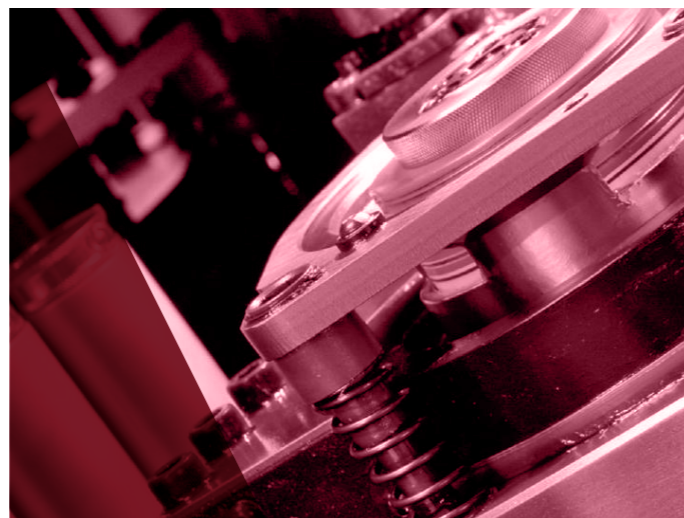
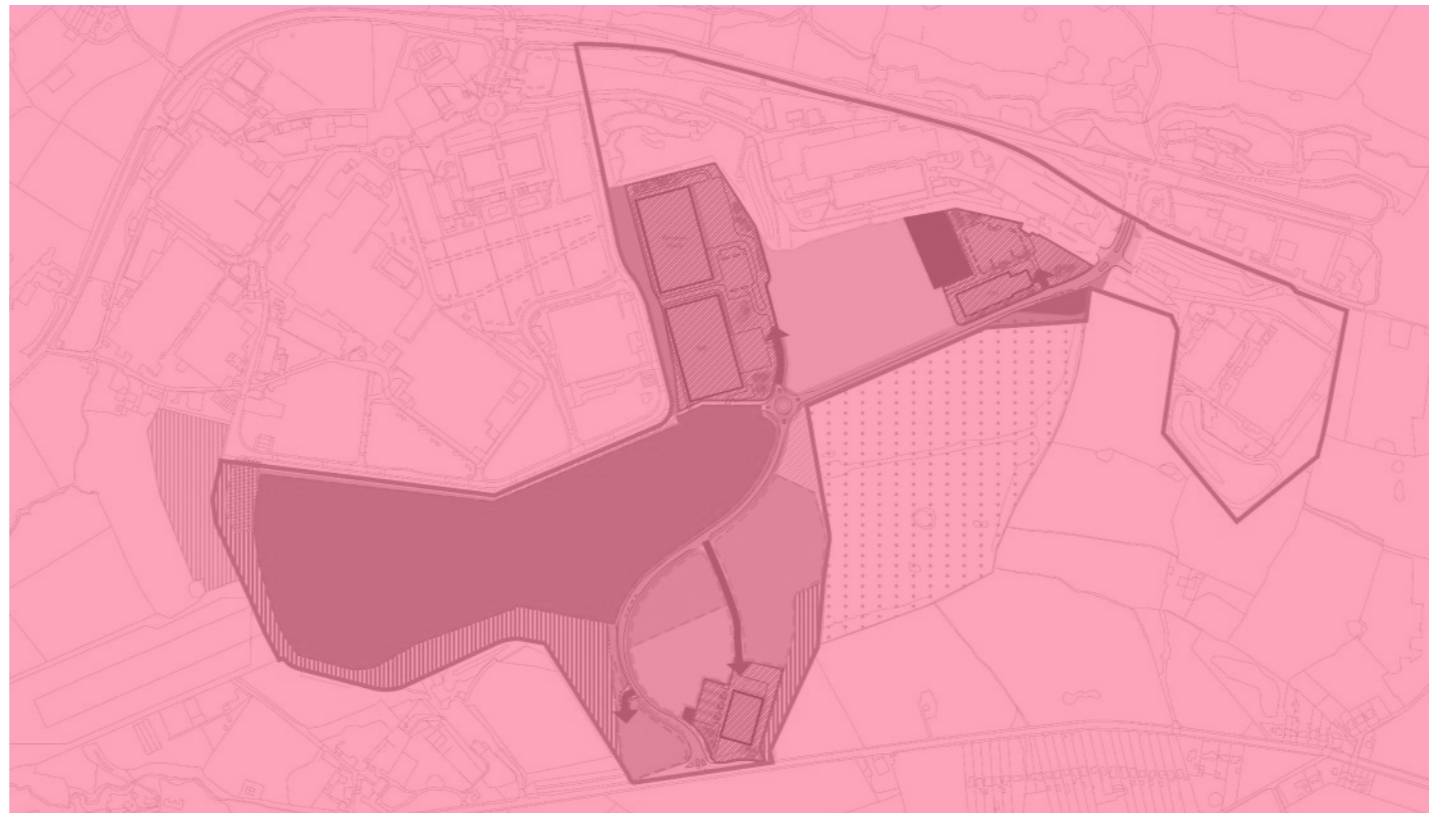


# SAMLESBURY ENTERPRISE ZONE MASTERPLAN



**BDP.**

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- 2.0 Vision for the site
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- 7.0 Access and Movement

# 1.0 BACKGROUND AND PURPOSE

- 1.1.1 In 2011 land at BAE Samlesbury and Warton sites was designated as Lancashire's first Enterprise Zone (EZ). In order to support the development of the sites a simplified planning regime in the form of a Local Development Order (LDO) and accompanying Masterplan was adopted for each.
- 1.1.2 The Samlesbury EZ site LDO and Masterplan were adopted in 2014 with a lifetime of 10 years. The provisions of the LDO allowed for its replacement at any time or renewal with new terms and conditions if development was not completed by the time of its expiry. An updated replacement LDO was adopted on XXXX together with this replacement Masterplan which will support it. Significant progress has been made in bringing forward the site and the updated LDO and Masterplan should enable build out to be completed. It should be noted that the level of development will not increase but will remain the same as set out in 2014.



Fig. 1 - Lancashire County Council advertisement board.

## 2.0 VISION FOR THE SITE

- 2.1.1 Since gaining Enterprise Zone status and adopting a Masterplan and LDO for the site, significant site infrastructure and utilities have been put in place enabling a number of key developments to be delivered. These include BAE's Academy for Skills and Knowledge, AEM Defence Logistics and Asset Management Facilities and the University of Sheffield's Advanced Manufacturing Research Centre North-West. The Enterprise Zone is therefore supporting genuine additional growth, creating new businesses and is building a strong base from which transformational growth in the Advanced Engineering and Manufacturing (AEM), Sci-tech and Cyber sectors is anticipated to come forward at pace. The site is currently on track to deliver around 2,528 high value new jobs on site. The potential for further associated technology spin-out businesses, new business starts and SME's is significant with the potential to deliver a further 5,000-6,000 high value jobs in the wider Lancashire sub region in the long term.
- 2.1.2 Strategically the site plays a key role in anchoring and developing an AEM, Sci-tech and Cyber enterprise corridor linking to Lancashire's key universities and extensive AEM capabilities. This will capitalise on new and emerging market opportunities and will strengthen and grow local supply chains through inward investment and modernisation of the sectors. Lancashire forms a key part of the North West cyber corridor linking to Manchester and Lancaster and is positioned as a national core of expertise across AEM, Sci-tech and Cyber sectors. Samlesbury EZ now forms part of a cluster of 4 Enterprise Zone sites in Lancashire. These form the Lancashire Advanced Manufacturing and Energy Cluster (LAMEC). Together these sites provide a strategic resource and opportunity for Lancashire to build on national and international strengths in aerospace, advanced engineering, manufacturing, sci-tech, cyber chemicals and energy.



Fig.2 - Aerial view showing SEZ Site.

