

APPENDIX 1

**DRAFT STATEMENT OF REASON AND LOCAL
DEVELOPMENT ORDER
CONSULTATION VERSION
PARCEL A SAMLESBURY AERODROME**



**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER No 1 (2012)**

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

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No 1 (2012)

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No 1 (2012) is part of a phased approach to the development of the Samlesbury part of the Lancashire Enterprise Zone. The LDO, and the terms within it, will be active for a period of 3 years following the day of its adoption. A Master Plan will be prepared that will place this LDO within a strategic context and establish a framework for long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Future LDOs, to be prepared over the next 3 years, will replace this LDO.

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

Article 34 of the Town and Country Planning (Development Management Procedure) (Order) 2010 (DMPO) paragraph (1) outlines that '*where a local planning authority propose to make a local development order (LDO) they shall first prepare—*

- (a) a draft of the order, and*
- (b) a statement of their reasons for making the order'*

A draft of the LDO is provided at Appendix 1.

1.1.3

Article 34 paragraph (2) of the DMPO 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 2. The boundary of the Enterprise Zone is included in Appendix 3.

1.1.4

The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Each Local Planning Authority will be adopting a separate but identical LDO, but consulting jointly.

1.2 Background

1.2.1

In the coalition Government's Autumn Financial Statement, 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

Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.

1.2.3

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, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.

1.2.4

The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector,

1.2.5

The Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body 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 advanced engineering and manufacturing sector. Activity will focus on international 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. The Enterprise Zone

Governing Body, in association with the Land Owner, will coordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit

1.2.6

Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both 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 Regional Skills Academy 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 LEP 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 relates to advanced engineering and manufacturing

Advanced engineering and manufacturing typical uses may include:

- Aerospace (30.3, 28.4);
- General Aviation Services (52.23);
- High-end automotive including motorsport, electric/alternative energy vehicles, (29.1, 29.3);
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1);
- Advanced flexible materials (13.96, 20.6);
- Renewable Energy (27.1)

AND

- (2) Authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a non-residential education and training centre. The non-residential education and training centre will be used for the purposes of a Regional Skills Academy

1.3.3

Development for purposes falling within the above SIC Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, 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 Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under 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

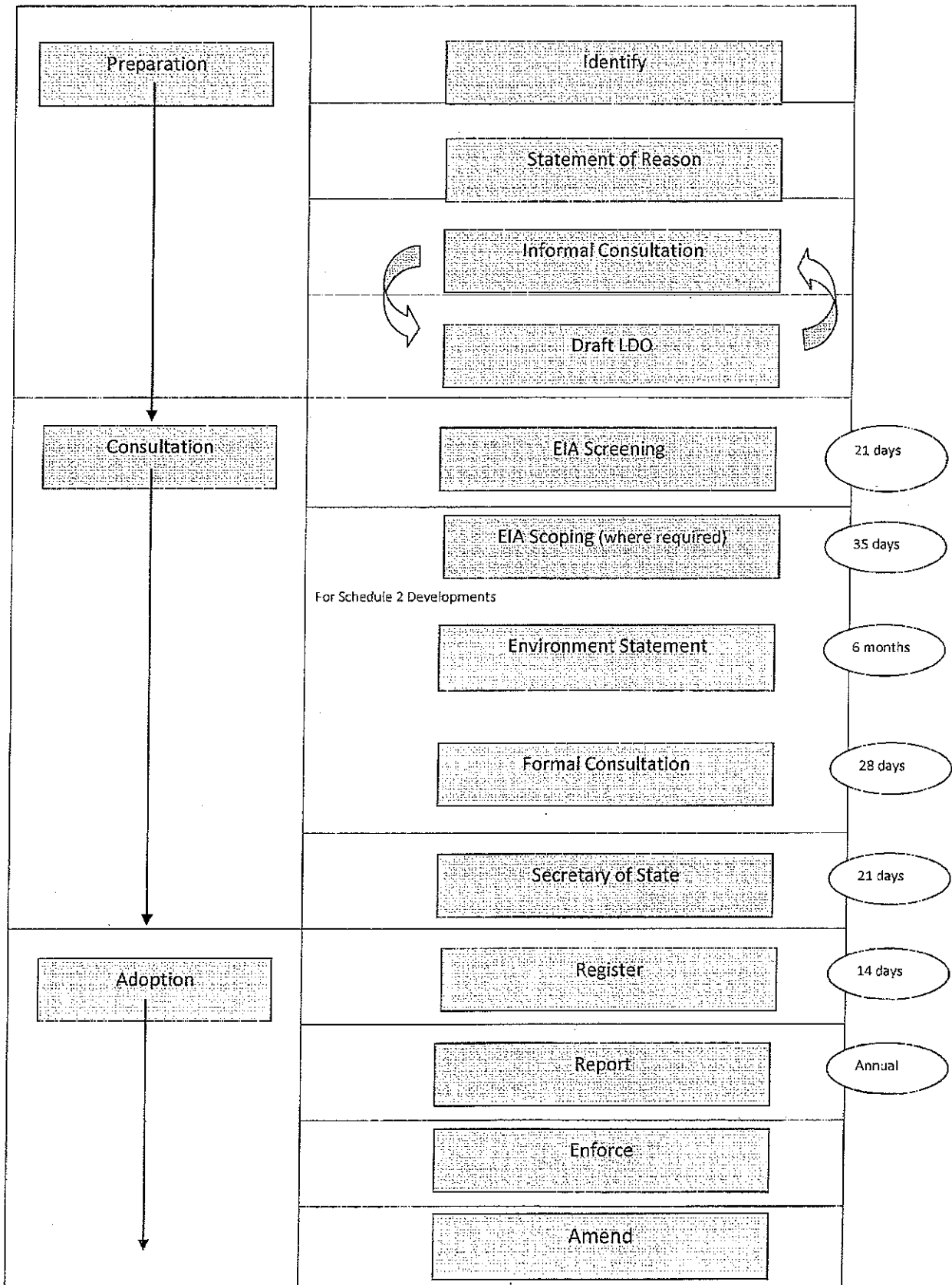
There are a number of key drivers behind the LDO in that it will:

- provide a comprehensive outline of all development that is permitted in Parcel A (which is shown on the Plan at Appendix 2 of the LDO), without the need for further planning permission;
- enable and facilitate development and allow sustainable economic growth to happen rapidly without further planning constraint allowing the developer to react quickly to market 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 Parcel A, 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 Parcel A;
- improve investor and occupier clarity, certainty and confidence;
- realise the Enterprise Zone's full economic potential as a national 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'*. The image provides a summary of the process to be followed.



1.5 Development within Parcel A

1.5.1

The LDO provides an opportunity to permit development across Parcel A 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 in respect of the development of a non-residential education and training centre for to be used as a Regional Skills Academy.

1.5.2

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 Local Planning Authority. These are as follows:

- (1) Development is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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);
 - Advanced flexible materials (13.96, 20.6);
 - Renewable Energy (27.1).
- (2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the Local Planning Authority of its proposal and the Local Planning Authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the Local Planning Authority shall have so notified the developer or the 28 day period specified below has passed without a response from the Local Planning Authority. The Local Planning Authority shall respond in writing to such notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the Local Planning Authority
- (3) Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information
- (4) Development shall not exceed the height of existing buildings at the Sablesbury site.
- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of

nearby buildings and must contribute positively to the visual character of the locality.

- (6) Access arrangements for proposed development under the LDO shall be submitted 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.
- (7) 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
- (8) Developments that exceed standard thresholds (national) (Appendix 4) shall have a Travel Plan approved by the Local Planning Authority parking levels for all developments to be in line with Local Planning Authority standards
- (9) Construction vehicles associated with development shall endeavour 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
- (10) In the event that the Local Planning Authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan.

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 the LDO

1.6.2

A request for EIA Screening Opinions has been made to Ribble Valley and South Ribble Borough Councils to establish whether an Environmental Statement is required in respect of development in Parcel A. The Local Planning Authorities will issue a Screening Opinion prior to the LDOs being submitted to the Secretary of State.

1.7 How does the LDO relate to other planning documents?

1.7.1

Ribble Valley District wide Local Plan (adopted June 1998):

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

1 7 2

South Ribble Local Plan (adopted February 2000):

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.

1 7 3

Central Lancashire Local Development Framework Publication Core Strategy (December 2010):

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

1 7 4

South Ribble Borough Council has consulted on a Preferred Options Site Allocations and Development Management Policies Development Plan Document. Within this document Policy C4 – 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 granting of Enterprise Zone status by Government, the Council has consulted on Policy C4 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.

1 7 5

Outline planning applications were submitted to Ribble Valley and South Ribble Borough Councils in July 2006 for the expansion of existing aerospace manufacturing and engineering facility to include additional industrial (57,884 sq m) and office space (39,048 sq m), with associated access, car parking, surface water attenuation works and ancillary reception building, crèche and restaurant facilities (total ancillary floor space 2,916 sq m). The applications included the eastern part of Parcel A. Outline planning permissions were granted in May 2007 by Ribble Valley Borough Council (Application Code No: 3/2006/0583) and South Ribble Borough Council (Application Code No 07/2006/0824). The Outline Planning Permissions required applications for Reserved Matters to be submitted not later than the expiration of 15 years from the date of the consents. These consents are helpful in that they demonstrate acceptable principles for the development of the land included in the LDO.

1 7 6

A Master Plan will be prepared that will supplement this LDO and establish a framework for the long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Following adoption of the Master Plan, development brought forward under the LDO shall need to comply with the Master Plan's principles. Future LDOs to be prepared over the next 3 years will replace this LDO.

1.7.7

The Guiding Principles for the Master Plan are to:

- Create a high quality, development providing people with a healthy workplace in an inspirational, successful and vibrant environment which promotes the creation of an active, inclusive and harmonious community, while ensuring improvement and enhancement of the existing;
- Encourage investment, create jobs and build a flourishing and sustainable economy;
- Provide a healthy working environment based upon the creation of a strong, inclusive and vibrant community using sustainable transport, movement and travel; and
- Create an environment reflective of the area whilst supporting better links and integration.

1.7.8

The Master Plan will address 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 (including height restrictions; palette of materials);
- Details of building materials;
- Provision of on-site structural landscaping;
- Avoidance of ecological impacts, measures to offset unavoidable ecological impacts, the delivery of biodiversity enhancements, the maintenance and enhancement of habitat connectivity and buffer zones around habitats of ecological importance;
- Provision of drainage.

1.7.9

Future LDOs at Samlesbury will incorporate the Master Plan. Future LDOs will 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.

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 Parcel A. Parcel A is 16 hectares in extent. The boundary of Parcel A is shown in Appendix 2.

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 have been put in place:

- The draft LDO, a plan and the Statement of Reasons will be placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation will be undertaken from 2nd February 2012 until 29th February 2012 (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 preparation of the final version of the LDO.

1.11 Structure of the 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 in Parcel A of the Enterprise Zone subject to a number of conditions.

APPENDIX 1

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No 1 (2012)

Lifetime of the LDO and options following its expiry

The LDO, and the terms within it, will be active for a period of 3 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 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

Development is not permitted by the LDO

If it would require the submission of an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Conditions

- (1) Development, falling within Use Class B, is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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);
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- (2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the Local Planning Authority of its proposal and the Local Planning Authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the local planning authority shall have so notified the developer or the 28 day period specified below has passed without a response from the Local Planning Authority. The Local Planning Authority shall respond in writing to such notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the Local Planning Authority
- (3) Prior to the commencement of development the developer shall provide copies of plans to the Local Planning Authority for information
- (4) Development shall not exceed the height of existing buildings at the Samlesbury site
- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality
- (6) Access arrangements for proposed development under the LDO shall be submitted 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.
- (7) 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

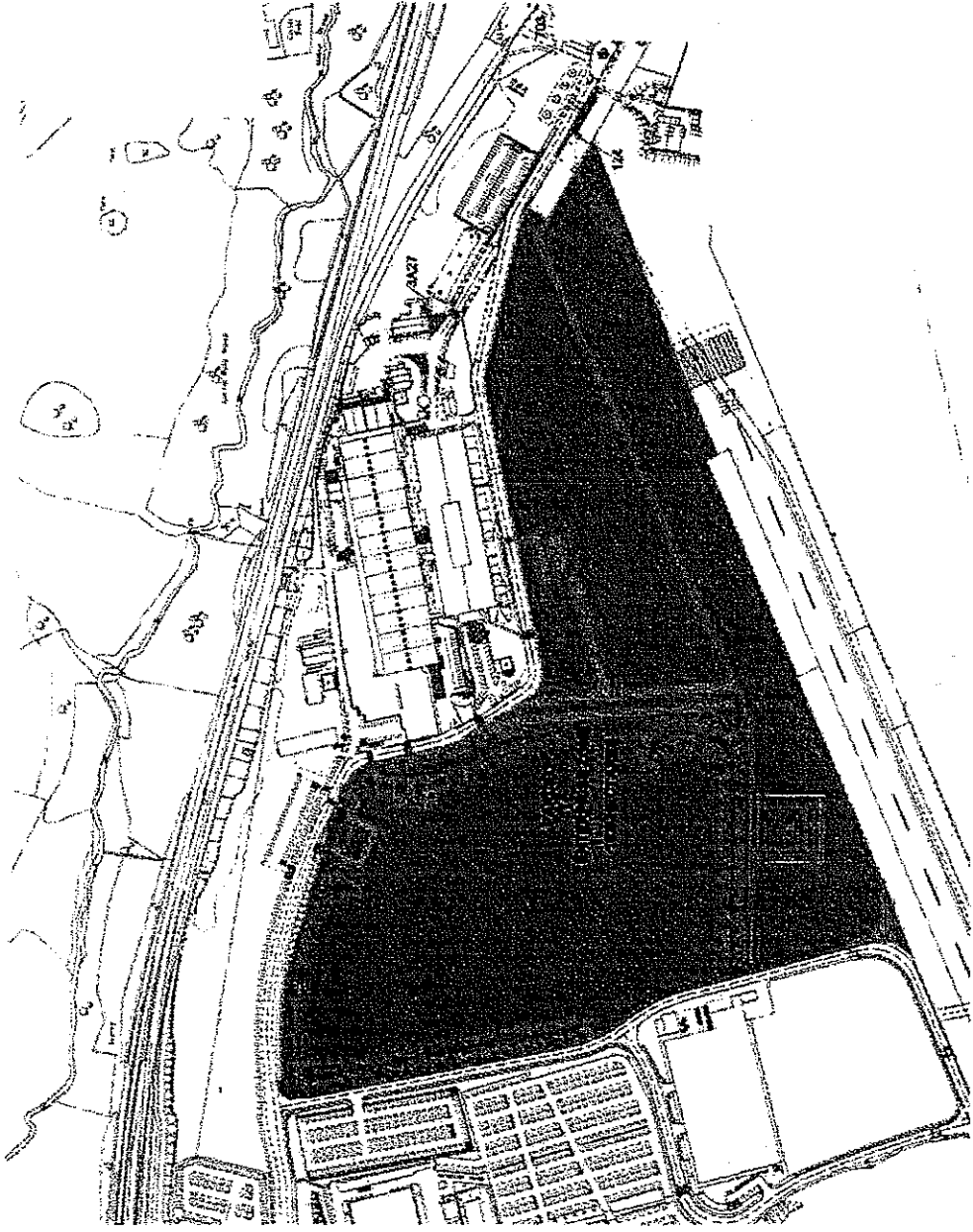
- (8) Developments that exceed standard thresholds (national) (See Appendix 4) shall have a Travel Plan approved by the Local Planning Authority parking levels for all developments to be in line with Local Planning Authority standards
- (9) Construction vehicles associated with development shall endeavour 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.
- (10) In the event that the local planning authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan

Note: Where development details submitted indicate that there are likely to be significant adverse impacts on the local highway network the developer shall submit for approval by the Local Planning authority (in consultation with the Local Highway Authority) proposed on-site and/or off-site works to mitigate such impacts. Where the information provided demonstrates that significant adverse impacts on the local highway network cannot be appropriately mitigated, a planning application will be required for the development

Interpretation

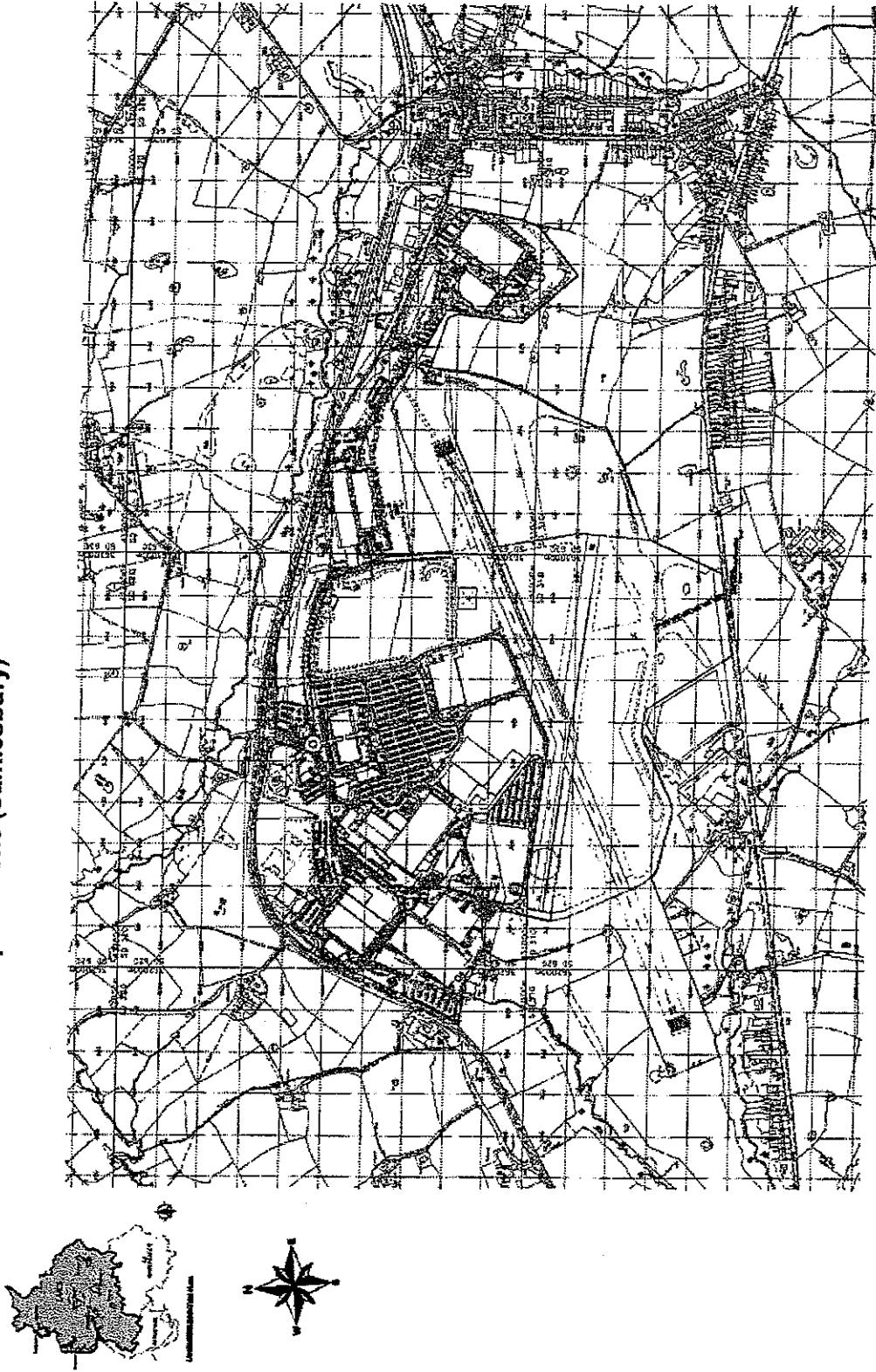
The purpose of the LDO is to authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in relation to advanced engineering and manufacturing and ancillary uses, and to authorise development within Class D1 of the Town and Country Planning (Use Classes)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

APPENDIX 2 – Map of Parcel A (Samlesbury)





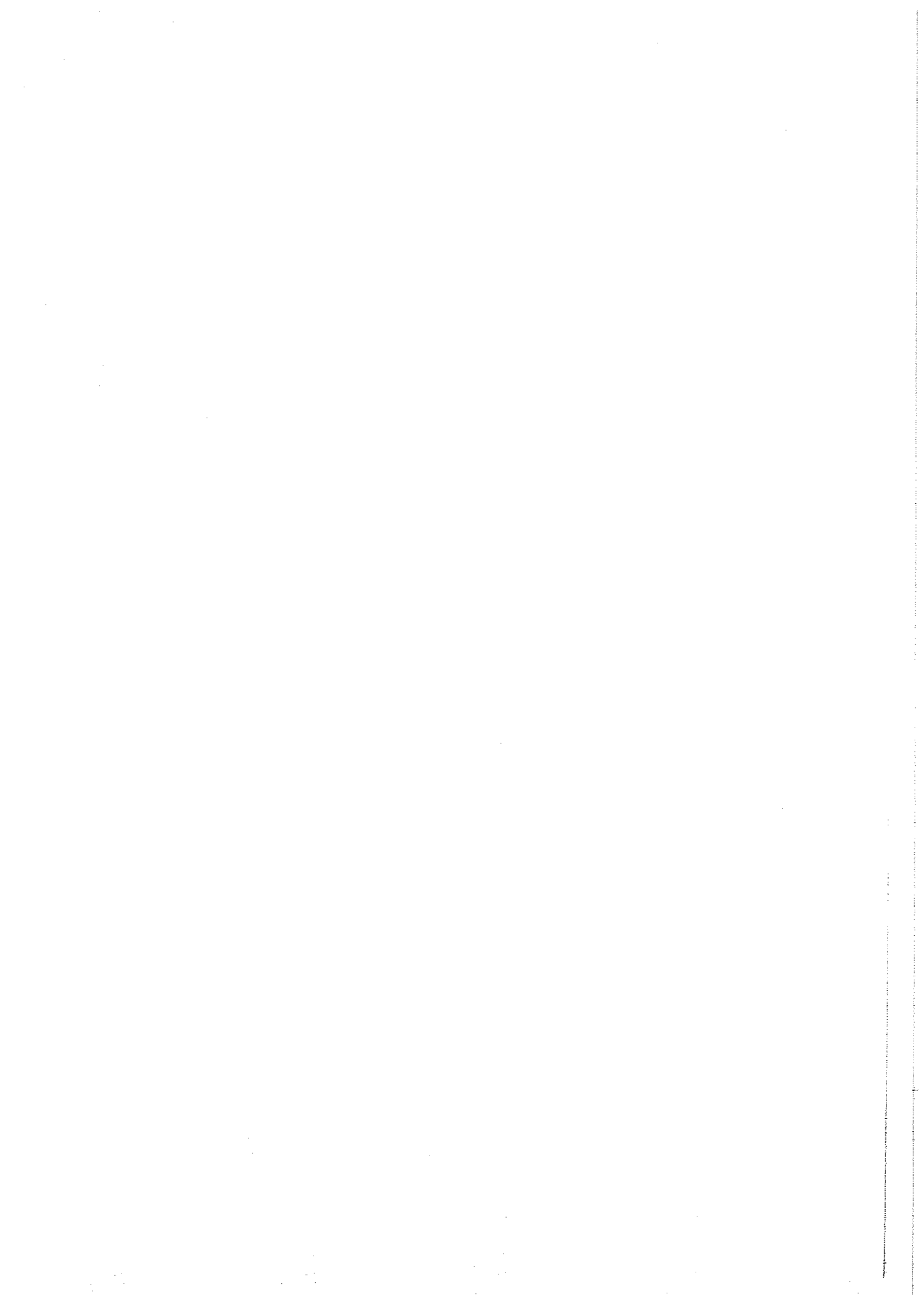
APPENDIX 3 -- Map of Lancashire Enterprise Zone (Samlesbury)





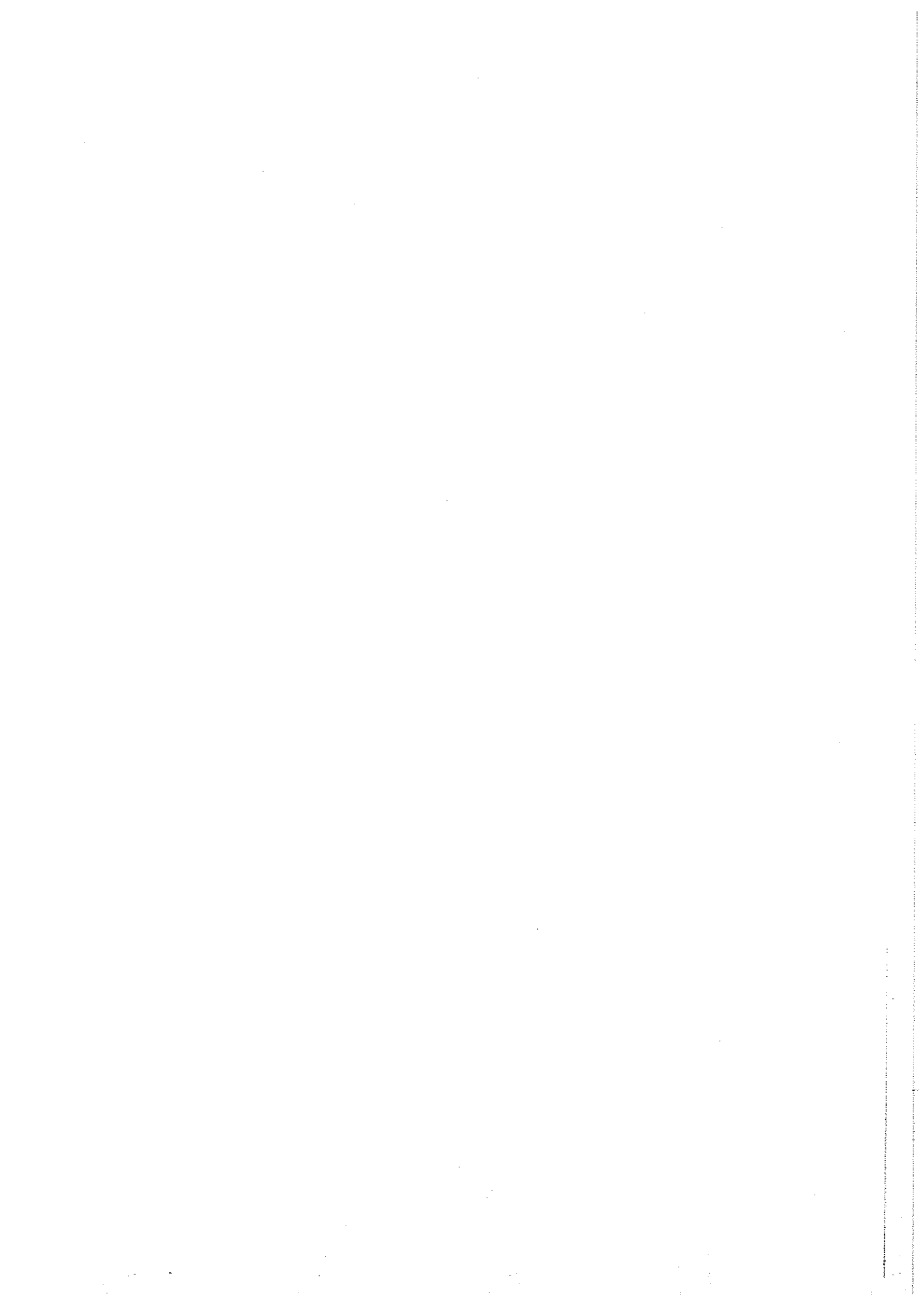
APPENDIX 4 – National Thresholds

Use Class	Travel Plan Threshold
	M ² GFA unless stated
A1 Food retail	>800
A1 Non Food Retail	>1500
A2 Financial and professional services	>2500
A3 Restaurants and cafes	>2500
A4 Drinking establishments	>600
A5 Hot Food Takeaways	>500
B1 (a) Offices Other than those within A2; (b) Research and Development; and (c) Light Industry	>2500
B2 General Industry	>4000
B8 Storage and Distribution	>5000
C1 Hotels	>100 bedrooms
C2 Residential Institutions, Hospitals and nursing homes	>50 beds
C2 Residential College and school	>150 students
C2 Residential Institutions – Institutional hostels	>400 residents
C3 Dwelling Houses	>80 units
D1 Non residential institutions	>1000
D2 Assembly and leisure	>1500
Other	Discuss with LCC Highways Team



APPENDIX 2

**CONSULTATION LIST INCLUDING COPY OF
CONSULTATION LETTERS
COPIES OF SITE NOTICE
STATUTORY ADVERTISEMENT**



RIBBLE VALLEY BOROUGH COUNCIL

please ask for: JOHN MACHOLC
direct line: 01200 414502
e-mail: john.macholc@ribblevalley.gov.uk
my ref: JM/EL/LDO/SAMLESBURY 2012
your ref:
date: 2 February 2012

Council Offices
Church Walk
CLITHEROE
Lancashire BB7 2RA

Switchboard: 01200 425111
Fax: 01200 414487
DX: Clitheroe 15157
www.ribblevalley.gov.uk

