



LANCASHIRE ADVANCED ENGINEERING & MANUFACTURING ENTERPRISE ZONE

PHASE ONE SITE MASTERPLAN

February 2025

BAE SYSTEMS



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REVISION D

February 2025

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1.0 Introduction

Purpose of this Document

- 1.1** This masterplan (the “2025 Masterplan”) updates the 2014 “Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Phase One Site Masterplan”. The 2014 Masterplan was adopted by Fylde Council in 2014. It was linked to the 2015 Local Development Order (LDO). Development proposed under the provisions of the 2015 LDO was required to be in general accordance with the principles of the 2014 Masterplan.
- 1.2** The 2015 LDO expired in November 2024, and an updated LDO, the 2025 LDO will take its place.
- 1.3** This 2025 masterplan supports the renewal of the Local Development Order (LDO) for the Phase One of the Enterprise Zone.
- 1.4** The 2025 masterplan repeats the relevant background information contained in the 2014 masterplan but provides updates to align with current circumstances.

Background to the Enterprise Zone

- 1.5** In Autumn 2011 the Warton Aerodrome site, along with the Samlesbury Aerodrome site, was awarded Enterprise Zone Status. It is known as the Lancashire Advanced Engineering and Manufacturing Enterprise Zone and incorporates land at both aerodrome sites
- 1.6** Warton Aerodrome was split into three Enterprise Zone areas:
- North Enterprise Zone – 39.7ha
 - South East Enterprise Zone – 21.3ha
 - South West Enterprise Zone – 13.5ha
- 1.7** The aerodrome, which measures 157.5ha in extent

lies outside of the Enterprise Zone.

- 1.8** The development of the Enterprise Zone was to be managed and co-ordinated through the Lancashire Enterprise Partnership in association with BAE Systems as the landowner.

The 2015 Local Development Order

- 1.9** On 20 November 2015 a Local Development Order (the 2015 LDO) was granted for an 8.5ha site within the North Enterprise Zone known as Phase One of the Lancashire Enterprise Zone (Warton). The 2015 LDO was drawn up by Fylde Borough Council in consultation with Lancashire County Council, The Lancashire Enterprise Partnership and other stakeholders, including statutory bodies and BAE Systems as the owner of the site. The 2015 LDO allowed permitted development to take place which conformed to Use Class B categories (business, industrial and storage and distribution) of development providing it met certain conditions.
- 1.10** Development was “permitted development” and therefore did not require planning permission where it was for the purpose of advanced engineering and manufacturing and it fell within the following Standard Industrial Classification (SIC) Codes:
- Aerospace (30.3, 28.4)
 - General Aviation Services (52.23)
 - High-end automotive including motorsport, electric/alternative energy vehicles (29.1, 29.3)
 - Computing, systems engineering and autonomous systems (62.01, 72.1)
 - Nuclear (35.1)
 - Advanced flexible materials (13.96, 20.6)
 - Renewable energy (27.1)
- 1.11** The 2015 LDO did provide further permitted development rights for advanced engineering

or manufacturing development or ancillary, complementary or supportive uses outside of the above SIC Codes providing that it was accepted by the Enterprise Zone Governing Committee and the Local Planning Authority (LPA).

- 1.12** There were a number of further conditions which related to access, highways and Travel Plan targets, height, materials, colour of buildings, and other matters that had to be adhered to. There were also a number of constraints around the height of any development due to the Civil Aviation Authority (CAA) restrictions in relation to the operational aerodrome and from Fylde Borough Council in relation to adjacent residential areas.
- 1.13** As part of the requirements within the 2015 LDO, a masterplan was adopted - the 2014 masterplan. This was based on certain guiding principles / aims:
- Creating a high quality development providing people with a healthy work place in an inspirational, successful and vibrant environment which promotes the creation of an active, inclusive and harmonious community, while ensuring improvement and enhancement of the existing.
 - Encouraging investment, creating jobs and building a flourishing economy.
 - Promoting the use of sustainable transport and active travel.
 - Creating an environment reflective of the area whilst supporting better links and integration.
- 1.14** In addition to the above, and in accordance with the 2015 LDO, the 2014 masterplan included for:
- Provision and co-ordination of transport infrastructure within and beyond the Enterprise Zone Boundary.
 - Preparation and provision of a Travel Plan.

- Access (including routeing) 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 linking with and consistent with other relevant transport masterplans.
- 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 (including height restrictions, palette of materials);
- Details of building materials.
- 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 reasonable buffer zones around habitats of ecological importance.
- Provision of drainage.

The Renewal of the Local Development Order

- 1.15** The 2015 LDO expired on 20 November 2024. Fylde Council intends to renew the LDO so that it is in effect for a further 10 years. This updated version of the masterplan (the 2025 masterplan) supports the renewal of the LDO.
- 1.16** The project as a whole will continue to be reported to the Enterprise Zone Governance Committee (or equivalent).
- 1.17** This 2025 Masterplan continues to include the general principles and aims set out above. There are some changes from the 2014 masterplan to reflect changes at the site and the surrounding area, and changes to planning policy and legislation



Warton EZ - Aerial Photograph

since the adoption of the 2014 masterplan. Those changes can be summarised as:

- Updates to the buildings on the site to be retained or demolished.
- the installation of new fencing and gatehouse separating the enterprise zone from the operational aerodrome.
- The construction of Typhoon Way, which will become the principal access into the Enterprise

Zone.

- The installation of services and utilities at the Enterprise Zone.

1.18 No changes are proposed to the height of buildings, the access strategy to the Enterprise Zone, or the general type of uses that would be appropriate in the Enterprise Zone from the 2014 masterplan.