# 3.0 DEVELOPMENT PRINCIPLES

3.1.1 The vision outlined for the site was established in the 2014 Masterplan and is carried forward into this Masterplan. Delivery of this vision is being progressed via a set of overarching development principles which in turn inform more detailed principles relating to the delivery of built form, infrastructure, ecology and landscaping. The overarching development principles are as follows:

- Support the development of the site in a way that maximises the opportunities for Lancashire to grow and deliver its national and international sector priorities.
- Develop the site in a way that promotes its strategic role in anchoring, attracting and expanding sector capabilities and strengthening the local supply chain.
- Seek to ensure that the development of the site supports its high profile and provides a high-quality environment to attract high value businesses, employers and investment.



Fig. 3 - Example masterplan within natural setting (Alderley Park, Cheshire).



Fig. 4 - Parking provision at Birchwood Park, Warrington



Fig.5 - Hard and soft landscaping at Ashford Commercial Quarter.



Fig. 6 - SEZ plot preparations.

## 3.2 DELIVERY OF THE 2014 MASTERPLAN

3.2.1 The adopted Masterplan that accompanied the 2014 LDO was focused on delivering the key infrastructure required to bring the site forward together with broad principles for site zoning layout and design. The document sought to guide the delivery of:

- Access points and road layout.
- Highways mitigation and travel by public transport and non-motorised means.
- Utilities.
- Ecological mitigation.
- Protection of historical assets.
- Design and landscaping parameters.

3.2.2 The majority of the requirements of the 2014 Masterplan have been successfully established and delivered. These will be summarised in the relevant sections of this document.

## 3.3 COMPLETING THE BUILD OUT OF THE SITE

3.3.1 This updated Masterplan seeks to build on delivery to date to complete build out of a high-quality attractive environment, capable of serving and attracting companies and organisations that can deliver high value key sector businesses and jobs. This will be achieved through a focus on:

- Site uses and remaining plot layout including place making.
- Design and landscaping principles.
- The completion of highways mitigation and travel by public transport and non-motorised means.



Fig. 7 - BAE apprenticeship students.

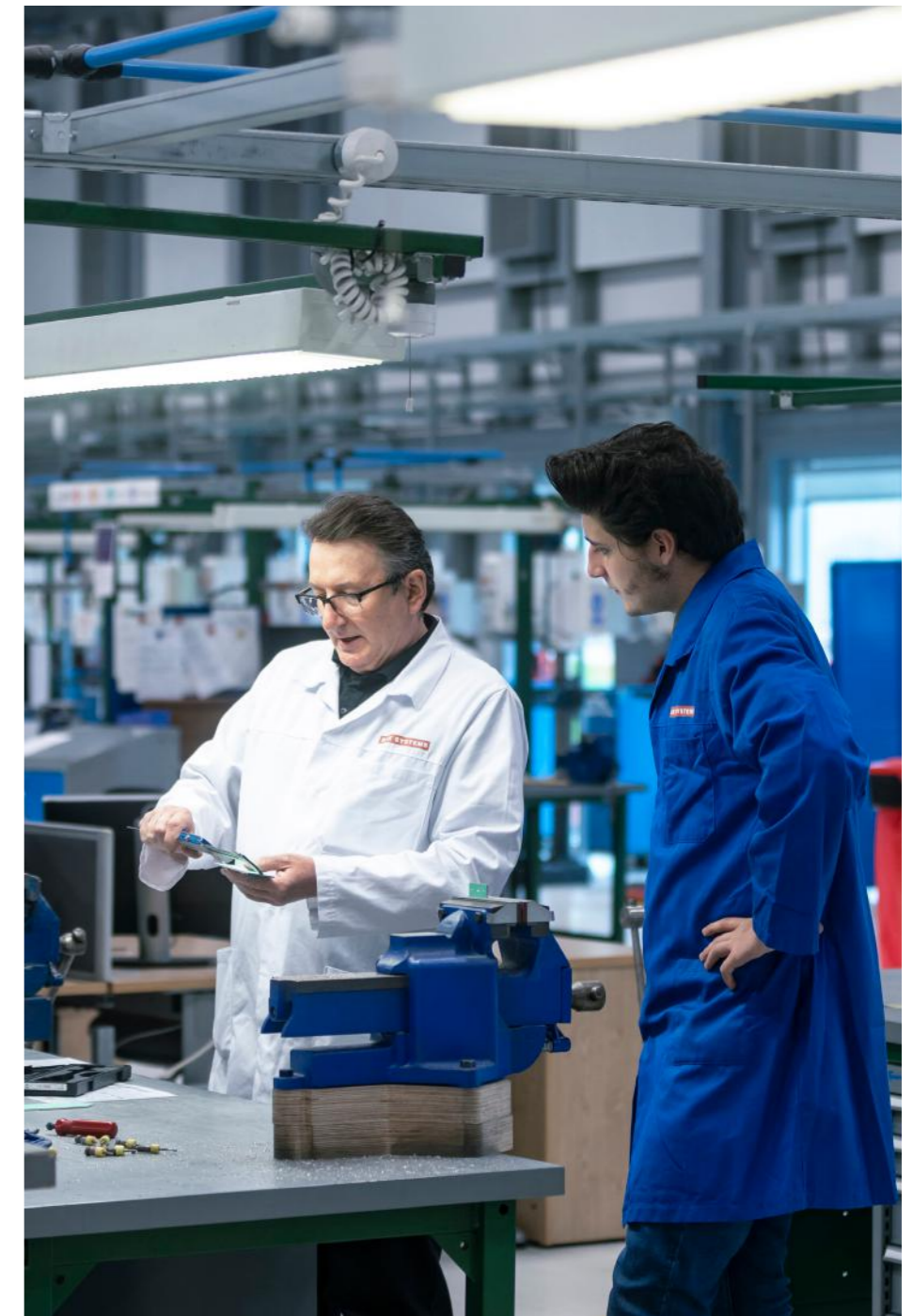


Fig. 8 - BAE apprenticeship training.

