

RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PLANNING & DEVELOPMENT COMMITTEE

Agenda Item No.

meeting date: THURSDAY, 16 JANUARY 2014
title: SAMLESBURY ENTERPRISE ZONE PROPOSED MASTERPLAN AND LOCAL DEVELOPMENT ORDERS
submitted by: DIRECTOR OF COMMUNITY SERVICES
principal author: JOHN MACHOLC – HEAD OF PLANNING SERVICES

1 PURPOSE

- 1.1 To update Members of the progress in relation to the consultation process of the proposed Masterplan and Local Development Order at Samlesbury.
- 1.2 Relevance to the Council's ambitions and priorities:
 - Council Ambitions – To support economic growth and delivery of employment land throughout the borough.
 - Community Objectives – To support a vibrant economy.
 - Corporate Priorities – To be a well run and efficient Council.
 - Other Considerations – None.

2 BACKGROUND

- 2.1 Members will be aware that a report was taken to Planning and Development Committee on the 10 October 2013, to update Members in relation to the Masterplan and the Local Development Order following a previous report on the 26 September 2013, in which Committee resolved to endorse the consultation procedure in relation to the proposed Masterplan and accept the strategic principles of the document.
- 2.2 Following consultation which also included a well attended public meeting on the 12 November 2013 at the Canberra Club, Samlesbury, numerous observations have been received with the main issues of concern relating to highway matters and residential amenity.
- 2.3 As agreed South Ribble Borough Council have collated all the objection letters and have identified 64 responses. Individual letters of representations are available to inspect and Members are asked to contact Head of Planning Services for further details.

3 ISSUES

- 3.1 The consultation period has lapsed in relation to the Masterplan and it is clear that concern has mainly been expressed in relation to highway matters. Lancashire County Council has been fully briefed of the concerns and is of the opinion that the document, in its current form, is acceptable and would not significantly impinge on highway safety. It is important that the document is not unduly restrictive to prevent development taking place and balances the need to address any highway and residential amenity concerns. I am of the opinion that the document and the associated Local Development Order fulfils this duty.

- 3.2 In assessing the observations the views of County Council have been sought who have made the following representation.

Existing Highway Improvements

The development of a site of this size and strategic importance will influence the operation of the surrounding highway network and in particular the route from the M6 Junction 31 to the Samlesbury Enterprise Zone (EZ). Assessment of the key junctions has been undertaken for a series of scenarios supported by the use of industry standard propriety junction assessment software. This has resulted in the identification of highway improvements on the existing network principally at the M6 Junction 31 and the 'Swallow' junction and on their approaches to allow the continued safe and effective operation of the highway network. Also link capacity and usage along key sections of highway close to the EZ has also been reviewed and analysed.

Access into the EZ was investigated as part of the Transport Assessment (TA), and access locations have been included in the EZ Master Plan on the A59 and on the A677 as these were identified as being the most appropriate. Factors such as land ownership, scheme delivery, ecological issues, highway operation, surrounding road network, network constraints, land constraints (within BAE Systems), efficient routing (to/from and within), sustainable connectivity to the existing built environment, geometry, safety and phasing were considered in supporting the appropriate access locations and the timing of their delivery. The design of the proposed signalised junctions is based on best practice and LCC officers detailed knowledge and expertise regarding signal controlled junctions.

Traffic Flows

Estimates have been made of the traffic that will be generated by the EZ during the AM and PM peaks. By undertaking traffic surveys during the first week of July 2013, existing traffic flow data was collected and peak hour periods have been identified as being 0730 – 0830hrs and 1700 – 1800hrs.

Generated traffic flows for the EZ are determined using TRICS database, which is industry standard computer software. Traffic flow estimates for each peak include both inbound and outbound movements and are based on a number of parameters for example scale (Gross Floor Area)/parking provision/employees, land uses (individual and or mix), region, location, accessibility levels per transport mode, time of survey (year/month/weekday/weekend), Travel Plan etc. Phase 1 of the EZ consists of 79,533m² GFA and Phase 2 is 146,820m² GFA.

The traffic flows associated with BAE Systems used in the TA are the expected number of trips in 2016 including the number of trips generated from the additional BAE Systems development that has been previously approved at the site (committed). The background traffic on the highway network (i.e. traffic that is not from BAE Systems or the proposed EZ) has also been factored to represent a future year (traffic growth) using appropriate software/datasets (Tempo Version 6.2 using NTEM 6.2 dataset). The analytical approach undertaken satisfies national guidance.

A59

The use of the highway and transport networks both locally and nationally have evolved over time to cater for increased demand. The A59 is a strategic route but it also caters for local traffic movements. This road is an example of a highway that has changed over

time and has had a number of changes/upgrades provided within the constraints of the corridor. The A59 can be accessed by numerous major/minor junctions and also via private access points along its entirety and at times the volume of traffic can result in delay to those vehicles making entry onto the route. When considering the operation of an access/junction it is important to consider all influences including expected level of use (all movements), layout, visibility, delay, safety and other impacts both upstream and downstream of the proposed development. These elements were included in the junction development in line with good practice.

With regard to existing rat running along local roads, it is considered that this is predominantly where drivers are familiar with local short cuts and through routes travelling to/from the vicinity. A review of the accident data that has been reported along these mainly unclassified routes has not shown any areas where there have been significant accident numbers or areas where the number of accidents recorded exceed the national average for roads of this type.

However, as part of the monitoring of traffic flows at the new access on the A59 (linked to trigger points) LCC will be monitoring a number of local access points, such as Wood Brow and those around Huntleys / Boddington Arms, to gauge the number of vehicles using the lanes during peak hour periods and the opportunities that vehicles have to exit. This information then can be utilised with that highlighted above to ensure that opportunities to access from / egress to the A59 can be made safely with the EZ.

Proposed EZ Access to A59

The proposed A59 access into the EZ will be a new signalised junction consisting of the following;

- separated single right turn lane into the site access;
- double right turn lanes with a single left turn lane exiting the site access;
- separated single left turn lane into the site access;
- bus stops to LCC Quality Bus Standard on each side of the A59 adjacent to the proposed EZ access;
- advisory on-road cycle lanes, joint use footways and advanced stop lines at the mouth of the access;
- Toucan crossings and textured surfacing and paving for pedestrians; and
- a series of buried 'loops' will inform the traffic signals of vehicles wishing to enter or exit the A59 from the properties located to the north of the EZ access, and allow safe and timely signal controlled access.

Planning permission has been sought for this access as the provision of it requires a short section of 'new highway' between the A59 and Myerscough Smithy Road (MSR), which under the Planning Act requires planning permission to be obtained. All traffic that currently uses Gate 3A to access BAE Systems will need to use the proposed EZ A59 access or the existing BAE Systems A59 access. MSR will remain open for access to existing property and businesses from the existing mini roundabout and it is planned to allow pedestrian and cyclist access into the EZ along this link. Detailed consideration of the proposed cycle routes and consultation with local cycle user groups will be undertaken during the detailed design stage. Consideration will be made to the introduction of Traffic Regulation Orders along this stretch of highway to restrict waiting, therefore discouraging car parking in this area.

It is not possible to provide access from the new access to MSR for safety reasons. A junction with MSR onto the new access would be too close to the A59 to allow drivers

sufficient time to react to any vehicles undertaking the manoeuvre into or out of MSR, introducing a significant risk in collision disproportionate to any advantages gained in providing access.

Access into the EZ has been planned to commence from the A59 as this is how the EZ is expected to be built out, with easy access to existing infrastructure. As the development of the EZ continues to the south of the site, the internal link roads will be developed with eventual connection using a spine road to an A677 access. The construction of the A677 access is in the Master Plan and should be in place prior to 2023 but this will be dependent on the success of the EZ (linked to appropriate trigger point to ensure it is delivered prior to it being required). Representations made do include support for the Master Plan and associated highway changes.

Timing of Planning Applications for Proposed EZ Access to A59 (03/13/0852 and 07/13/0660)

Delivery of the proposed new access (planning application) is critical for delivering the aspirations of the Samlesbury EZ site in a timely manner. A planning permission has to be in place prior to the commencement of development. Local Infrastructure Fund (LIF) support is available to construct the new access. LIF is a commercial loan that has been secured from Government, which has to be applied in a viable way and in a way which endeavours to secure the best value for money. These considerations have driven the timetable for submitting the planning application.

The A677 is also an important route leading to the north and west of Blackburn and surrounding villages from the M6. As with the A59, the A677 also caters for local traffic, and can be accessed by numerous major/minor junctions and also via private access points along its entirety, and at times the volume of traffic can result in delay to those vehicles making entry onto the route.

The operation of the local network was considered including level of use (all movements), its layout, constraints, delay, safety and other impacts to support the operation of a new access on this corridor (as per the approach adopted for the A59 access). A review of the accident data that has been reported along this route has not shown any areas where there have been significant accident numbers or areas where the number of accidents recorded exceeds the national average for a road of this type and speed. It is important that a route has a speed limit consistent with its environment, however the introduction of a signalised junction can result in the natural slowing down of traffic along a route, and advance warning signs will be erected to advise drivers of the construction of the new access. All junction designs will be subjected to comprehensive safety auditing.

Proposed EZ Access to A677

The site of the proposed A677 EZ access is the site of the existing gated access where it is proposed to construct a new signalised junction consisting of the following;

- three lane approach on the western approach to the junction (with cycle facilities), with a separated single left turn lane into the site access;
- separated single right turn lane into the site access;
- fully signalised single right turn lane with a single left turn lane exiting the site access;
- bus stops to LCC Quality Bus Standard on each side of the A677 adjacent to the proposed EZ access;

- advisory on-road cycle lanes, joint use footways and advanced stop lines at the mouth of the access;
- Toucan crossings and textured surfacing and paving for pedestrians; and
- bus stop lay-bys on each side of the A677 adjacent to the access.

LCC will not require planning permission to construct this access as its provision requires only widening the existing highway to meet the internal roads which will have planning consent under the Local Development Order (LDO). LCC can undertake this provision under its powers as Highway Authority under the Highways Act.

Existing infrastructure and utilities are largely north of the disused main runway. The proposed A677 EZ access is in Phase 2 of the Master Plan because development of the site will be generally from the A59 southwards. This is to maximise the use of existing infrastructure and utilities that service the BAE Systems operations.

Trigger Points

A series of trigger points have been identified through the TA and the use of transport modelling to indicate when the southern A677 EZ access and improvements to the highway network will be required. These trigger points were based on the number of additional trips generated by the EZ that are projected to arrive/depart during the AM peak. The expected trips generated by the EZ between 2016 and 2023 have been linearly added to the traffic flow on the network (which includes flows from background growth and committed development), and a figure of 1236 two way vehicle trips has been calculated as being the trigger point for when the proposed A59 access will be at capacity and a second access into the EZ will be required. The operation of the proposed A59 EZ junction will be continually monitored by LCC, and the southern access will be constructed and operational in advance of the A59 EZ access operation being compromised through capacity issues.

Construction Period

Construction traffic will solely use the proposed EZ accesses only. This will be a condition in the written contractual agreement with agreed penalties for non-compliance. It will also be contractually prevented from using sensitive routes such as Branch Road. Additionally, conditions such as acceptable working hours and cleaning of the highway will constitute part of the contractual agreements that will be monitored by the County Council.