2.0 Vision for the Site

The Warton Enterprise Zone Phase One Site will help to deliver world class facilities for advanced engineering and manufacturing ensuring that the objectives of the Enterprise Zone as a national and international focus for these sectors are realised.

2.1 The Warton Phase One 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 Fylde and Lancashire. It will form a key element in the overall sustainable growth plans for the sub region. Developments within the Warton Phase One site will be undertaken sustainably and to a high quality and will respect its surroundings.

Implementing the Vision

2.2 A number of key principles will be used to guide development and delivery:

- Encouraging investment, creating jobs and building a sustainable economy by providing a centre of excellence for high technology manufacturing and support services, together with education and training.
- Attracting investments and high value end users by meeting facility and service needs within a 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 landscaping and ecology.
- Meeting ecological management requirements within the constraints of an operational aerodrome.

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3.0 Development Strategy: Development Zones, Occupancy and Land Use, Phasing and Security

The operational aerodrome and the Warton Phase One EZ site 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.

Development Strategy

- 3.1** The development strategy for the Warton EZ Phase One site is determined by a number of factors including access, available land and buildings, and the potential demand for different uses within the advanced engineering and manufacturing sectors. Other key considerations are the character, type and use of existing buildings on the site and also the wider context in which different parts of the site are located.
- 3.2** The Phase One site will be developed, in accordance with the LDO, with buildings to be used for a range of purposes including offices, training and education, research and development, general employment and other activities where collaboration and innovation are drivers. The proposed buildings will comply with the LDO constraints plan in terms of interface with the CAA licence requirements the relationship with adjacent residential properties, and any restrictions under the Explosives and Weapons Regulations.