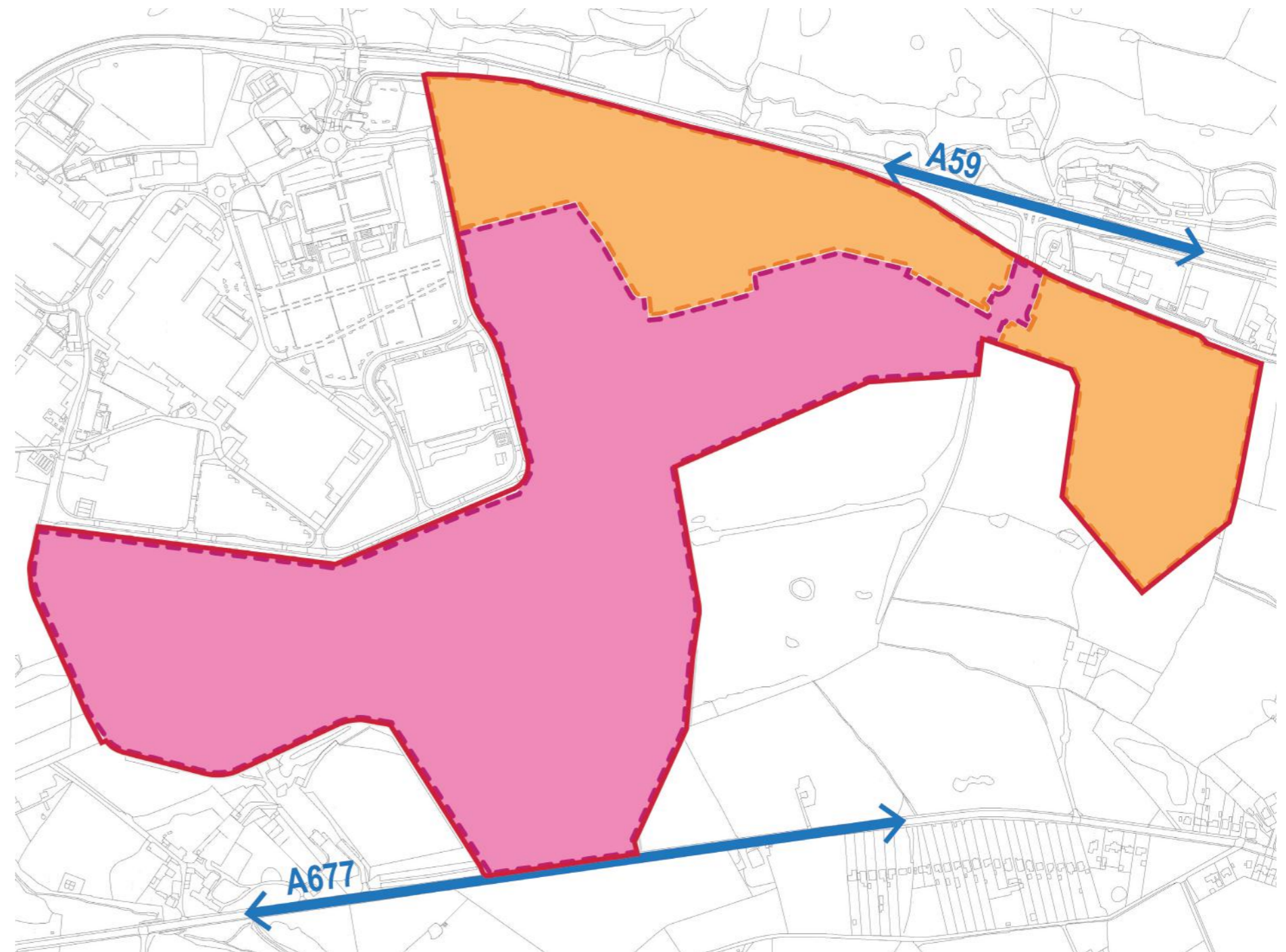
# 4.0 SITE LAYOUT, INFRASTRUCTURE AND USES



Fig. 9 - Existing aerial view of the Samlesbury site.

## 4.1 PHASING

4.1.1 The Enterprise Zone site was divided into 2 phases for the purposes of the 2014 Masterplan. This phasing is maintained in the updated Masterplan. Phase 1 of the EZ relates to the land adjacent to the BAE Systems Samlesbury site shown on fig. 10. Phase 2 sits within BAE Systems site. Development in this area will be focused on the alteration, extension and adaptation of buildings and associated infrastructure to meet the evolving needs of the aerospace sector. If this emerges as a comprehensive opportunity an additional master-planning exercise will be undertaken. Any individual building proposals coming forward in the Phase 2 area will be considered on the same basis as the general principles for the Phase 1 Masterplan.



### KEY

- SEZ boundary
- Phase 1
- Phase 2 (if land/buildings become available)

Fig. 10 - Plan illustrating Phases 1 and 2.



## 4.2 DELIVERY TO DATE

4.2.1 Following the adoption of the 2014 Masterplan land use principles, detailed work was undertaken to understand and agree the optimal layout of the site based on these principles whilst taking into account potential occupier needs. A framework emerged made up of utilities, drainage and ecological requirements, together with the need to provide an appropriate safe route for the site spine road and associated access points from that spine road. This framework was confirmed through the approval and delivery of:

- New access points to the site from the A59 and A677 linked by the main spine road through the site.
- Safe access points from the spine road into plot areas.
- Site wide drainage infrastructure including the provision of a series of swales and balancing ponds.
- Site wide utilities including electricity substation and connections, gas connections, water and sewage treatment, broadband ducting.
- Site wide ecological requirements.

4.2.2 Allowing for the positioning of this essential infrastructure plot areas and configurations were set out. These area configurations seek to accommodate different unit sizes and are flexible to allow for the amalgamation or subdivision of plots. This framework was further established through the development of 4 anchor buildings:

- Academy for Skills and Knowledge (ASK)
- AEM Defence Logistics Facility
- Asset Management Facility (AMF)
- Advanced Manufacturing and Research Centre (AMRC)

4.2.3 Work then continued to remediate the remaining areas of the site to prepare a series of development ready plots.

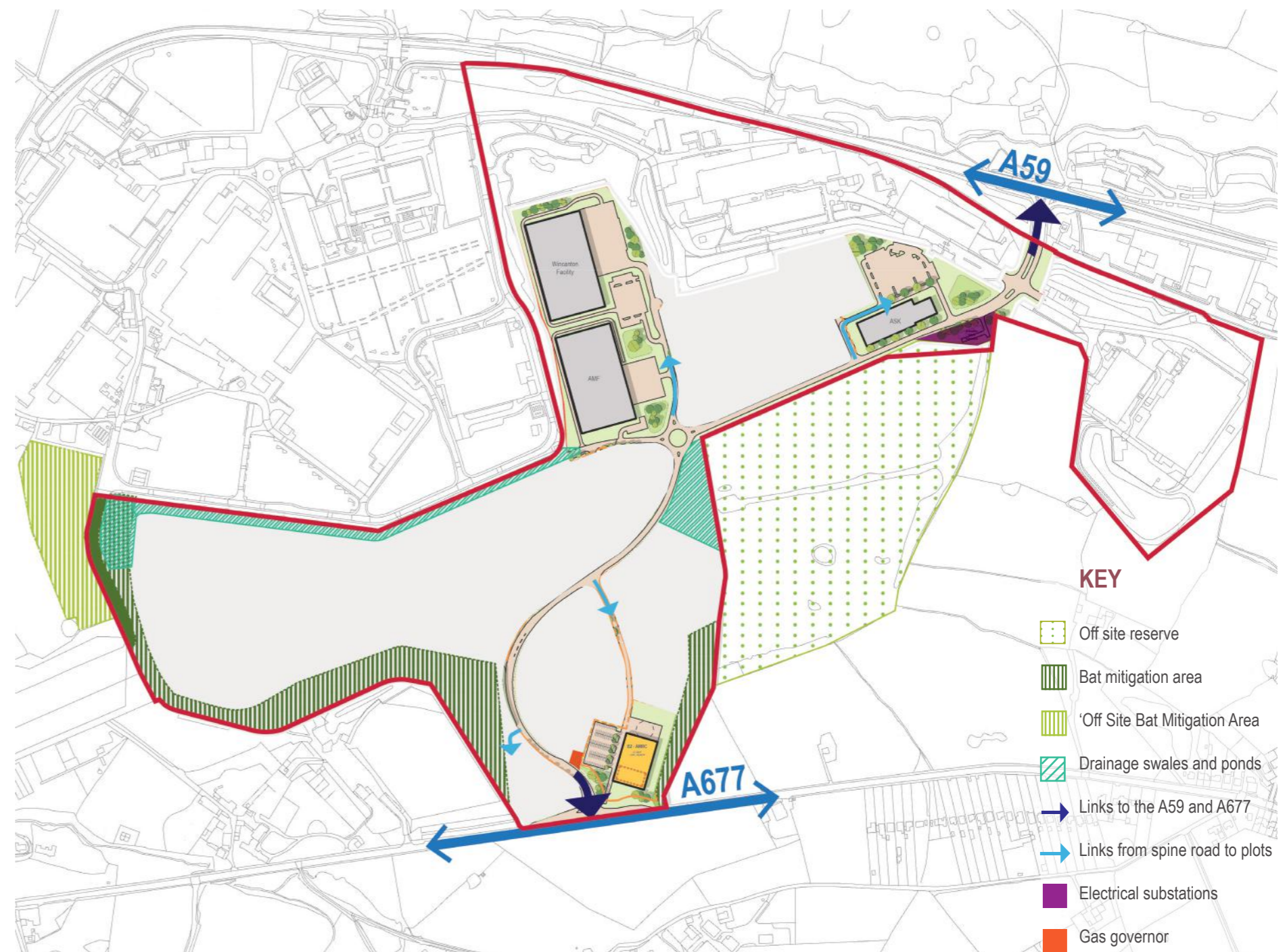


Fig. 11 - Plan illustrating delivered utilities, infrastructure, ecology and buildings.

