



Lancaster District Local Plan
Supplementary Planning Guidance Note 5
**Lancaster University/Bailrigg
Business Park
Development Brief**

Lancaster City Council
www.lancaster.gov.uk

John Donnellon BA MA
Corporate Director (Regeneration)

Andrew Dobson Dip EP MRTPI PDDMS
Head of Planning and Building Control
Services

Lancaster City Council
Planning and Building Control Service
Palatine Hall
Dalton Square
Lancaster
LA1 1PW

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Summary

This Brief sets out Lancaster City Council's requirements for the proposed Lancaster University/Bailrigg Business Park. The proposed Business Park will occupy a 9.7 ha green field site on the A6 north of the Lancaster University Campus. The site is allocated in the Lancaster District Local Plan (as modified). It has now been identified by the North West Development Agency as one of only two Strategic Regional Sites in Lancashire. The site is currently owned by the Bailrigg Property Company.

Development will be for B1 (Business uses) only. Key development requirements will include:

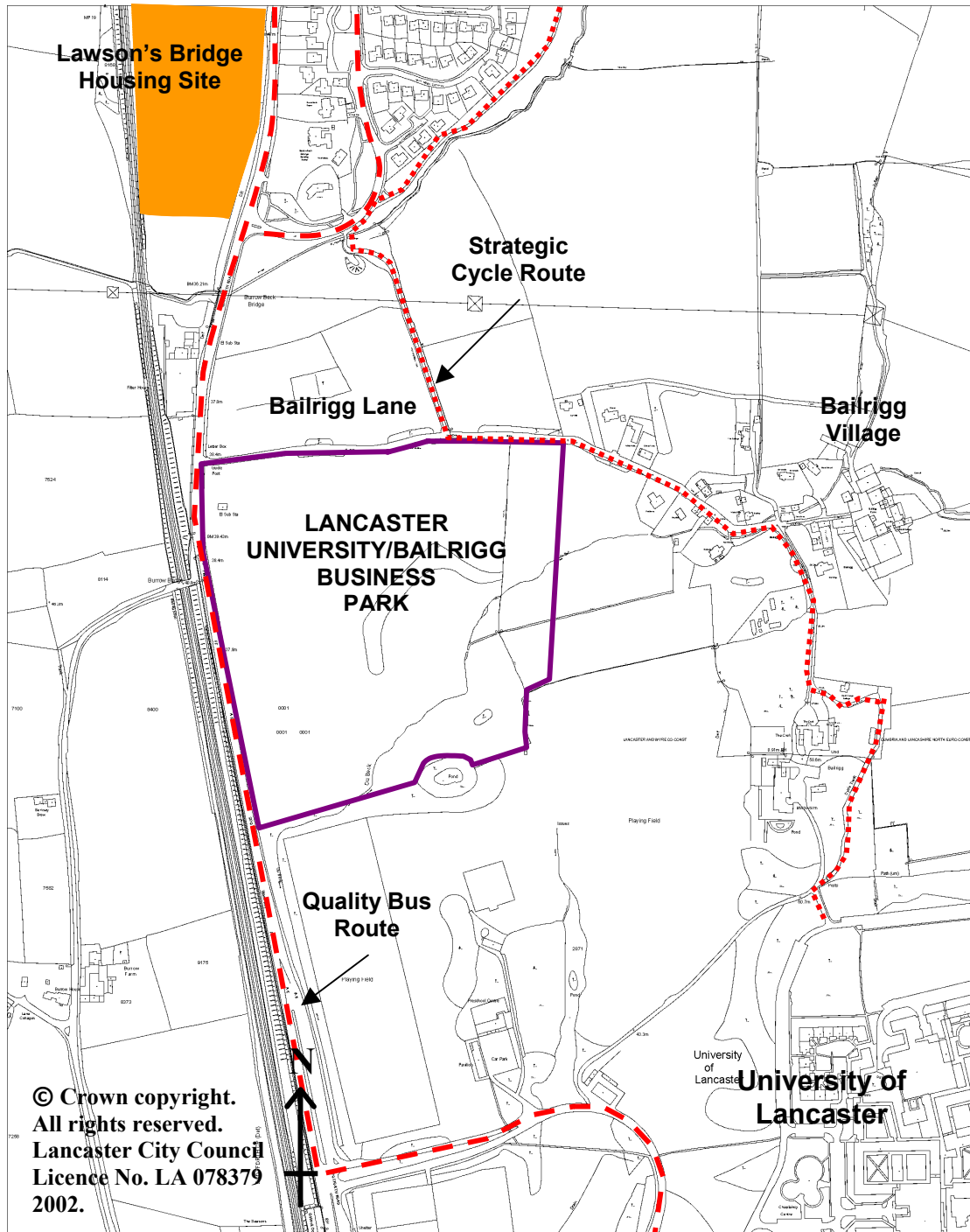
- **A Design Strategy and Master Plan;**
- **Measures to maximise the use of Public Transport, walking and cycling including the provision of new bus stops, pedestrian routes and a pedestrian crossing across the A6;**
- **The creation of pedestrian and cycle linkages to Lancaster University;**
- **The use of Ou Beck to create new wildlife habitats;**
- **A visually impermeable natural barrier to Bailrigg Village and a substantial landscape strip to the A6.**

Notes

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Map 1; Location and Context

1. Introduction, Scope and Purpose

The Council's Vision

1.1 A high quality landscaped university business park for information technology, high technology and research and development industries in a campus style setting, visually integrated with the University Campus and Bailrigg Village and accessible by a choice of means of transport which, together with the University itself will form a new regional ICT based investment cluster in south Lancaster.