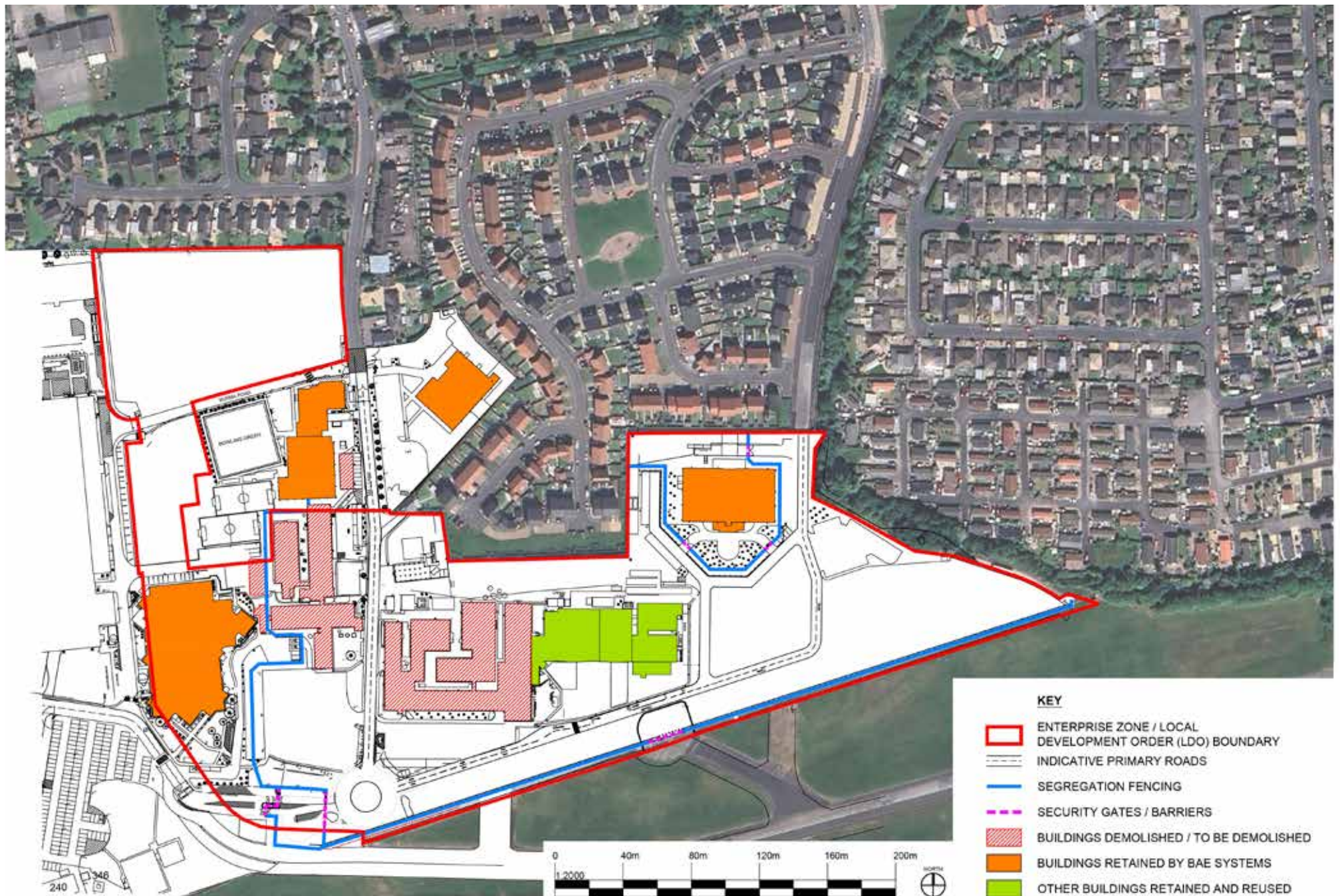
Occupancy and Land Use Strategy

- 3.3** BAE Systems will retain and occupy two key buildings within the Phase One site. These are the buildings shaded orange on the Base Position Plan. In addition, BAE Systems will retain land on the site to provide an enhanced access road and security facility into the aerodrome site. This is shown on the Base Position Plan and benefits from planning permission.
- 3.4** A survey of existing buildings and their suitability for re-use has been carried out. The buildings to the immediate west and east of Mill Lane, cross-hatched on the Base Position Plan, are not considered appropriate or suitable for advanced engineering and manufacturing re-use. As such these buildings will be demolished and replaced with modern high specification buildings. The arrangement of retained buildings and new-build opportunities is shown on the Land Use and Development Plan. This plan also shows, in an indicative way only, how the roads infrastructure through the Phase One area is likely to be arranged.
- 3.5** The southern boundary of the site is constrained from development due to the CAA licence and associated development and height restrictions. As such this area is predominately to be used for internal access, including BAE Systems new entrance road and car parking. This is taken into account on the Land Use and Development Plan.

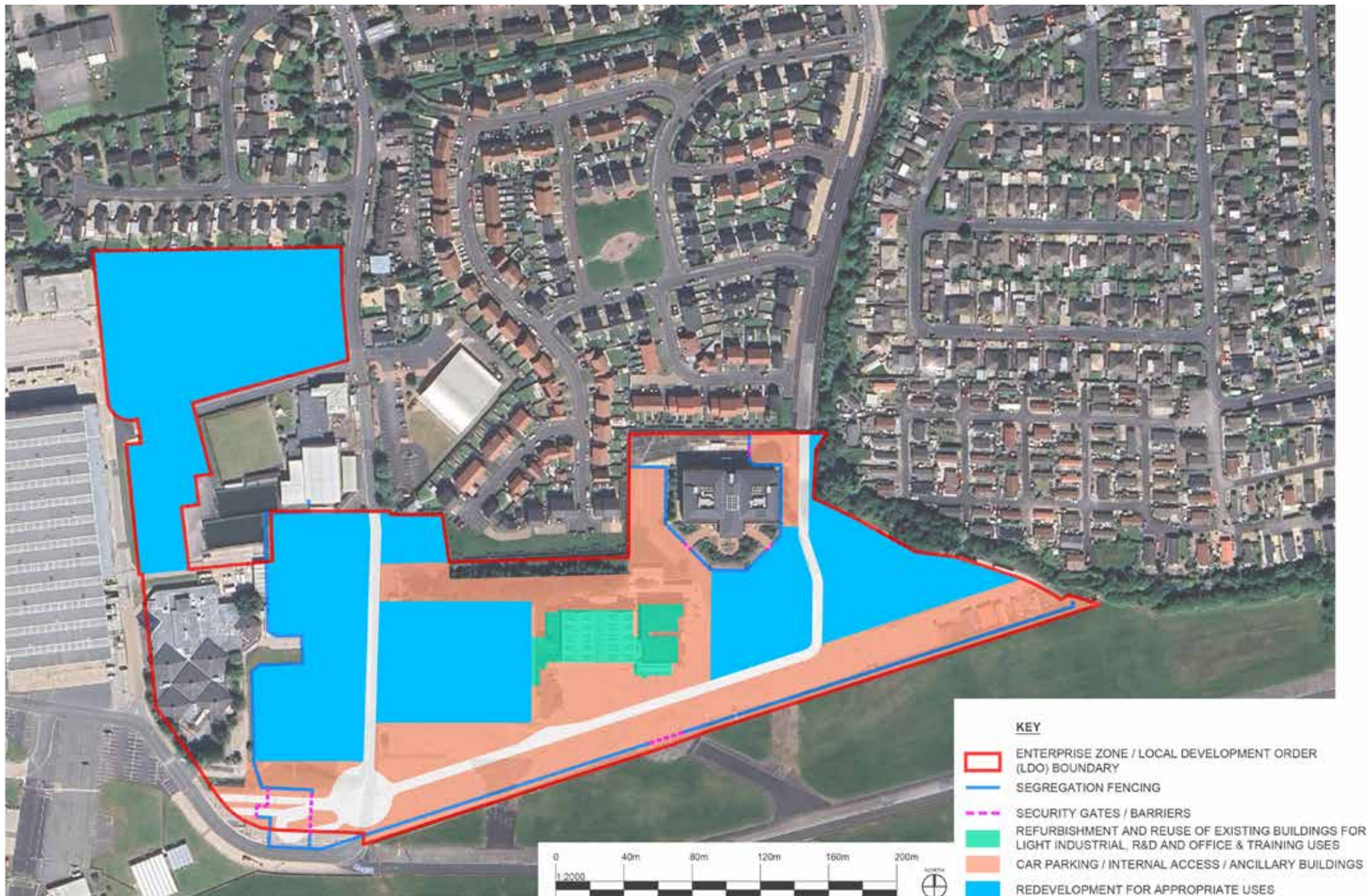
Phasing Strategy

- 3.6** There has been a phased relocation of BAE Systems' activities on the site as the company has found the necessary space elsewhere. This process and the building refurbished programme has had an impact on the phasing of development within the site.
- 3.7** The anticipated sequence of new development is shown on the Phasing Strategy Plan. This will be regularly reviewed to ensure that land and infrastructure is being made available to meet the needs of potential investors and occupiers.
- 3.8** The Phasing Strategy Plan shows (as the first stage of development) the group of buildings that have been refurbished for use as a training and education hub.

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Base Position Plan



Land Use & Development Plan

Infrastructure Delivered Through the 2014 Masterplan and 2015 LDO

3.9 The adopted 2014 masterplan which supported the 2015 LDO provided the framework for the delivery of a number of activities at and around the Phase One site over the past nine years.