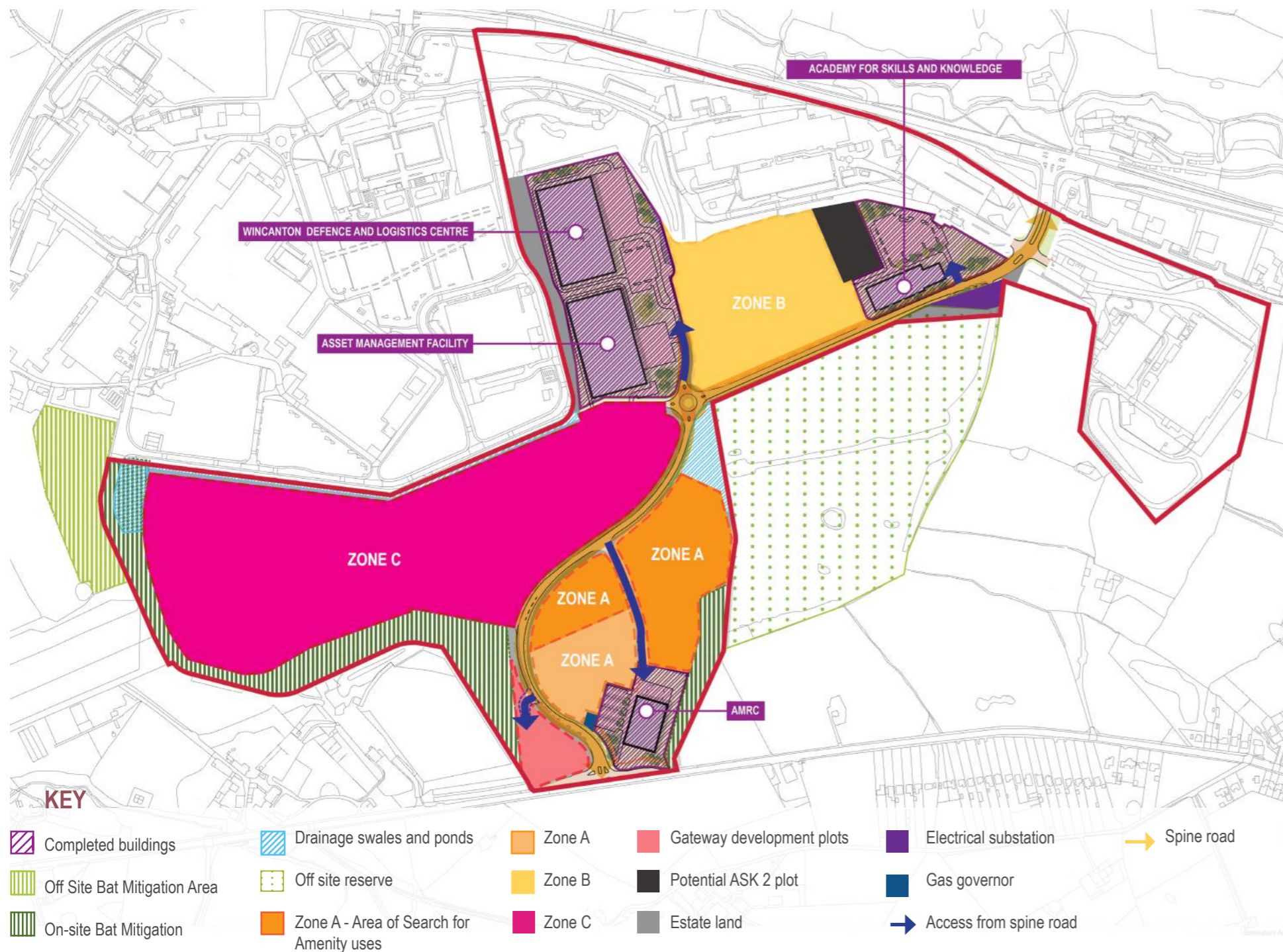


Fig. 12 - Masterplan Layout

### 4.3 PHASE 1 COMPLETION OF SITE BUILD OUT

- 4.3.1 Having delivered the majority of site wide infrastructure, 4 key buildings and completed the remaining plot preparation works, the purpose of this masterplan is to guide the development of these remaining plots to complete the delivery of a high-quality integrated site which will attract and support key sector companies and organisations. This includes required connections into the BAE site. The broad potential layout of uses is set out in Fig. 12.
- 4.3.2 The main uses proposed within the LDO remain the same as in the 2014 LDO but with an enhanced provision for research and development, sci-tech and cyber purposes.
- 4.3.3 The 2024 LDO recognises the growing opportunity and demand for sci tech and cyber uses and therefore allows for an increased proportion of those uses within the same overall total scale of development. This has been considered through an update to the Transport Assessment for the proposed development site.
- 4.3.4 In addition to the main uses, provision has now been made for a small, central area of amenity uses intended to support users on site and contribute to place making. These uses likely to include gym, crèche, café and convenience store. They would however be closely controlled through the provisions of the LDO and would be limited to a scale that would attract on site users only, and not draw from the surrounding area. This is necessary to ensure that the EZ will be a highly competitive location that functions sustainably as a place and offers companies and organisations the means to provide an attractive and well-resourced working environment to attract and retain skilled employees.

# 5.0 DESIGN PRINCIPLES AND LANDSCAPING

5.1.1 The overall design rationale for the Samlesbury Enterprise Zone Site reflects its status as a key strategic site. The intention is to provide a cohesive visual appearance, balancing built form and landscape and habitat to provide a high quality, attractive setting befitting a high-profile centre of excellence.

5.1.2 The design principles align with the Central Lancashire Design Guide SPD and with the National Design Guide 2019 and on this basis address the following key areas:

- Built form.
- Materials.
- Landscaping and Public Realm.

5.1.3 Layout and movement are also key components and are addressed as parts of sections 4 and 7 of the Masterplan.



Fig. 13 - Design principles and landscaping - BAE Systems ASK Building.

## 5.2 BUILT FORM

5.2.1 Well-designed employment areas, workplaces and ancillary amenity uses will be laid out to make efficient use of land and sit comfortably within their built and landscape setting. Siting, layout and scale should be considered so that new buildings respond positively to the site and local landscape and to surrounding buildings.



Fig. 14 - Recently completed AMRC Facility.