Mellor Brook Village and Branch Road

Using a distribution of the EZ trips similar to that of the existing BAE Systems traffic it has been determined that during Phase 1 of the EZ approximately 3% of the EZ trips will travel along Branch Road during the peak hour periods. LCC will consult and work with the residents of Mellor Brook village to identify a scheme of measures that the residents of the village consider acceptable to manage movement, and to discourage traffic from using Branch Road as a cut through. For example, future opportunities that may arise as a consequence of the EZ accesses (and linking road) providing an alternative route for large vehicles. Any restrictions considered on Branch Road would need to proceed through its own statutory processes without guarantee of success if valid objections are received.

It is anticipated that 'gateway' treatment could be implemented, and measures along this route and at junctions at either end to change the driver experience to both locals and

the through movement. Changes could include the provision of different carriageway surfacing at specific locations that highlight key points and junctions supported by appropriate road markings, subtle narrowing's on limited sections of wider carriageway and speed indicator devices. Specific changes will be identified through local engagement and consultation.

During Phase 2, it is expected that traffic generated by BAE Systems and the EZ travelling along Branch Road through Mellor Brook village will reduce as will traffic on sections of the A59 in the vicinity of BAE Systems, as traffic approaching from the east or west will be able to directly access the EZ and BAE Systems from the A59 or A677.

Alternative Access Options

The only viable access option to A59 is that proposed in the Master Plan and the subject of planning applications 03/13/0852 and 07/13/0660. Alternative access options at either Swallow Junction and in the vicinity of Huntleys / Myerscough compare very poorly with the access in the Master Plan (summarised in the table below):

Issue	Access - Master Plan	Alternative access options
Green Belt	No impact (not Green Belt)	Impact
Archaeology	No constraints	No constraints
Ecology	Phase 1 survey undertaken – no direct impacts	Huntley Wood BHS (Ancient Woodland) Badger sett and bat surveys required prior to development
Emerging Lancashire Ecological Networks	No impacts	Direct impacts
Landscape assessment: Landscape fabric Visual amenity – general Visual amenity – Green Belt Historic assets and settings	Lesser impact Lesser impact No impact (not Green Belt) No impact	Greater impact Greater impact Impact Impact on Samlesbury Hall and setting
Cumulative effects	Lesser impact	Greater impact
Land Ownership	Public sector	Private sector (multiple ownerships) – major scheme delivery issues if unwilling to sell land for new access road.

Travel Planning

Each business within the EZ will be required to produce a travel plan and appoint a Travel Plan Co-ordinator. Objectives and realistic targets will be set and monitored, in association with LCC, to reflect current best practice and encourage the use of sustainable transport. The travel plan will also advocate the use of appropriate routes for

staff, visitors and deliveries to the EZ. The preparation and implementation of a travel plan will be a condition of site occupation.

Sustainable Transport Measures

Cycling and Pedestrians:

All highway designs and network changes will be subject to safety audits to ensure that designs are safe and effective.

- All main highway links within the EZ will be constructed with shared cycle/pedestrian paths alongside,
- Secure covered cycle parking will be provided at all EZ premises, with shower, changing and storage facilities,
- Signal controlled junctions into the EZ will include pedestrian and cycle crossing 'Toucan' facilities,
- On road cycle lanes will be extended where appropriate,
- A cycle and pedestrian route will be provided for access via Myerscough Smithy Road

Public Transport:

- Initially existing buses will be routed into the EZ where there will be new LCC Quality Bus Stops for public transport (PT) users,
- New bus stops will be located at A59 EZ access and A677 EZ access,
- Bus frequencies will be increased.

Other matters

The number at the start of each response corresponds to the respondent number in the schedule "Samlesbury EZ – Comment Summary by Topic Area".

Visual Impact/Design

The Masterplan includes a Broad Framework for Design. In line with the adopted Local Development Order (LDO), the Masterplan includes controls on building heights.

- 3.3 On the basis of the information contained in the Masterplan, it is accepted that the plan be adopted for use as part of the overall strategic context for future Local Development Orders.

Local Development Order (2) 2013

- 3.4 In relation to the Local Development Order, the consultation exercise expired on the 15th December and there have been 34 representations which cover issues similar to that raised during the Masterplan consultation exercise. Individual letters of representations are available to inspect and Members are asked to contact Head of Planning Services for further details. It is clear that the main issue relates to highway arrangements and in assessing the merits of the objections it is appropriate to take account of the rebuttal comments made in relation to the Masterplan.

Members will be aware that the boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. The consultation draft is appended to this report and also included as a background paper. The LDO will be

active for a period of 10 years from the day of adoption. Upon adoption, the LDO No. 1 (2012) will be revoked.

The purpose of the LDO as included in the document is:

- (1) authorise development within Class b of the Town and Country Planning (Use Classes) Order 1987 as amended insofar as it is for advanced engineering and manufacturing (defined in Schedule A);
- (2) authorise development that is ancillary, complementary or supporting such purposes;
- (3) authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a development of a non-residential education and training centre to be used as a Regional Skills Facility; and
- (4) authorise the development of associated infrastructure:
 - temporary development associated with construction works, if the works are not permitted development;
 - BAE Systems boundary security fences and gates;
 - land remediation (where required);
 - new access to A677;
 - internal access roads;
 - street lighting;
 - cycling and pedestrian routes;
 - vehicle parking;
 - HGV turning areas;
 - foul and surface water drainage infrastructure;
 - utilities infrastructure (telecommunications including superfast broadband, electricity, gas and water), if the works are not permitted development;
 - CCTV and associated masts; and
 - hard and soft landscaping.

As part of the formal process it is necessary for a local planning authority to send a copy of a draft local development order and the statement of reasons relating to that order, including any modifications made to the order or statement, to the Secretary of State:

- (a) as both South Ribble and Ribble Valley are working jointly on this document any alternations resulting from the consultation process will be submitted to the Secretary of State for their consideration. It is upon expiry of the statutory process when the LDO can be formally adopted. This would be subject to the Secretary of State having notified the authority in writing that he does not intend to make a direction under section 61B(1) of the 1990 Act (intervention by Secretary of State); or
- (b) a period of 21 days has elapsed from the date on which the draft was sent to the Secretary of State, and the Secretary of State has neigh notified the authority that the Secretary of State:
 - (i) intends to make such a direction; or
 - (ii) requires more time to reach a decision.

The LDO consultation process has been a joint piece of work between South Ribble and Ribble Valley Council and as such any changes resulting from the consultation process will be sent out to the Secretary of State in due course and prior to adoption of the LDO. As indicated elsewhere in this report the issues are similar to comment received in

relation to the Masterplan process and for the same reasons given when considering the Masterplan it is not considered necessary to amend the LDO and that there are adequate safeguards in the LDO to safeguard highway safety and amenity.

Planning application for new access on to A59 reference number 3/2013/0852

3.4 Members will be aware of the application submitted by LCC in relation to the proposed access point. Ribble Valley Borough Council made representations and expressed concerns and asked for further examination of alternatives. The County deferred a decision and it is anticipated that a decision will be made on the 15th January 2014. It is hoped that this can be reported verbally to Committee.

4 RISK ASSESSMENT

4.1 The approval of this report may have the following implications:

- Resources – The Department is working jointly with South Ribble on the consultation exercise and although there will be a need to attend some public meetings, I consider that the work can be adequately resourced from within the department. Although there are no financial implications as the result of the Masterplan, it should be noted that any subsequent LDO's would result in a loss of planning fees.
- Technical, Environmental and Legal – No implications identified
- Political – The Enterprise Zone is an important designation which has already been supported by the Council and the economic growth of the borough is a key issue.
- Reputation – It is important to meet the timetable in relation to the Government deadline and failure to meet such a timetable could be seen as a poor service.
- Equality and Diversity – No implications identified.

5 **RECOMMENDED THAT COMMITTEE**

5.1 Adopt the Masterplan submitted to the Council for Development Management purposes and used as a strategic context for the site in relation the Enterprise Zone. This is in accordance with the broad principles of the consultation document submitted by Wilson Mason and subject to minor changes as necessary which are delegated to the Head of Planning services. (Appendix 1 of this report) attached to the Committee report on the 10 October 2013 is adopted.

5.2 Authorise the Local Development Order (2013) (Appendix 2 of this report) submitted as a consultation document and subject to minor changes as necessary delegated to the Head of Planning Services and to be submitted to the Secretary of State for their consideration prior to formal adoption.

JOHN MACHOLC
HEAD OF PLANNING SERVICES

JOHN HEAP
DIRECTOR OF COMMUNITY SERVICES

BACKGROUND PAPERS

Planning and Development Committee report 26 September 2013 Agenda item 5 Masterplan and LDO report at Samlesbury Enterprise zone

Planning and Development Committee report 10 October 2013 Agenda item 9 Masterplan and LDO report at Samlesbury Enterprise zone

Planning and Development Committee report 7 November 2013 Agenda item 8 new junction proposal at A59

For further information please ask for John Macholc, extension 4502.

JM/160114/P&D



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

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1.0 INTRODUCTION

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

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

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

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

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

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

1.1.5 Its role and importance is recognised in key strategic priorities for the area and in key delivery mechanisms including the Preston, South Ribble and Lancashire City Deal.

1.2 THE SAMLESBURY SITE

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

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

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

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

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

1.3 PURPOSE OF THE MASTERPLAN

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

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

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

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





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2.0 VISION FOR THE SITE

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

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

2.2 IMPLEMENTING THE VISION

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

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

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

3.0 LAND USE: SITE ZONING, PHASING, INFRASTRUCTURE

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

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

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

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

3.2 THE ENTERPRISE ZONE SITE: PROPOSED USES AND DEVELOPMENT PATTERN

3.2.1 The Enterprise Zone lies to the east and south of the existing BAE Systems site. It is intended that the site would be opened up during Phase 1 at its eastern end via a new entrance off the A59.

The new entrance arrangement would include restricted access from 3.2.2 Myerscough Smithy Road to vehicles. It is then proposed to