Introduction

1.2 The Council's Corporate Plan seeks to develop Lancaster as a nationally important learning centre with an envied quality of life, strong economic opportunity and social cohesion. It identifies the need to attract inward investment into the Local Economy as a major challenge for the District.

1.3 The Council's District Regeneration Strategy identifies Lancaster University as a major economic strength. It is a top ten grade research university with a strong reputation in business and managerial studies, Information and Communication Technology (ICT) and environmental science. Together with St Martin's College it gives Lancaster a regionally important role as a Higher Education Centre of Excellence which could form the basis of a regional ICT based investment cluster.

1.4 The Regeneration Strategy notes that Lancaster has the potential for significant growth but needs to address the issues of the supply of serviced business land and property as a priority. It notes that Lancaster's Higher Education centre of excellence offers

significant potential for further growth, but warns that this could be lost, unless the conditions are right for growth in Lancaster.

1.5 Policy EC1 of the Lancaster District Local Plan – Deposit Edition (as modified by Proposed Modification 24) identifies 9.7 ha of land at Bailrigg as a Business Park for B1 (Business) Employment use. The proposed business park is aimed specifically at information technology and research and development uses who would benefit from a high quality landscaped 'campus style' environment with close links to the adjacent University campus. This brief has been prepared to guide the implementation of the Business Park proposal. The location of the proposed Business Park is shown on Map 1.

1.6 On 14th December 2001, the North West Development Agency adopted Lancaster University – Bailrigg as a Strategic Regional Development Site. This means that;

- Where necessary, the NWDA will give priority to the implementation of the development of the site and support bids for other resources;
- Delivery will be supported by NWDA through the Planning Process, including development plans, local transport plans, compulsory purchase orders, planning applications and public inquiries;
- The site will be a priority for marketing;

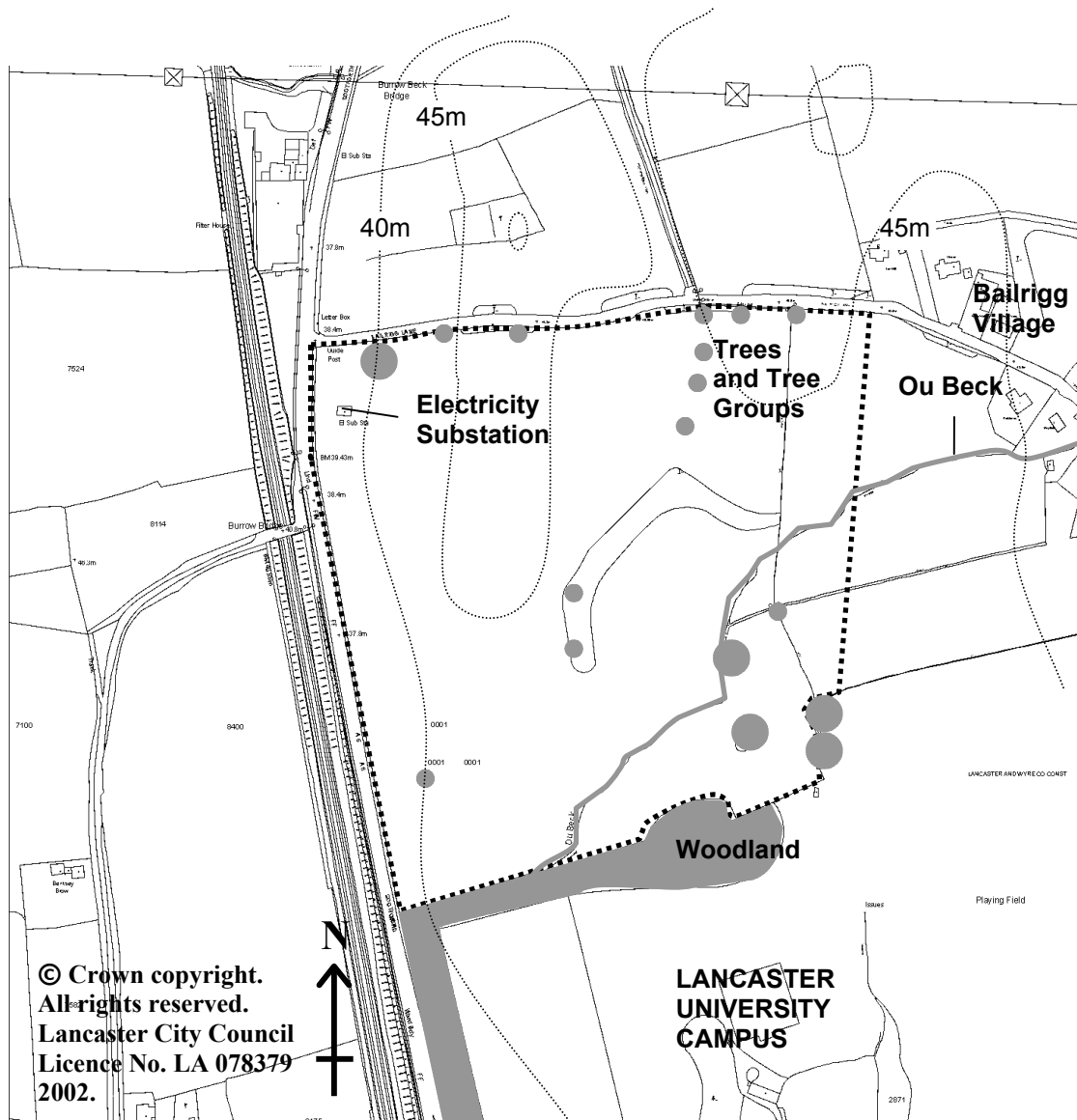
1.7 The site is also identified in the new Lancashire Structure Plan – Deposit Edition as a Strategic Regional Employment site.