5.2.2 Consideration should be given to the following principles, and where appropriate new developments should seek to incorporate them within their design rationale:

- Buildings and plot layouts should have a consistent approach to key design elements such as form, massing, scale and fabric and relate to their neighbours.
- Buildings and plot layouts should make a positive contribution to the public realm and local landscape character.
- Designs should respect plot boundaries, access routes and landscape character.
- In principle, where appropriate, higher/larger buildings will be located towards the middle of the site or adjacent to the existing main BAE Systems site rather than the open periphery. Where development is adjacent to BAE it must be ensured that it does not undermine or compromise BAE operations.
- It may be appropriate to locate some higher/larger buildings on the visible perimeters of the site to promote the development, however where this is the case these would need to be designed and landscaped appropriately.
- The principal elevation of any building should address the main street frontage. Blank façades overlooking the main spine road and main estate roads should be avoided where possible.
- Consideration should be given to providing dual orientation buildings on corner plots.
- Buildings on gateway sites will be designed to emphasise and celebrate the status of the Enterprise Zone Site.
- Back of house facilities including loading areas, storage yards, and waste disposal should be where possible located in less visible locations, be sensitive to potential impacts on neighbouring uses and be screened appropriately.
- Main pedestrian entrances and inhabited spaces should where possible be close to and visible from the road.
- Hard and soft landscaping should be considered to separate vehicular routes and areas of car parking from building frontages.
- Marker features within the overall form of the building can create design interest.
- Consideration should be given to how the form of the building can be arranged to be visually engaging whilst considering the need for staff and visitor entrances to have a human scale.
- People oriented developments including those in Use classes F and E should be designed to reflect their role and to contribute to placemaking within the EZ.
- Roof form is an important consideration in achieving visual coherence across the site. Where appropriate and practicable the visual effects of large expanses of roof should be mitigated by the use of varying materials, forms and alignment.
- Where appropriate consideration should be given to enabling measures to increase sustainability such as solar panels, green roofing and grey water run-off.
- Where appropriate buildings should be designed having regard to natural surveillance techniques and secured by design principles
- Taking into account individual occupiers branding requirements, company logos and signage where appropriate should be wall mounted on the front elevation of the building to form an integral part of building design.
- Gateway entrance features may include appropriate signage.

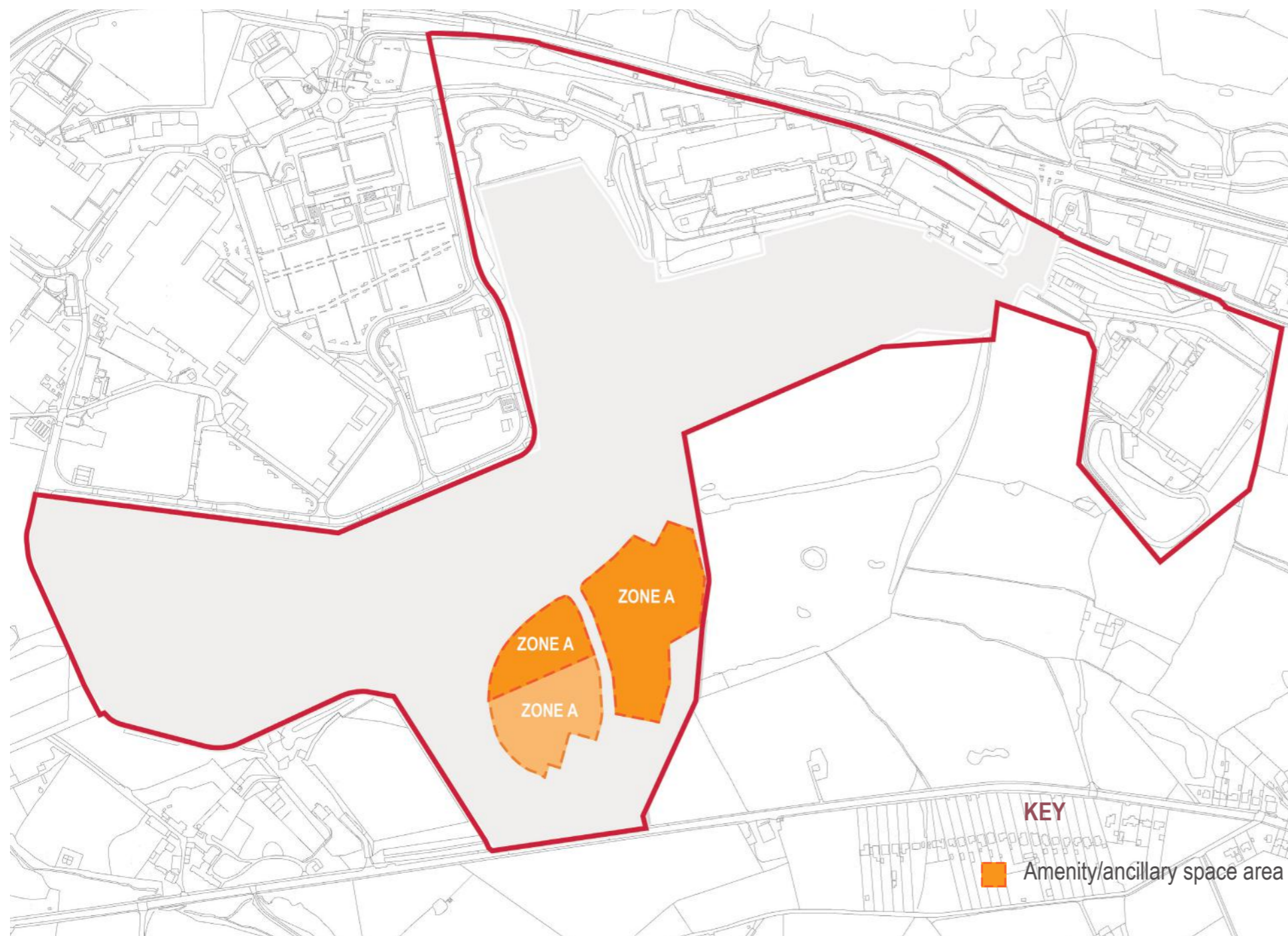


Fig. 15 - Plan illustrating acceptable area for amenity and ancillary uses.

### 5.3 AMENITY AND ANCILLARY USES AREA

- 5.3.1 As set out in the Uses section at para 4.3.4 provision is being made for a small area of amenity uses to serve the occupiers and users of the site and to assist in place making.
- 5.3.2 It is envisaged that these uses should be delivered as part of a small cohesive area located toward the centre of the site. By clustering the activities together centrally they will better serve the site as a whole and help to create a site based gathering area, enabling collaboration between companies/organisations. The general location area considered to be potentially suitable is shown in Fig. 15
- 5.3.2 The layout and design of the area should respect the overall design principles for the site and have particular regard to:
- Active and animated frontages in relation to key roads.
  - Contributing to the overall landscaping network for the site.
  - Providing hard/soft landscaping and public realm to support on site collaboration and recreation.



## 5.4 MATERIALS

- A mix of materials should be used as appropriate to create interest and improve the visual appearance of buildings.
- Contrasting materials to those used for the main structure should be incorporated where appropriate on entrance, ground floor and office elevations.
- The choice of building materials and colours, particularly for roofs should take account of the site's visibility from surrounding areas.
- Consideration should be given to existing buildings on site and where possible consideration should be given to the use of a consistent palette of materials and colours to create a harmony to the built form across groups of plots and the site as a whole.
- Where appropriate consideration should be given to the use of glazed façades to animate building elevations which face towards landscape and movement corridors.
- Glazing should respond to building specifics such as site location and function and seek to be neutral coloured throughout the site.

Fig. 16 & 17 - Completed AMRC Building on SEZ site.  
 Fig. 18 & 19 - Materials precedent: Lifescan, Inverness.  
 Fig. 20 Materials precedent: Project Angel, Northampton.  
 Fig. 21 Materials precedent: Cambridge Science Park.

## 5.5 SUSTAINABILITY

5.5.1 A site wide drainage strategy has been approved for the site based on SUDS principles. The main elements of this in the form of balancing pond and swales are now in place. Plot and building drainage should be designed in the context of this.

5.5.2 At the level of proposed buildings, the environmental impact of new development can be minimised by ensuring as efficient use of energy as possible. Building Regulations will set standards for energy efficiency and sustainability.

5.5.3 As recommendations and examples of best practice on low carbon solutions come forward these should be considered for developments coming forward.

5.5.4 The AMRC building on site is a low carbon smart factory demonstrator containing different types of technologies. These include:

- Using solar power to power the building. The building design contains panels in areas such as the roof and walls. Solar panels shaped as sunflowers are also situated around external areas of the building. These are designed to track the sun during the course of the day.
- Waste management systems are in place to analyse all waste coming out of the site and look for areas of improvement to minimise any waste going to landfill.
- The building also contains a range of sensors which help track various elements such as air quality, temporary occupancy, vibration and humidity. These identify areas of the building which are not regularly being used at certain times and can switch power sources off to further reduce carbon emissions.

