of the future operation of all the junctions in the vicinity of the Enterprise Zone has been undertaken, considering the permitted development of BAE Systems and the complete build out of the Enterprise Zone.

5.2.2 This assessment has included consultation with the Highways Agency regarding the impacts on the A59/M6 Junction 31, and the impacts at the A59/A677 “Swallow” junction. Any required changes will be made to the highway network to ensure its safe and efficient operation for all modes of transport.

HIGHWAYS REVIEW



5.0 ACCESS AND MOVEMENT

5.3 ENABLING WORKS

Prior to Phase 1 of the development commencing, a revised security boundary between BAE Systems Operations and the Enterprise Zone shall be constructed to safeguard BAE Systems capability and provide a segregated area for construction operations. This will be subject to an agreed routing plan.

5.4 PROPOSED PHASE 1 WORKS

The proposed Phase 1 works will comprise the following:

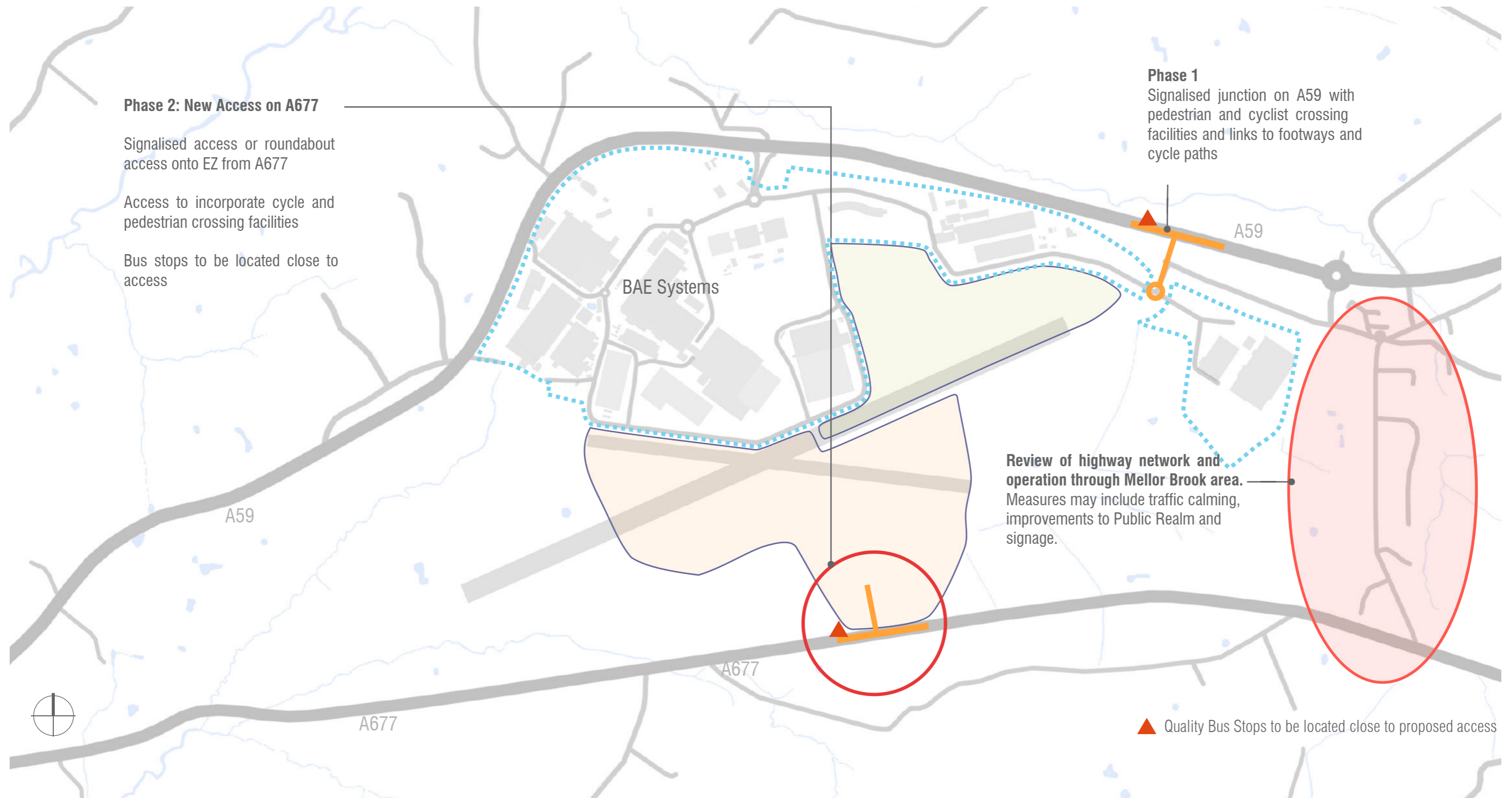
- Signalised access to the Enterprise Zone from the A59 leading to an internal roundabout within the Enterprise Zone and internal road network;
- Access to incorporate cycle and pedestrian crossing facilities;
- The existing access from Myerscough Smithy Road will be restricted to pedestrians and cyclists;
- Formation of the first part of the internal access roads. These will comprise a main spine road following the line of the former main runway and associated access off this to development plots. It is intended that the internal spine road through the site will be adopted by the Local Highway Authority;.