Aims

- 1.8 The aims of this Brief are the following;
- To set out the Council's regionally important regeneration objectives and assist in the implementation of the Council's vision for the site;
 - To set out the Council's key land use, design, access and infrastructure requirements for the development of the site;
 - To provide certainty for the local community, potential developers and site owners regarding the future development of the site;
 - To ensure that development is carried out sensitively and is properly integrated with Bailrigg Village and the University Campus;
 - To ensure that any proposed development is as sustainable as possible and makes appropriate provision for managing the demand for travel;
 - To ensure that the development is fully accessible to people with disabilities;

Status of the Brief

- 1.9 This Brief was formally adopted by the Council's Cabinet on 16th April 2002 as Supplementary Planning Guidance to Policy EC1 of the emerging District Wide Local Plan as modified by Proposed Modification 24. The draft brief was subjected to public consultation. A statement of consultation will be published separately. The Brief therefore carries considerable weight in determining Planning Applications.



Map 2; Site Features (Not to Scale)

2. Background Information

The Site and Its Surroundings

2.1 This Brief relates to an area of around 9.7 ha of well maintained agricultural land south of the built up area of Lancaster on the A6. It lies north of Lancaster University and south of Bailrigg Lane. The site is in the ownership of the Bailrigg Property Company. The site measures around 360 m along Bailrigg Lane and around 365 m along the A6 frontage. The only existing building on the site is a small electricity sub-station. The site and its principal features are shown on Map 2.

2.2 The gently undulating site consists of two low ridges running north to south terminating at the valley of a small stream called Ou Beck. Sporadic mature trees line Bailrigg Lane and there are a few trees dotted across the site particularly in the vicinity of Ou Beck. The site is crossed by a hawthorn hedge which runs along the crest of the eastern ridge.

2.3 The site is bounded by Bailrigg Lane to the north. This is a narrow partially sunken lane with hedges and sporadic mature trees on either side which gives access to the hamlet of Bailrigg. There is no physical boundary between the site and fields leading towards the scattered houses of Bailrigg. The south side of the site is bordered by Lancaster University Campus. Most of this boundary consists of a thick belt of mature woodland incorporating a pond although the eastern part of the boundary consists of a visually permeable fence. The A6 frontage of the site consists of a hawthorn hedge. On the opposite side of the A6 is the West Coast Main Railway Line which here runs in a low cutting. More farmland rises to the west.

2.4 Because of rising ground to the north and the thickly wooded edge of the university campus to the south, the site is not prominent in distant views along the A6 or the West Coast Main Line in either direction. The trees and scattered houses and farm in Bailrigg Village limit views from the M6. At close quarters however, the site is highly visible from the adjacent lengths of the A6, from Bailrigg Lane, and from parts of the University Campus. The eastern edge of the site is a slope which is highly visible from Bailrigg village. Views across the site from Bailrigg Lane to the backdrop of the University Campus are also important.

2.5 Of the roads around the site only the A6 is suitable for anything more than light traffic. Bailrigg Lane is a single track lane which suffers from poor visibility at its egress onto the A6. The A6 is also a major bus route with frequent services running between Lancaster University, Lancaster and Morecambe and a less regular service to Galgate and Preston. Bailrigg Lane forms part of the cycle route linking Lancaster University with central Lancaster and Morecambe.

2.6 Although not lying within a statutory nature conservation site or a County Biological Heritage Site, Environment Agency records suggest that Pipistrelle Bats have been sighted on the site. The site may also contain water vole species or their habitat. Both of these are protected species.

2.7 The site does not lie in a conservation area. It is not crossed by any public footpaths. Whilst there is no known archaeological interest on the site, there are a number of small undulations on the site. A number of service routes run across the flat area parallel to the A6.

- 2.8 In terms of telecommunications infrastructure, a trunk cable duct owned by Norweb runs north south along the A6 and a Point of Presence is to be established at Lancaster (MCI Worldcom).

Site History

- 2.9 There are no existing planning permissions affecting the site. 1951 edition Ordnance Survey Maps indicate the site as part of an emparked area, most of which was subsequently incorporated into the University Campus.