- Looking at the use of Artificial Intelligence to optimise building management and derive efficiency in all areas.

5.5.5 As part of its operations the University of Sheffield AMRC building on site provides advice and support to Lancashire-based small and medium manufacturers interested in wanting to work towards a sustainable future by lowering manufacturing emissions whilst remaining on the supply chain. They specialise in providing a service helping manufacturers identify savings whilst using low carbon technologies to approach net zero with the ultimate aim to decarbonise their facilities which is the main focus of the facility.

5.5.6 Where buildings will have large expanses of roof, concepts such as rainwater capture and grey water recycling, solar energy and green roofing should be considered and applied as appropriate.



Fig. 23 - Green roof.



Fig. 22 - Electric vehicle charging point.



Fig. 24 - Existing solar panels installed on SEZ site.

# 6.0 LANDSCAPE AND PUBLIC REALM

6.1.1 An overarching design principle for the EZ 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. The site is set within an open Green Belt context which is being carried through into the ecological and landscaping rationale.

6.1.2 Landscaping and public realm are therefore critically important to successful site delivery and should contribute towards:

- Density, function, movement and place making across the site.
- Improving quality of life for employees, visitors and the wider community.
- Addressing biodiversity, climate change and resilience.

6.1.3 Landscaping and public realm features should integrate with the green and blue infrastructure, other infrastructure, plot formation and buildings that have already been delivered.



Fig. 25 - New tree planting within the SEZ site.



## 6.2 SITE WIDE LANDSCAPING: ECOLOGY LED LANDSCAPE CHARACTER

- 6.2.1 The site wide landscape character framework for the site has been established through the delivery of the ecological requirements set out in the 2014 LDO and Masterplan. The ecological measures fulfil a multiple role of providing necessary habitats, providing significant landscape character and also providing appropriate screening for Samlesbury Hall.
- 6.2.2 A condition attached to the 2014 LDO required measures to avoid, mitigate or compensate for any ecological impacts. In order to fulfil the requirements of the condition, the site as a whole underwent a comprehensive ecological assessment with a full suite of surveys of all relevant habitats and receptors. The findings were then used to agree a set of required measures including on and off-site mitigation. The assessment, findings, proposed measures and mitigation were then set out in an Ecological Statement for the site. This was approved by the Local Planning Authorities and has been used to discharge the ecological condition for the site.
- 6.2.3 Based on the Ecological Statement, a comprehensive off-site mitigation scheme to compensate for the loss of grassland and ground nesting bird habitat has been implemented at Warton Mires, Lancaster and a series of onsite bat mitigation areas comprising managed tree, grassland and wild flower planting has been created on site. The final phase of the bat mitigation planting has now been completed meaning that the ecological condition for the site has been fully discharged in terms of ecological habitat creation.

- 6.2.4 For this reason, no new ecological habitat creation is required. However ongoing management of the habitat created will be expected to continue.
- 6.2.5 The habitat creation has been extensive with circa 4000 trees planted together with grassland and wild flowers. These are essentially linear features located around the periphery of the site. As well as creating the required habitat form, the planting and management has also served to connect to and enhance an existing grassland reserve adjacent to the site. It has also helped to integrate the site into its wider Green Belt setting and provides screening to the neighbouring Samlesbury Hall, a Grade 1 Listed Building. In order to further protect Samlesbury Hall, an



Fig. 26 - Example of soft and hard landscaping.  
(Precedent: Alliance Manchester Business School)

area of mounding was created along the boundary with the grounds of the Hall and a proportion of planting was then undertaken on the mound to create additional screening height.

- 6.2.6 Building on the ecological measures the drainage strategy for the site has included the provision of extensive SUDS water features including two large balancing ponds and extensive lengths of swales. These have been planted with appropriate plant species increasing the ecological and landscaping value of the site and extending the framework of linear ecological/landscaping features.



Fig.27 - Example of a Sustainable Urban Drainage System.

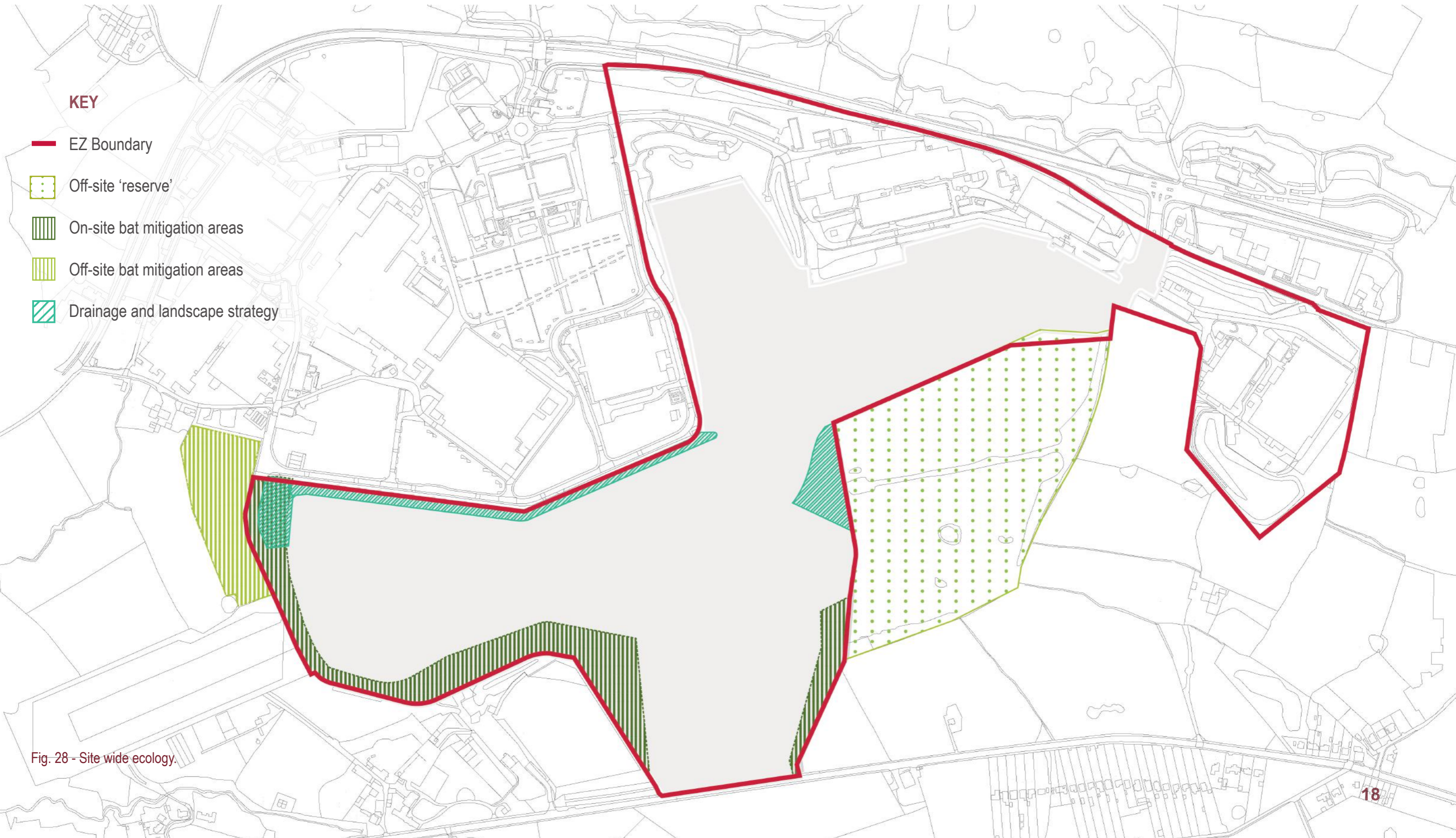


Fig. 28 - Site wide ecology.