5.5 PROPOSED PHASE 2 WORKS

The proposed Phase 2 works will comprise the following:

- The continuation of the main internal spine road and associated access to development plots along the run way and south towards the proposed new A677 access;
- Access to the Enterprise Zone from the A677 leading to the internal road network. The type and precise location of this access has not been finalised at this time;
- The access will incorporate cycle and pedestrian facilities;
- Subject to the confirmation of bus routes within and around the Enterprise Zone, bus stops designed to LCC Quality Bus Standard will be located close to the access.

PROPOSED HIGHWAY WORKS



Phase 2: New Access on A677

Signalised access or roundabout access onto EZ from A677

Access to incorporate cycle and pedestrian crossing facilities

Bus stops to be located close to access

Phase 1

Signalised junction on A59 with pedestrian and cyclist crossing facilities and links to footways and cycle paths

Review of highway network and operation through Mellor Brook area.

Measures may include traffic calming, improvements to Public Realm and signage.

▲ Quality Bus Stops to be located close to proposed access



5.0 ACCESS AND MOVEMENT

5.6 SUSTAINABLE TRANSPORT PROPOSALS

5.6.1 Public Transport

Bus routes will be extended to penetrate into the site to ensure desirable walking distances for pedestrians.

5.6.2 Proposed Public Transport Phase 1 Measures

- Construct bus turn round at end of “Infield Road” or near site of new HGV access gate into south side of BAE.
- New bus services linking Preston, Clitheroe and Blackburn with the site.
- Extension of Bus Service W26 into site and increased frequency
- Possible extension of Bus services 280 and 217 into the site.

5.6.3 Proposed Public Transport Phase 2 Measures

- On construction of the proposed new junction to the A677, which it is planned to re-route bus services through the site with new bus stops at BAE southern gate and near the A59 junction.