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

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

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

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

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

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

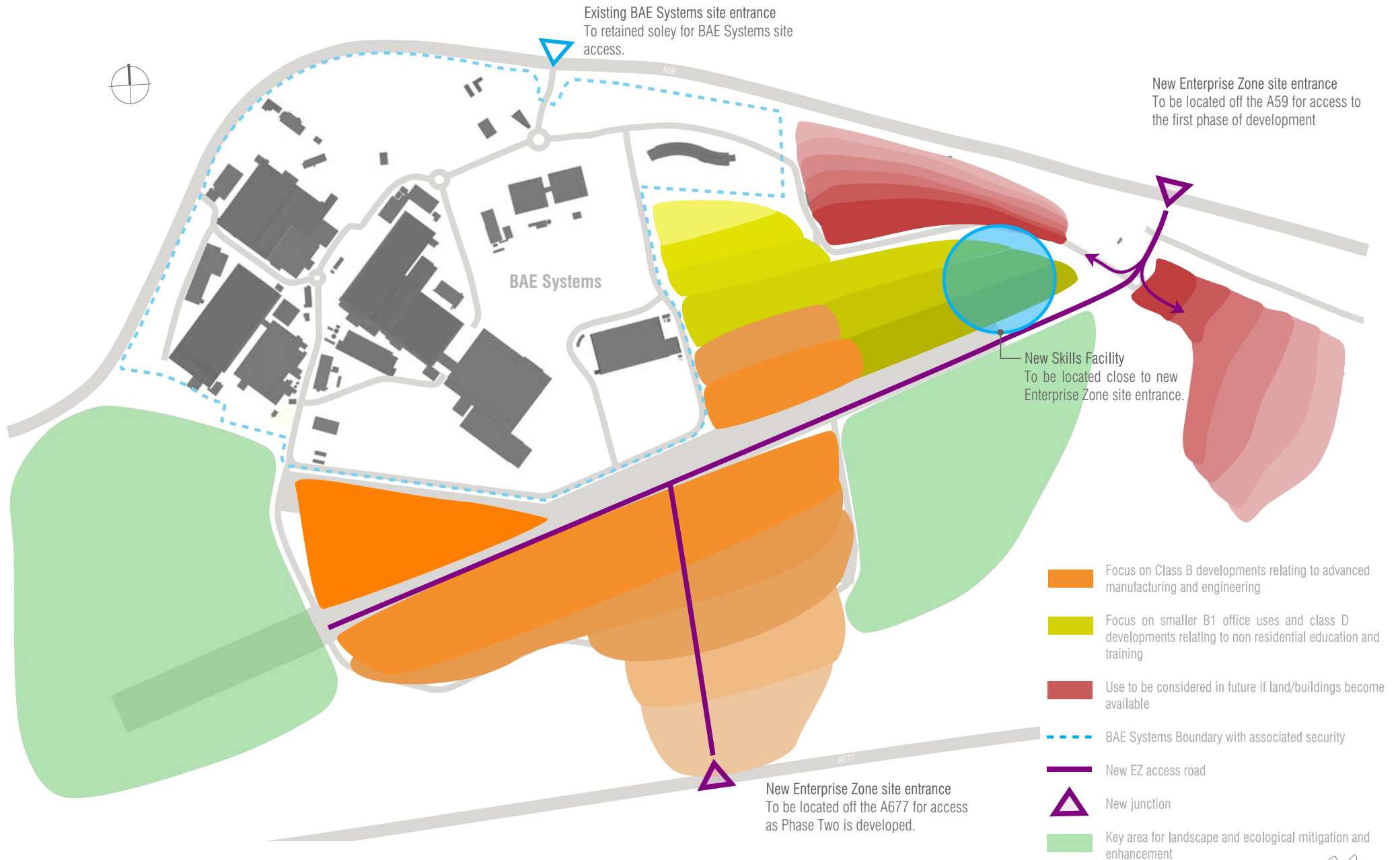
3.2.7 The grouping of activities within the Enterprise Zone will be arranged to complement existing functions, avoid conflict, promote interaction and minimise development impact on the Enterprise Zone perimeter. The larger and more intrusive Class B activities and the Class D1 activities will be broadly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

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

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

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

PROPOSED DEVELOPMENT PATTERN



3.0 LAND USE: SITE ZONING, PHASING, INFRASTRUCTURE

3.3 SUMMARY OF PHASING AND INFRASTRUCTURE

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

Enabling Works

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

Phase 1

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

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

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

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

Phase 2

3.3.6 During this phase development plots would continue to be delivered off the new spine road. A further extension to the spine road would take place extending it both in a westerly direction and south towards the A677. This phase will include the construction of the new southern access with the A677 as traffic flows associated with the Enterprise Zone development increase. The trigger point for this will be 1,236 additional vehicles per hour two way peak flows.¹ The junction type for this access is indicative and has not been finalised at this time.

3.3.7 Further development plots would be formed radiating out from the extended spine road and having regard to development already put in place.

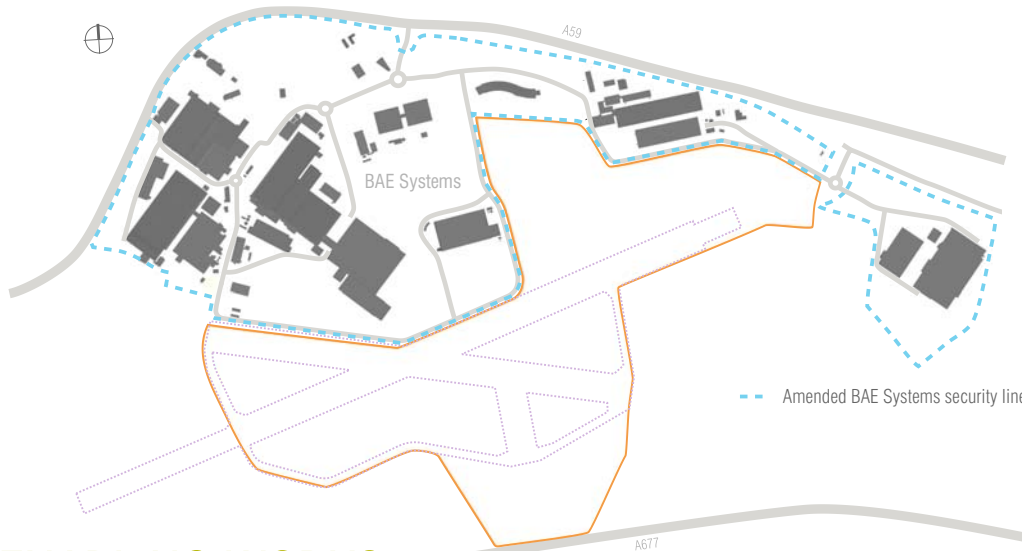
Phase 3

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

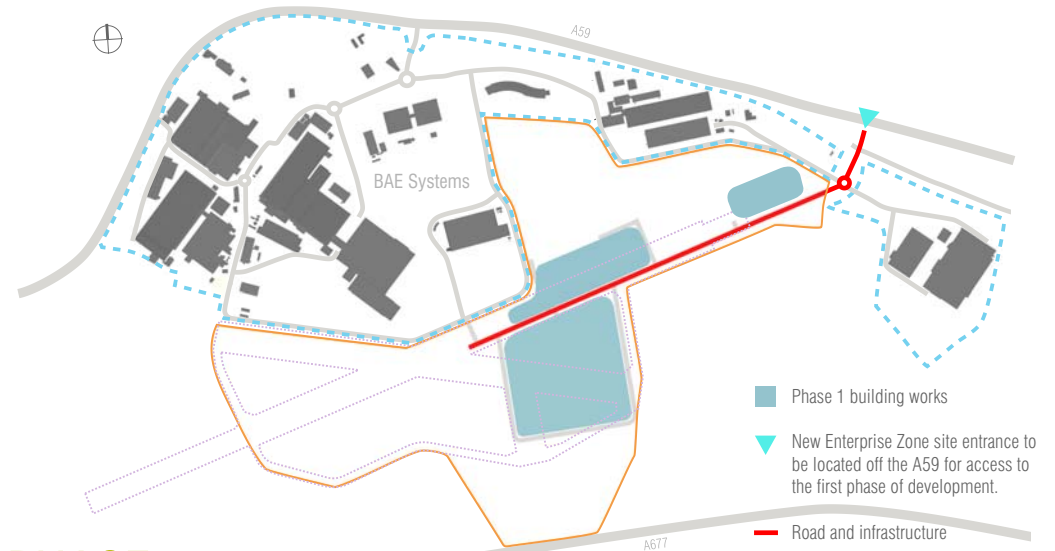
Systems Operations. Should this take place it will be undertaken in line with all of the provisions and conditions guiding phases 1 and 2 and will be done so in a manner which integrates with these phases and the site as whole. This phase would be subject to further master planning as appropriate.