### 6.3 LANDSCAPING OF PLOTS

- 6.3.1 Further landscaping to the site will be undertaken on an individual plot basis building on these site wide features and taking into account the following key principles.
- 6.3.2 Landscaping/green infrastructure should be an integral part of plot design to create an address for individual plots framing views and entrances.
- 6.3.3 Landscaping /green infrastructure should help soften the impact of large building form and hard surfacing associated with commercial and industrial developments.
- 6.3.4 Landscaped strips to plot frontages and around buildings will be planted to provide an attractive boundary between the public and private realms. Native species should be used as appropriate. Where appropriate consideration should be given to inter-connecting these features to create a landscape structure within the development.
- 6.3.5 Planting within and around car parking areas will help soften and break up large areas of hard standing and separate circulation from car parking or vehicular routes.
- 6.3.6 Paving and surfacing materials should be sympathetic with the detailing of the building façade and provide a degree of continuity with materials used in public realm. High quality natural materials should be considered where appropriate.
- 6.3.7 Where appropriate consideration should be given to using paving to differentiate areas with different functions.

- 6.3.8 Areas for public congregation and seating should be considered where appropriate and should be designed to complement and enhance buildings and landscaping.
- 6.3.9 There should be a degree of continuity to the site's street furniture and its use should be limited to avoid excessive visual clutter.
- 6.3.10 In relation to all habitat creation, including woodland, scrub, grassland, wetlands and ponds, the following species guidelines should be applied:
- 6.3.11 All plant species used should be native species appropriate for the location and suited to the conditions on site. Seed and plant material should be of native genetic origin ideally from North West England.
- No rare or uncommon species should be introduced.
  - No invasive non-native species should be introduced.
  - As far as possible the species composition should be based on locally appropriate communities described in the national Vegetation Classification (NVC), such as W6 and W10 woodlands or MG5, MG4 and MG8 grasslands.
  - Habitat creation must not be at the expense of an existing habitat of ecological importance.



Fig. 29 - Example of potential hard landscaping on plots (Precedent: Bright Building, Manchester Science Park).



Fig. 30 - Completed landscaping within plots.



Fig. 31 -Tree planting within the SEZ boundary.



Fig. 32 - SUDS within the SEZ boundary.



Fig. 33 - Aerial view of the SEZ site.

## 6.4 FENCING AND LIGHTING

- 6.4.1 Specialised security fencing has been installed to segregate the EZ site from the BAE operational site.
- 6.4.2 Any further security fencing will be in line with the security requirements of relevant organisations. Where security fencing does not need to meet a specified standard, it should where possible be a low visibility mesh-type fencing of an appropriate colour, with metal posts to match the proposed fencing to the plot boundaries. Consideration should be given to the need for further mitigation in the form of planting.
- 6.4.3 Additional fencing within plots should be kept to a minimum and used only to screen storage areas from the public realm or from neighbouring plots. Fencing for these purposes should be designed as an integral part of the building/plot design and materials used should be consistent with those used for the main building.
- 6.4.4 Except in exceptional circumstances, any additional fencing internally to the plot should not be installed forward of any building line unless there are over-riding security reasons.
- 6.4.5 Lighting on site should take into account the bat mitigation areas that have been created and be sensitive to bat disturbance.

# 7.0 ACCESS AND MOVEMENT

## 7.1 BACKGROUND AND DELIVERY TO DATE

7.1.1 The 2014 LDO and Masterplan were supported by a full Transport Assessment for the proposed uses and development of the Enterprise Zone. This assessed access requirements and anticipated traffic generation and movements relating to the EZ together with traffic from other committed development in the area including BAE Systems. A review was undertaken of the layout and operation of the local and strategic junctions in the area and the likely impact on the nearby village of Mellor Brook.

7.1.2 The TA concluded that the EZ development could be accommodated without having an unacceptable impact on the surrounding road network provided that certain mitigation measures were put in place aligned to levels of development and traffic generation.

7.1.3 These mitigation measures included:

- A new access to the EZ site from the A59
- A new access to the EZ from the A677
- A main site spine road linking the new A59 and A677 junctions
- Highway improvement measures in Mellor Brook
- Highway improvement measures to Swallow junction
- Highway improvement measures to M6 junction 31/A59

7.1.4 All of the mitigation measures apart from those to the Swallow junction and M6 junction 31/A59 have now been implemented. The levels of development on the EZ to date have not yet triggered these final 2 measures. A transport steering group is to be set up to take forward the remaining mitigation and monitor ongoing traffic impacts.



Fig. 34 - Existing photograph of the A677 junction.

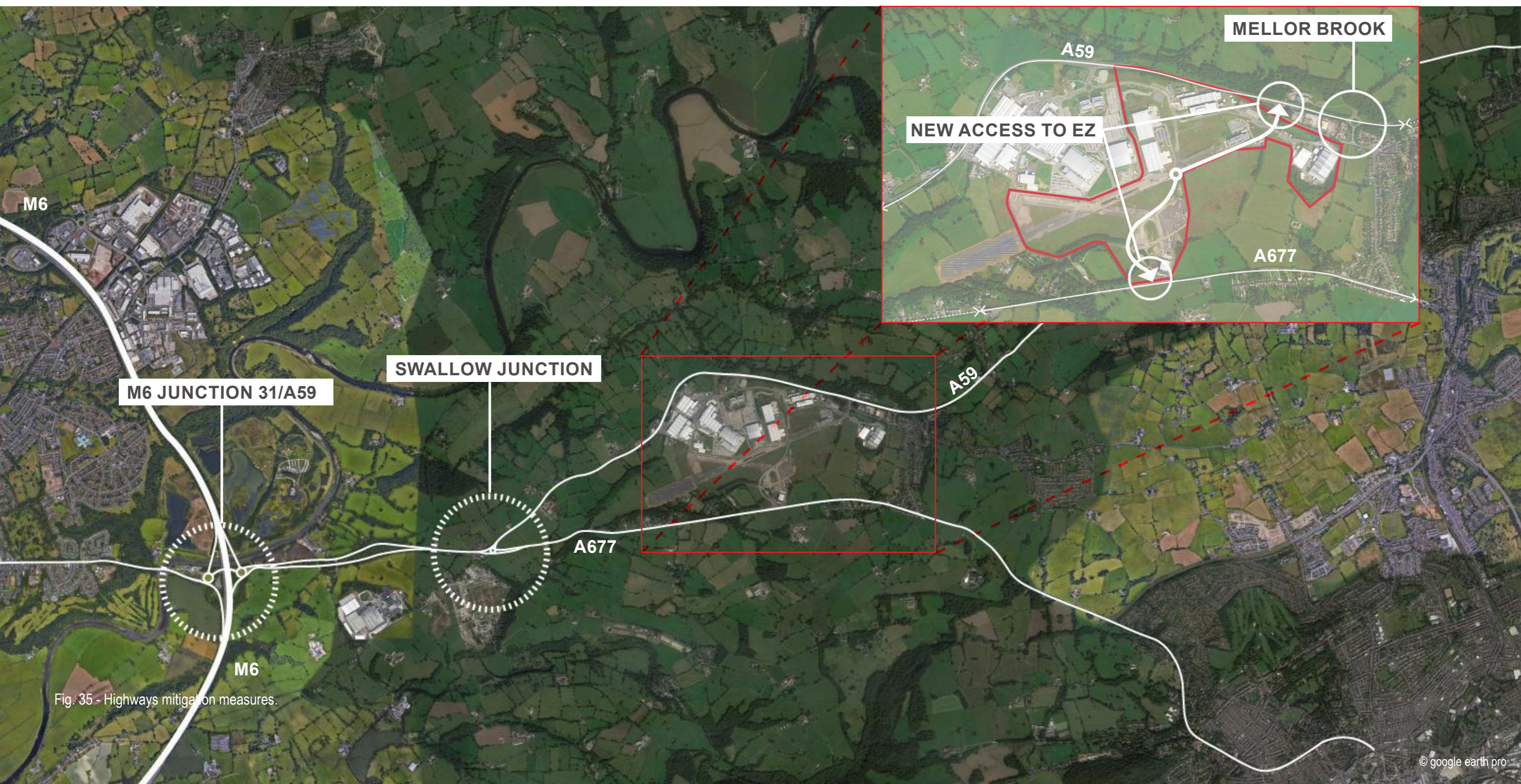


Fig. 35 - Highways mitigation measures.