3.10 The have included:

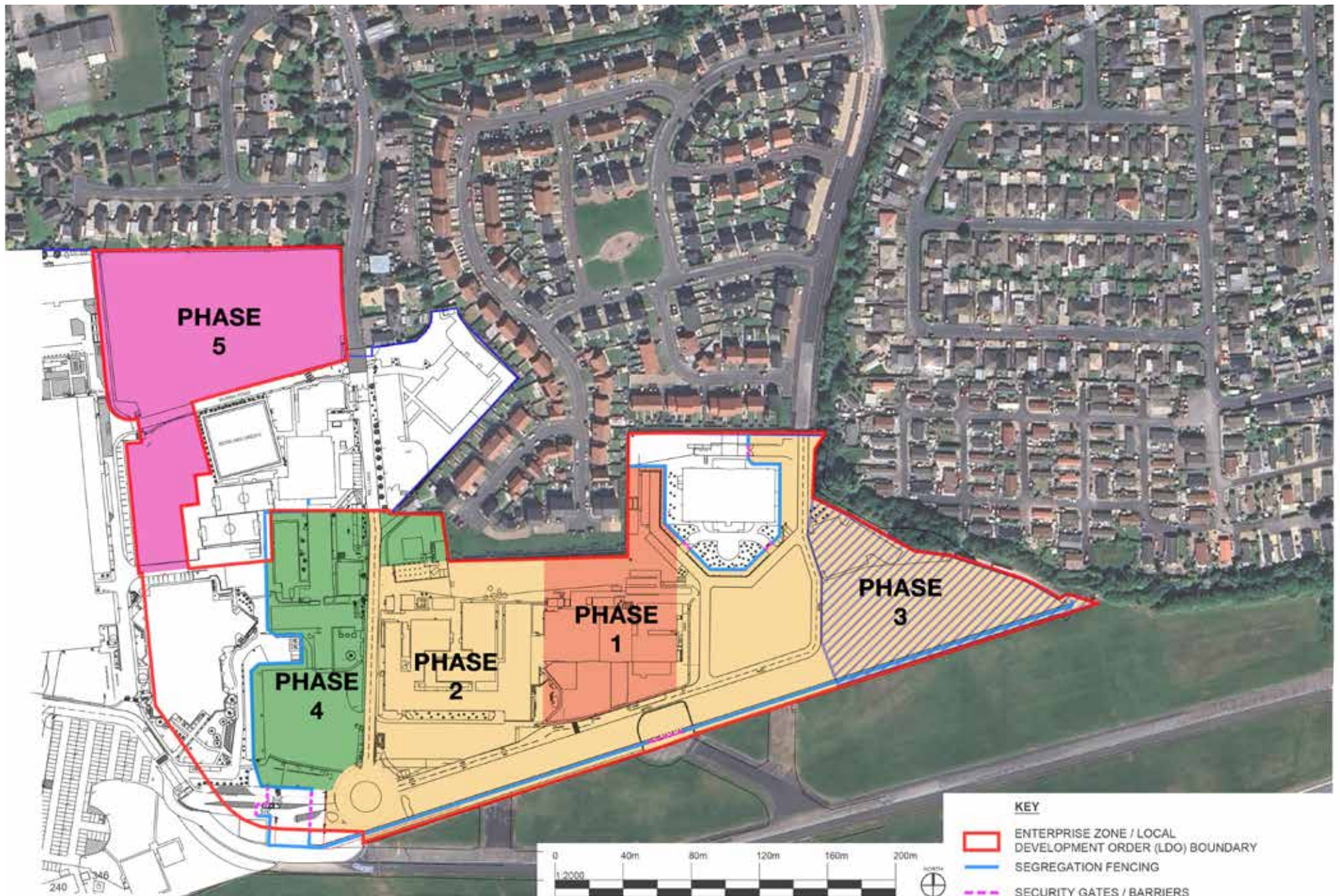
- The completion of Typhoon Way which provides direct access to the site from Lytham Road at a new traffic signal-controlled junction.
- The redevelopment of the former factory to the north of the site for housing (served off Typhoon Way).
- Planning permission for the installation of new fencing, security gates, a security barrier and gate house together with changes to access infrastructure (the “segregation works”).
- The comprehensive refurbishment of some existing buildings to provide modern accommodation for education, testing and collaboration purposes (shown shaded green on the Base Position Plan).

Security Strategy

3.10 Security is of utmost importance to ongoing BAE Systems’ operations. Additionally, enquiries from interested parties wishing to be located at the EZ highlight security as a key consideration and a key benefit of being located at the Warton EZ. A secure Phase One EZ boundary has been designed and approved by Fylde Council (planning application ref: 24/0304) along with a new secure access to the operational aerodrome. These “segregation works” are underway and will facilitate the use of the EZ by third party interests.

3.11 Following on from the “segregation works” it is the intention to bring Typhoon Way into use as the primary access to both the EZ and the operational aerodrome. Once this takes place, Mill Lane will experience fewer traffic movements as traffic approaching from the highway network to the west and east of Warton will be directed to the site along Typhoon Way.

3.12 The location of the new security lodge and gates is shown on the Land Use and Development Plan. This provides an appropriate secure entry point to the BAE Systems operational site. A long linear access road adjacent to the southern boundary of the EZ site provides visibility for security staff as well as a long road length for queuing traffic. At peak times there is capacity along this primary access road for traffic to wait (off the public highway) as it approaches the secure entry to the operational aerodrome.



Phasing Strategy

4.0 Broad Framework for Design

The overall objective of the framework is to establish a distinctive, attractive and functional working environment for the development of individual plots.