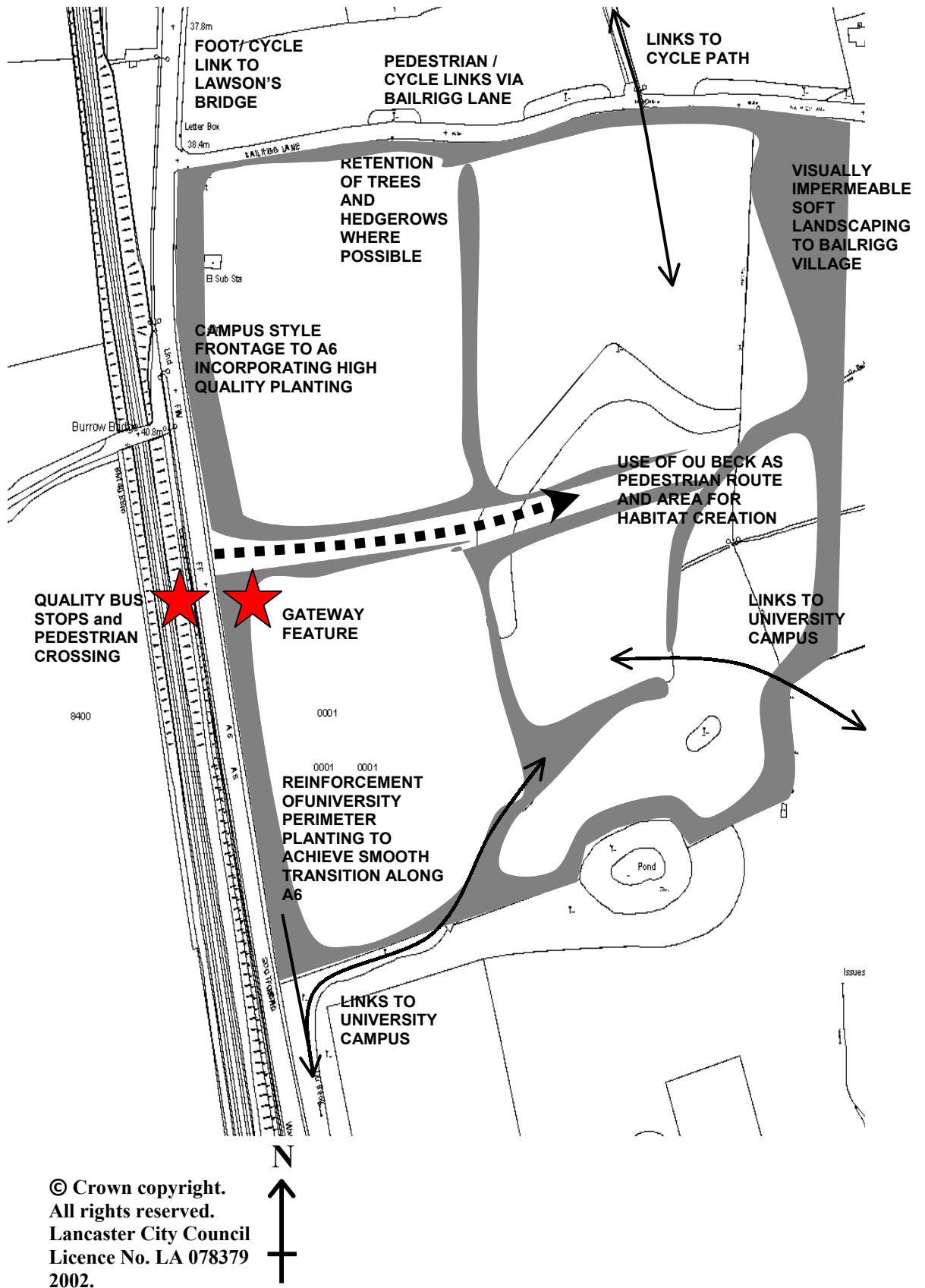
Development Plan Policy

- 2.10 There is no adopted local plan for the site. As noted above the Lancaster District Local Plan is at an advanced stage of preparation with post inquiry modifications having been placed on deposit and objections considered. The site is proposed for allocation for B1 use in the modified plan. The plan also sets out general criteria for new business and industrial development. Full details of Local Plan policies affecting the site are set out in Appendix 1.
- 2.11 The proposed Business Park may also benefit from proposals for a Heysham/M6 Link Road which is currently the subject of an Environmental Study by Lancashire County Council. One of the two possible routes would entail a Western By Pass which would include a spur to the A6 at Lawson's Bridge around 600m north of the site. Whilst the business park would benefit from the construction of the road, it is not dependent on the road.

Lancashire Structure Plan and Lancashire Landscape Strategy

- 2.12 The site is also identified in the new Lancashire Structure Plan – Deposit Edition as a Strategic Regional Employment site.
- 2.13 The site lies within the Rural Valleys Landscape Character Area defined in the Lancashire Structure Plan.
- 2.14 The site is defined as Landscape Type 12 Low Coastal Drumlins in terms of the Lancashire Landscape Strategy, characterised in general by low whale back hills (drumlins), species rich hedgerows, areas of standing water and wetland habitat between drumlins, winding country lanes and settlements concentrated on shallow valley slopes. In such areas, the Strategy seeks to;
- conserve inter-drumlin wetlands;
 - use planting to delineate the boundaries of settlements;
 - conserve the hedgerow and woodland network – avoiding fragmentation, designing built development around the existing landscape structure and designing planting to enhance structure and wildlife habitats;
 - enhancing the number of rural wildlife features - planting hedgerow trees and managing hedgerows for wildlife , introducing small woodlands and developing small ponds.