Dear Sir

PROPOSED LOCAL DEVELOPMENT ORDER RELATING TO ADVANCED ENGINEERING MANUFACTURING USES AT LAND WITHIN PARCEL A SAMLESBURY AERODROME, SAMLESBURY

I attach a link to both Ribble Valley's and South Ribble Council's websites which includes copies of the draft Local Development Order and statements of the Council's reasons for proposing to make the above Order. I can confirm both Local Development Orders are identical but it is necessary to submit two Local Development Orders as the land straddles the boroughs boundary

The relevant links to the identical LDO documents are:

www.ribblevalley.gov.uk/info/200175/planning/1389/localdevelopmentorders
<http://www.southribble.gov.uk/Section.asp?sectiontype=listseparate&docId=3140&preview=1&language=1>

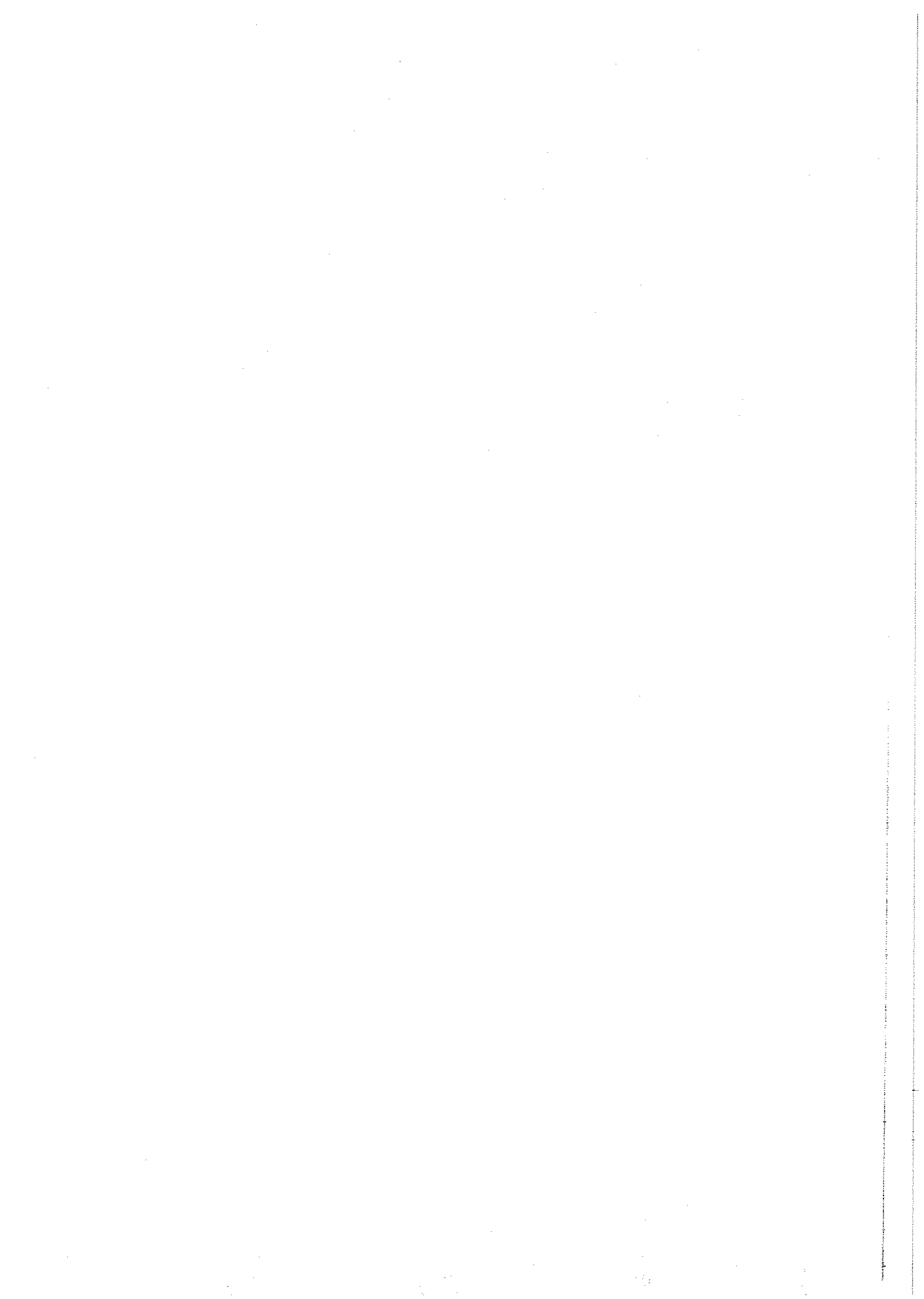
As part of the consultation procedure, I would be grateful to receive your comments within 21 days of this letter but no later than 28 days

Please send any correspondence to John Macholc, Head of Planning Services at Ribble Valley Borough Council who will forward your observations direct to the relevant officers of South Ribble Borough Council

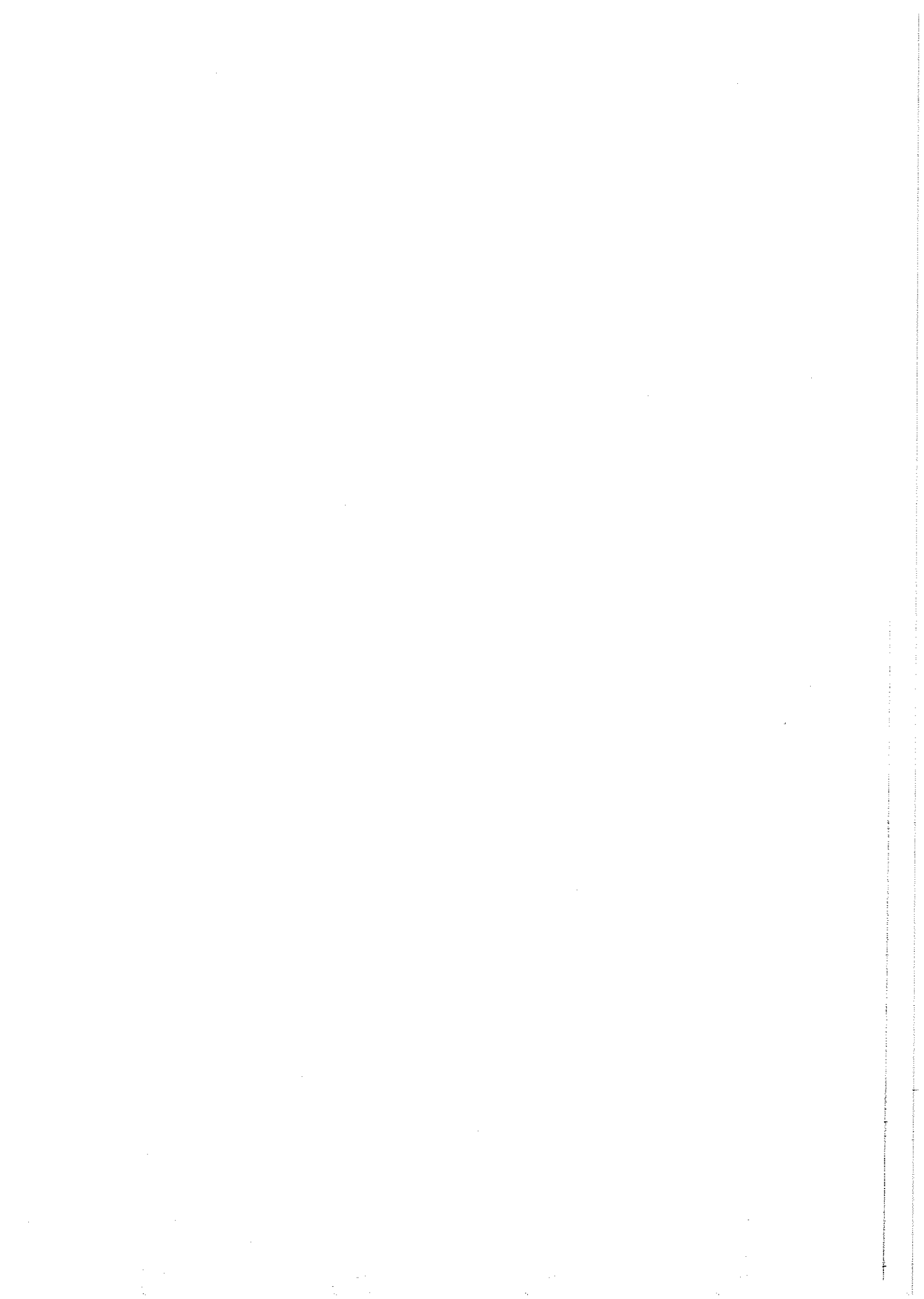
Yours faithfully

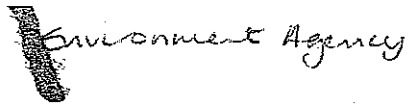
HEAD OF PLANNING SERVICES

Enc



The Environment Agency
Highways Agency
Lancashire County Council
Natural England
United Utilities
Osbaldeston Parish Council
Mellor Parish Council
Samesbury & Cuerdale Parish Council
Balderstone Parish Council
Preston City Council
Blackburn with Darwen Borough Council





Jane Tucker

From: Jane Tucker
Sent: 02 February 2012 12:20
To: planning-liaison-NW-Central@environment-agency.gov.uk
Subject: Consultation on LDO No 1 (2012) Samlesbury Aerodrome, Samlesbury

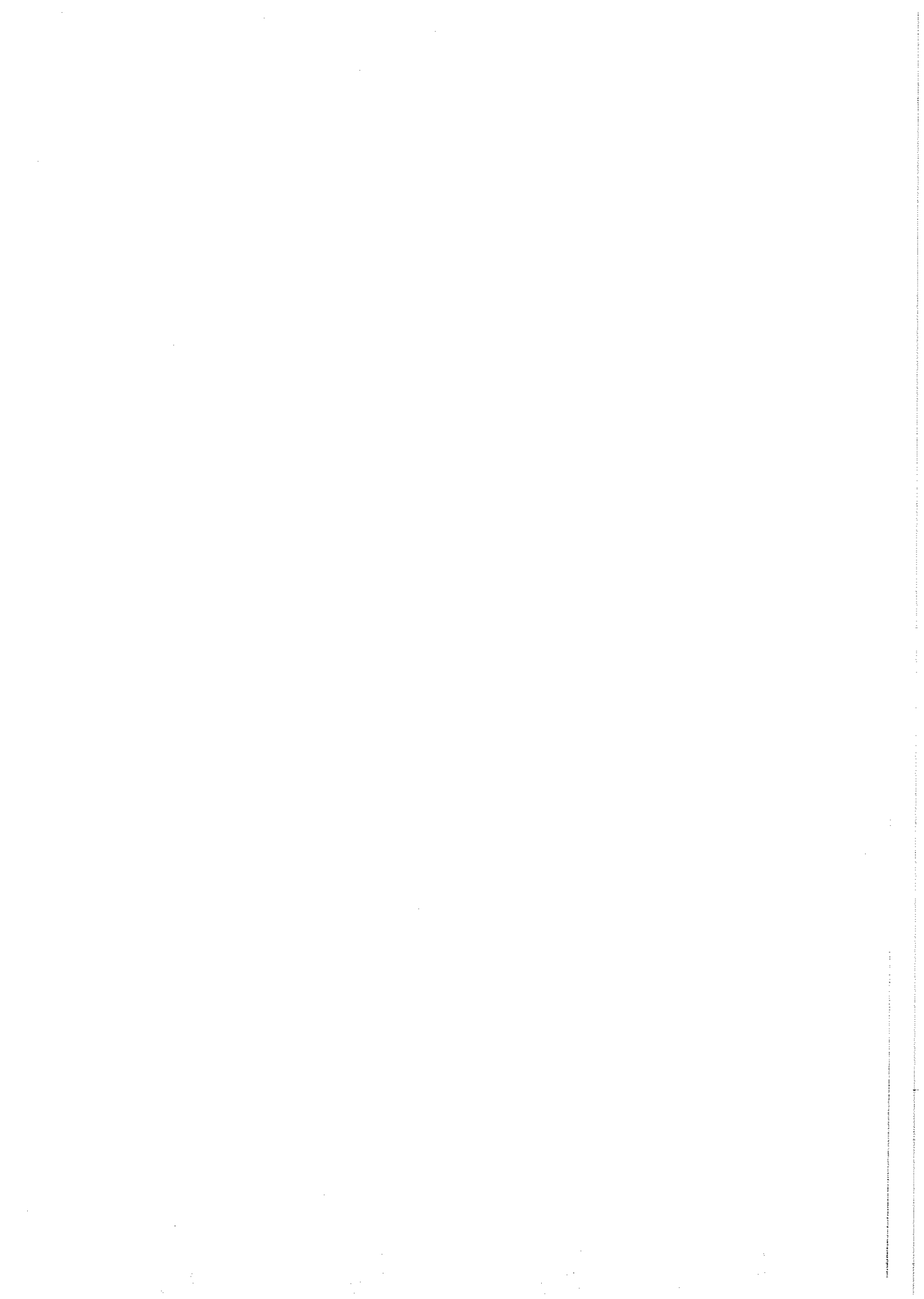
Attachments: Statutory Consultee letter LDO.pdf

Please can we have your comments on the above Local Development Order. I have attached the formal consultation letter, and here is a link to view the document on our website
http://www.ribblevalley.gov.uk/info/200175/planning/1389/local_development_orders/2



Statutory
consultee letter LDO

Jane Tucker | Planning Reception |
Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA
T: 01200 414499 | F: 01200 414487 | E: jane.tucker@ribblevalley.gov.uk | W: www.ribblevalley.gov.uk



401
J2



RIBBLE VALLEY BOROUGH COUNCIL

please ask for: JOHN MACHOLC
direct line: 01200 414502
e-mail: john.macholc@ribblevalley.gov.uk
my ref: JM/CMS/LDO/SAMLESBURY 2012
your ref:
date: 1 February 2012

Council Offices
Church Walk
CLITHEROE
Lancashire BB7 2RA

Switchboard: 01200 425111
Fax: 01200 414487
DX: Clitheroe 15157
www.ribblevalley.gov.uk

Dear Sir/Madam

PROPOSED LOCAL DEVELOPMENT ORDERS ON LAND SHOWN AS PARCEL 'A' AT BRITISH AEROSPACE, SAMLESBURY

Notice is given that Ribble Valley Borough Council and South Ribble Borough Council are proposing to make identical Local Development Orders on land within the Samlesbury Enterprise Zone. As the land straddles the borough boundary it is necessary to have two identical Local Development Orders which relate to one for each borough. A plan showing the area in question is printed on the reverse of this letter.

