

Development Control Committee
Meeting to be held on 26 February 2014

Electoral Division affected:
South Ribble Rural East, Ribble
Valley South West

**South Ribble Borough: application 07/13/0660/1
Compliance with condition 4, site layout, condition 6, contractors compound,
condition 7 noise, condition 10, traffic light layout and condition 12
landscaping of permissions 07/13/0660 and 03/13/0852. Land at
A59/Samlesbury Enterprise Zone, Samlesbury**

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Executive Summary

Application - Compliance with condition 4, site layout, condition 6, contractors compound, condition 7 noise, condition 10, traffic light layout and condition 12 landscaping of permissions 07/13/0660 and 03/13/0852. Land at A59/Samlesbury Enterprise Zone, Samlesbury

Recommendation – Summary

That the details submitted for the purposes of conditions 4, 6, 7, 10 and 12 to planning permission 07/13/0660 and 03/13/0852 are acceptable and can be approved.

Background

Planning permission for the creation of a new signalised junction on the A59 and access road to form an entrance to Samlesbury Enterprise Zone was granted by the Development Control Committee at the meeting of 15th January 2014 subject to conditions. Conditions 4, 6, 7, 10 and 12 require details to be submitted for approval prior to the commencement of development as set out below. As the proposal is by the Executive Director of Environment the acceptability of the details submitted for the purposes of the conditions must be determined by the Development Control Committee.

- 4. No development shall commence until an amended site layout plan has been submitted to and approved in writing by the County Planning Authority. The amended plan shall show the two right turn lanes from the junction merging after 100m in an easterly direction on the A59, the re-orientation of the bus stop west of the junction so that stopped buses do not obstruct the*

carriageway and so not forcing cyclists to move out into the main traffic lanes, the provision for a suitable crossing across the proposed access road for cyclists to navigate from the end of Myerscough Smithy Road to the off-road Ribble Valley cycle route and for a facility for cyclists to leave/join the carriageway to use the toucan crossings, and any other changes to the design of the junction and access road. Following approval in writing, the new junction shall be constructed in accordance with the approved details.

6. *No development shall commence until details of the contractor's compound has been submitted and approved in writing by the County Planning Authority. The details shall include:
 - a) *The location and layout of a contractor's compound including contractor's car parking, demountable units and illumination of the site.*
 - b) *Details for the routing and management of contractor's vehicles and construction traffic.*
 - c) *Details for the restoration of the contractor's compound.**

The contractor's compound shall be constructed in accordance with the approved details. The compound shall be removed and the site restored in accordance with the details required by part c) to this condition within six months of the completion of the construction phase of the development.

7. *No development shall commence until a noise survey has been undertaken to establish the background noise levels at Sykes Holt and Carter Fold and the need or otherwise for noise attenuative fencing along the boundary of the highway to the frontage of the properties to address any predicted increase in noise generated by the new junction by more than 5dB (A). Details of any noise attenuative fencing including height, design and proposed alignment shall be submitted to the County Planning Authority for approval in writing. The fencing shall be erected in accordance with the approved details before the junction is brought into use and shall thereafter be maintained.*
10. *No development shall commence until details of the traffic light layout and associated loop systems including details of the central turning reservations into and out of Sykes Holt have been submitted to and approved in writing by the County Planning Authority. Thereafter the junction shall be constructed in accordance with the approved details.*
12. *No development shall commence until a scheme and programme for the landscaping of the site has been submitted to and approved in writing by the County Planning Authority. The scheme and programme shall include details of:
 - a) *Identification of the existing trees and other vegetation that are to be retained and details of the measures for their protection.*
 - b) *The location and layout of tree and shrub planting to compensate and replace for the vegetation removed to include species, types numbers, spacing's, planting techniques and**

- protection measures to offset the loss of any semi improved grassland.*
- c) *Details of the works to be carried out to the existing landscaped mounding on the northern side of the A59 including the revised contours of the southern side of the mounding to ensure that the crown of the mounding is retained at its present height*
 - d) *Details of mowing and management of grassed areas and weed control.*
 - e) *Any hard landscaping areas including surfacing.*

Applicant's Proposal

By application dated 7 February 2014 details were submitted for the purposes of the conditions. The details include:

Condition 4 – a series of plans showing general arrangements of the road scheme,; site clearance plans; drainage plan; typical cross sections; construction plans; road marking plan; road signs plans; sign schedule; traffic signals; and details of road lighting and illuminated traffic sign cabling works.