3. Principles of Development



Map 3; Key Principles of Development (indicative)

Introduction

- 3.1 Prospective developers will be expected to prepare a Master Plan for the business park site as a whole. The Master Plan should incorporate a unified design philosophy incorporating landscaping, road and path design, building design, signage and public art. The Master Plan should incorporate the following key principles;
- Satisfactory integration with the surrounding landscape;
 - An attractive entrance to the site from an access point on the A6
 - A strong, visually impermeable natural barrier to Bailrigg Village;
 - A high standard of landscaping throughout consistent with the adjacent University Campus with extensive use of grassed areas and trees;
 - The use of distinctive high quality architecture and materials;
 - The establishment and maintenance of a substantial landscaped strip along the A6 frontage
 - The setting back of buildings from the A6 frontage by around 30m;
 - The protection and enhancement of the course of Ou Beck as a wildlife corridor with new planting and habitat creation;
 - The retention of Bailrigg Lane;
 - The integration of the development with the

surrounding pedestrian and cycle network and the development of pedestrian and cycle links to the University Campus;

- A clear demonstration of how maximum use can be made of public transport access through a Green Travel Plan;
- Avoidance of large areas of hardstanding and car parking, and the screening of any such areas when viewed from off site;

Acceptable Uses

- 3.2 The site is an exceptionally high quality, high profile site in a sensitive location close to Bailrigg Lane and forming part of a 'green gap' between Lancaster and Lancaster University. The City Council wishes to encourage information technology, high technology and research and development uses.
- 3.3 The site is the only site in the District and one of the few sites in the region which is capable of accommodating such uses in a high quality location close to and integrated with a university campus and with excellent access by means of transport other than the car. It is this unique combination of factors which justifies the release of the site for development.
- 3.4 The site is specifically allocated for B1 employment uses and other uses will not be permitted. This position was re-affirmed by the Inspector at the Local Plan Inquiry. Other uses such as 'pump priming' or supporting development could diminish the quality of the proposed development and reduce the land available to accommodate high quality B1 uses. In doing so, it would undermine the justification for having released the site for development. It would also

undermine the regional importance of the site as a Strategic Employment Site identified by the NWDA.

- 3.5 The Council's preference is for a mixture of plot and unit sizes with premises for large, medium and small firms. If however a proposal for a suitable single occupier which met the other requirements of the brief were to be found, such a proposal would be considered sympathetically.

Design and Landscaping Issues - Relationship with the Surrounding Area

- 3.6 Care will need to be taken to ensure that satisfactory interfaces are achieved with Bailrigg Village, with the A6, with Bailrigg Lane and with Lancaster University. The Council will require advanced planting to ensure that a landscape framework including essential screening is in place prior to the commencement of development.
- 3.7 The site slopes down towards Bailrigg village. Although not a conservation area, Bailrigg village has a distinctive character consisting of a scattering of houses lying in a secluded wooded hollow. It's character forms part of the appeal of recreational walking and cycling routes which pass through the village. It is essential that the Business Park be effectively screened from Bailrigg village with an extensive visually impermeable mounding and woodland planting belt. Routes used by heavy goods vehicles should not extend beyond the existing ridge (former hedge) line across the site and light pollution should be avoided by ensuring that lighting is cowed to minimise glare.
- 3.8 The A6 frontage will form the main entrance to the site. Whilst a visually impermeable frontage along this frontage is not essential, there should be extensive planting

along the frontage. It should have a predominantly green, campus like appearance with extensive grassed and planted areas with buildings set back from the road and soft landscaping treatments between the building and the road. This will assist in maintaining the appearance of a 'green gap' and extend the quality of landscape set by the University campus. Planting should also re-inforce the University perimeter woodland

- 3.9 The frontage to Bailrigg Lane should aim as far as possible to preserve the existing character of the lane with the retention of the existing hedge and trees, the sinking of buildings adjacent to raised parts of the lane and re-inforced planting in the depressions.
- 3.10 The frontage to Lancaster University is predominantly wooded. Care should be taken to ensure those new buildings and other works involving excavation do not have an adverse impact on the adjacent woodland.

Landscaping

- 3.11 The site should present a predominantly green appearance when viewed from outside and from the A6 in particular. Grassed areas should be interspersed with groups of trees reflecting adjacent landforms.
- 3.12 The design adopted should make the greatest possible use of existing landforms and site features. The layout should respect the north-south grain of the site's topography. The site's major landscape feature is the Ou Beck which offers the potential to be a landscape feature in itself and to create ponds, water features and wildlife habitats. The planting regime could also be used to re-inforce and enhance the nature conservation value of the woods on the boundary with the University campus.

- 3.13 The landscaping scheme should consider the relationship between landscaping and buildings. Vistas of new buildings could be created and use made of water features to create reflections.
- 3.14 Car parks and hardstanding areas should be screened as far as possible when viewed from off the site and large areas broken up with soft landscaping.
- 3.15 The entrance gateway to the site on the A6 should be a major landmark feature with planting beds and landscaped areas designed to be able to accommodate any signage required. This area may also offer the opportunity for new public art.