## 7.2 TRANSPORT ASSESSMENT UPDATE 2023

7.2.1 A review of the Transport Assessment for the site was undertaken during 2023/24. This has surveyed and measured the levels of growth anticipated by the original TA, assessed traffic movements on the EZ and assessed movements on surrounding junctions. It has also assessed the traffic generation implications of the proposed change to the permitted balance of use types on the site.

7.2.2 The update concludes that the full build out of the EZ development can still be accommodated without adversely affecting the highway network provided that the mitigation measures agreed under the 2013 Transport Assessment are completed in line with agreed trigger points. This means that the only mitigation still to be provided comprises the improvement measures at the Swallow Hotel junction and M6 junction 31/A6.

7.2.3 In order to ensure that the mitigation for the Swallow Hotel and M6 junction 31/A6 is delivered satisfactorily the detailed design of the mitigation and confirmation of trigger points for both junctions will be undertaken on adoption of the LDO. This work will be overseen by a highway working group which will include representatives from the highway authority and National Highways. The group will work to an agreed terms of reference. The detailed designs will include:

- Final details of how the schemes interface with existing highway alignments.
- Full carriageway surfacing and carriageway markings details.
- Full construction details.
- Confirmation of compliance with departmental

standards (as set out in the design Manual for Roads and Bridges) and policies (or approved relaxations/ departures from standard).

- An independent stage 1 and/or 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.

7.2.4 The highway working group will also continue to monitor ongoing impacts of traffic from the Enterprise Zone development.



Fig. 36 - Birchwood Park bus stop.



Fig. 37 - Active travel infrastructure at Birchwood Park.

### 7.3 SUSTAINABLE TRANSPORT MEASURES

7.3.1 The 2013 Transport Assessment considered the site in terms of provision and potential provision for travel to and from the site by walking, cycling and public transport and recommended the following measures:

- Main highway links within EZ to be constructed with shared cycle/pedestrian path alongside.
- Provision of new signalised junctions to include pedestrian/cycling measures as appropriate.
- Cycle routes in the area to be kept under review and extended and improved where possible.
- Consider potential for bus stops adjacent to the proposed access onto the accesses onto the A677 and A59.
- Travel planning.

7.3.2 The measures relating to the highway links within the EZ and surrounding junctions have now all been implemented. Cycle routes and bus stop provision in the area have also been extended.

7.3.3 The main focus going forward will be through continuing and developing travel planning. As occupation of the EZ increases the potential for more extensive and integrated travel planning measures will also develop.

7.3.4 The transport working group will keep under review the provision and impact of sustainable transport measures and onsite matters including car parking and travel planning.

7.3.5 Whilst every effort will be made to encourage and support travel by sustainable modes, it should be noted that the

location of the site and the potential for very specialised users means that reductions in car travel may be limited. It is therefore important to ensure that the quality of the built environment and the function and safety of the site is not compromised by insufficient car parking leading to parking on the highway or estate roads. Car parking capacity will therefore be assessed for each proposed development.

A review of current car parking capacity will also be undertaken and if required temporary overspill car parking will be provided until it is determined whether a permanent overspill facility is required.

7.3.6 The provision of EV charging units will be provided in line with local policy and targets to support carbon reduction in motorised travel.

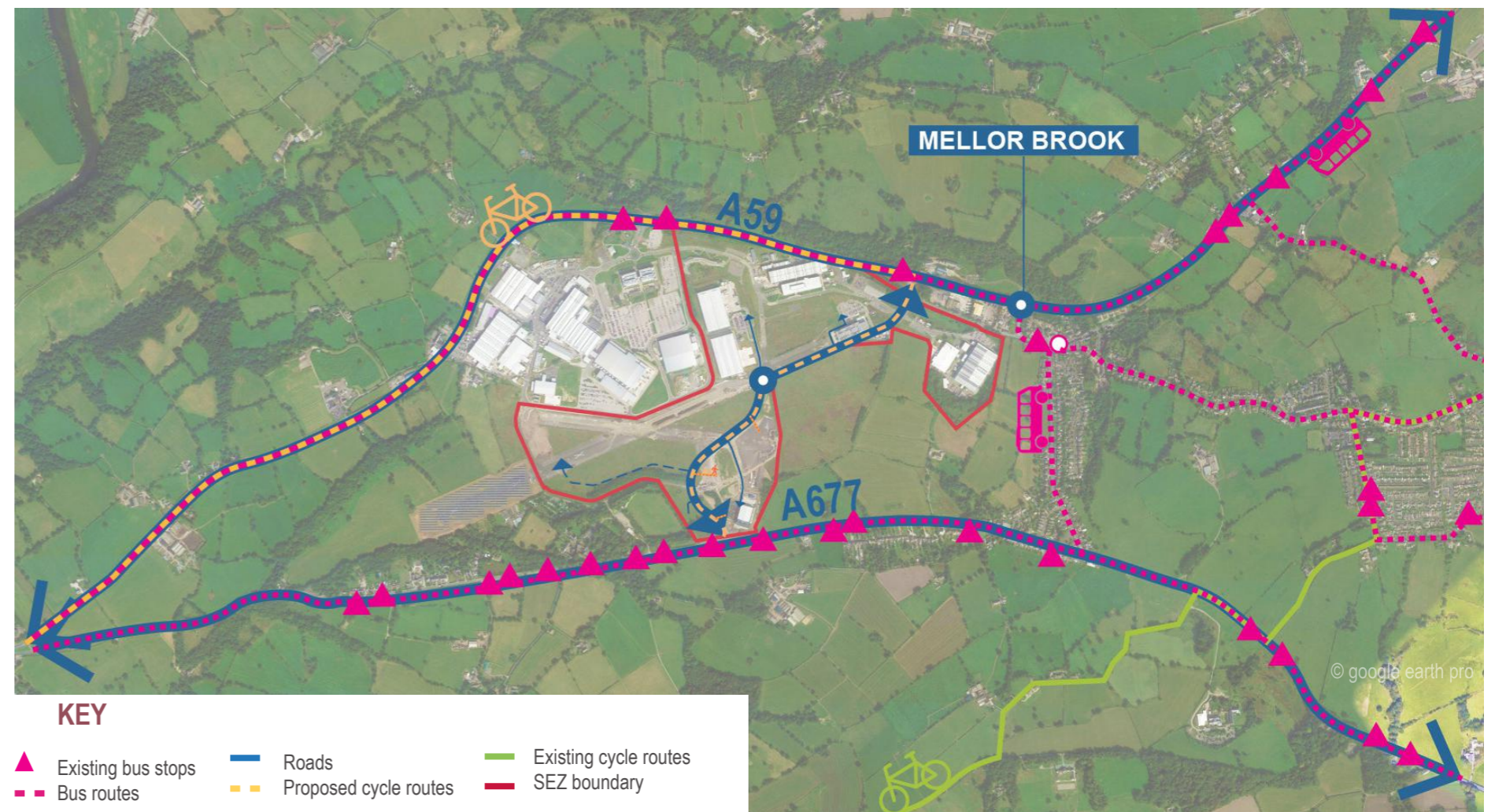


Fig. 38 Sustainable transportation measures.



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