5.6.4 Cycling

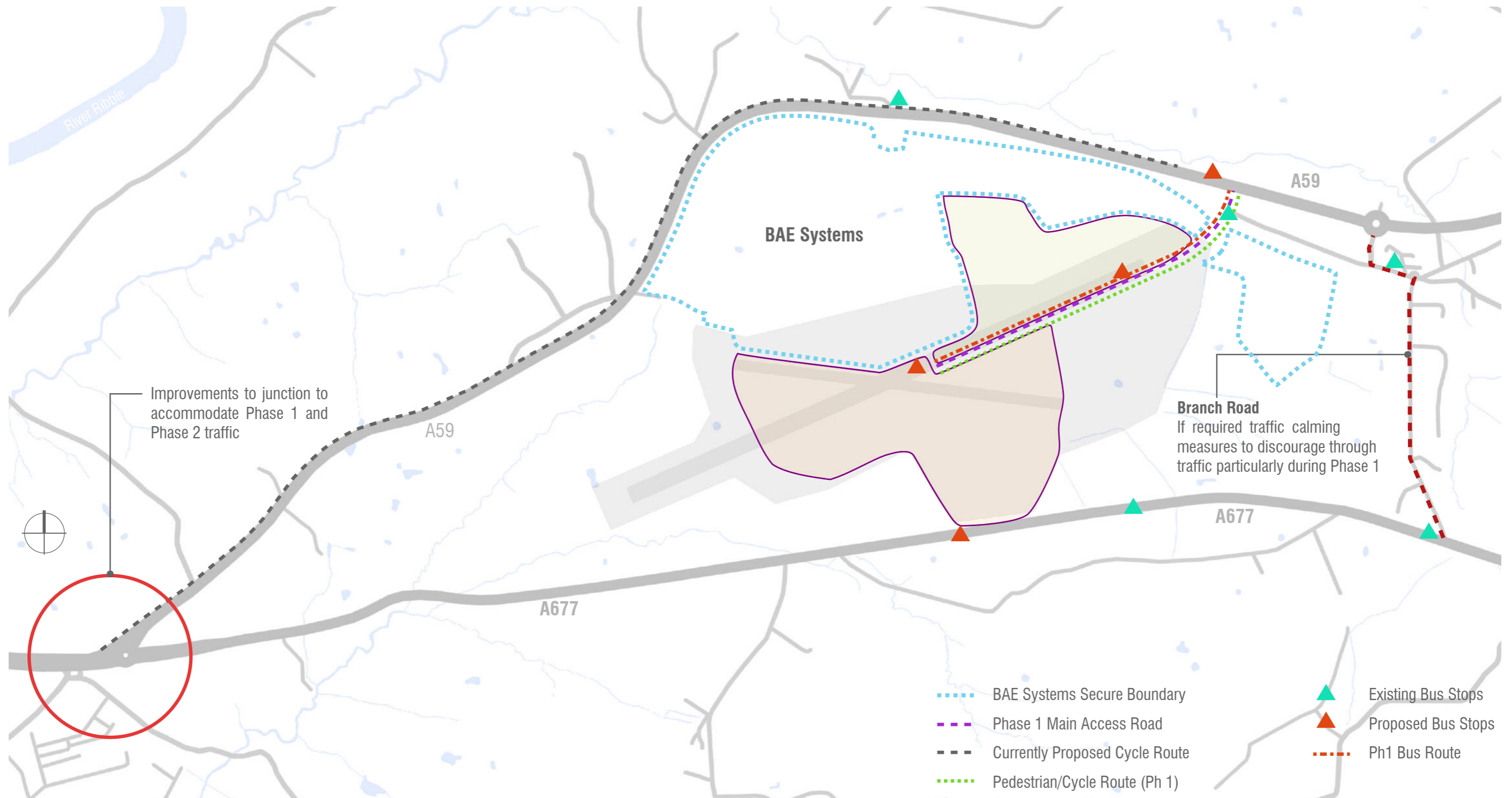
Key proposals for cycling include:

- Signal controlled junctions with the A59 and A677 will include toucan facilities and link to existing cycling routes.

- The existing cycle route at A59/A677 “Swallow” junction will be extended and links to Blackburn will be reviewed and improved where possible.
- All main highway links within the EZ will be constructed with shared cycle/pedestrian paths alongside.
- A cycle/pedestrian link will be constructed to the A59 via Myerscough Smithy Road to the east of the Enterprise Zone with an assisted crossing point at A59
- Secure covered cycle parking will be provided at all premises, with provision of shower, changing and storage facilities.

Car parking spaces will be integrated into the setting of the development and will be provided for each development type in accordance with local planning policy guidelines and standards.