The Local Development Order Parcel 'A' Samlesbury would grant permission for the type of development specified in the Order but be subject to various conditions.

A copy of the draft Order and Statement of the Council's Reasons can be inspected during the hours of 0900 to 1700 hours Monday to Friday at the Level D Reception, Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, BB7 2RA and 0900 to 1700 Monday to Friday at South Ribble Borough Council, Civic Centre, West Paddock, Leyland.

A copy of the draft Order and reasons are also available on the Councils' respective websites:

www.ribblevalley.gov.uk/info/200175/planning/1389/localdevelopmentorders
<http://www.southribble.gov.uk/Section.asp?sectiontype=listseparate&docid=3140&preview=1&language=1>

Anyone who wishes to make representation about the proposed Local Development Order should write or email to John Macholc, Head of Planning Services, Council offices Church Walk Clitheroe by no later than the 2 March 2012. All representations will be forwarded to South Ribble Borough Council.

Under the provisions of the Local Government (Access to Information) Act 1985 any representations received will be available for inspection at any time during the application process. Such representations may be placed before Committee if appropriate.

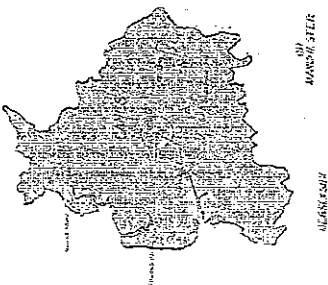
Yours faithfully

JOHN MACHOLC
HEAD OF PLANNING SERVICES

Barnside
Preston New Road
Samlesbury
Lancashire
PR5 0UP

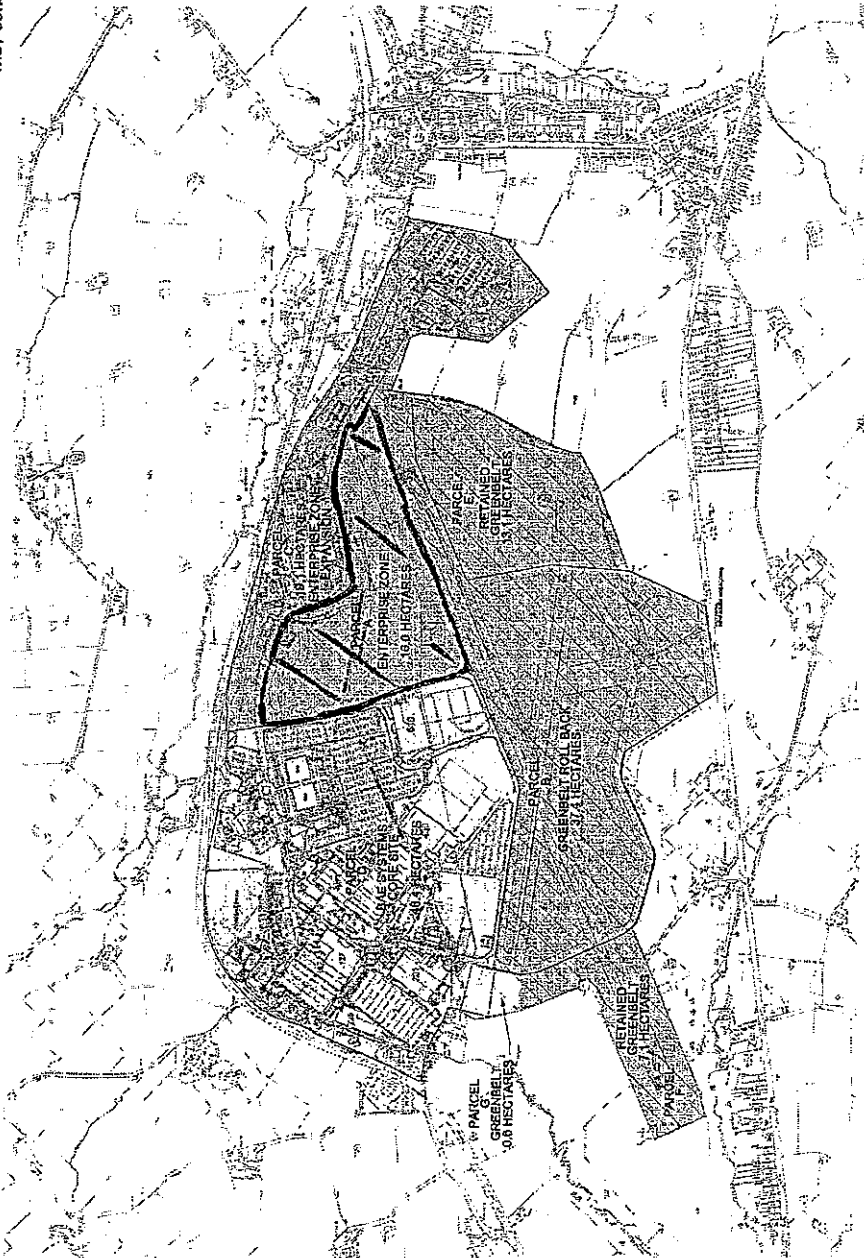
IN STRICT CONFIDENCE

Public Access:
 Freedom Of Information Act 2000.
 This drawing contains commercially-sensitive
 information and is to be held in confidence.
 Release of this information by a public authority
 without BAE SYSTEMS prior consent
 may constitute a breach of confidence.




LANCASHIRE
 400000:10000
 400000:10000

LANCASHIRE LOCATION PLAN



STATUTORY INFORMATION
 This drawing is the property of BAE SYSTEMS and is to be held in confidence.
 Release of this information by a public authority without BAE SYSTEMS prior consent may constitute a breach of confidence.

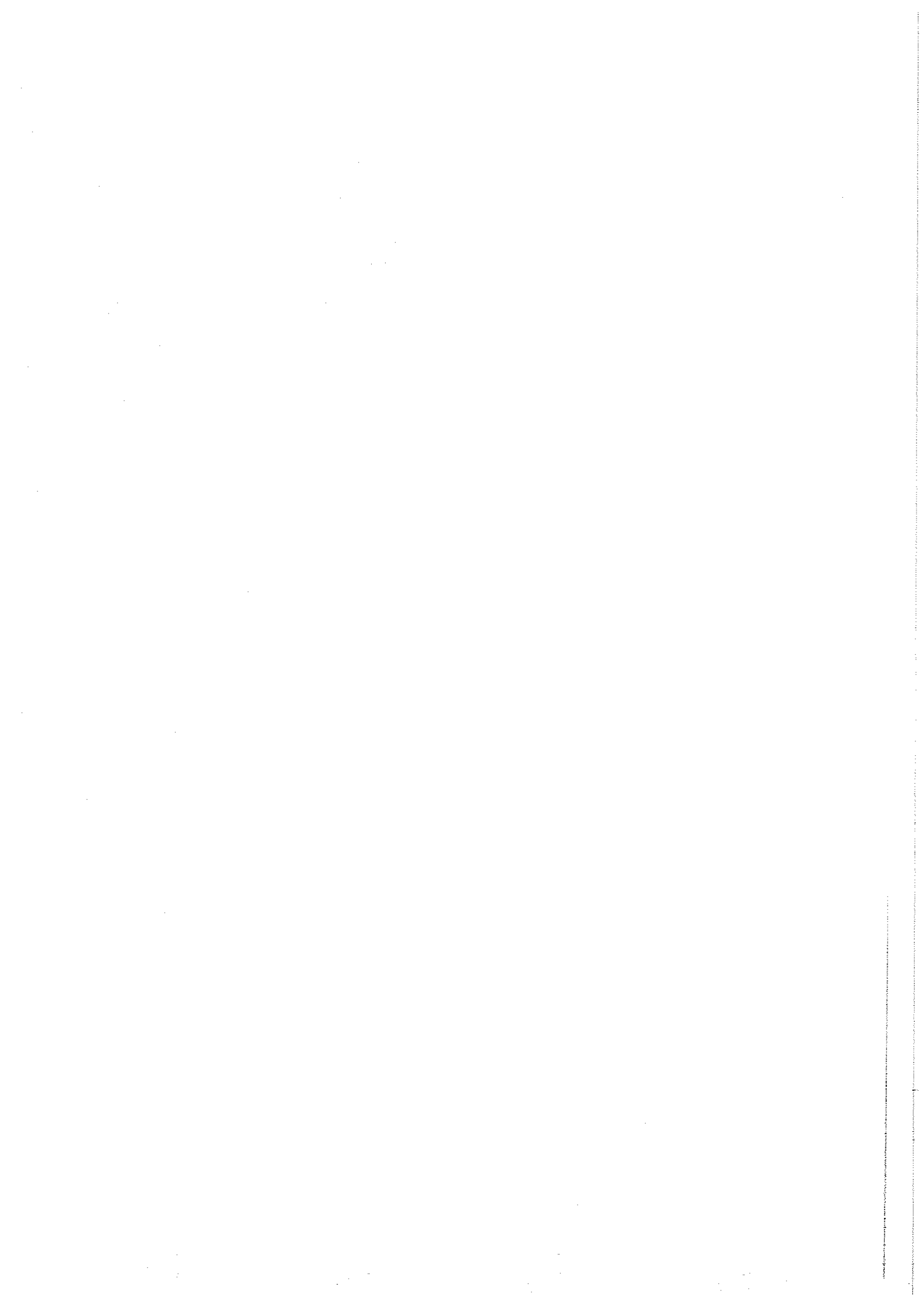
Investment & Infrastructure Services	
Project Name	LANCASHIRE
Project No	11S0128/002
Client	BAE SYSTEMS
Site	LANCASHIRE
Drawn	11/01/20
Checked	11/01/20
Scale	1:1000
Drawn by	11/01/20
Checked by	11/01/20
Scale	1:1000
Drawn by	11/01/20
Checked by	11/01/20

 = Land subject of Local Development Order (Parcel A)

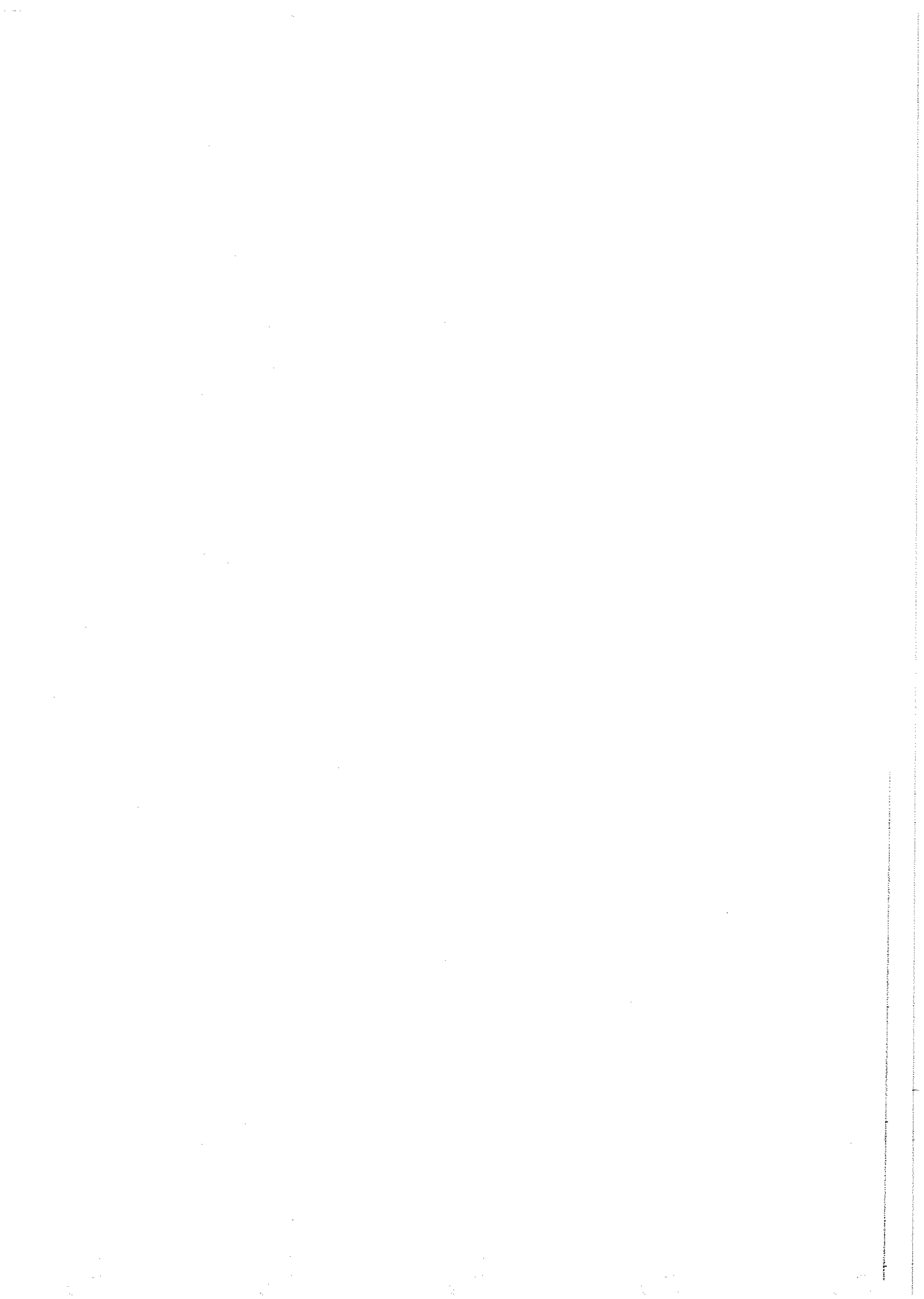
Address 1	Address 2	Address 3	Address 4	Address 5	Address 6
New Trees Garage	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
123 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
1 Hawthorn Cottages	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
115 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
113 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
105 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
103 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
5 Lilac Terrace	Mellor Brook	Blackburn	Lancashire	BB2 7PQ	
4 Lilac Terrace	Mellor Brook	Blackburn	Lancashire	BB2 7PQ	
3 Lilac Terrace	Mellor Brook	Blackburn	Lancashire	BB2 7PQ	
2 Lilac Terrace	Mellor Brook	Blackburn	Lancashire	BB2 7PQ	
1 Lilac Terrace	Mellor Brook	Blackburn	Lancashire	BB2 7PQ	
2 Hawthorn Cottages	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB7 7LB
111 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
109 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
107 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
101 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
Cedarwood	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
22 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
Managers Flat	Windmill Hotel	Preston New Road	Mellor Brook	Blackburn	BB2 7NS
Tanmir	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Shaldon	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Sedgemoor	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Oakenclough	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Norwood	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Mossfield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Mayfield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Ingledene	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Englesfield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Darleydale	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Bryn Teg	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Barbrook	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Ashfield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Windmill Service Station	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
29 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
25 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
15 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
63 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
61 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
53 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
51 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
43 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
41 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
Oaklands	Park Road	Mellor Brook	Lancashire	BB2 7PY	
6 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
5 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
Gullane	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
4 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
Dew Bottoms	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
1 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
2 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
18 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
16 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
Lismore	Park Road	Mellor Brook	Lancashire	BB2 7PY	
Brendene	Park Road	Mellor Brook	Lancashire	BB2 7PY	
Woodfold	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS



Whiteacre	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Wellfield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Thirlmere	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
The Bungalow	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Suestra	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Stonecheck	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Ranworth	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Pensarn	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Nevin	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Mostyn	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Kenmuir	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Howick	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Coed Mawr	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Brentwood	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
Blue Garth	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Windmill Hotel	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NS
33 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
31 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
27 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
23 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
21 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
19 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
17 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
67 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
65 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
59 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
57 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
55 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
49 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
47 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
45 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
39 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
37 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
35 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
3 Windmill Cottages	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7NT
4 Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT	BB2 7PT
Clanton	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Van Eyck	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Terra Nova	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Saddlers	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Intack Cottage	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Hillside	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Higher Intack Farm	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Glanton	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
Crossfields	Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT
10 Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT	
20 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
14 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
13 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
12 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
11 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
10 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
9 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
8 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
7 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
6 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
5 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
4 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	



3 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
1 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
2 Long Meadow	Mellor Brook	Blackburn	Lancashire	BB2 7NX	
Lower Intack Barn	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Higher Intack Barn	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Kentucky Fried Chicken	Preston New Road	Mellor Brook	Preston	Lancashire	BB2 7PU
Higher Barn	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Willowcroft	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Vickers Croft	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Kirn House	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Limefield	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Dalegarth	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Huntley Springs	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Greenacre	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Shenyck	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Kentrigg	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Dawlish	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Malvern	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Lynwood	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
All Springs	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Firsland	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Quennevais	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Petherton	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Homestead	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Oakdene	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Kite Moor	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Ruardene	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Mylah	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Head Of Lea	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Dale End	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Sunningdale	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Pendennis	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Park Farm Dairy	Park Road	Mellor Brook	Lancashire	BB2 7PY	
Parkside	Park Lane	Mellor Brook	Lancashire	BB2 7PY	
Higher Barn	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Park Farm	Park Lane	Mellor Brook	Lancashire	BB2 7PY	
3 Samlesbury Hall Cottages	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Restaurant at Samlesbury Hall	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Samlesbury Hall Cottage	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Samlesbury Hall	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Manor Court	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Manor Farm	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Samlesbury Hall Lodge	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
The Lodge	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Dey House	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
2 Samlesbury Hall Cottages	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
1 Samlesbury Hall Cottages	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Spring House	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Samlesbury Old Hall	Preston New Road	Samlesbury	Lancashire	PR5 0UR	
Cricket House Farm	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Cricket House Cottage	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Cricket House Barn	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Alderley	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Woodside	Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY
Whirlodale	Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY
Brook Lodge	Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY
Flat 4	Hoghton View	Preston New Road	Samlesbury	Lancashire	PR5 0UP



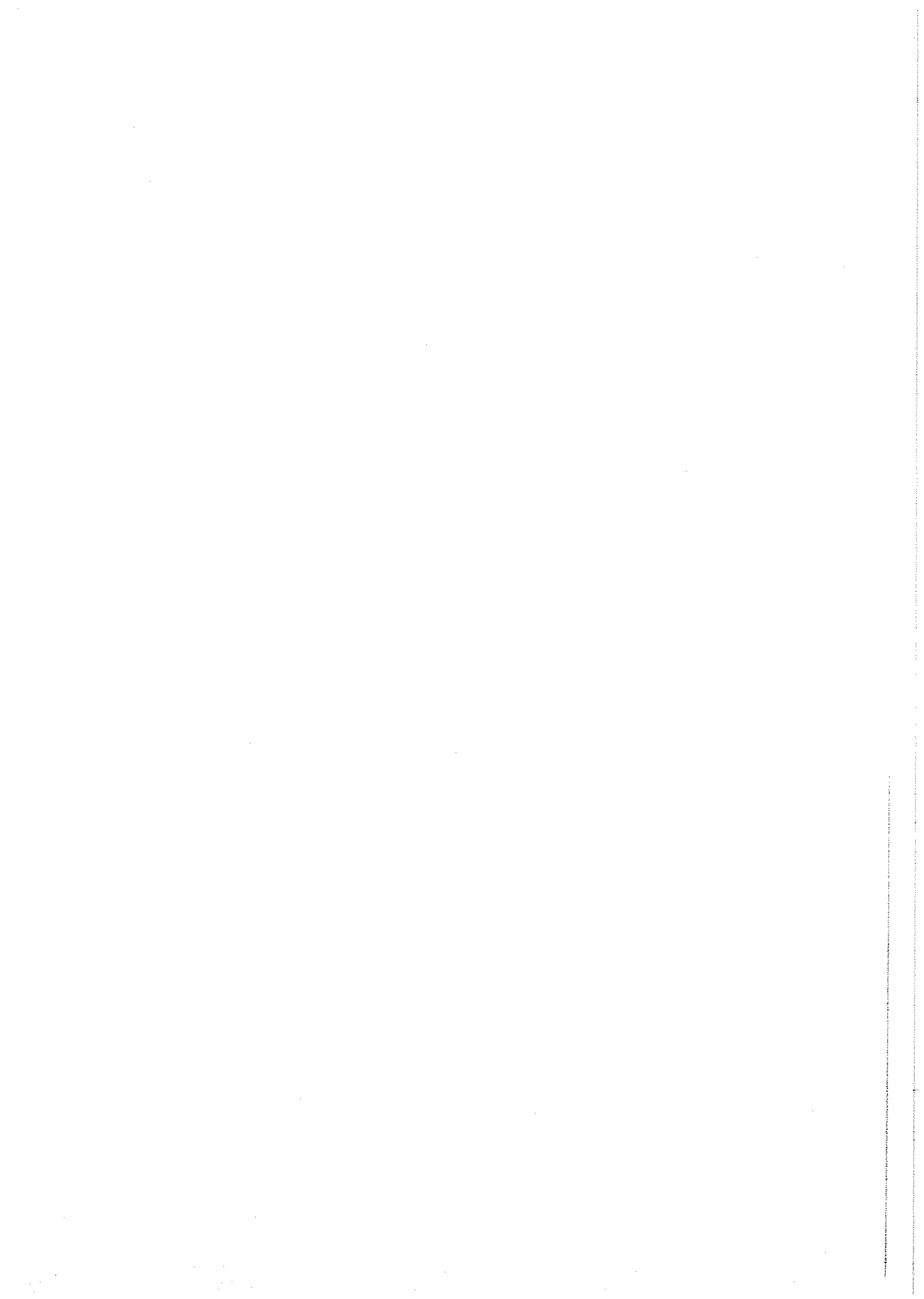
Flat 2	Hoghton View	Preston New Road	Samlesbury	Lancashire	PR5 0UP
Flat 3	Hoghton View	Preston New Road	Samlesbury	Lancashire	PR5 0UP
Hoghton Cottage	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
Huntley Wood	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
Flat 1	Hoghton View	Preston New Road	Samlesbury	Preston	PR5 0UP
Hermitage Cottage	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Manor Gardens Limited	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Woodlands Bungalow	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Wood End	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
The Oaks	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Sunnyhurst	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Lynbrook	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Kenmore	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Kelrose	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Huntley Hall	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Huntley Green	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Halfway Garage	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Woodlands Nursery	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
St Brelades	Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY
Spring House	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
3 Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY	
Bowmen Of Pendle	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Newlyn	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Marajan	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
Lowood	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Loreto	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Kantara	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Huntley Lawn	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Huntley House	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
Firtrees	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Dunlea	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Cairnsmore	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Belmont	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Barnside	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Ashwood	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Halfway House Hotel	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Glenora	Huntley Lane	Samlesbury	Preston	Lancashire	PR5 0TY
Quattros Too Ltd	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Huntley Trees	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Woodlands	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
The Hermitage	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Whistbrae	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Bukhara	Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UP
Woodlands View	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Little Chef	Preston New Road	Samlesbury	Lancashire	PR5 0UP	
Oak Dene	Preston New	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Binocular View	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
School House Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Mike Potter Antiques	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Alker Fold Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Sumners Farm Cottage	Whalley Road	Samlesbury	Lancashire	PR5 0UN	
Alker Fold	Whalley Road	Samlesbury	Lancashire	PR5 0UN	
Court Lodge	Whalley Road	Samlesbury	Lancashire	PR5 0UN	
Worldwide Catering	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
The Willows	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Sumners House	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
School House	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Sumners Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN



Court Lodge Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Heyes Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
LCC	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Huntley Wood	Whalley Road	Samlesbury	Lancashire	PR5 0UN	
Huntleywood Bungalow	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Huntleys Of Samlesbury Ltd	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Huntley Gate Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
2 Huntley Woods Farm	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
4 Huntley Woods Farm	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
3 Huntley Woods Farm	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
1 Huntley Woods Farm	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
The Shippon	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
Myerscough Hotel	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
Mr Duxbury	The Poplars	Preston New Road	Mellor Brook	Blackburn	BB2 7PU
Highfield	Preston New Road	Mellor Brook	Lancashire	BB2 7PU	
Thurstons Farm	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Monks Contractors Ltd	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
94 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
102 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NY	
16 Woodfold Close	Mellor Brook	Blackburn	Lancashire	BB2 7NZ	
1 Woodfold Close	Mellor Brook	Blackburn	Lancashire	BB2 7NZ	
Fieldens Arms	Whalley Road	Mellor Brook	Blackburn	Lancashire	BB2 7PR
1 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
2 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
24 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
25 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
26 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
27 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
28 Feildens Farm Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PD	
Broomholm	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Oulton	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Wynfree	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Mayfair	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Carter Fold	Myerscough Road	Mellor Brook	Blackburn	Lancashire	BB2 7LB
Bowfields Farm	Bowfields Lane	Balderstone	Blackburn	Lancashire	BB2 7LW
Bowfields Cottage	Bowfields Lane	Balderstone	Blackburn	Lancashire	BB2 7LW
Brookside Farm	Bowfields Lane	Balderstone	Blackburn	Lancashire	BB2 7LD
Nancys Cottage	Bowfields Lane	Balderstone	Blackburn	Lancashire	BB2 7LD
Lund Hall Farm	Bowfields Lane	Balderstone	Blackburn	Lancashire	BB2 7LD
Fish House Farm	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
Oak Tree Barn	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
1 Moorhouse Barn	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
2 Moorhouse Barn	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
3 Moorhouse Barn	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
4 Moorhouse Barn	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
Moorhouse Farm	Woods Brow	Balderstone	Blackburn	Lancashire	BB2 7LG
Rigby Fold Farm	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
Boddington Arms	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
Premier Inn	Myerscough Smithy Road	Balderstone	Blackburn	Lancashire	BB2 7LE
Lussem Glen	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Goose House Barn	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
Goose House Farm	Whalley Road	Samlesbury	Preston	Lancashire	PR5 0UN
408 Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UN	
410 Preston New Road	Samlesbury	Preston	Lancashire	PR5 0UN	
Oak Lea Cottage	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Ash Tree	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Aspden Fold Cottage	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ



Aspden Fold Farm	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Weavers Fold	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Sorbrose House	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
Whiteside Farm	Nabs Head Lane	Samlesbury	Preston	Lancashire	PR5 0UQ
2 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
4 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
6 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
8 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
10 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
12 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
14 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
16 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
18 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
20 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
22 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
24 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
26 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
28 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
30 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
32 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
34 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
36 Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU	
Camberley	Branch Road	Mellor Brook	Blackburn	Lancashire	BB2 7NU
6 Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT	
8 Intack Lane	Mellor Brook	Blackburn	Lancashire	BB2 7PT	
Cedarwood	Preston New Road	Mellor Brook	Blackburn	Lancashire	BB2 7PU
Clarendon Haulage Co Ltd	New Trees Garage	Myerscough Road	Mellor Brook	Blackburn	BB2 7LB
Nationwide Access Ltd	New Trees Garage	Myerscough Road	Mellor Brook	Blackburn	BB2 7LB
Highfield	Preston New Road	Mellor Brook	Blackburn	BB2 7PU	
Hillberry	Preston New Road	Mellor Brook	Blackburn	BB2 7PU	
Park Farm Cottage	Park Road	Mellor Brook	Blackburn	BB2 7PY	



SCHEDULE 7

NOTICE UNDER ARTICLE 34

Town and Country Planning (Development Management Procedure) Order 2010

NOTICE UNDER ARTICLE 34 OF PROPOSAL FOR LOCAL DEVELOPMENT ORDER GRANTING PLANNING PERMISSION

Proposed development at **LAND SHOWN AT PARCEL A, SAMLESBURY AERODROME**

I give notice that **RIBBLE VALLEY BOROUGH AND SOUTH RIBBLE BOROUGH COUNCILS** propose to make a Local Development Order granting planning permission for:

DEVELOPMENT FOR ADVANCED ENGINEERING OR MANUFACTURING PURPOSES AS WELL AS NON-RESIDENTIAL EDUCATION TRAINING CENTRE

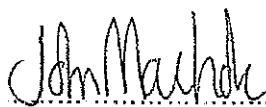
A copy of the draft order and a statement of the Councils' reasons for making the order are available for inspection at Ribble Valley Borough Council, Level D Reception, Church Walk, Clitheroe, BB7 2RA and South Ribble Borough Council, Civic Centre, West Paddock, Leyland, PR25 1DH during normal office hours, 9am – 5pm (please note the offices at South Ribble close at 4.45pm on Fridays), and are published on the Councils' websites at:

http://www.ribbonvalley.gov.uk/info/200175/planning/1389/local_development_orders

<http://www.southribble.gov.uk/Section.asp?sectiontype=listseparate&docId=3140&preview=1&language=1>