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

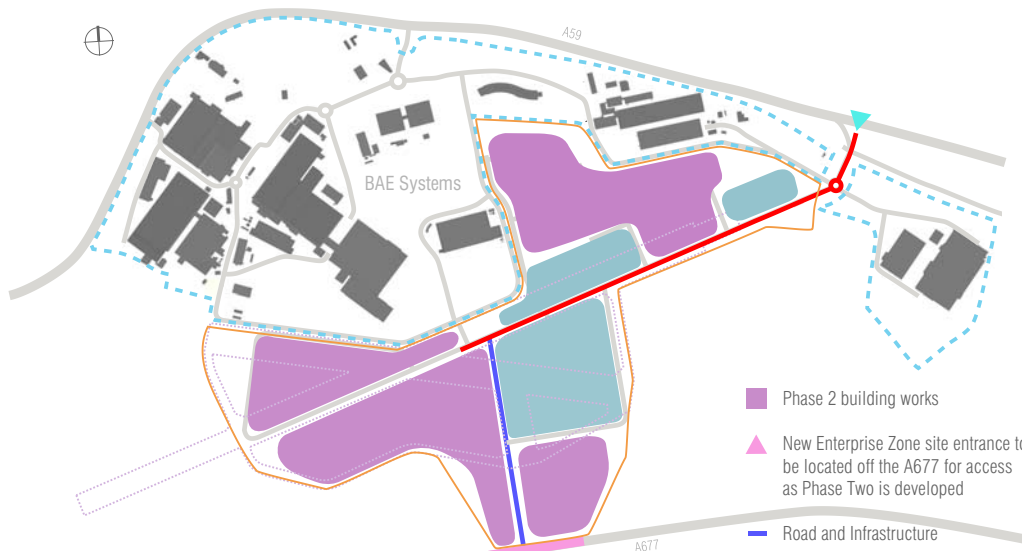
PROPOSED PHASING



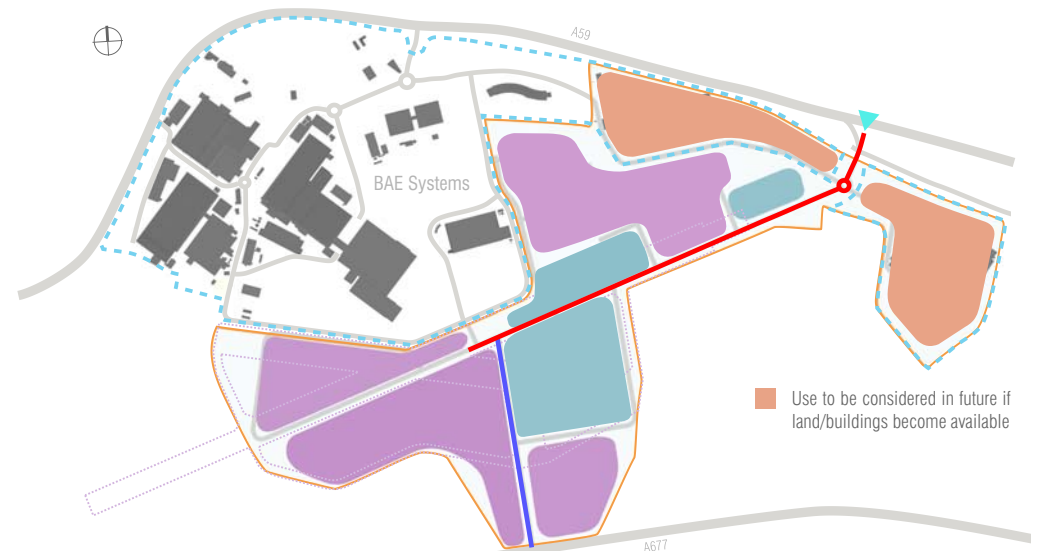
ENABLING WORKS



PHASE 1



PHASE 2



PHASE 3

4.0 BROAD FRAMEWORK FOR DESIGN

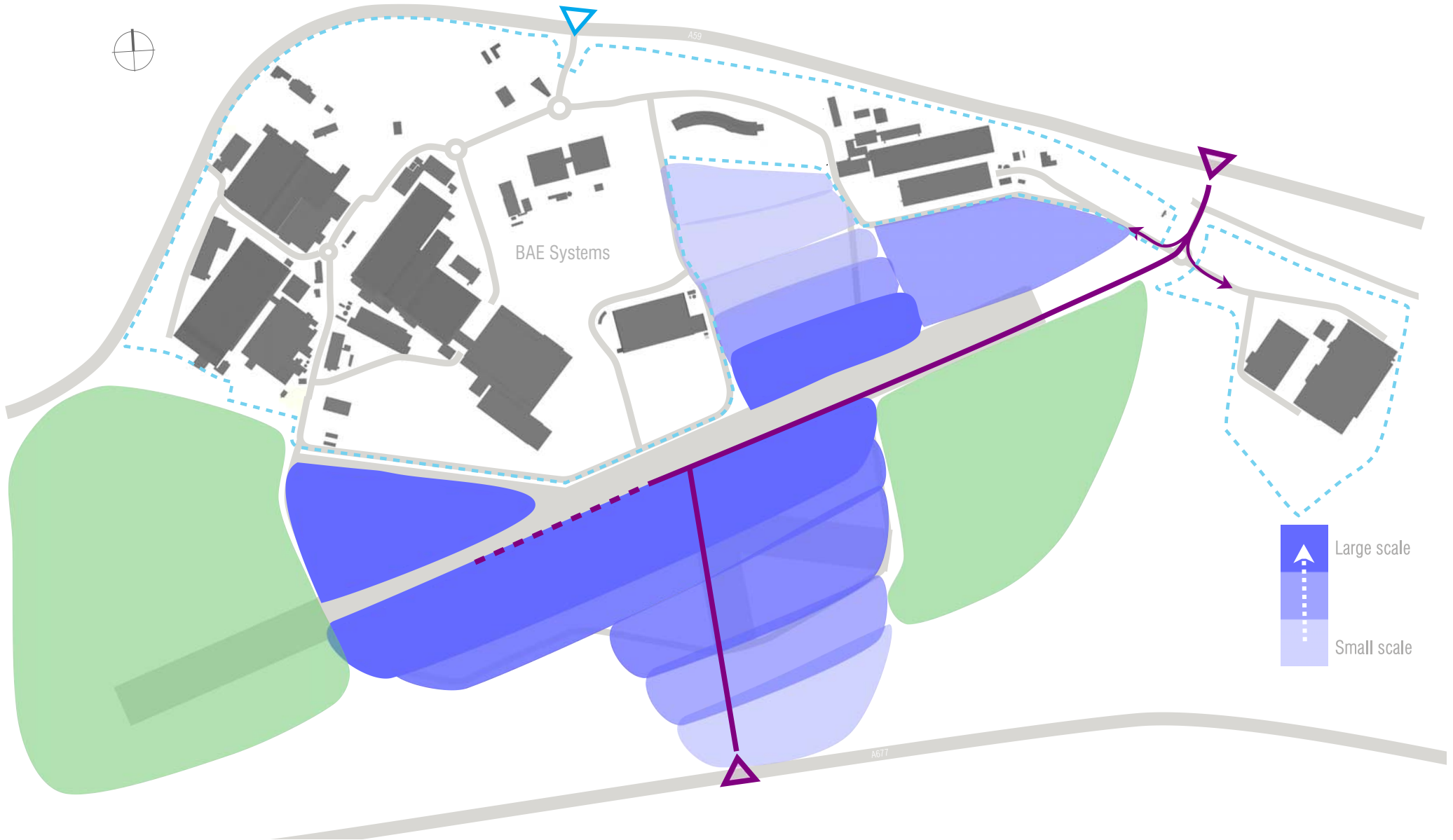
THE OVERALL DESIGN RATIONALE FOR THE SAMLESBURY ENTERPRISE ZONE SITE IS TO PROVIDE A COHESIVE VISUAL APPEARANCE, BALANCING BUILT FORM AND LANDSCAPE TO PROVIDE A HIGH QUALITY ATTRACTIVE SETTING BEFITTING A HIGH PROFILE CENTRE OF EXCELLENCE.

- 4.1 The site as a whole will be set within its wider landscape and Green Belt context which will be carried through into the landscaping and ecological rationale both on and offsite.
- 4.1.2 Visual integration will be sought across the site referencing the design, materials and colours used in existing adjacent uses. Strong simple forms utilising appropriate cladding materials in a silver/grey colour will provide a visual order to the majority of B Class uses. Bespoke facilities will be provided as appropriate to meet the needs of specific high tech users but will be done so in the context of the overall site design rationale. The form and design of buildings will contribute positively to the visual character of the locality.
- 4.1.3 It is proposed that the Class D teaching and training facilities core buildings be designed using a greater mix of high end materials to express the identity of this particular people oriented interactive area, and to celebrate the status of the site at its initial gateway.
- 4.1.4 Buildings at or facing the perimeter will be designed and positioned to reflect a less industrial feel and to promote the high quality aesthetic of the site.

- 4.1.5 Both hard and soft landscaping will form a key part of the design, function, look and feel of the site incorporating appropriate street furniture, planting water features and signage. Signage and branding will be sensitively applied reflecting the overall aesthetic of the site.
- 4.1.6 The current LDO specifies that development will not exceed the height of existing BAE Systems buildings. Those existing building heights range from 10m to 18m. The proposed height zoning for the Enterprise Zone will complement this existing massing.
- 4.1.7 As a general principle large scale developments will be contained in the heart of the site rather than at the periphery in order to reduce impacts on the surrounding landscape and nearby settlements.



BUILDING HEIGHTS



5.0 ACCESS AND MOVEMENT

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

- 5.1 Assessments have been undertaken for 2013, 2016 and 2023 for peak hour periods. A review of the layout and operation of the existing local and strategic junctions surrounding the EZ has been undertaken. Junctions will be redesigned where appropriate to accommodate predicted traffic flows.
 - 5.1.2 Consideration has been made of the committed developments in the area, in particular the Core Development proposed at BAE Systems.
 - 5.1.3 The Transport Assessment has included a review of the sustainable transport measures that are required for the development. These include public transport, cycle and pedestrian networks.
 - 5.1.4 A review of the highway network operation through the village of Mellor Brook has also been undertaken. Options to improve the highway conditions for all transport modes within the village may include traffic calming, improvements to public realm and signage.

5.2 PROPOSED HIGHWAYS WORKS

- 5.2.1 Lancashire County Council has undertaken a transport assessment of the impacts of the Enterprise Zone. An assessment of the future operation of all the junctions in the vicinity of the Enterprise Zone has been undertaken, considering the permitted development of BAE Systems and the complete build out of the Enterprise Zone.
- 5.2.2 This assessment has included consultation with the Highways Agency regarding the impacts on the A59/M6 Junction 31, and the impacts at the A59/A677 “Swallow” junction. Any required changes will be made to the highway network to ensure its safe and efficient operation for all modes of transport.

HIGHWAYS REVIEW



5.0 ACCESS AND MOVEMENT

5.3 ENABLING WORKS

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

5.4 PROPOSED PHASE 1 WORKS

The proposed Phase 1 works will comprise the following:

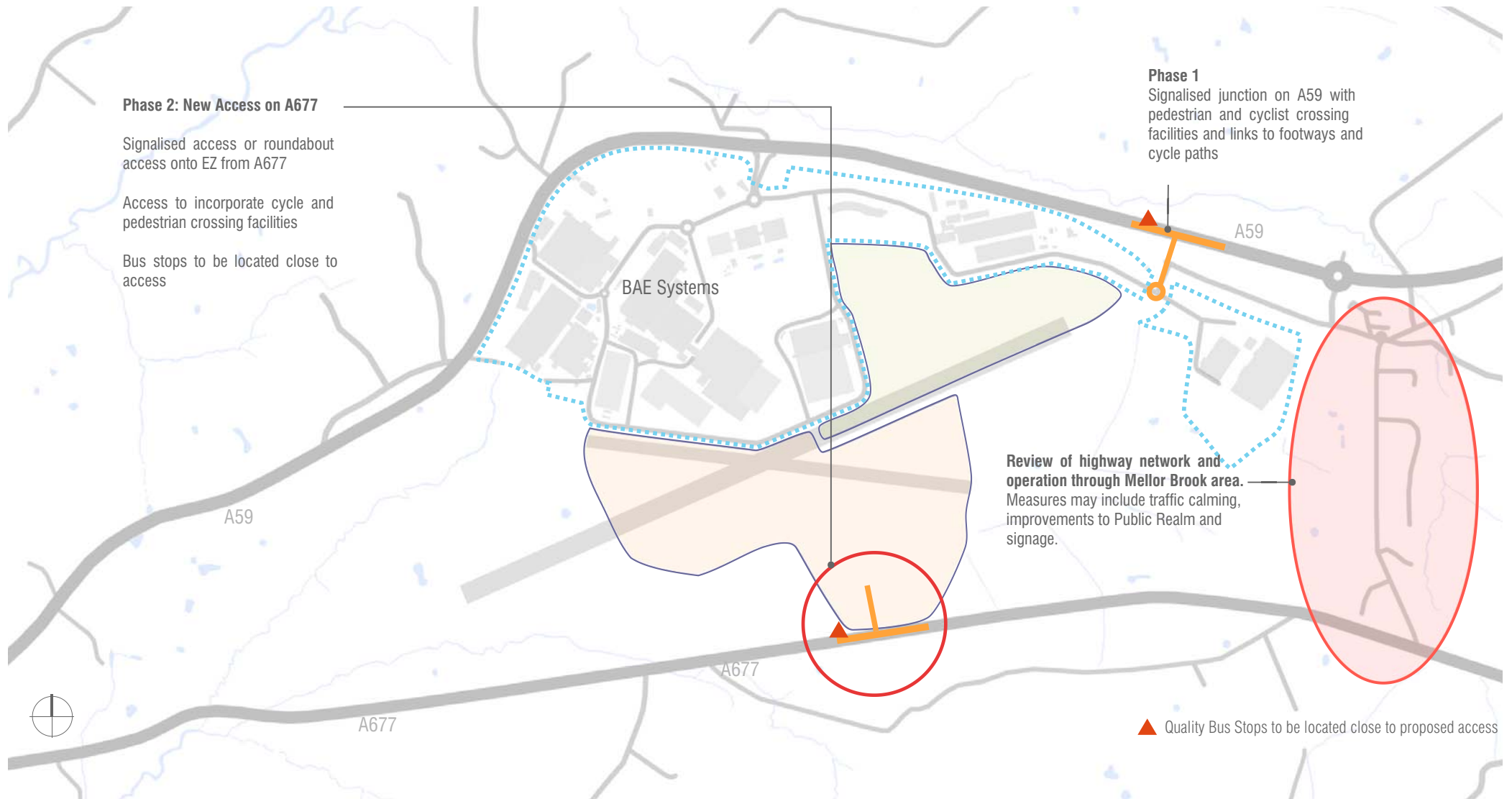
- Signalised access to the Enterprise Zone from the A59 leading to an internal roundabout within the Enterprise Zone and internal road network;
- Access to incorporate cycle and pedestrian crossing facilities;
- The existing access from Myerscough Smithy Road will be restricted to pedestrians and cyclists;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

5.5 PROPOSED PHASE 2 WORKS

The proposed Phase 2 works will comprise the following:

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

PROPOSED HIGHWAY WORKS



▲ Quality Bus Stops to be located close to proposed access

5.0 ACCESS AND MOVEMENT

5.6 SUSTAINABLE TRANSPORT PROPOSALS

5.6.1 Public Transport

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

5.6.2 Proposed Public Transport Phase 1 Measures

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

5.6.3 Proposed Public Transport Phase 2 Measures

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

5.6.4 Cycling

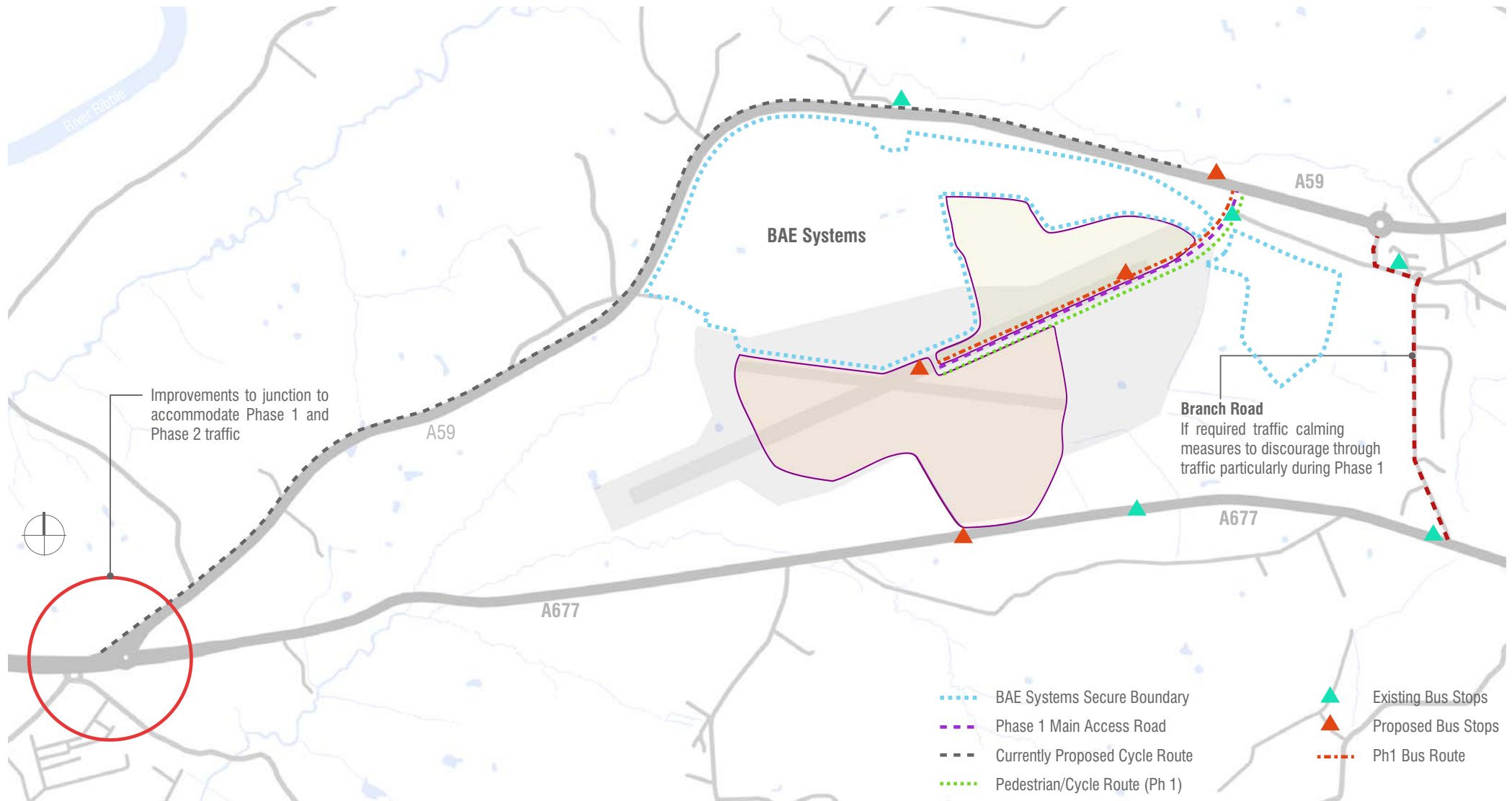
Key proposals for cycling include:

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

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

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

SUSTAINABLE TRANSPORT PROPOSALS PHASE 1



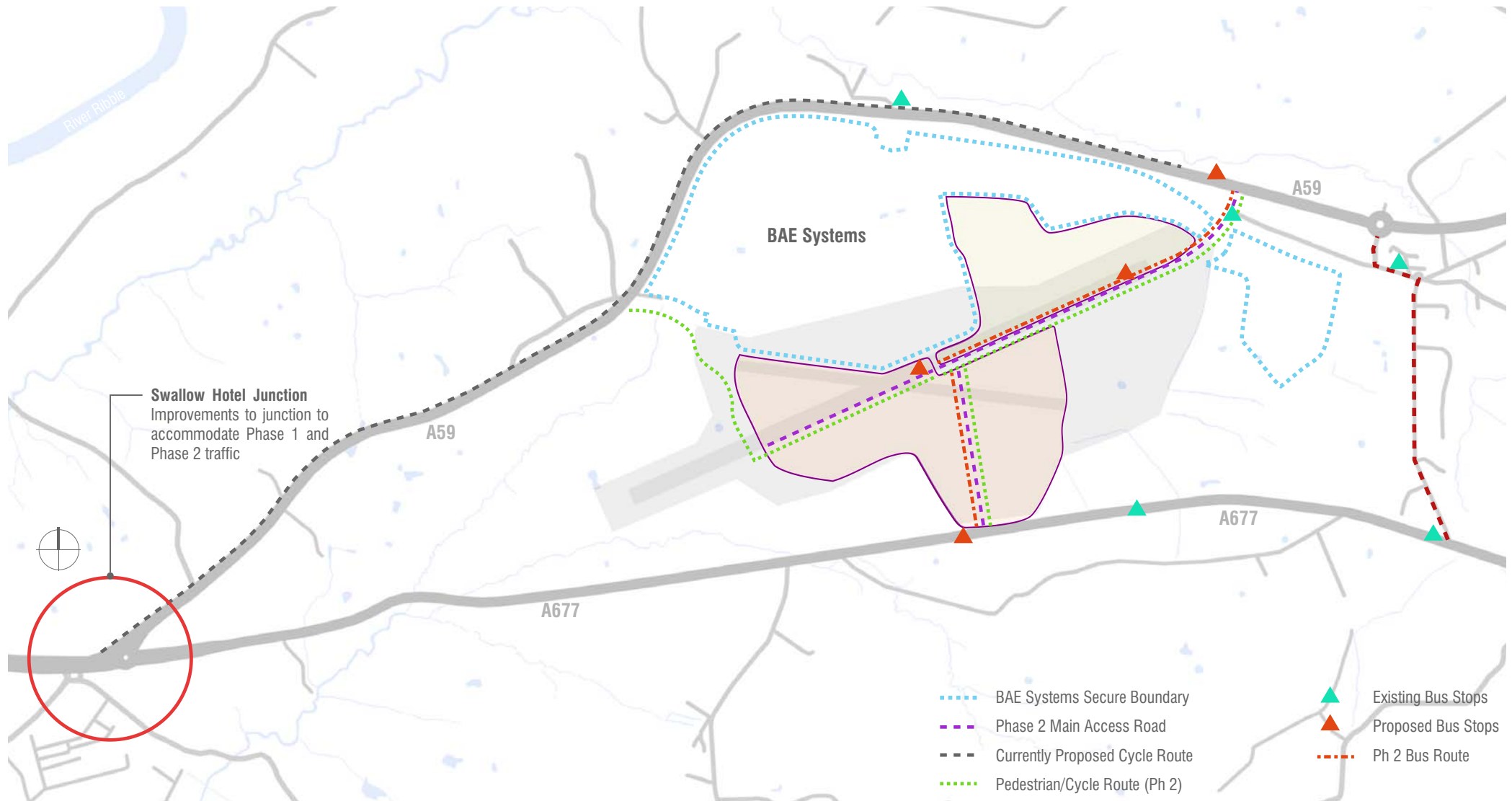
6.0 TRAVEL PLANNING

6.0 TRAVEL PLANNING

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

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

SUSTAINABLE TRANSPORT PROPOSALS PHASE 2



7.0 OVERVIEW OF UTILITIES AND BROADBAND INFRASTRUCTURE PROVISION

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

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

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

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

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

7.2 SUPER FAST BROADBAND

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

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

8.1 Landscape Setting

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

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

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

8.2 Green Belt

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

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

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

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

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

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

8.3 LANDSCAPING

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

complementary to the building envelopes and built and soft landscape.

8.4 ECOLOGY AND HABITAT

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

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

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

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

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

8.5 ARCHAEOLOGY

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

GREEN BELT, LANDSCAPE AND ECOLOGY



WILSON MASON
architecture and interior design

Upland House
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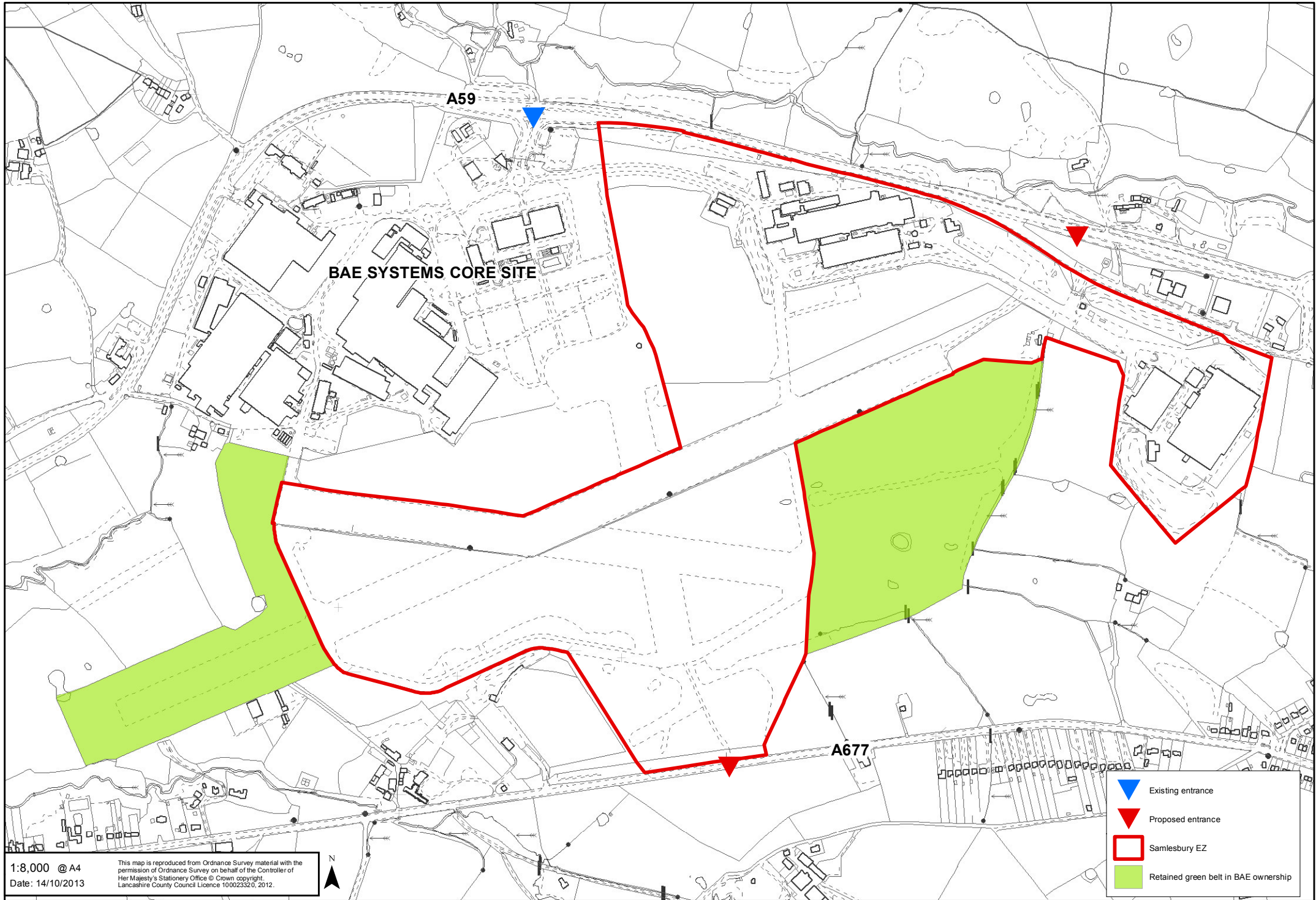
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1:8,000 @ A4
Date: 14/10/2013