Development Framework

4.1 The principal objectives of the development framework are:

- The creation of attractive, contemporary 'gateways' at access points and at individual plot entrances, providing a distinctive and recognisable identity for the Enterprise Zone as a whole.
- To provide high quality developments which strive to achieve high standards of sustainability, throughout construction, operation and the life cycle of the property.
- Improvements to the appearance and setting of existing buildings to be retained.
- The provision of a high quality public realm, including substantial appropriate tree and shrub planting, repaving and contemporary lighting (subject to CAA licence requirements).
- The provision of a safe and efficient circulation network for pedestrians and cyclists as well as vehicles whilst taking into account any restrictions at the neighbouring operational aerodrome).

Design Principles

4.2 The design quality objectives for each plot are:

- Buildings and plot layouts should relate to their neighbours.
- Buildings and plot layouts should make a positive contribution to the public realm.
- Use of planting and materials around new development should be consistent with the identity and approach established in the public

realm.

- The style of buildings should be appropriate to their function.
- Access to new development for persons with disabilities should be a high priority. Proposals need to comply with the Equality Act 2010 (as amended), to cater for disabled people, whether physically or mentally impaired.
- Graphic identity and signage should be incorporated into building facades.
- Designs should respect designated plot boundaries, access routes and perimeter landscape.
- Landscape design should be in accordance with planting principles and the use of native species.
- Any negative impacts on the ecological diversity of the site must be mitigated.

Building Design

4.3 In terms of building design the overall aim is to ensure that all units, while adapting to the specific requirements of their use and plot characteristics, maintain a recognisable consistency in form, cladding, materials and colour through the Phase One site.

Plot Heights

4.4 The heights of new buildings on the site are restricted by CAA licence and also the height restrictions imposed by Fylde Borough Council within the Local Development Order. These restrictions effectively constrain development in a zone running parallel with the aerodrome and immediately adjacent to adjoining residential areas as shown on the Heights Plan.

4.5 Beyond the "no development zones" there are height restrictions (parallel to the aerodrome) from 10m to 17m (the highest building on the site).

4.6 Adjacent to the residential areas the height restrictions zones are tighter.

4.7 Where existing buildings are being retained there may be instances where they do not comply with the height restrictions. However, because they are existing, this is considered to be acceptable. An indicative heights plan is shown overleaf.

4.8 A more detailed plan, showing height zones in close proximity to site boundaries is included in Appendices 6 to 8 of the 2025 LDO. As shown on those plans, the height of buildings within plots adjacent to residential areas (those in the 7-14 m zone shown on the adjacent Heights Plan) will gradually reduce to 7m in height, as follows:

- Between 40m and 44m of the boundary with residential areas no building shall exceed 14m in height.
- Between 36m and 40m no building shall exceed 13m in height.
- Between 32m and 36m no building shall exceed 12m in height.
- Between 28m and 32m no building shall exceed 11m in height.
- Between 24m and 28m no building shall exceed 10m in height.
- Between 20m and 24m no building shall exceed 9m in height.
- Between 16m and 20m no building shall exceed 8m in height.
- Between 12m and 16m no building shall exceed 7m in height.



5.0 Landscape Strategy

The Masterplan provides an opportunity for creating landscape corridors that connect with existing green infrastructure assets such as Pool Stream and the aerodrome.