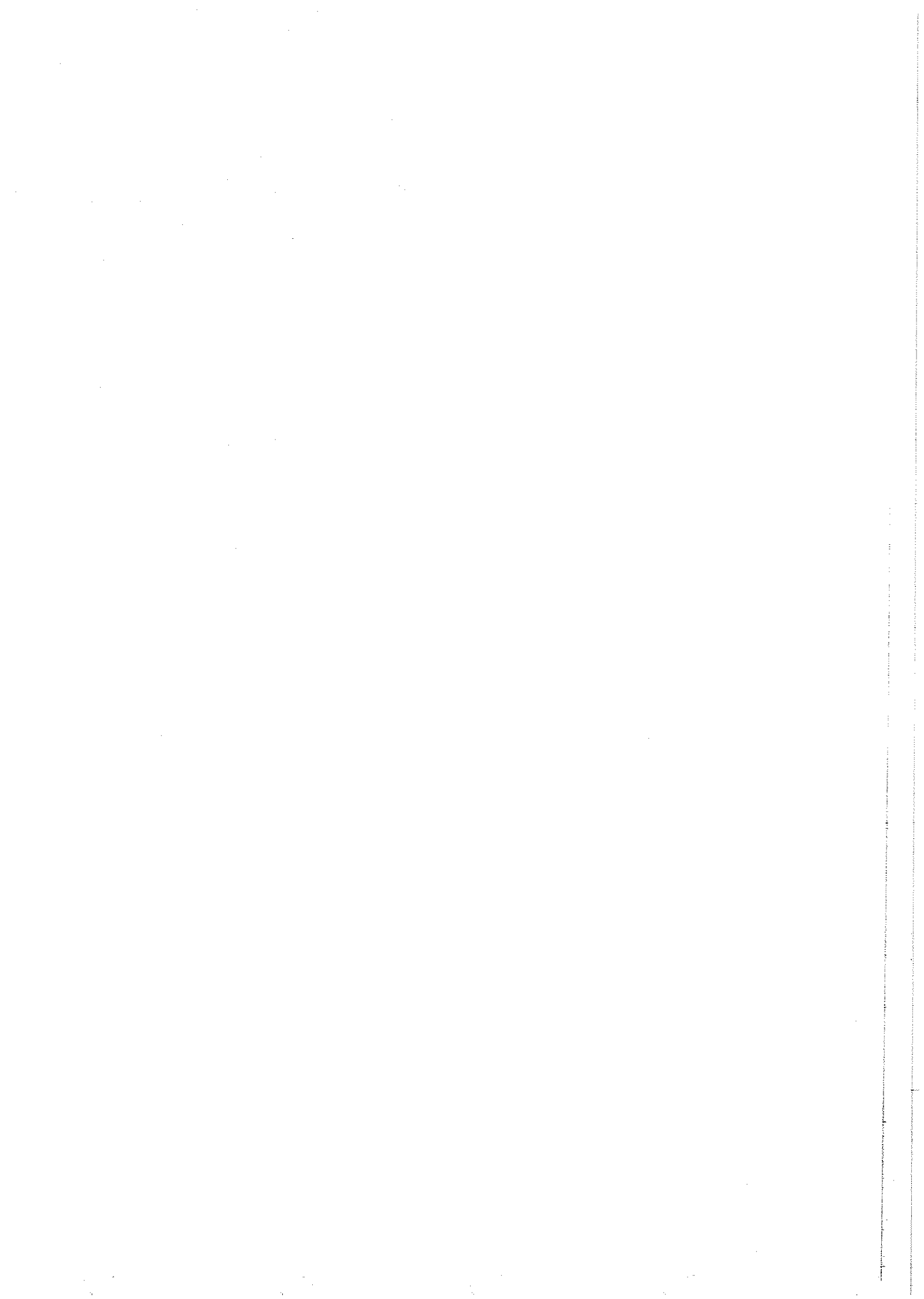
Anyone who wishes to make representations about this proposed Local Development Order should write to or e-mail:

John Macholc, Head of Planning Services, Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe BB7 2RA or john.macholc@ribbonvalley.gov.uk by no later than 2 March 2012

Signed  (John Macholc)
On behalf of Ribble Valley Borough Council
Date 2 February 2012



SITE NOTICE



PROPOSED LOCAL
DEVELOPMENT
ORDERS

ON LAND AT BRITISH
AEROSPACE, SAMLESBURY

Notice is given that Ribble Valley Borough Council and South Ribble Borough Council are proposing to make identical Local Development Orders on land within the Samlesbury Enterprise Zone. As the land straddles the borough boundary it is necessary to have two identical Local Development Orders which relate to one for each borough.

The Local Development Order Parcel 'A' Samlesbury would grant permission for the type of development specified in the Order but be subject to various conditions.

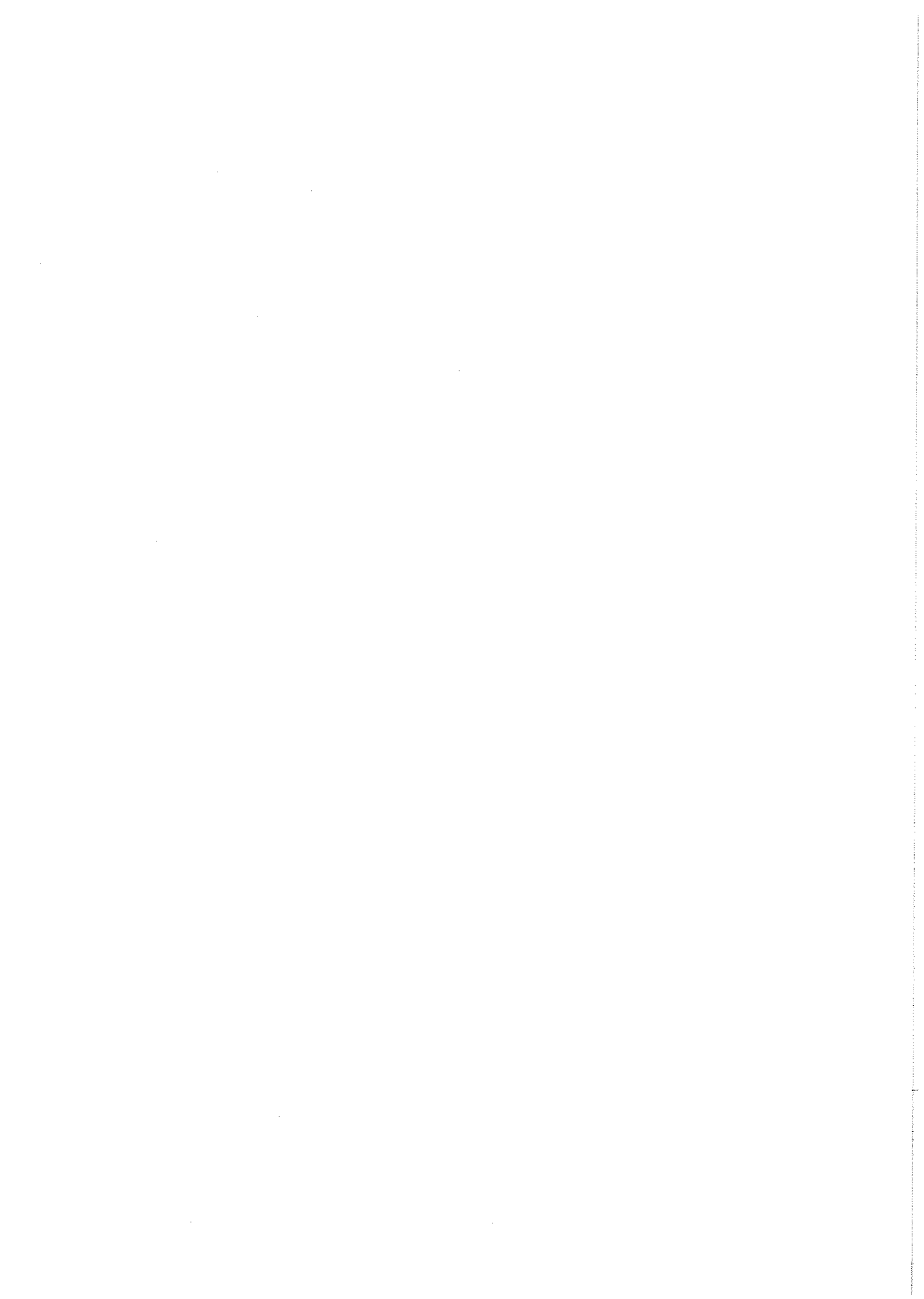
A copy of the draft Order and Statement of the Council's Reasons can be inspected during the hours of 0900 to 1700 hours Monday to Friday at the Level D Reception, Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, BB7 2RA and 0830 to 1715 Monday to Thursday and 0830 to 1645 on Friday at South Ribble Borough Council, Civic Centre, West Paddock, Leyland PR25 1DH

A copy of the draft Order and reasons are also available on the Councils' respective websites:
<http://www.southribble.gov.uk/localdevelopmentorders>
www.ribblevalley.gov.uk/info/2/00175/planning/1389/localdevelopmentorders

Anyone who wishes to make representation about the proposed Local Development Order should write or email to John Macholc, Head of Planning Services, Council offices Church Walk Clitheroe by no later than the 2 March 2012. All representations will be forwarded to South Ribble Borough Council.

Under the provisions of the Local Government (Access to Information) Act 1985 any representations received will be available for inspection at any time during the application process. Such representations may be placed before Committee if appropriate.

Appeared in
the LEP
1/2/12



Public Notices

Schedule 7 - Notice
under article 34

Town and Country
Planning (Development
Management
Procedure) Order 2010

Notice Under Article 34
of Proposal for Local
Development Order
Granting Planning
Permission

Proposed development at BAE
Systems, Samlesbury
Notice is given that Ribble Valley
Borough Council and South
Ribble Borough Council pro-
pose to make a Local
Development Order granting
planning permission to carry out
advanced engineering and
manufacturing uses and ancil-
lary uses and associated build-
ing works, including non-resi-
dential education training cen-
tre.

A copy of the draft order and a
statement of the Councils' rea-
sons for making the order are
available via the following links

http://www.ribblevalley.gov.uk/info/200175/planning/1389/local_development_orders

<http://www.southernribble.gov.uk/Section.aspx?sectiontype=list-separate&docid=3140&pre-view=1&language=1>

Copies of the draft Local
Development Order and its
accompanying Statement of
Reasons can be inspected dur-
ing office hours between 0900-
1700 Monday to Friday at:

Ribble Valley Council Offices,
Level D Reception Church
Walk, Clitheroe

South Ribble Council Offices,
Civic Centre, West Paddock,
Leyland (Please note these
offices close at 4.45pm on
Fridays)

Anyone who wishes to make
representations about this pro-
posed Local Development Order
should write to or email:

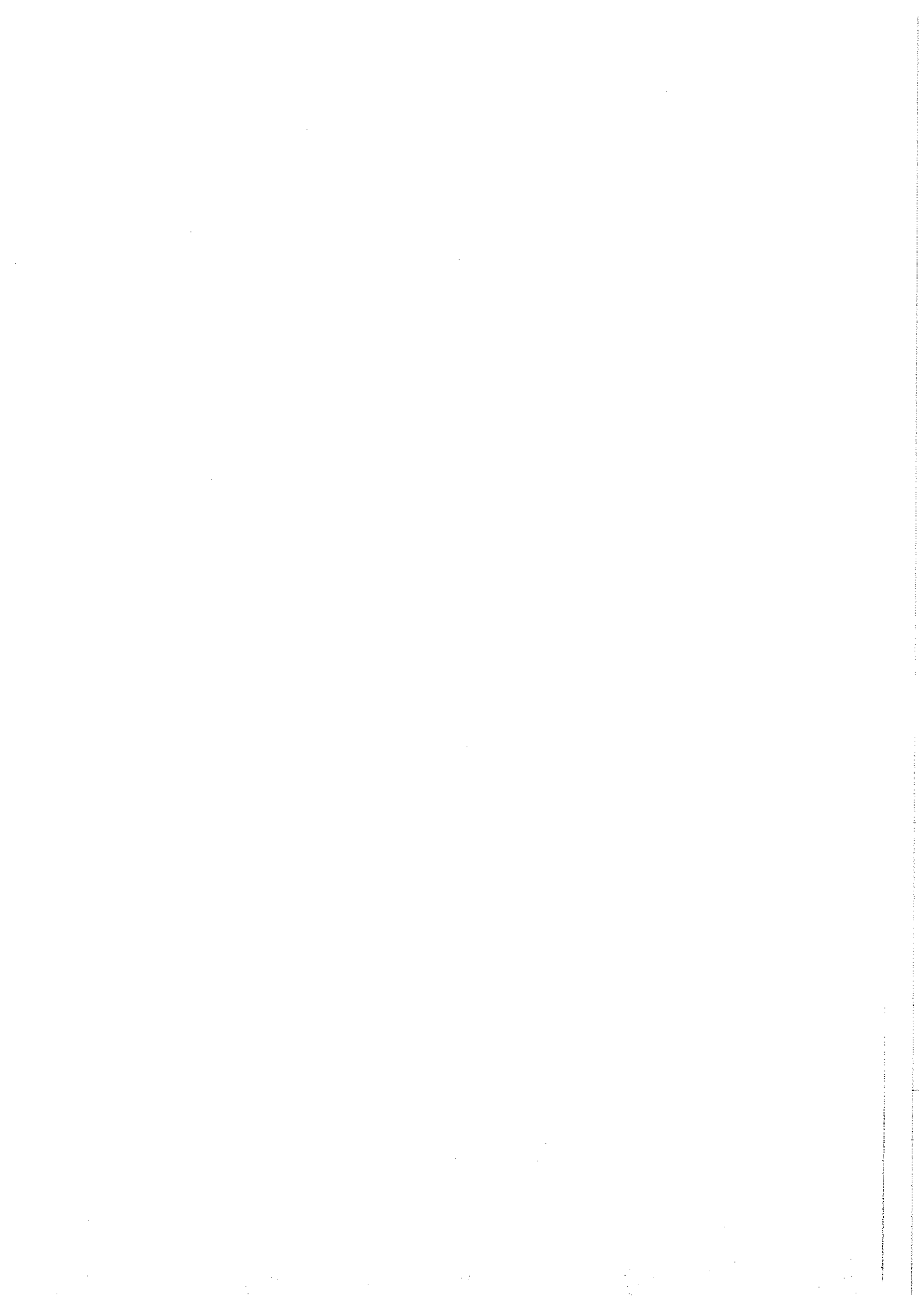
John Machole, Head of
Planning Services, Ribble Valley
Borough Council, Council
Offices, Church Walk, Clitheroe,
BB7 2RA or john.machole@ribblevalley.gov.uk by no later than
2 March 2012.