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-  Existing entrance
-  Proposed entrance
-  Samlesbury EZ
-  Retained green belt in BAE ownership

**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER NO. 2 (2013)**

**DRAFT STATEMENT OF REASONS AND
LOCAL DEVELOPMENT ORDER**

CONSULTATION DRAFT VERSION

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 2 (2013)

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2013) has been prepared in the strategic context provided by the Master Plan for Samlesbury that establishes a framework for long-term strategic development objectives for the Enterprise Zone. This LDO will replace THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) when it is adopted by Ribble Valley Borough Council and South Ribble Borough Council. This LDO will be active for a period of 10 years.

1.1 INTRODUCTION

- 1.1.1 Local Development Orders (LDOs) were introduced in the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. The Planning Act 2008 removes a former requirement that LDOs should implement policies set out in adopted local development documents.
- 1.1.2 THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) was adopted by Ribble Valley Borough Council on 27th March 2012 and by South Ribble Borough Council on 29th March 2012. This LDO is active for a period of three years following the date of its adoption unless it is revoked within this period.
- 1.1.3 A draft Master Plan for the Samlesbury Enterprise Zone has been prepared by Wilson Mason (consultants commissioned by Lancashire Enterprise Partnership). Public consultation on the draft Master Plan commenced on 17th October 2013 and will conclude on 28th November 2013. Following consideration of the representations received, it is anticipated that Ribble Valley Borough Council and South Ribble Borough Council will adopt the Master Plan in December 2013. The Master Plan provides a strategic context for the preparation of this consultation draft LDO and establishes a framework for long-term strategic development objectives for the EZ.
- 1.1.4 The draft LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2013) has been prepared to accord with the draft Master Plan.

- 1.1.5 The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Ribble Valley Borough Council and South Ribble Borough Council intend to jointly undertake a public consultation for 4 weeks on the draft LDO. The LDO will be finalised having regard to the adopted Master Plan and the representations received during consultation on the LDO. Each Local Planning Authority will be adopting a separate but identical LDO. It is anticipated that Ribble Valley Borough Council will adopt on 16th January 2014 and South Ribble Borough Council will adopt on 15th January 2014. The adopted LDO will facilitate delivery of the Master Plan and guide its implementation. The LDO will be active for a period of 10 years from the day of adoption. Upon adoption, LDO No.1 (2012) will be revoked.
- 1.1.6 Article 34 paragraph (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 states that 'the statement of reasons shall contain:
- (a) a description of the development which the order would permit; and
 - (b) a plan or statement identifying the land to which the order would relate'.

This document is the statement of reasons for making the LDO. A plan identifying the land to which the LDO relates is attached at Appendix 4.

1.2 Background

- 1.2.1 In Autumn 2011 the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.
- 1.2.2 The Lancashire Enterprise Zone will become a national focal point for the advanced engineering and manufacturing sector. The Enterprise Zone will support genuine additional growth, creating new businesses and new jobs through a combination of inward investment, specifically the introduction of new Tier 1 companies to the UK securing reinvestment, and the growth of SMEs through technology spin-out businesses and new business starts. The Enterprise Zone will aim to provide the opportunity to create 4,000 to 6,000 high value jobs in the long term and 1,200 jobs in the short to medium term, capitalising on new and emerging market opportunities in the advanced engineering and manufacturing sector. This will strengthen and grow local supply chains through modernisation of the sector in Lancashire and the UK and position Lancashire as a national core of expertise. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.
- 1.2.3 The Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governance Committee in association with the Land Owner to assess each proposed development to ensure that the displacement of existing Lancashire based companies does not occur and that any development is genuine growth in and support to the Advance Engineering and

Manufacturing sector. Any Lancashire based companies considering the Enterprise Zone would have to demonstrate that their growth is currently constrained and that locating on the Enterprise Zone would achieve significant growth for their business. Activity will focus on inward investment. This will further strengthen the UK's advanced engineering and manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the North West and UK.

- 1.2.4 Key to Lancashire being able to maximise the contribution of its advanced engineering and manufacturing workforce to the Lancashire and national economy will be the availability of a flexible, agile and highly-skilled workforce. It is highly likely that during average working life the existing and new workforce will need to retrain and re-skill more than once to exploit emergent technologies and markets. In support of this, BAE Systems and other partners will seek to establish a skills facility at Samlesbury. This facility will provide and increase the existing provision of modern apprenticeships as well as ensuring a focus on life-long learning for individuals throughout their working life within the sector.

1.3 Why a LDO?

- 1.3.1 Ribble Valley and South Ribble Borough Councils have been working with Lancashire County Council, the Local Enterprise Partnership and BAE Systems regarding the production of a LDO covering advanced engineering and manufacturing (and associated) development at Samlesbury.

- 1.3.2 The purpose of the LDO is to:

- (1) Authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it is for advanced engineering and manufacturing (defined in Schedule A);
- (2) Authorise development that is ancillary, complementary or supporting such purposes;
- (3) Authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a development of a non residential education and training centre to be used as a Regional Skills Facility; and
- (4) Authorise the development of associated infrastructure¹:
 - temporary development associated with construction works, if the works are not permitted development
 - BAE Systems boundary security fences and gates;
 - land remediation (where required);

¹ The LDO authorises development that fall outside the scope of the Town and Country Planning (General Permitted Development Order) 1995 (as amended).

- new access to A677;
- internal access roads²;
- street lighting;
- cycling and pedestrian routes;
- vehicle parking
- HGV turning areas;
- foul and surface water drainage infrastructure;
- utilities infrastructure (telecommunications including superfast broadband, electricity, gas and water), if the works are not permitted development ;
- CCTV and associated masts; and
- hard and soft landscaping.

1.3.3 Development for purposes described above is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside the definition in Schedule A, or for complementary or supporting or ancillary uses, would potentially also be acceptable, and where such purposes are proposed the local planning authority, following a recommendation of the Enterprise Zone Governance Committee, will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO. Depending on the location of the proposed development, notification should be made to either Ribble Valley Borough Council or to South Ribble Borough Council using the Prior Notification of Development Form (Appendix 1). The relevant local authority will confirm in writing within 28 days of receipt of the completed form that:

1. the proposed development is permitted and can proceed without the requirement for a planning application, or
2. whether a separate planning application is required as the proposed development is beyond the scope of the LDO, or
3. whether further information is required, specifying the required details and the reasons for them.

Failure of the local planning authority to respond in writing within the 28 day period will be deemed as confirmation that the proposal is compliant with the provisions of the LDO.

1.3.4 Development outside the scope of the LDO will require the submission of a planning application. The local planning authority will prioritise all proposals for development within the Enterprise Zone.

1.3.5 There are a number of key drivers behind the LDO in that it will:

² A planning application for the new access from A59 and access road up to the boundary of the Enterprise Zone was submitted to Lancashire County Council on 20th September 2013. A decision on the planning application will be made by the Development Control Committee on 27th November 2013.

- provide a comprehensive outline of all development that is permitted in the Enterprise Zone (which is shown on the Plan at Appendix 4 of the LDO), without the need for further planning permission;
- provide for the development of that part of a new access road from A59 within the Enterprise Zone leading to an internal roundabout and the internal road network, without the need for further planning permission;
- enable and facilitate economic development and allow sustainable economic growth to happen rapidly without further planning constraint allowing the developer to react quickly to economic growth opportunities;
- enable the Enterprise Zone to rapidly respond accordingly to the requirements of advanced engineering and manufacturing firms;
- establish a framework for the overall development of the Enterprise Zone, which can promote and communicate a clear policy to stakeholders and potential investors;
- build up confidence in and inform the community of future development in the Enterprise Zone;
- improve investor and occupier clarity, certainty and confidence;
- realise the Enterprise Zone's full economic potential as a major centre for advanced engineering and manufacturing activity;
- reduce the burden on the local planning authority, parish councils and consultees; and
- demonstrate a positive approach to planning.

1.4 LDO Process

- 1.4.1 The process governing the preparation and implementation of LDOs is set out in guidance contained in DCLG Circular 01/2006 *'Guidance on Changes to the Development Control System'*³. The image (Appendix 2) provides a summary of the process to be followed.

1.5 Development within the Enterprise Zone

- 1.5.1 The LDO, which will facilitate delivery of the Master Plan and guide its implementation, provides an opportunity to permit development across the Enterprise Zone in line with Classes B and D1 of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as Class B is for the purposes of advanced engineering and manufacturing and Class D1 is

³ This circular is amended by virtue of section 188 of the Planning Act 2008 and associated changes to the Town and Country Planning (General Development Procedure) Order 1995. These remove the requirement that Local Development Orders must implement local development plan policies. The circular is also amended by the Growth and Infrastructure Act 2013, which removes the need for the Secretary of State for Communities and Local Government to approve local development orders.

for the development of a non residential education and training centre to be used as a Regional Skills Facility. The LDO is contained in Appendix 3.

- 1.5.2 The delivery of the Samlesbury Enterprise Zone site will be undertaken in 3 phases⁴ preceded by enabling works. Phasing development will ensure that at each stage development plots and buildings will be accompanied by the strategic and localised infrastructure required of a high quality well functioning sustainable site. All phases will integrate with each other to ensure that the site will operate as a cohesive whole and form an asset within its surroundings and the wider area.
- 1.5.3 The LDO is designed to be flexible and responsive to change, but it is not open-ended and has a number of conditions which need to be discharged by the relevant local planning authority. Development is permitted by the LDO provided that the following conditions are met:

Development within the Enterprise Zone

- (1) Development is permitted by the LDO falling within Use Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (2) Development is permitted by the LDO falling within Use Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for a non residential education and training centre to be used as a Regional Skills Facility. Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (3) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner.
- (4) Development shall take place in accordance with the principles set out in the Master Plan.

⁴ Development at the most northerly and easterly edge of the Enterprise Zone site may be considered in future if land or buildings in that area become available.