SUSTAINABLE TRANSPORT PROPOSALS PHASE 1



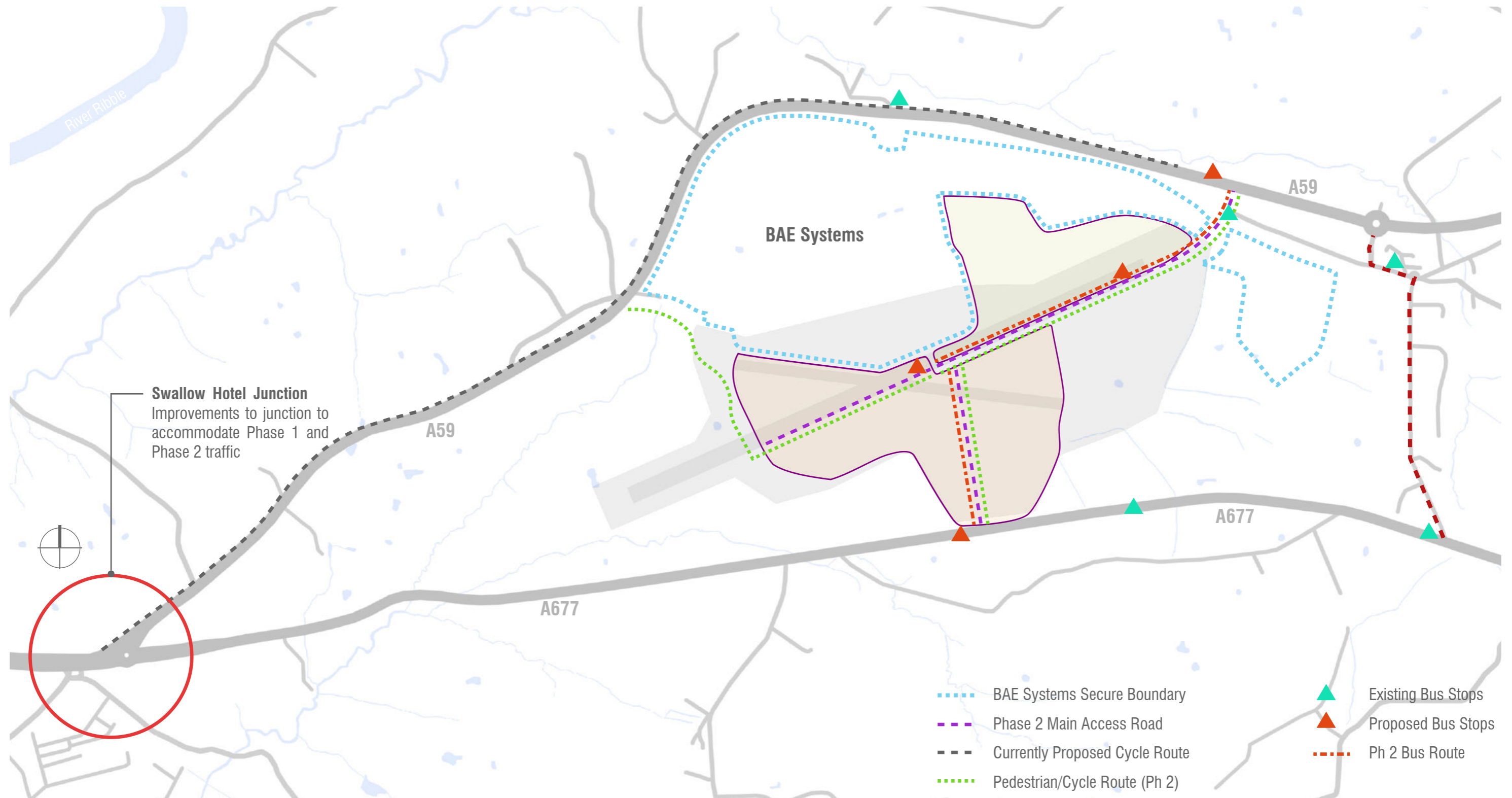
6.0 TRAVEL PLANNING

6.0 TRAVEL PLANNING

6.0.1 A Travel Plan Coordinator will be appointed for the Enterprise Zone as a whole, and each business relating to a development that exceeds National Travel Plan Thresholds will be required to produce a travel plan.

6.0.2 Realistic targets will be set and monitored to reflect current best practice and encourage the use of sustainable transport. Parking levels for all developments will be in line with Local Planning Authority Standards.