(All representations will be for-
warded to both Councils)



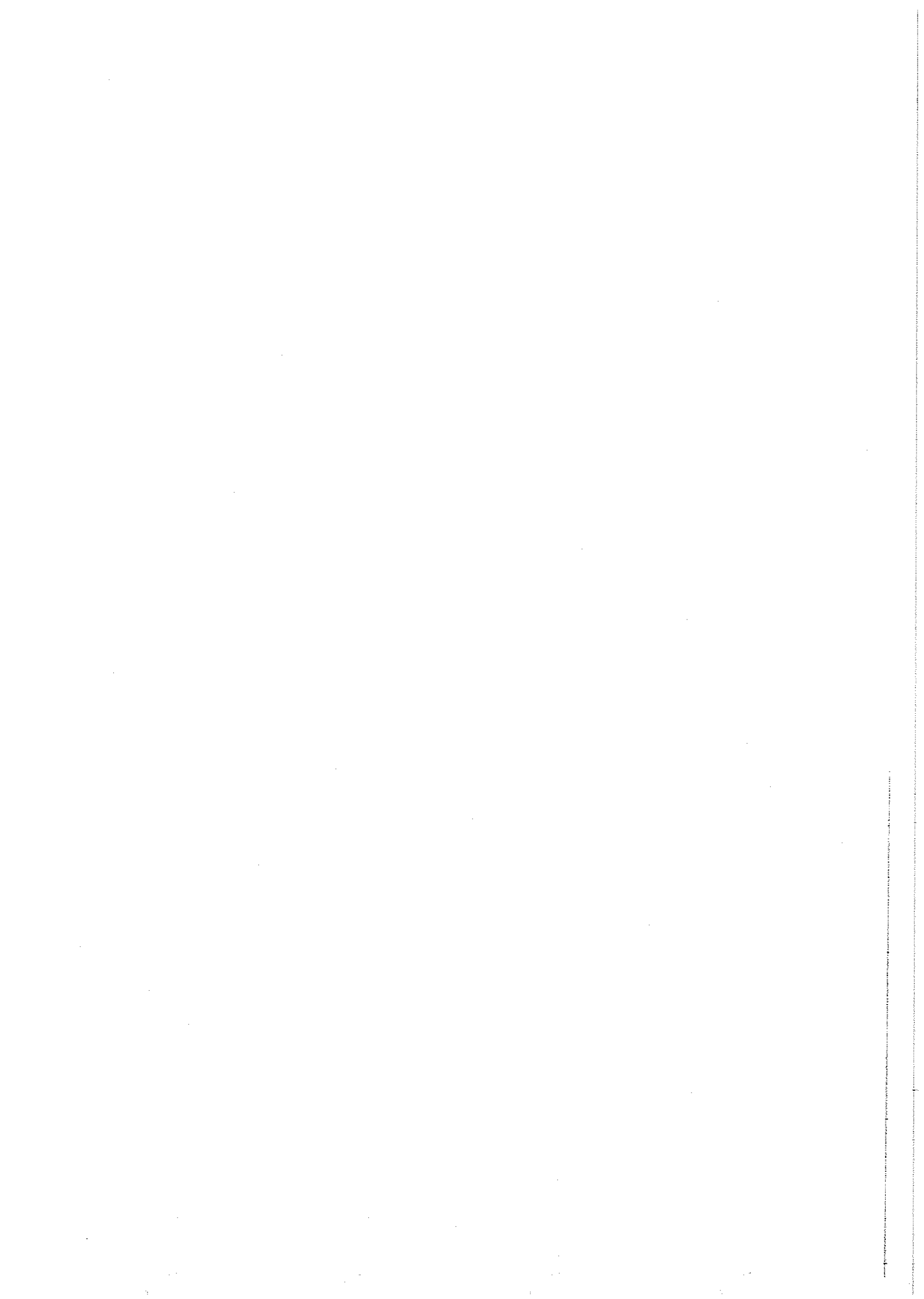
APPENDIX 3

STATEMENT OF COMMUNITY INVOLVEMENT AND COMMENTS LDO PARCEL A SAMLESBURY AERODROME



**STATEMENT OF COMMUNITY INVOLVEMENT IN RELATION TO CONSULTATION ON
LOCAL DEVELOPMENT ORDER PARCEL A, SAMLESBURY AERODROME**

Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Kristian Marsh	Highways Agency	<p>Aware of previous planning applications which required improvement works at junction 30 of the M6 motorway of which many have been carried out, but that further works are also conditioned as permissions are built out in the future. Not readily apparent how the LDO for Samlesbury affects those consents and therefore it may be worthwhile including a summary of those issues for consideration as the master plan is drawn up. Welcome the fact that transport impacts will be considered further as a part of the masterplan process. Emphasises that the consideration of the impact on the trunk road network as well as a local road network should be considered where appropriate.</p>	<p>Noted and will ensure that masterplan will take account of the issues referred to in the consultation letter.</p>	None
Philip Carter	Environment Agency	<p>Consider that the advanced engineering manufacturing industry proposed could play a significant role in challenging and adapting to the impacts of climate change. Promoting the growth and development of such sectors could subsequently have a positive environmental impact. Consider that two issues are not adequately addressed in the conditions suggested in the LDO that relate to drainage and land</p>	<p>Recommended that a validation report demonstrating ground investigation and any necessary remediation works should be completed to the satisfaction of the relevant councils in consultation with the Environment</p>	<p>It is advocated that suitable conditions be added to the LDO in accordance with the consultation response so that additional conditions relating to foul and surface water and contamination plan be required prior to commencement of</p>



Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Phil Megson	Lancashire County Council	<p>quality (contamination). It is noted that drainage intends to be controlled via the masterplan process but not be in place upon commencement of the proposed order. To ensure any development does not increase the risk of flooding due to surface water run-off, and that an appropriate drainage system exists, recommend a condition be imposed in the LDO requesting details of foul and surface water to be submitted for approval to the Local Planning Authority.</p> <p>The LDO makes no reference to the issue of land quality and the risk of contamination of the site, and it is noted that areas of green space are likely to have low risk of contamination and other parts of the sites could be at greater risk due to the legacy of existing site operations. It is in the interest of the developer to ensure any existing contamination problems on site are resolved. Suggested that prior to commencement of works a risk management framework is provided and that this should be conditional and imposed and advocate that a condition should be imposed in the LDO.</p>	Agency prior to works commencing.	
		<p>County Council fully supports the Enterprise Zone which is fundamental to delivering sustainable economic growth. The LDO gives a simplified approach to</p>	Endorse the supportive comments and the economic benefits of the LDO need to be fully	Footnote to be added in relation to ecology.



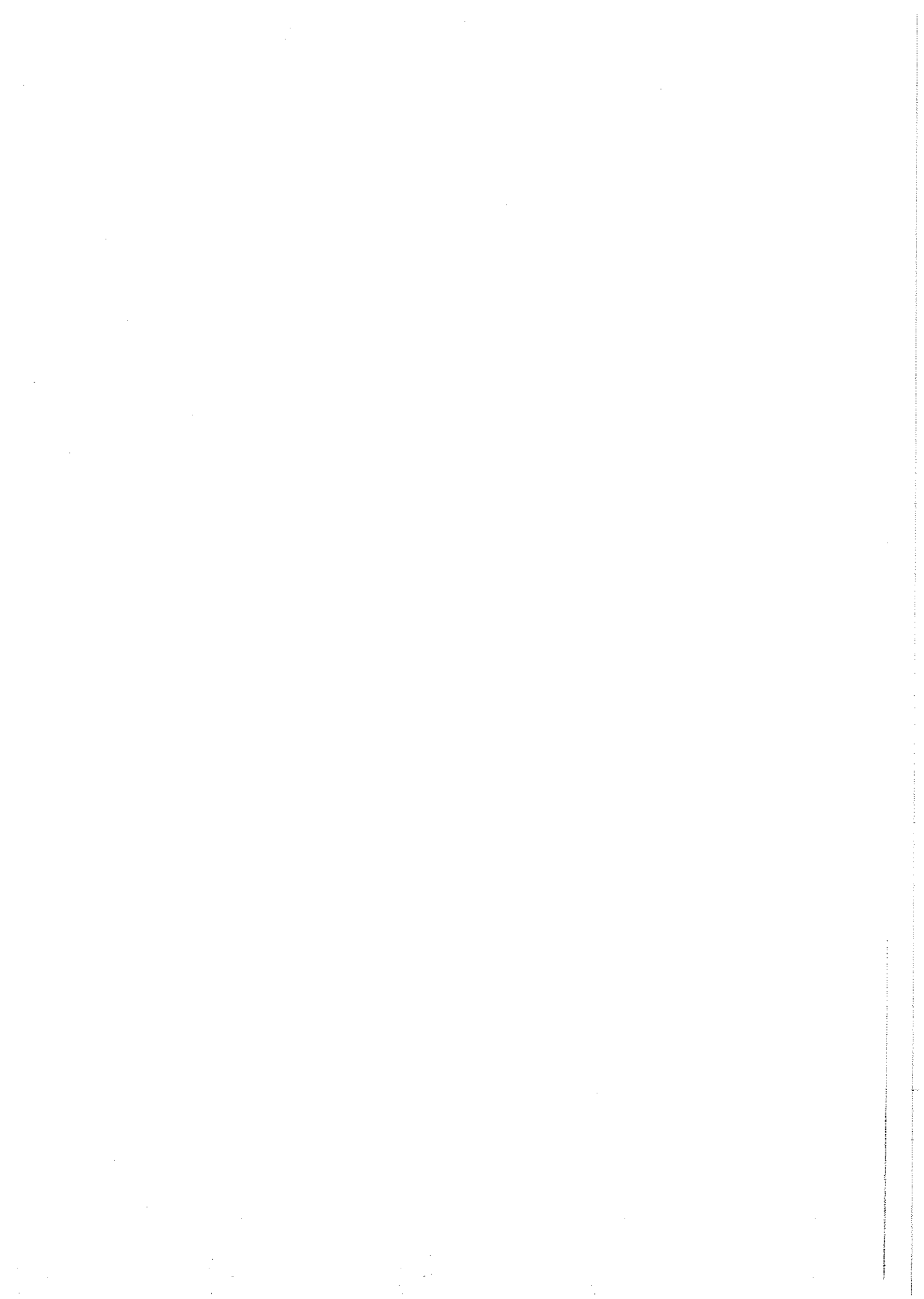
Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
		<p>planning and provides a robust framework that will provide certainty for investing businesses.</p> <p>As a highway authority it supports the approach and satisfied that adequate conditions are included to ensure the impacts on the highway network during construction and operation can be accommodated without compromising highway safety. The suggested conditions are critical. Future LDOs will be underpinned by a Master Plan and so development within Parcel A must have consideration to the long term plan of the Zone.</p> <p>In relation to ecology suggests a footnote to be added to relate to the Master Plan having the need to have regard to the requirements of the Conservation of Habitats and Species Regulations 2010.</p>	<p>considered. Accept the observations in relation to highway conditions and ecology concerns.</p>	
Rea Psillidou	Blackburn with Darwen Borough Council	<p>At this stage the plans are noted, no significant issues but would like to remain active in the consultation process.</p>	<p>Comments noted and further engagement throughout the process will continue.</p>	
Elizabeth Johnson	Preston City Council	<p>Raise some concern regarding consent for nuclear use and suggests a more specific reference. Request further consultation on the Masterplan. Some concerns regarding the access to this site by residents of Preston due to the limited availability of public transport.</p>	<p>Comments noted and further consultation will take place at the Master Plan stage. Transport issues in relation to sustainable travel are part of an on going research.</p>	Footnote reference to types of use permitted under the category of Nuclear.
Chris Smith	Natural England	<p>Noted that in association with the</p>	<p>Comments received and</p>	None



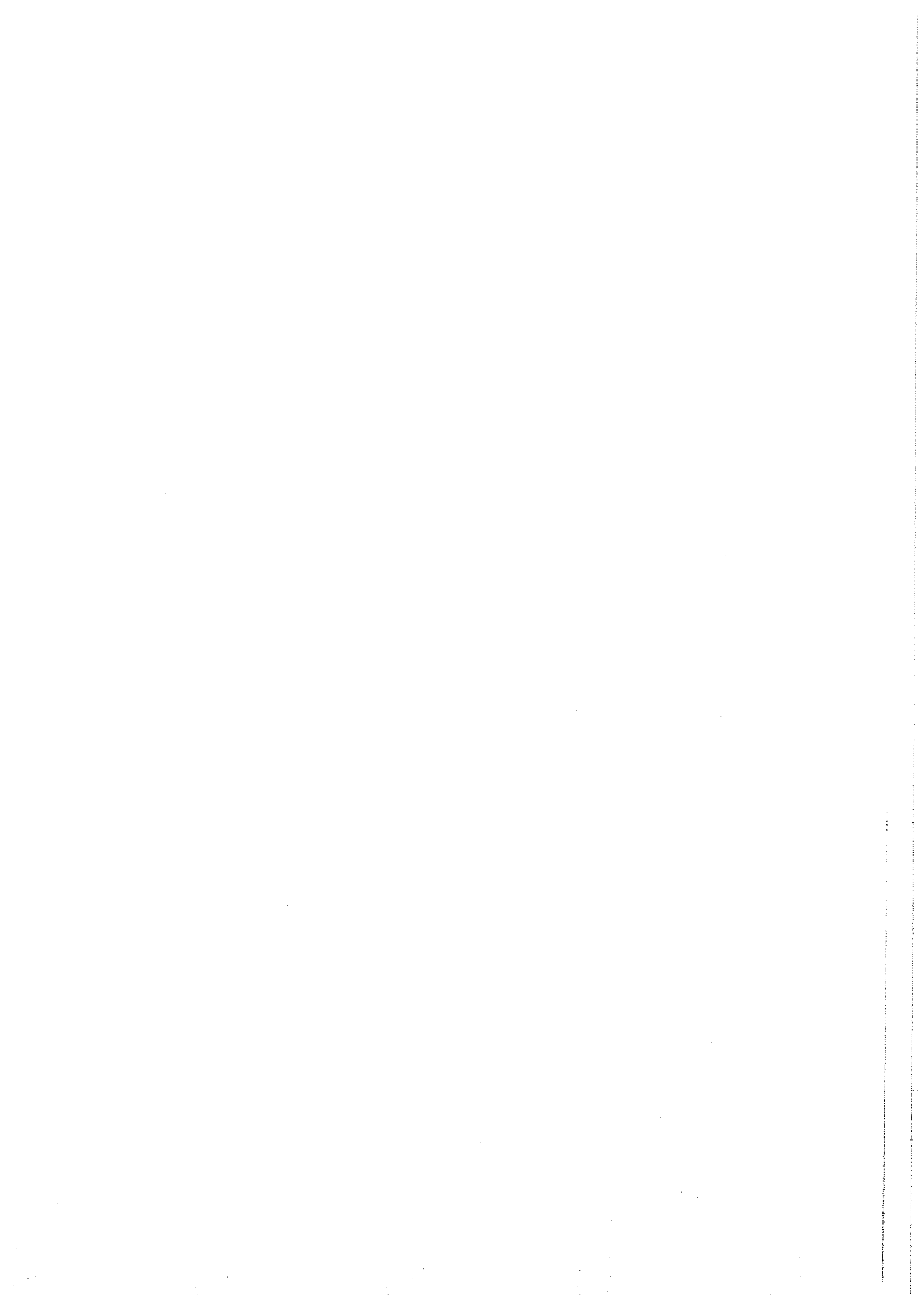
Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
		<p>environmental impact screening, that the Council does not consider that an EI is necessary on the grounds that it does not appear to extend to an area that would have an impact on local ecology and habitats. In South Ribble Borough Council's habitat regulation assessment, the preferred option site allocation, the habitat regulations assessment included the Samlesbury site as a major site for re-development. It concluded that there are no likely significant effects arising from preferred options site allocations, a conclusion which Natural England has agreed. Considering the proposed businesses envisaged, an EIA is not considered necessary and the site has been subject to habitat regulation assessments within the site specific South Ribble policies and take into account regulation 78 of the Conservation Habitat and Species Regulations, Natural England does not consider that the development included in the LDO will have a significant effect on a European site.</p>	<p>observations noted.</p>	
Angela Parkinson	Local resident	<p>Consider that the details of the plan inadequate to fully assess.</p>	<p>A further detail showing the site was indicated and no comments made by local residents.</p>	None required
Paul Kent	Local resident	<p>No objections to the principle of the enterprise zone but major concerns over</p>	<p>The observations are noted having regard to</p>	None