- (5) Prior to the commencement of works, that part of the site subject to works shall be assessed for contamination and managed appropriately in accordance with Environment Agency, DEFRA and local authority guidelines on contaminated land management. This will include identifying, investigating and mitigating contamination.
- (6) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved.
- (7) Access arrangements for proposed development under the LDO shall be submitted by the developer to the local planning authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The local planning authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the local planning authority within this 28 day period then the arrangements shall be deemed to be approved.
- (8) The new access from A677 shall be developed when the trigger in the Master Plan is reached.
- (9) All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the local planning authority in consultation with the local highway authority.
- (10) Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.
- (11) Measures to avoid, to mitigate or to compensate for any likely ecological impacts shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

(12) Any required programme of archaeological works will be carried out in accordance with a written scheme of investigation and shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

1.6 Environmental Impact Assessment

1.6.1 Regulation 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824) applies in relation to Schedule 2 development for which a local planning authority propose to grant planning permission by LDO.

1.6.2 A request for EIA Screening Opinions was made by BAE Systems to Ribble Valley and South Ribble Borough Councils on 27th September 2013 to establish whether an Environmental Impact Assessment is required in respect of development in the Enterprise Zone. Ribble Valley and South Ribble Borough Councils issued Screening Opinions on 18th October 2013 and 22nd October 2013 respectively stating that an Environmental Impact Assessment is not required.

1.7 How does the LDO relate to other planning documents?

Ribble Valley District wide Local Plan (adopted June 1998)

1.7.1 Policy EMP8 (Extensions and Expansions) permits the expansion of established firms on land outside main settlements provided it is essential to maintain the existing source of employment and is not contrary to other policies in the Local Plan.

Ribble Valley Submission Draft Core Strategy (September 2012)

1.7.2 Key Statement EC1 (Business and Employment Development) identifies the BAE Samlesbury site as a regionally significant employment site with considerable potential to accommodate a variety of advanced knowledge based industries in the future. This has been recognised by the Government's proposal to create an Enterprise Zone at this location. The Council will support the delivery of the Enterprise Zone and has produced a Local Development Order to achieve this.

1.7.3 Policy DMG2 (Strategic Considerations) requires development to be compatible with the Enterprise Zone designation.

South Ribble Local Plan (adopted February 2000)

- 1.7.4 Policy EMP8 (Land at Samlesbury Aerodrome) permits development of the land within the limits of the British Aerospace complex at Samlesbury Aerodrome in connection with the company's Aerospace Division Activities.

Central Lancashire Local Development Framework Adopted Core Strategy (July 2012)

- 1.7.5 Policy 9: Economic Growth and Employment identifies Samlesbury as a location for regionally significant employment.

South Ribble Borough Council Submission Draft Site Allocations and Development Management Policies Development Plan Document (as modified) (June 2013)

- 1.7.6 Within this document Policy C5 – BAE Systems Samlesbury was intentionally left blank as the Council were awaiting information on the Enterprise Zone bid that was submitted for the site. Following the grant of Enterprise Zone status by the government, the Council has consulted on Policy C5 which protects the strategic designation of the site including the BAE Systems site core area and its operations, and supports the delivery of the Enterprise Zone.

Consultation Draft Samlesbury EZ Master Plan (September 2013)

- 1.7.7 The Consultation Draft Master Plan provides a strategic context for the preparation of this consultation draft LDO and establishes a framework for long-term strategic objectives for the Enterprise Zone. Public consultation on the draft Master Plan commenced on 17th October 2013 and will conclude on 28th November 2013. Following consideration of the representations received, it is anticipated that Ribble Valley Borough Council and South Ribble Borough Council will adopt the Master Plan in December 2013. Preparation of the final LDO will be take account of the final Master Plan.

- 1.7.8 The Master Plan addresses the following matters:
- Provision and coordination of transport infrastructure within and beyond the Enterprise Zone boundary.
 - Preparation and provision of a Travel Plan.
 - Access to the Enterprise Zone and its integration to the existing public highway network and proposals for on site/off site works required as a result of the development.
 - On site parking.
 - Protection of BAE Systems' core operations.
 - Provision of utilities supply and integration of new supplies with the existing.
 - Provision of superfast broadband outside the BAE Systems secure area.

- Implementation of a Design Code, building materials etc.
- Provision of on-site structural landscaping.
- Avoidance of ecological impacts, measures to offset unavoidable ecological impacts, the delivery of biodiversity enhancements, the maintenance and enhancement of habitat connectivity and buffer zones around habitats of ecological importance.⁵
- Provision of drainage.

1.7.9 This LDO does not revisit the aspirations and overall conclusions of the Master Plan, but instead will act as a tool to facilitate delivery and to guide its implementation.

1.8 Other Statutory Requirements

1.8.1 Whilst the LDO grants planning permission for certain types of development, it will remain the responsibility of the developers to ensure that all other statutory requirements beyond the scope of the planning system are adhered to.

1.8.2 The LDO does not remove the requirement for consent obtainable under other legislation such as Building Regulations, Hazardous Substances Consent or Advertisement Consent, and licences from bodies such as Natural England.

1.9 Area Covered by LDO

1.9.1 The LDO has been prepared to cover all land within the Enterprise Zone at the Samlesbury site (72.5 hectares).

1.10 Consultation on the LDO

1.10.1 A fundamental principle of LDOs is that they represent a partnership approach to development management. This requires an approach to consultation which seeks support for the concept of the LDO and its objectives, both among the direct participants; the communities affected; and wider stakeholders.

1.10.2 As part of the preparation of this LDO the following consultation arrangements were put in place:

⁵ Prior to adopting the Master Plan, the Local Planning Authority will need to have regard for the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended) in terms of potential impacts on European protected species and their habitat. Any necessary supporting information (A59 Extended Phase 1 Survey, summary of ecological interest, RAMS (Great Crested Newts) will need to be submitted to the Local Planning Authority before the Master Plan can be approved.

- The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation will be undertaken from 14th November 2013 until 12th December 2013 (28 days).
- Following the expiry of the consultation all responses will be recorded, analysed and assessed in a Statement of Community Involvement report which will inform the preparation of the adoption version of the LDO.

1.11 Structure of LDO

1.11.1 The LDO sets out, for Classes B (including ancillary uses) and D1 of the Town and Country Planning (Use Classes) Order 1987 as amended:

- Development to be permitted by the LDO
- Development falling outside the scope of the LDO and, therefore requiring the submission of a planning application.
- Conditions pertinent to all specified Classes.

2. SUMMARY OF THE LOCAL DEVELOPMENT ORDER

2.1.1 The LDO seeks to grant permission for development for advanced engineering and manufacturing uses; ancillary, complementary and supporting uses, and associated infrastructure (including temporary development associated with construction works) in the Enterprise Zone subject to a number of conditions.

Schedule A

"Advanced engineering and manufacturing" is defined as falling within the following 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)⁶
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1).

⁶ The use of the land for the production, enrichment, storage, or disposal of nuclear fuel, falls within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824) and would, therefore, fall outside the remit of this Local Development Order.

PRIOR NOTIFICATION FORM

To include:

Ribble Valley Borough Council / South Ribble Borough Council

(Contact details and link to relevant LPA website to download form)

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone
(Samlesbury) Local Development Order No. 2 (2013): Prior Notification of
Development

Purpose of Form
(Explanation)

Section 1: Contact Details
Developer and / or Agent

Section 2: The Development Proposal
Description of Development:

- buildings and/or structures (including use class)
- details of associated infrastructure
- location of development in the Enterprise Zone

Section 3: Justification

(Explanation why the proposed development is justified for an advanced engineering and manufacturing use falling outside the definition in Schedule A, or for an ancillary, complementary or supporting use to the principal purpose of the Enterprise Zone)

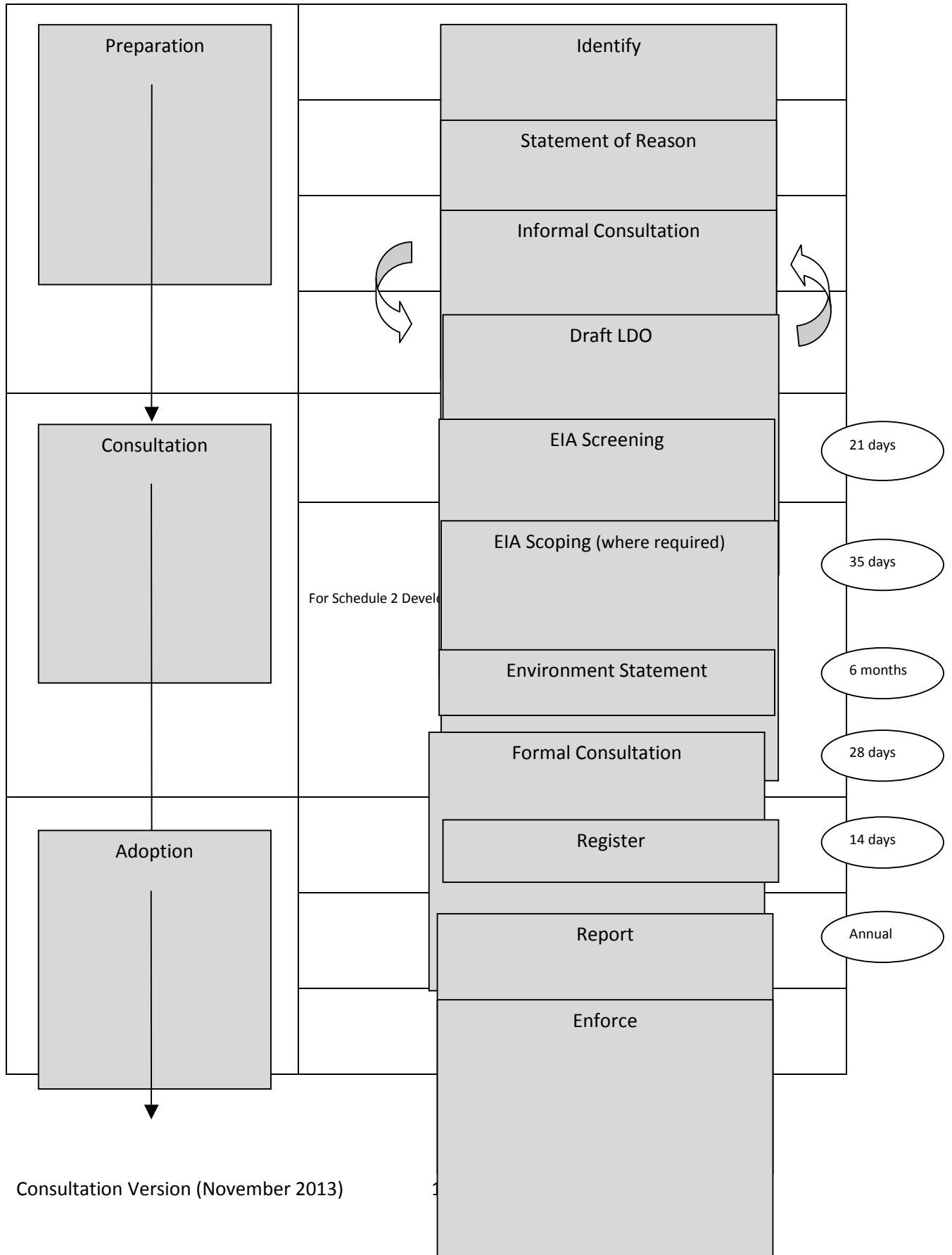
Section 4: Declaration

Instruction to send form electronically to Lancashire Enterprise Partnership (link)

Section 5: LEP advice and recommendation

Section 6: Relevant LPA determination

APPENDIX 2



		Amend	
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ENDIX 3

**THE LANCASHIRE ADVANCED ENGINE
ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 2
(2013)**

Lifetime of the LDO and Options following its Expiry

The LDO, and the terms within it, will be active for a period of 10 years following the day of its adoption, and will expire following this period. However, the LDO may be revoked within this period if a replacement LDO for the site is advanced and adopted during that period.