SUSTAINABLE TRANSPORT PROPOSALS PHASE 2



7.0 OVERVIEW OF UTILITIES AND BROADBAND INFRASTRUCTURE PROVISION

ASSESSMENTS HAVE BEEN UNDERTAKEN TO UNDERSTAND THE SCOPE AND NATURE OF UTILITIES REQUIREMENTS INCLUDING GAS, ELECTRICITY, WATER AND DRAINAGE NECESSARY TO DELIVER THE ENTERPRISE ZONE SITE AT SAMLESBURY.

7.2.2 The Enterprise Zone sites have been identified as early priority locations and the infrastructure for it at the Samlesbury site will be installed at the same time as other utilities works during the proposed first phase of development.

7.1 It is anticipated that all providers are satisfied that the necessary provision can be made without compromising delivery to the surrounding area. Separate utility supplies, independent of BAE Systems, will be provided to the Enterprise Zone site as part of the site development to cater for the new businesses which will locate there.

7.1.2 These will be provided primarily from the utility networks on the A59 and will run alongside the new A59 access and then through the development site alongside the proposed new spine road, which will follow the route of the former main runway.

7.1.3 From this central spine the utilities will be distributed to individual plots. As the site develops and the second access is provided from the A677, utility services may also be provided from the A677, dependent on the utility companies capacities and requirements.

7.2 SUPER FAST BROADBAND

7.2.1 Super Fast Broadband will be delivered to the Enterprise Zone area providing a transformation in broad band capability for businesses both on site and businesses and residents in the surrounding area. This will be delivered through the £62.5 million Superfast Lancashire project.

8.0 AN INTEGRATED APPROACH TO LANDSCAPE, GREEN BELT, ECOLOGY AND HABITAT

8.1 Landscape Setting

8.1.1 The Samlesbury Enterprise Zone site is located adjacent to BAE Systems existing operations at Samlesbury.

8.1.2 The A59 runs along the northern edge of the site with the A677 at the southern end. To the east lies the village of Mellor Brook.

8.1.3 The northern end of the site is adjacent to existing industrial activities however the majority of the site extends across former aerodrome lands which are largely characterised by open grassland. The site is surrounded by Green Belt land.

8.2 Green Belt

8.2.1 The site is immediately surrounded by Green Belt to the east, west and south. As part of the designation of the Enterprise Zone in planning policy terms a proportion of Green Belt has been rolled back from the site itself. The South Ribble Site Allocation and Development Management Policies Development Plan Document sets out that as part of the Green Belt roll back process the loss of Green Belt and the associated impacts on the landscape and wider environment will need to be mitigated and compensated using land surrounding the site that is in the ownership of BAE Systems.

8.2.2 The Greenbelt, Landscape and Ecology diagram on page 25 shows Green Belt immediately adjacent to the Enterprise Zone site. The remaining Green Belt in BAE Systems ownership will be managed to mitigate the impacts of the loss of Green Belt, and in line with the National Planning Policy Framework will be enhanced as appropriate in terms of landscaping and biodiversity.

8.2.3 These areas of Green Belt in BAE Systems ownership are already subject to an existing BAE Systems ecological management plan and any further mitigation and compensation measures would need to have regard to this and to up to date independent ecological assessments and revisions.

8.2.4 An integrated approach to mitigation will be taken. This will address landscape and Green Belt losses alongside ecological and habitat requirements. This will ensure that all measures are compatible with each other and that mitigation and enhancement measures are as effective as possible.

8.2.5 In addition to these wider mitigation measures, on site measures will seek to reduce the impact of Green Belt loss as appropriate. The general layout principles for the Enterprise Zone intend that larger scale developments will be contained in the heart of the site where their scale will have less impact on the surrounding landscape and settlements. Those areas closest to the site boundary adjacent to the A677 will host lower smaller scale buildings. Particular attention will be given to appropriate screening measures where development impacts on residential properties and openness.