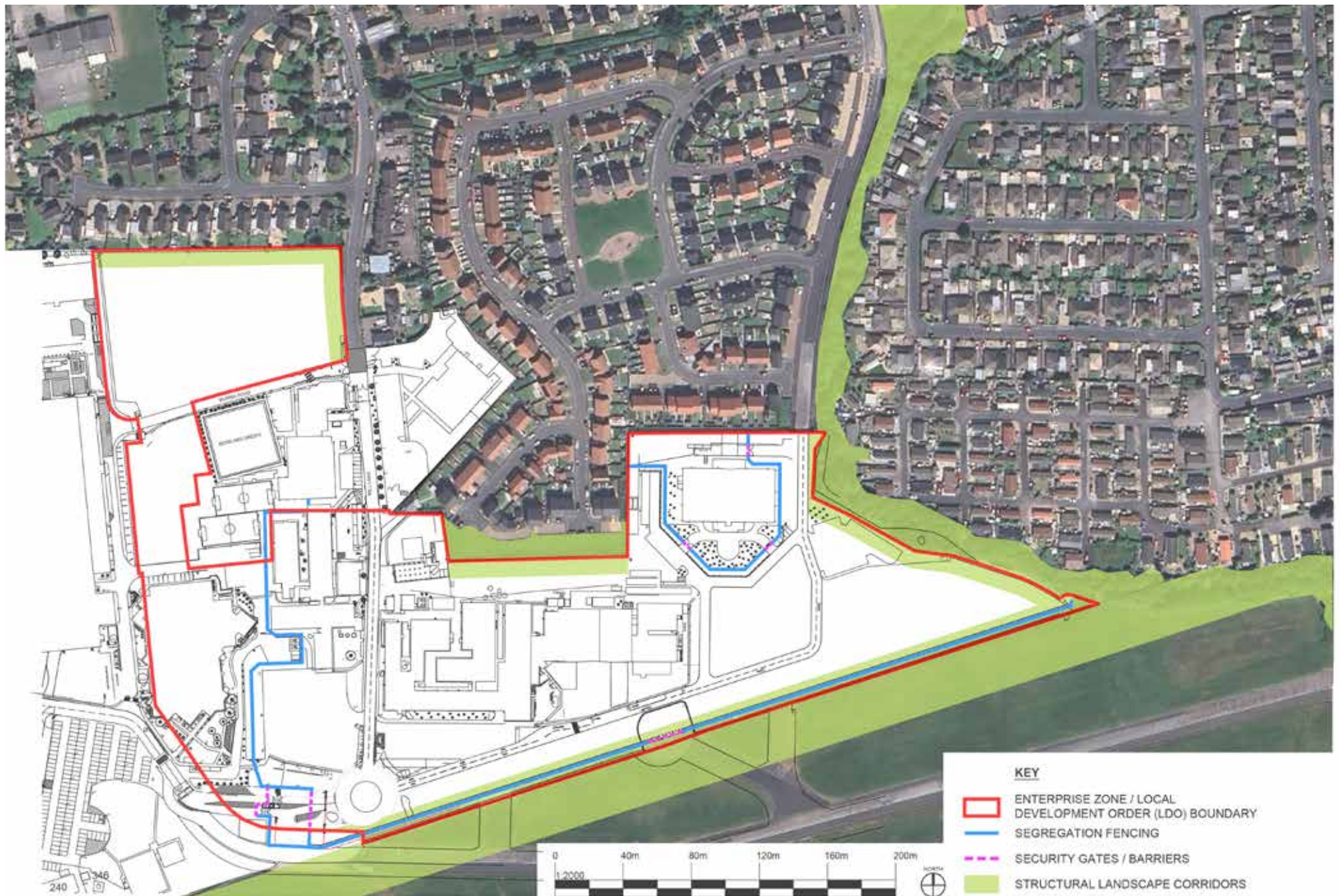
Structural Landscaping

- 5.1** There is little in the way of structural landscaping on the Warton EZ Phase One Site. There are some trees, grassland around buildings and an area of scrub. Much of this may be lost during the infrastructure and redevelopment works. However, there is an opportunity to create a more robust landscape framework within the site. There are also opportunities to link the landscape within the site to existing wider landscape assets such as the Pool Stream corridor.
- 5.2** There is a need to ensure that the proposed landscape for the site is aligned with the wider site's strategy for managing wildlife and Foreign Objects Debris (FOD). This strategy is primarily to safeguard the operation of the aerodrome.
- 5.3** The key elements of the landscape strategy are:
- Landscape treatment of trees along boundaries adjacent to residential areas.
 - In respect of the eastern boundary of the site this will connect with the landscape along Pool Stream.
 - In respect of the northern boundary of the site, this will functionally link to and compliment the existing landscaping to the rear of houses on the southern side of Dakota Drive and Mustang Close.
 - Planting along the key road corridors within the site which will be mainly grassland although could also include shrub and tree planting.
 - Open spaces around buildings to provide an appropriate setting to these buildings.

- 5.4** The Structural Landscape Plan shows the areas where structural planting should be either strengthened or introduced.

In-Plot Landscaping

- 5.5** There may also be opportunities for additional landscaping and amenity planting within development plots. Such opportunities are not shown on the Structural Landscape Plan, but will be identified as proposals for individual plots come forward.
- 5.6** Landscaping within plots should compliment the site-wide structural landscaping. It should be an integral part of plot design, softening the built form and hard surfacing (such as car parking) associated with the development.
- 5.7** Planting around buildings and to the front of plots should provide an attractive boundary between public and private realms.
- 5.8** As with the structural landscape, native planting should be used, but it is important that this aligns with the site-wide strategy for managing wildlife and FOD.
- 5.9** Areas for public congregation and seating should be considered, where appropriate, and their design should complement and enhance the built-development and landscaping of the site.
- 5.10** Additional fencing within and on the boundaries of plots should be kept to a minimum, and only used where necessary (i.e. for storage, security or safety reasons).



Structural Landscape Plan

6.0 Access Strategy

A full Transport Assessment (TA) was undertaken in relation to the proposed residential development on the former factory site to the north of the Phase One EZ and to the west of Typhoon Way. This TA was dated July 2012 (the “2012 TA”). This has informed the Access Strategy. Additional traffic surveys have been undertaken in November 2024 to identify any changes in the use of the surrounding highway network.

- 6.1** In relation to the 2012 TA, detailed consultations were held with BAE Systems in order to understand the implications of development at the EZ on the security restrictions that surround the aerodrome site. These security restrictions prevent general traffic from making use of the existing security gates and so a dedicated access into the EZ site was deemed important. It was clear that even if the security gate at the Mill Lane entrance were relocated southwards into the heart of the EZ area, the junction of Mill Lane with Lytham Road would not be capable of accommodating both the existing BAE Systems’ traffic and that associated with the EZ. A separate access road would therefore be required to provide the necessary capacity.
- 6.2** As the most significant volume of traffic approaches Warton aerodrome from the east the logical location for a new access into the EZ was on the eastern side of Warton to avoid drawing more traffic through the centre of the village.
- 6.3** Additionally, a new eastern access would help to remove a significant volume of existing BAE Systems’ traffic from the Mill Lane access. This would further benefit traffic conditions through the centre of Warton.

6.4 It was therefore determined that the preferred access strategy would be as follows:-

- Relocate the Mill Lane security gate to the south-eastern corner of the retained aerodrome site / south-western corner of the Phase One EZ land.
- Provide a new signalised access onto Lytham Road to serve the proposed residential development on the former factory site.
- Extend the residential access road through the former factory site along its eastern boundary into the Enterprise Zone to the east of the existing three-storey office building.
- Downgrade the Mill Lane approach into the EZ through potential pedestrian improvements at the junction with Lytham Road.