Ecology

- 3.16 As noted above, the presence of Pipistrelle bats has been observed on the site and the presence of water voles is suspected. A habitat survey will be required prior to any grant of Outline Planning Consent as part of the master planning process. Both of these are protected species under the Wildlife and Countryside Act 1981. Approval must be sought from English Nature for any works involving bats, voles or their roost sites or habitats.
- 3.17 Buildings which incorporate suitable ledges and holes as nest and roosting sites for birds and bats will be encouraged. If water voles are found, protection and mitigation measures should be discussed with the Environment Agency. The site offers opportunities for the creation of wetlands and ponds. The Environment Agency require a 4m access strip along the course of Ou Beck. It is suggested that this strip be planted with willow, oak, and silver birch.

Archaeology

- 3.18 Although the Council is not aware of any archaeological interest in the

site, there are known archaeological remains on nearby sites to the west and the possibility of archaeological remains cannot be ruled out. An initial archaeological assessment will be required prior to any grant of Outline Planning Consent as part of the master planning process. The Council will consult the County Archaeological Service on any development proposals and development proposals will have to satisfy the requirements of Policies E41-44 of the Deposit Local Plan.

Building Design, Local Distinctiveness and Sustainable Development

- 3.19 Whilst the Council does not take a prescriptive view of architectural style, the maintenance of a high standard of building is essential. Buildings could mirror the styles set by the adjacent Victorian filter house or some of the better quality modern buildings on the University Campus. High standards of materials will be required. Large expanses of unbroken steel cladding or breezeblocks will not be acceptable.
- 3.20 Whatever style is adopted should be applied consistently across the site and integrated with landscaping and road treatments. Development proposals should be accompanied by a design statement as part of the master plan which sets out and explains the approach adopted.
- 3.21 The proposed business park should be energy efficient, maximising passive solar gain, avoiding hillcrests and making maximum use of south facing slopes. Consideration should be given to the scope for water management and maximising the surface areas capable of natural drainage. The use of materials from certified sustainable sources will be encouraged.

4. Transport and Access Issues

4.1 Development proposals should be accompanied by a comprehensive Transport Assessment setting out the measures proposed to manage the demand for travel by all modes, including traffic generated having regard to the Green Travel Plan (see below), junction design and accommodation for buses, cyclists, pedestrians and service access and bus priority facilities for buses in association with the new light controlled junction (see below).

Access and Car Parking

4.2 In order to secure acceptable visibility, access to the site should be taken from a new access point on the A6 as shown on Map 4. This would need to be a light controlled junction and incorporate provision for cyclists and pedestrian crossing facilities to give safe access to north bound bus stops.

4.3 Internal roads should be laid out to respect existing landscape forms. Long straight runs should be avoided. Imaginative use should be made of surface treatments and points where pedestrian and cycle routes cross should be clearly marked.

4.4 Car parking will only be allowed where it satisfies Lancashire County Council maximum parking standards (see Appendix 1). It should be noted that these Standards are currently being reviewed and prospective developers are advised to discuss their proposals with the County Council at an early stage. Priority should be given to parking for people with disabilities. Given the accessibility of the site by public transport and measures to be put forward in a Green Travel Plan, the Council will consider schemes which provide lower levels of parking than the County maximum.

4.5 Large areas of car parking should be avoided and major hardstanding areas broken up with planting belts. Visual interest could be enhanced with the use of curved shapes reflecting surrounding landforms, the use of innovative surfacing materials and variations of different types of surfacing material. The relationship between car parks and pedestrian areas should be carefully designed to ensure that pedestrian areas retain an intimate human scale, feel safe, look inviting and are not dominated by car parking and the impacts of vehicle movements.

Green Travel Plan

4.6 Any development proposal must be accompanied by a Green Travel Plan. This should include;

- Measures to promote cycling;
- Measures to encourage employees to walk and cycle to work;
- Measures to ensure that as many employees as possible use public transport;
- Measures to minimise car use such as the promotion of car sharing and the use of car pools

The Green Travel Plan should contain clear targets and arrangements for monitoring and review.

Bus Provision

4.7 The site lies adjacent to a major public transport route with frequent buses running between Lancaster University, Lancaster, Morecambe and Heysham. At present there is no bus stop adjacent to the site. This route is identified by Lancashire County Council in the

Local Transport Plan as a Quality Bus Route with investment in low-floor buses, bus priority measures, better bus stops and information systems. Development proposals should contribute to the implementation of the quality bus route through the provision of quality bus stops and a pedestrian crossing to allow safe access to north bound bus stops.

- 4.8 Development proposals should ensure that all employment floorspace is within reasonable walking distance of bus stops via attractive, well-lit, safe and direct pedestrian routes serving both directions. The possibility could also be investigated of allowing buses to enter and circulate within the site and/or the provision of a dedicated bus only link between the Business Park and Lancaster University as part of the Quality Bus initiative.

Cycling

- 4.9 As noted above, the site lies adjacent to a strategic cycle route. Cycle links should be provided into the site both from the existing cycle

track and into the University Campus and a segregated cycle route provided across the site. All new premises should be provided with secure and attractive cycle parking. Cyclists could also be encouraged to use Bailrigg Lane and link to the Strategic Cycle Network in the Lawson's Bridge area.

Walking

- 4.10 Development proposals should also seek to make it as easy as possible to walk between the business park and the university and between the business park and existing and proposed residential areas. Improvements to the pedestrian network must include a link to the University and a pedestrian crossing of the A6. Within the site a network of pedestrian routes should be provided providing linkages between business premises and bus stops. A clear opportunity also exists to provide a route along Ou Beck. All pedestrian routes should be fully accessible to people with disabilities.