Condition 6 – details of the contractor's compound, its construction, illumination, parking and restoration and plans identifying vehicle routing during the construction phase of the development to ensure vehicles avoid the use of Branch Road.

Condition 7 – a noise survey and associated calculations and results concluding that there would be no discernable increase in noise levels at Sykes Holt and Carter Fold that would be sufficient to necessitate additional noise mitigation measures.

Condition 10 – details of traffic tight loop system and turning reservations to ensure the safe egress and ingress to Sykes Holt.

Condition 12 – details of landscape and ecology specification.

Description and location of site

The proposed junction would be located on the A59 at Samlesbury between the existing BAE Systems access and Mellor Brook Roundabout, located 340m to the east. The new site access road would run between the south side of the A59 and across a small pasture area to dissect the end of Myerscough Smithy Road (which is a dead end and the old route of the A59) to join the existing entrance road to the east side of the BAE Systems site. Myerscough Smithy Road would be shortened but continue to be a dead end.

The new junction would be 10m to the east of an existing private entrance road on the north side of the A59 that serves the residential properties of Sykes Holt and Carter Fold. The A59 would be widened on land either side of the private road and would involve removing the screen bunding and its tree planting in that location, as well as on the south side of the A59 in the vicinity of the access road.

The A59 dissects the route of the Public Footpath No. 54 which joins the north side of the A59 from the private road, and the south side of the A59 through the screen bund.

A section of the Ribble Valley cycle route is located on the old route of the A59 from the end of Myerscough Smithy Road to the A59.

The nearest buildings to the development would be a brick built electricity substation and a security building that would be 20m and 35m to the east and west, respectively, of the access road. The nearest water body to the site would be a brick built/ concrete water tank located 45m to the south of the access road.

Planning Policy

National Planning Policy Framework (NPPF)

Paragraphs 11 – 14, 17 – 22, 28 – 29, 32, 34 – 36, 56, 64 – 66, 109, 111, 123 and 125 are relevant with regard to the requirement for sustainable development, core planning principles, building a strong and competitive economy, supporting a prosperous rural economy, promoting sustainable transport, good design and conserving and enhancing the natural environment.

Ribble Valley Local Plan

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| Policy G1 | Development Control |
| Policy G5 | Land Outside Main Settlement/ Village Boundaries |
| Policy G8 | Environmental Considerations |
| Policy ENV3 | Open Countryside |
| Policy ENV13 | Landscape Protection |
| Policy EMP8 | Industry/ Employment Extensions and Expansions |
| Policy T1 | Development Proposal and Transport |
| Policy T2 | Road Hierarchy |
| Policy T3 | Primary Road Network |
| Policy T12 | Cycling |
| Policy T15 | Pedestrian Routes |

Ribble Valley Local Plan Submission Draft Core Strategy 2008-2028

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| Key Statement EC1 Business and Employment Development | |
| Policy DMG2 | Strategic Considerations |

South Ribble Local Plan

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| Policy EMP8 | Employment Policy 8: Land at Samlesbury Aerodrome |
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South Ribble Borough Council Submission Draft Site Allocations and Development Management Policies Development Plan Document (as modified) (June 2013)

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| Policy C5 | BAE Systems, Samlesbury |
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Central Lancashire Core Strategy

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| Policy 1 | Locating Growth |
| Policy 9 | Economic Growth and Employment |
| Policy 10 | Employment Premises and Sites |

Consultation Draft Samlesbury EZ Master Plan

Consultations

N/A

Advice

Planning permission for the creation of a new signalised junction on the A59 and access road to form an entrance to Samlesbury Enterprise Zone was granted by the Development Control Committee at the meeting of 15th January 2014 subject to conditions. Conditions 4, 6, 7, 10 and 12 require details to be submitted for approval prior to the commencement of development. As the proposal is by the Executive Director of Environment the acceptability of the details submitted for the purposes of the conditions must be determined by the Development Control Committee.