Development which has started under the provisions of the LDO will be allowed to be completed in the event that the LDO is revoked, revised or expires.

Options following its expiry:

- (a) Renew with no revisions; or
- (b) Renew with new terms and conditions.

The LDO does not remove the requirement for consent obtainable under other legislation such as Building Regulations, Hazardous Substances Consent or Advertisement Consent, and licences from bodies such as Natural England.

The LDO does not prevent development taking place which is not covered by the LDO. Where such development is proposed then a planning application will be required. Furthermore the LDO does not prevent development taking place under any existing planning permission, nor does it prevent future applications being made in respect of the area covered by it.

Development Permitted by this LDO

- (1) The carrying out of development (including the erection or alteration of a building) within Use Class B for the purposes of advanced engineering and manufacturing
- (2) The carrying out of development (including the erection or alteration of a building) ancillary to, complementary to, or supporting such purposes;

- (3) The carrying out of development (including the erection or alteration of a building) within Use Class D1 for the purposes of a non residential education and training centre.
- (4) Authorise the development of associated infrastructure:
- temporary development associated with construction works, if the works are not permitted development
 - BAE Systems boundary security fences and gates;
 - land remediation (where required);
 - new access to A677;
 - internal access roads⁷;
 - street lighting;
 - cycling and pedestrian routes;
 - vehicle parking
 - HGV turning areas;
 - foul and surface water drainage infrastructure;
 - utilities infrastructure (telecommunications including superfast broadband, electricity, gas and water), if the works are not permitted development ;
 - CCTV and associated masts; and
 - hard and soft landscaping.

Development is not permitted:

Development is not permitted by the LDO:

1. If it falls within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824);
2. If it is not for the purposes of advanced engineering or manufacturing (defined in Schedule A) or a Regional Skills Facility or is deemed not to be permitted development by the Enterprise Zone Governance Committee.

Conditions

- (1) Development is permitted by the LDO falling within Use Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (2) Development is permitted by the LDO falling within Use Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for a non residential education and training centre to be used as a Regional Skills Facility. Prior to the commencement of development the developer

⁷ A planning application for the new access from A59 and access road up to the boundary of the Enterprise Zone was submitted to Lancashire County Council on 20th September 2013. A decision on the planning application will be made by the Development Control Committee on 27th November 2013.

shall provide copies of plans to the local planning authority for information.

- (3) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner.
- (4) Development shall take place in accordance with the principles set out in the Master Plan.
- (5) Prior to the commencement of works, that part of the site subject to works shall be assessed for contamination and managed appropriately in accordance with Environment Agency, DEFRA and local authority guidelines on contaminated land management. This will include identifying, investigating and mitigating contamination.
- (6) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved.
- (7) Access arrangements for proposed development under the LDO shall be submitted by the developer to the local planning authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The local planning authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the local planning authority within this 28 day period then the arrangements shall be deemed to be approved.
- (8) The new access from A677 shall be developed when the trigger in the Master Plan is reached.
- (9) All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and

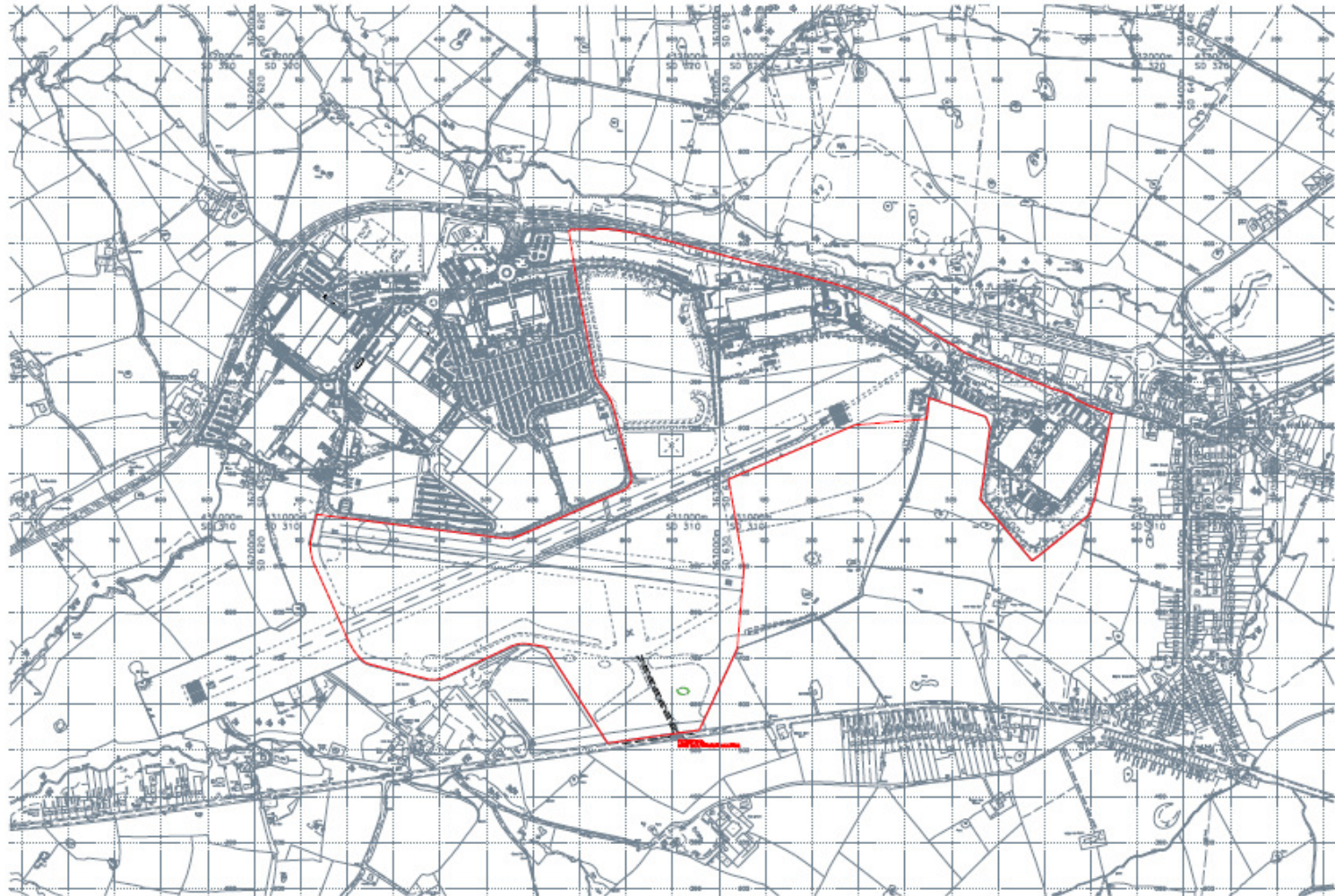
approved by the local planning authority in consultation with the local highway authority.

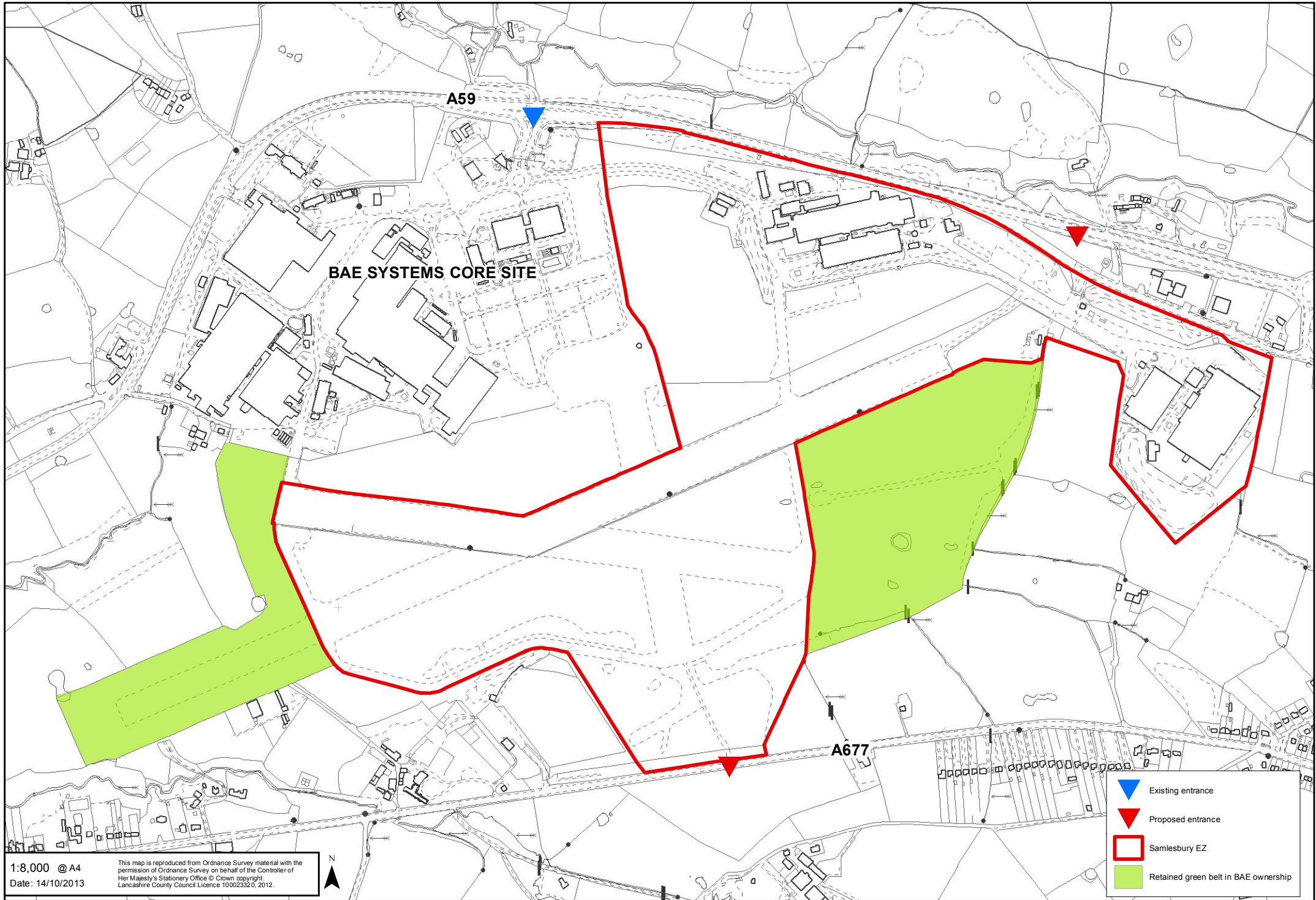
- (10) Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.
- (11) Measures to avoid, to mitigate or to compensate for any likely ecological impacts shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.
- (12) Any required programme of archaeological works will be carried out in accordance with a written scheme of investigation and shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

Interpretation

The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in relation to advanced engineering and manufacturing and ancillary uses; to authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for the purposes of providing a non-residential educational and training centre; and to authorise the development of associated infrastructure.

APPENDIX 4 – Map of Lancashire Enterprise Zone (Samlesbury)









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Date: 14/10/2013

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-  Existing entrance
-  Proposed entrance
-  Samlesbury EZ
-  Retained green belt in BAE ownership