5. Service Information

Drainage

- 5.1 Two sewers, one public and one private run along the level western part of the site parallel to the A6. The 300mm public sewer is around 10m into the site whilst the 450mm private sewer belonging to the University is around 30m into the site. Surface water should be dealt with. The site should be drained via a separate system preferably using a sustainable urban drainage system (SUDS). There are existing capacity and flooding problems on Ou Beck upstream and downstream of the site affecting both property and land.
- 5.2 If surface water discharges are proposed to Ou Beck, prospective developers will be required to carry out a catchment study to demonstrate the effect of the proposed discharge on the Beck. The study will be used to determine what discharges if any are permissible. Developers are advised to discuss drainage issues with the Head of Engineering Services at an early stage. In considering the drainage implications of proposals the Council will have regard to the views of the Environment Agency.
- 5.3 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking and vehicle handling areas should be passed through an oil interceptor

designed and constructed to have a capacity and details compatible with the area to be drained. Roof water should not pass through the interceptor.

Water

- 5.4 Water mains will require to be extended to serve the site.
- 5.5 The development area includes a 12 inch potable water main serving Heysham 2 Power Station which runs parallel to the A6 and an 18 inch raw water main serving Lancaster University and the Stodday Waste Water treatment plant which runs east-south-east across the northern end of the site from the Bailrigg/A6 Junction to a point close to where Ou Beck enters the site. United Utilities require access to these mains. There are also a number of water mains running along Bailrigg Lane. Any disconnection or diversion of water mains required as a result of any development will be carried out at the developers expense.

Electricity

- 5.6 The site contains an electricity sub-station and two major electricity cables serving the University. These run parallel to the A6 around 18-25 m from the road. A cable also runs along Bailrigg Lane. Developers must avoid these cables and may have to pay for protective measures or diversions.

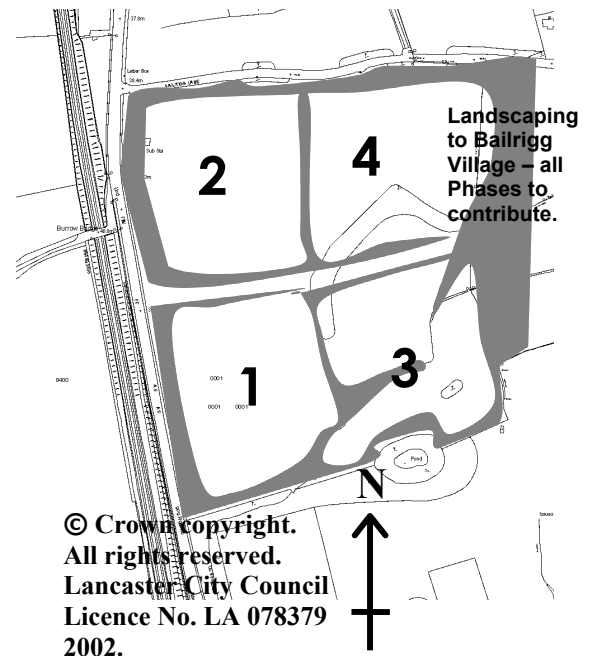
6. Implementation

6.1 The site is a green field site in single ownership. It is not therefore anticipated that the Council will have a direct role in the implementation of the scheme. The business park is likely to be implemented by a private developer. It is likely that development will take place in four phases with development commencing in the area immediately adjacent to the University Campus and proceeding north and east. (see Map 5). This will allow the extensive landscaping on the Bailrigg village frontage to have become established before development commences at the eastern extremity of the site. It will also ensure that the early phases of the development are located to maximise the benefit from existing and proposed public transport links.

6.2 The achievement of both of these key objectives will be a requirement of any development proposal which may be secured by condition or Section 106 Agreement Other requirements are likely to be;

- The implementation of the landscape framework including the buffer strip to Bailrigg Village;
- The implementation of junction improvements, the provision of a pedestrian crossing and the provision of bus stops;
- The safeguarding of any nature conservation or archaeological importance;
- Measures associated with the Green Travel Plan;
- The provision of any off-site pedestrian or cycle infrastructure;
- Works required as a result of drainage considerations;

6.3 As noted above, the site has been identified by the North West Regional development Agency as a Strategic Regional Site. The site also lies within an area identified by the Government as an Assisted Area – Tier 2. This means that some development proposals may be eligible for grant assistance. Developers are advised to discuss their proposals with the Council's Economic Development Service at an early stage.



Map 4; Suggested Phasing of Development

Environmental Impact Analysis (EIA)

6.4 Development proposals will need to be assessed to ascertain whether Environmental Impact Analysis is required under the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999. The proposed development may be a Schedule 2 project for which EIA is required if the particular project in question is likely to give rise to significant environmental effects.

6.5 In considering the need for EIA, the Council will take into account

- the scale of the proposed development;

- the nature of any potential impacts;
- If there is a high level of contamination;
- If the quantity of floorspace proposed;
- The extent to which the development would result in a significant urbanising effects in a non-urbanised area.

6.6 Prospective developers are advised to discuss the need for Environmental Assessment and the scoping and screening of any Environmental Statement at an early stage.