Details have been submitted to address the requirements of condition 4. The amended plan shows the two right turn lanes from the junction merging after 100m in an easterly direction on the A59, the re-orientation of the bus stop west of the junction so that stopped buses do not obstruct the carriageway and consequently do not force cyclists to move out into the main traffic lanes. Provision is made for a crossing across the proposed access road for cyclists to navigate from the end of Myerscough Smithy Road to the off-road Ribble Valley cycle route and for a facility for cyclists to leave/join the carriageway to use the toucan crossings. The submitted details are acceptable.

For the purposes of condition 6 details of the contractor's compound, its construction illumination and restoration have been submitted along with details identifying vehicle routing during the construction phase of the development.

The construction compound would be located on the section of Myerscough Smithy Road beyond the BAE junction beyond which there is no vehicular access. The compound would be easily accessible from the junction of Myerscough Smithy Road and the A59, would not impede any other traffic and would be for a short construction period after which it would be removed. The associated lighting would be adjacent to the entrance to BAE and would have no greater impact on any nearby residential properties.

Vehicles would be directed to the compound from the east and the west via a routing agreement and signage that would preclude the use of Branch Road.

The submitted details of the compound and vehicle routing are acceptable for the purposes of condition 6.

A noise survey has been undertaken to establish the background noise levels at Sykes Holt and Carter Fold and the need or otherwise for noise alternative fencing along the boundary of the highway to the frontage of the properties to address any predicted increase in noise generated by the new junction by more than 5dB(A) for the purposes of condition 7. The noise survey was carried out over the course of 4 days at both Sykes Holt and Carter Fold. It concludes that the predicted increase in noise levels at each of the properties as a result of the junction would be 0.6dB(A) and 0.5dB(A) respectively, significantly less than the 5dB(A) referred to in the condition. The design of the junction, the slope of the land between the junction and the properties and the distances between the junction and the properties and intervening landscape and development is such that any noise mitigation measures are not required. The details submitted for the purposes of condition 7 are therefore acceptable.

Details of the traffic loop system have been submitted for the purposes of condition 10. The details demonstrate that the loop system will prioritise vehicles exiting and entering Sykes Holt to ensure they can access the residential properties safely. The submitted details are considered to be acceptable for the purposes of condition 10.

Landscape details and details for protecting ecology have been submitted for the purposes of condition 12. Extensive native landscaping is proposed around the corners of the new road linking into Myerscough Smithy Road and to the frontages of the A59 as part of the junction improvement works along with new grass verges. Myerscough Smithy Road would become a cul-de-sac before the entrance to BAE. The landscaping details are considered acceptable.

A 15m standoff zone would be maintained to the sub-station which has been identified as a potential bat roost. All landscaping and protection of ecology would be carried out in accordance with a manual of contract for highway works.

The landscape details and details relating to ecology are acceptable for the purposes of condition 12.

In conclusion, the details submitted for the purposes of conditions 4, 6, 7, 10 and 12 accord with the policies of the development plan and are acceptable.

Recommendation

That the details submitted for the purposes of conditions 4, 6, 7, 10 and 12 to planning permission 07/13/0660 and 03/13/0852 are acceptable and can be approved.

Local Government (Access to Information) Act 1985 List of Background Papers

| Paper | Date | Contact/Directorate/Ext |
|------------|-------------------|-----------------------------|
| 03/13/0852 | 25 September 2013 | |
| 07/13/0660 | 25 September 2013 | Rob Jones/Environment/34128 |

Reason for Inclusion in Part II, if appropriate – N/A