8.0 AN INTEGRATED APPROACH TO LANDSCAPE, GREEN BELT, ECOLOGY AND HABITAT

8.3 LANDSCAPING

- 8.3.1 Appropriate landscaping measures will form a key part of the mitigation and enhancements required in landscape and Green Belt terms. The retained Green Belt will form part of the landscape setting and green aesthetic for the Enterprise Zone.
- 8.3.2 As part of this and as a general principle, existing key landscape features will be maintained where possible and appropriate. Soft landscaping and bunding will be used as appropriate to reduce visual impacts on residential properties, to enhance and enclose smaller scale less industrial areas of the site and to reinforce the high quality setting and character of the Enterprise Zone. Where possible and appropriate landscaping measures will seek to appear integral to the original landscape. Advanced landscaping will be delivered early in the overall development process, and at an early stage within each phase of development as appropriate to limit any impacts on the surrounding area.
- 8.3.3 Running through the master plan strategy is an underlying green infrastructure for the development areas which aims to build on the green setting around the recently completed Bowland Centre. An ecologically appropriate combination of soft landscaping, trees and SUDS ponds will be used to create linkages between the developments and to provide appropriate wildlife corridors.
- 8.3.4 Hard landscaping including car parking and pedestrian walkways will be interspersed with soft landscaping and trees to soften their impact. Street furniture and signage will be

complementary to the building envelopes and built and soft landscape.

8.4 ECOLOGY AND HABITAT

- 8.4.1 The Samlesbury site has known and recognised biological interest particularly for ground nesting birds including Species of Principal Importance (NERC Act 2006) such as skylark and lapwing and to a lesser degree meadow pipit and redshank. These birds are attracted to the site by the presence of the areas of open grassland of the former aerodrome. Great Crested Newts are also present on part of the site. Development of the site will take into account the provisions of draft policy G16 Biodiversity and Nature Conservation in the South Ribble Main Modifications to the Publication Version of the Site Allocations and Development Management Policies DPD.
- 8.4.2 Historically as the existing BAE Systems site has developed there has been a reduction in the area of open grassland, and to mitigate the effects of habitat loss a series of habitat creation projects and a Habitat Management Plan have been implemented. This includes land on which the Enterprise Zone is designated.
- 8.4.3 Assessments of key species and habitats on the BAE Systems site and land on which the Enterprise Zone is designated have taken place at regular intervals since 2008 with some data going back further than this. These have informed the creation and implementation of the existing Habitat Management Plan. All relevant assessments and surveys will continue to be undertaken by independent ecological experts as the Enterprise Zone is delivered. These will inform development and will guide the incorporation of

measures to avoid, mitigate and compensate for any adverse ecological impacts. These measures will be managed through a further habitat management plan approach. This will consider a range of appropriate measures including:

- Long term on and off site habitat management;
- Creating and maintaining habitats within the developed area of the Enterprise Zone where appropriate;
- Incorporating appropriate design and landscape measures within the development scheme such as lower lighting levels near to areas of interest to birds;
- Any other proportionate and appropriate measures including appropriate off-site compensation.

8.4.4 All ecological assessments and works and all development will be undertaken in accordance with the requirements and regulations of the Habitats Directive and will address potential impacts on protected species and their habitats including Species of Principal Importance (NERC Act, 2006) and their habitats, statutory and non statutory designated sites and Habitats of Principal Importance (NERC Act 2006).

8.4.5 The ecological assessment as well as avoidance, mitigation and compensation proposals will require approval by the Local Planning Authority in consultation with Lancashire County Council.

8.5 ARCHAEOLOGY

- 8.5.1 Any matters of archaeological/historical importance on the site will be identified and managed appropriately.

GREEN BELT, LANDSCAPE AND ECOLOGY



WILSON MASON
architecture and interior design

Upland House
Spring Lane
Samlesbury PR5 0UX

T: 01772 877455
F: 01772 877456
E: preston@wilsonmason.co.uk

www.wilsonmason.co.uk

3 Chandos Street
Cavendish Square
London W1N 9JU

T: 0207 637 1501
F: 0207 631 0325
E: london@wilsonmason.co.uk