Appendix 1 – Development Plan Policy

Lancaster Local Plan – Adopted January 1988

The boundary of the adopted Lancaster Local Plan area runs along Bailrigg Lane and the site therefore lies outside the Local Plan area. Land north of Bailrigg Lane is identified as an area of Special Landscape. The A6 and the West Coast Main Line are both identified as Access Corridors – main approaches to the City whose appearance the Council is trying to improve.

Lancaster District Local Plan – Deposit Edition

The Lancaster District Local Plan will, when adopted, supersede the existing Lancaster Local Plan and all other local plans in the District. The Local Plan, together with Proposed Pre-Inquiry Changes, were considered at a Public Local Plan Inquiry between October 1998 and May 1999. The Inspector's report was received in June 2000 and Proposed Modifications were placed on deposit in February-April and June-August 2001. The key policies are set out below. Where the policy has been amended by a proposed modification, the number of that proposed modification is shown in brackets;

Policy EC1 (24)

Identifies the site as a Business Park for B1 industrial use.

Policy EC6 (29)

Sets out the following criteria for New employment development;

- Satisfactory provision for access, servicing and cycle and car parking;
- Easily accessible to pedestrians and cyclists from surrounding

streets, public rights of way, bus stops and rail stations;

- Use of high quality facing materials and landscape treatment to frontages visible from roads and other public places;
- Provision for the screening of servicing and open storage areas from public frontages and from adjoining countryside;
- Satisfactory arrangements for the disposal of sewage and waste water and no significant adverse impact on water quality;
- No significant adverse impact on the amenities of residents and businesses by reason of noise, smell, visual intrusion, lighting, traffic generation or parking;
- The upgrading environmental conditions where these are unsatisfactory;
- Proposals for major employment development should be accompanied by Green Travel Plans.

Policy EC8

States that non-employment development will not be permitted on sites identified for employment use;

Section 4

Describes proposals for a Heysham-M6 Link Road.

Policy T5

Identifies the A6 as part of a Primary Bus Corridor linking Lancaster University with Lancaster City Centre, Morecambe and Heysham.

Policy T9 (64)

Requires development which would significantly increase the demand for travel to be designed to maximise the opportunities for using public transport and should be located as close as possible to bus services. Pedestrian links to bus stops should be provided.

Policy T16 (71)

Requires development proposals to satisfy Lancashire County Council's maximum car parking standards; For B1 development this means;

- A maximum of 1 non operational car parking space per 35 sq. m gross floorspace of office and research and development floorspace and 1 space per 50 sq m of other B1 floorspace;
- A minimum of 1 cycle space per 350 sq. m gross floorspace of office and research and development floorspace and 1 space per 500 sq m of other B1 floorspace;

Policy T16a (72)

Requires major development proposals to be accompanied by Green Travel Plans

Policy T24 (76)

Identifies the Lancaster-Bailrigg Lane-Lancaster University cycle route as part of the District's Strategic Cycle Network and seeks to ensure that adjacent development proposals provide links and improvements to the network.

Policy E4 (81)

Identifies land north of Bailrigg Lane as Countryside

Policy E10 (90)

states that development which would have a significant adverse effect on woodland or significant trees will not be permitted;

Policy E28 (105)

Identifies the University Campus as 'Key Urban Landscape'

Policies E41-43

Set out framework for the investigation and recording of archaeological remains;

Policy E44(107)

Identifies the A6 and the West Coast Main Line as 'Access Corridors' along which the Council will not permit development which will adversely affect its surroundings and requires development to;

- Upgrade environmental conditions where these are unsatisfactory;
- Use high quality materials and local architectural styles;
- Incorporate only discrete and well designed advertising;

Appendix 2 - Contact Addresses

British Telecom

Regional Headquarters
Telecommunications House
91 London Road
Manchester M60 1HG

Environment Agency Planning Liaison

Lutra House
P O Box 519
Preston
Lancashire PR5 8GD
Tel 01772 339882
Fax 01772 627739

Lancashire County Council Environment Directorate

P O Box 9
Guild House
Cross Street
Preston PR1 8RD
Tel 01772 264136
Fax 01772 264201

Lancaster City Council – Economic Development

Palatine Hall
Dalton Square
Lancaster LA1 1PW
Tel 01524 582094
Fax 01524 582166

Lancaster City Council Engineering Services

Morecambe Town Hall
Morecambe LA4 5AF
Tel 01524 582517
Fax 01524 582602

Lancaster City Council Planning - Development Control

Palatine Hall
Dalton Square
Lancaster LA1 1PW
Tel 01524 582381
Fax 01524 582323

Lancaster City Council Planning Policy

Palatine Hall
Dalton Square
Lancaster LA1 1PW
Tel 01524 582329
Fax 01524 582323

North West Development Agency

13 Winkley Street
Preston
Lancashire
PR1 2AA
Tel: 01772 206000
Fax: 01772 200049

North West Water Planning Liaison

Dawson House
Great Sankey
Warrington WA5 3LW
Tel 01925 234000
Fax 01925 235855

Stagecoach Cumberland

Second Floor Broadacre House
16-20 Lowther Street
Carlisle
Cumbria CA3 8DA
Tel 01228 597222
Fax 01228 597888

Transco

North West LDZ
Spa Road
Bolton BL1 4SR
Tel 01204 546808
Fax 01204 546806