2025 Position

- 6.5** The access strategy for the site has not changed since the 2014 Masterplan. Additional traffic surveys were undertaken in November 2024. These surveys have concluded that the Phase One Enterprise Zone development can still be accommodated without the need for additional mitigation measures above those proposed in the 2012 TA. The access strategy originally proposed in the 2014 Masterplan therefore remains appropriate.
- 6.6** Key parts of this new access approach are now in place. Typhoon Way and the signal-controlled junction onto Lytham Road have been constructed.
- 6.7** Changes to the lanes and traffic lights at the Lytham Road / Typhoon Way junction are still required. These changes will involve the existing left hand lane for west-bound traffic on Lytham Road becoming a “left turn only” lane. The junction will be updated when the Typhoon Way access into the Enterprise Zone is opened.

6.8 The repositioning of the secure point of access into the aerodrome has been designed and has gained planning permission (planning application ref: 24/0304).

6.9

The new access and security gates are shown on the plans within this Masterplan.

Travel Planning

- 6.10** Each development within the Phase One Enterprise Zone that exceeds National Travel Plan Thresholds will be required to produce an individual travel plan that sets out measures and realistic targets for improving travel by sustainable and active travel modes.
- 6.11** BAE Systems will take on a role as overall Travel Plan Coordinator for the Phase One Enterprise Zone. In this role it will monitor the individual travel plans to ensure compliance.

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7.0 Typhoon Way

New Junction off Lytham Road into Typhoon Way

7.1 The signalised access onto Lytham Road (Typhoon Way) provides increased capacity for the right turn out towards Preston. It also provides a dedicated left-turn lane from the east. As referred to above, whilst the junction has been already been created, the left hand land of the west bound carriageway of Lytham Road will be turned into a dedicated “left turn only” lane once the Typhoon Way entrance to enterprise zone opens to traffic.

7.2 The Typhoon Way junction also improves the capacity of the westbound exit from the Freckleton Bypass roundabout and enables the westbound approach traffic to dissipate across two lanes, rather than one, on entry to the terminal roundabout on the Freckleton Bypass.

7.3 All Enterprise Zone traffic, whether from the west, north or east, will be signed into the EZ via Typhoon Way. EZ traffic will be expected to enter the site predominantly via Typhoon Way. New highway signage on or close to the Typhoon Way junction for this purpose would be permitted development under the Town and Country Planning (Control of Advertisement) Regulations 2007 (as amended).

Proposed Gateway to the Phase One EZ Site

7.4 The point of access to the Phase One EZ is at the interface of Typhoon Way and the original secured boundary. At this location there will be no security checks to ensure a reasonably unimpeded flow of traffic into the EZ and, beyond, to the new security gate into the aerodrome

Internal Access Routes

7.5 The indicative internal highway layout has been configured to accommodate the predicted traffic flows associated with the EZ and the operational aerodrome. The east-west connection between the extension of Typhoon Way and the security gate to the aerodrome terminates in a roundabout which provides a link to Mill Lane as well as acting as the threshold to the secured aerodrome.

7.6 Signage will be used within the Enterprise Zone site to direct traffic to leave the site via the Typhoon Way exit.

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8.0 Design Code

8.1 The design code aims to outline the vision and objectives which BAE Systems has developed for the Warton EZ Phase One Site. It provides a framework for potential occupiers within which to plan and design development on individual plots.

8.2 The aim of the design guidance is to balance the need for flexibility in the design of units and plot layouts, responding to the diverse requirements of occupiers, with the desire to achieve a high degree of coherence and continuity within the site and to ensure that the development of individual plots does not conflict with the high quality of the public realm works.

8.3 It also provides the basis for ensuring that the plots are developed in line with current best practice with regards to planning and sustainability issues.

Objectives

8.4 The overall objective is to establish a distinctive, attractive and functional working environment and to ensure that the development is sustainable. The principal objectives are:

- The creation of attractive, contemporary 'Gateways' at access points to the EZ and at individual plot entrances, providing a distinctive and recognisable identity for the Enterprise Zone as a whole.
- To provide high quality developments which strive to achieve high standards of sustainability, throughout construction, operation and the life cycle of the property.
- Improvements to the appearance and setting of existing buildings to be retained.
- The provision of a high-quality public realm, including substantial appropriate tree and shrub planting, repaving and contemporary lighting (subject to CAA licence requirements).
- The provision of a safe and efficient circulation network for pedestrians and cyclists as well as vehicles.

Design Requirements for Plots

8.5 BAE Systems has established the following overall design quality objectives for plots:

- Buildings and plot layouts should relate to their neighbours.
- Buildings and plot layouts should make a positive contribution to the public realm.
- Use of planting and materials should be consistent with the identity and approach established in public realm, and selected to minimise the impact on the environment.
- The style of buildings should be appropriate to their function.
- Access for persons with disabilities should be a high priority. Proposals need to comply with the Equality Act 2010 (as amended), to cater for disabled people.
- Graphic identity and signage should be incorporated into building facades.
- Designs should respect designated plot boundaries, access routes and perimeter landscape.
- Landscape design should be in accordance with planting principles and the use of native species.
- Any negative impacts on the ecological diversity of the site must be mitigated.

Design Guidance

8.6 The following principles will be taken into account in the design of buildings and plots within the Warton EZ:

8.6.1 Plot Layout – Design in line with principles of ‘Secure by Design’ guidance to incorporate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development. Design aspects to be addressed include: plot boundaries, loading and servicing, parking provision, access and circulation.

8.6.2 Building Design – The aim is to create a recognisable consistency in form, cladding materials and colour throughout the EZ whilst allowing for specific occupier requirements for use and function. Design aspects to be addressed include: materials, building orientation, entrances, form and elevations, building heights and roof structures, ancillary buildings and structures and colours.

8.6.3 Hard and Soft Landscaping – The aim is to create an attractive, functional and consistent public realm environment. Design aspects to be addressed include: planting, paving and kerbs, signage, fencing and walls and lighting.

8.6.4 Sustainability – The aim is to create a sustainable form of development with minimal environmental impact. This can be done through a range of measures:

- Energy – Provision of appropriate renewable energy technologies to produce the required energy needs on site. Additionally measures to reduce energy demand will also be investigated and employed where appropriate. Modern methods of construction and rigorous application of Building Regulations will be

employed in tandem to enhance the efficiency and sustainability of new buildings.

- Water – Consumption to be minimised through the specification of efficient sanitary fittings and where possible rainwater capture and grey water recycling.
- Waste – Provision for the storage and collection of recyclable waste.
- Drainage – The provision of sustainable urban drainage systems, where feasible, to ensure efficient and effective drainage as well as create habitats and promote biodiversity.
- Health and Well-Being – Design considerations for those using the buildings including daylight, providing views out, indoor air quality, ventilation and thermal comfort should be taken into account.

8.6.5 Car Parking – Car parking will be provided in accordance with Fylde Borough Council’s Provision of Car Parking on New Development Supplementary Planning Document (SPD). This includes provision of electric vehicle charging infrastructure for staff and visitors to meet the required standards in the SPD.

10.0 Construction Management Plan

10.1 A Construction Management Plan (CMP) will be prepared for the construction of the new access roads within the Enterprise Zone serving both existing and new premises. The CMP will support the implementation of the internal road system in accordance with the approved masterplan.

10.2 The formal CMP will be prepared at pre-tender stage and submitted to the Local Planning Authority for approval.

10.3 The CMP (prepared by the appointed contractor) for these works must provide the following basic information to the Local Planning Authority:

- Scope
- Construction start/completion dates
- Proposed hours in which vehicles will arrive and depart
- Local access arrangements for vehicles
- Banksman/Road Marshall
- Proposed routes for vehicles between the site and the strategic highway network
- The vehicles, plant and equipment to be used during the works
- Parking and loading arrangements
- Temporary traffic management orders
- Details of any hoardings
- Details of how pedestrian and cyclist safety will be maintained
- Management of traffic to reduce congestion
- Control of dirt and dust on the public highway
- Details of consultation with local businesses or neighbours
- Working group and other measures to reduce the impact of the site
- Fuel consumption
- Records

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11.0 Overview of Services and Utilities

Assessments have been undertaken to understand the scope and nature of utilities requirements including water, drainage, electricity, gas and telecoms necessary to deliver the Warton EZ Phase One site at Warton.

Water Network

- 11.1** The Phase One EZ will be served by the existing water supply network.

Drainage

- 11.2** As with the 2014 Masterplan and the 2015 LDO, surface water runoff from development within the Enterprise Zone will be discharged into the Pool Stream. The 2025 LDO contains a condition that requires the submission of drainage schemes for each plot to the local planning authority. Such details will include an agreed discharge rate and any on site attenuation where needed if surface water runoff would exceed the agreed discharge rate.
- 11.3** Attenuation facilities will be located within the development plots, utilising measures including detention ponds, underground storage, and permeable paved car parking. Detention ponds store water temporarily during extreme events; it is proposed that they will remain dry for the majority of the time. Permeable paved car parking stores the excess surface water within the stone/hardcore layers that make up the car park construction. Outflow will be controlled by a Hydro-Brake flow control device.
- 11.4** Part of the proposed car park to the east of the site will be allowed to flood during 1 in 100 year storm events to allow excess surface water to be stored on the car park surface.

- 11.5** The majority of the existing surface water drains can be re-used for the proposed development. All of the three existing outfalls to the Pool Stream will be re-used.

- 11.6** The foul drains from the existing buildings will remain unaffected by the proposed works in the EZ. All of the existing foul drains and their respective connections to the United Utilities combined public sewer will be utilised. It is understood that there is capacity in the system to accept the foul flows from the proposed buildings.

Electrical Network

- 11.7** The basis of the electrical strategy is to maintain the integrity of BAE Systems' High Voltage and Low Voltage network whilst constructing a new distribution network for the Enterprise Zone.
- 11.8** The Point of Connection previously provided by ENWL is on the 6,600kV network which is currently located on Mill Lane.

Gas Network

- 11.9** The gas strategy is to maintain the integrity of BAE Systems' Medium Pressure and Low Pressure network. A preliminary peak hourly load of 22,600 kWh has been applied to the Enterprise Zone. National Grid Gas has confirmed that the requested load is available at Medium Pressure from their existing main located on Mill Lane.

Telecoms

- 11.10** Buildings within the Phase One Enterprise Zone will be served by superfast broadband.

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12.0 Conclusion

- 12.1** The purpose of the Warton EZ Phase One masterplan is to create a flexible and deliverable framework that can respond to a variety of development and user demands. As user requirements arise, development opportunities can be provided that are grounded within the existing and proposed infrastructure.
- 12.2** The masterplan takes into account the constraints imposed within the Local Development Order and site constraints such as highways, utilities, ecology, drainage and ground conditions.
- 12.3** The development of the EZ Phase One site provides a significant opportunity to improve the security arrangements into this part of the aerodrome and deliver improvements around peak traffic flows into and out of the site.
- 12.4** Existing infrastructure has been used for the Phase One site development (the re-purposing of existing buildings). New internal access roads and car parks located on existing hard standing areas will form a key infrastructure improvement. Internal circulation routes will connect with Typhoon Way (and, in turn, to Lytham Way) and to the southern end of Mill Lane.
- 12.5** The report is to be used as a working document. The development of the EZ Phase One site should be monitored and reviewed to ensure a coherent strategy is progressed. The masterplan provides a robust framework for individual proposals. However, as development progresses the masterplan may need to be refined to check the integrity of the framework and to ensure that ongoing operations of BAE Systems are maintained.

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