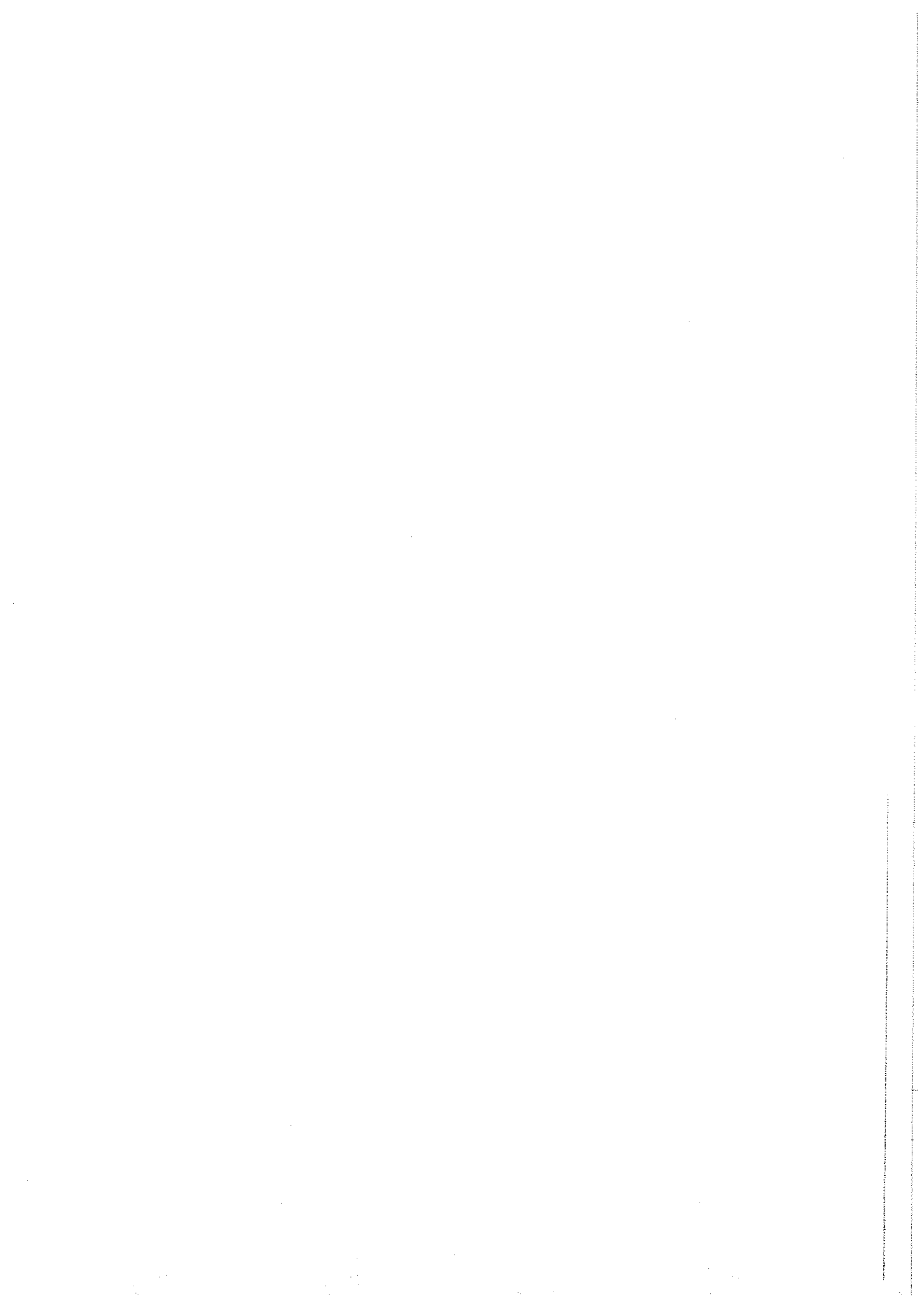
Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
		<p>traffic management through Mellor Brook area. With regard to the roundabout and roads around the Feildens pub leading to the A59. The area is heavily congested and used by people travelling to BAE. Suggest that restrictions will be needed to be imposed on the access route to the Samlesbury site via Myerscough Smithy Road.</p>	<p>other stakeholder consultations, in particular Lancashire County Council as highway authority. The suggested conditions would safeguard or minimise the impact on the highway network as the LDO restricts access to that which currently exists. The first phase of development covered by the LDO has in part the benefit of an extant planning consent. Issues relating to significant traffic movement of HGV's in Mellor Brook will be addressed via the Masterplan which be the subject of further consultation.</p>	
Graham Dawson	Local resident	<p>Concern regarding the reference to the possible uses relating to nuclear.</p>	<p>Comments are noted and clarification has been given that this would not allow for the storage or disposal of nuclear fuels or a nuclear power station as this would not fall within the permitted use under the LDO.</p>	<p>A footnote will be added to the LDO clarifying the situation and advising what uses will fall under the reference to the nuclear.</p>



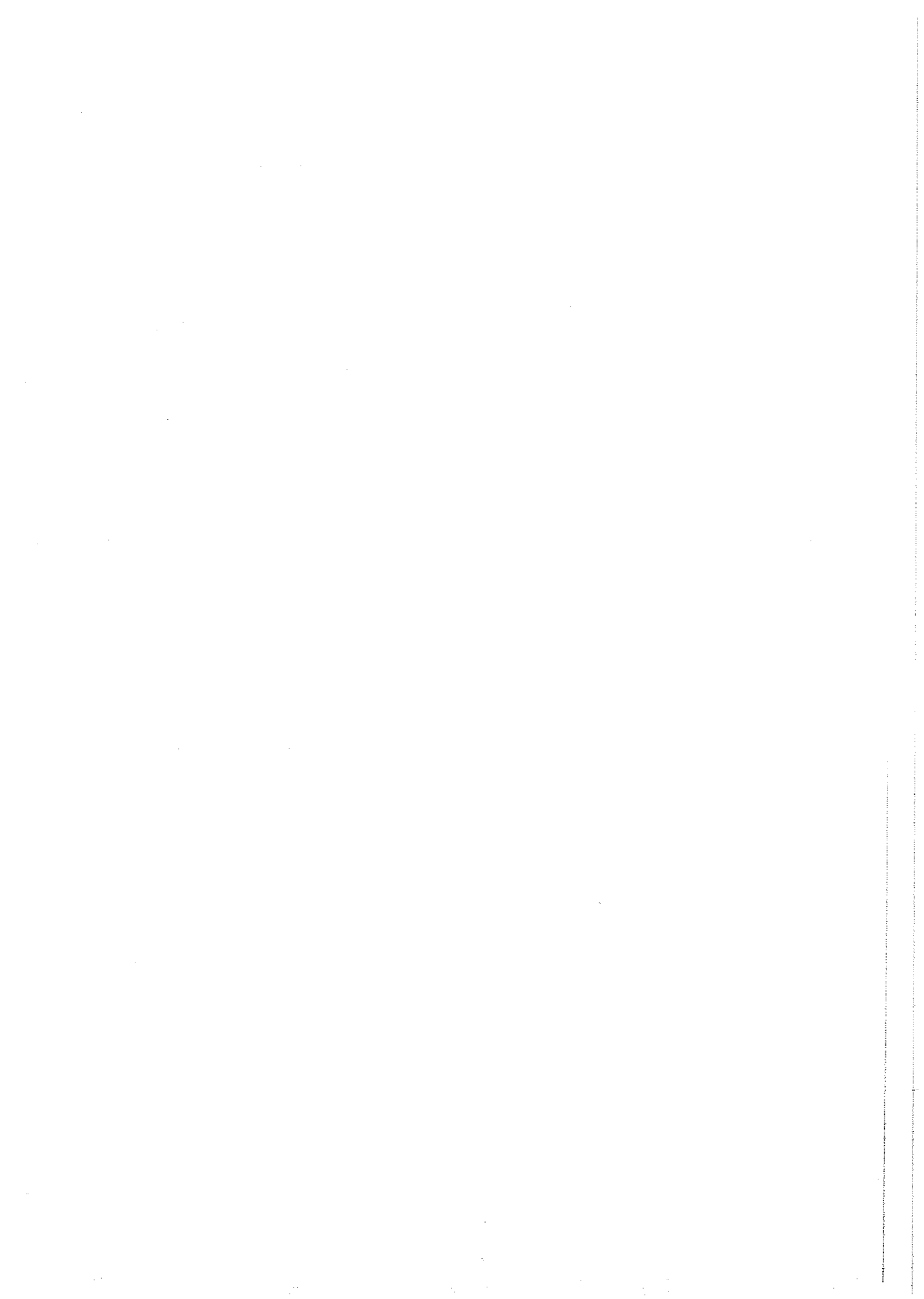
Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Stephen Wilcocks	Local resident	<p>Opposes the development on the grounds that it is disturbing greenbelt land and will represent an increase in traffic on an already busy road to the danger of local residents. There are plenty of opportunities to develop nearer towns with more appropriate access and road systems.</p> <p>Concerns regarding the extra volume of traffic and ask that if there is any way of reducing the speed limit on Whalley Road, in particular concern due to the proximity of a bridlepath and the volume of traffic which may endanger such users.</p>	<p>This parcel of land is not designated as greenbelt and furthermore the views of the highway authority have been sought of which there are no significant issues.</p>	None
Louise Leahey	Local resident	<p>Concerns regarding the extra volume of traffic and ask that if there is any way of reducing the speed limit on Whalley Road, in particular concern due to the proximity of a bridlepath and the volume of traffic which may endanger such users.</p>	<p>Advised to speak to Lancashire County Council direct in relation to the speed of the traffic. In relation to the first phase of development subject to this LDC it is not envisaged there will be a significant increase in traffic above and beyond that could be implemented via the extant planning consent. In relation to overall traffic movements for subsequent phases of the EZ it will be addressed through a comprehensive master plan which will be subject of additional consultation.</p>	None
Mr & Mrs Alan Barker	Local resident	<p>Concerns regarding the volume of additional traffic and in particular construction traffic and the impact this would have on the traffic situation and local residential amenity. Consider the existing</p>	<p>Observations noted and as with previous cases, the highway situation will be carefully monitored and given the controls</p>	<p>A footnote will be added in relation to explanation of nuclear development that would be permitted under the LDO.</p>



Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
		<p>traffic is now substantial and further traffic would have a significant impact on residential amenity. Previously suffered considerable harm due to construction traffic when previous permissions have been implemented and as such request that an alternative entrance be found for construction traffic in relation to the LDC site. Ask when the construction traffic will be entering the site and also concern in relation to reference of nuclear development. Further concerns in a separate letter related to specific policies referred to in South Ribble Borough Council preferred option site allocation.</p>	<p>suggested would not have a significant impact. The LDO restricts access at Parcel A to existing access points. BAE has existing rights to use these access points and for this phase of the development and it would be unrealistic to control or prevent use of these access points for this phase of the development. The issue of further traffic will be considered at the Masterplan stage which will be the subject of additional consultation. With regard to the inclusion of nuclear industry this is not the intention and will be clarified in a footnote.</p>	
Mr J Greaves	Local resident	Concern regarding the loss of Greenbelt land and wildlife and habitat issues as well as general traffic concerns	<p>Statutory consultees have not expressed concerns in relation to highway and wildlife issues and accept that suggested conditions would minimise any impact. This part of the LDC is not within Greenbelt designation.</p>	None



Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Mr M Wood	Local resident	Concerns regarding the additional traffic including construction traffic.	The issue of further traffic will be considered at the Masterplan stage which will be the subject of additional consultation. Comments noted but it is considered that having regard to the extant consent and the conditions suggested in the LDO there is no need to make further modifications. The issue of further traffic will be considered at the Masterplan stage which will be the subject of additional consultation.	None
Edwin Booth	Lancashire Enterprise Partnership LTD	LEP believes that the EZ is a strategic development opportunity that will support the long term growth of the Lancashire economy. The zone builds upon Lancashire's inherent strengths in the Advanced Engineering and Manufacturing sector and it will become BAE Systems national focus for such activity. It will help create high value jobs and private investment. it will focus solely on attraction of new companies to Lancashire.	Comments noted and much relate to the Enterprise Zone but it should be recognised that The LDO is an integral part of achieving the overall economic benefits	None
David Holmes	BAE systems	Fully support the proposal and that BAE is committed to supporting LEP to promote Lancashire as a leading location for AEM	Letter of support noted	None



Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Mr and Mrs Morton	Local resident	<p>sector. Both sites within the EZ have excellent transport links and highly skilled labour.</p> <p>Concern about possible retail use due to reference relating to an unrelated planning application. Phase 1 of the EZ is vague which makes it difficult for people to comment. Consider insufficient publicity has been carried out. Concern related to possible traffic issues. If relaxation of planning rules are accepted it could lead to inappropriate development</p>	<p>It is considered that the extent of notification was significant and in excess of previous notifications relating to major proposals on site. 6 site notices, 2 Newspaper advertisements as well as a numerous individual letters sent. A lot of the issues raised are about an unrelated proposal. Highway issues in relation to this Parcel are not considered to be an issue subject to the safeguards in the LDO. The issue of further traffic will be considered at the Masterplan stage which will be the subject of additional consultation.</p>	None
Mr P Mulrooney	Samblesbury and Guerdale PC	<p>Pleased to note that before further LDO's are produced a Masterplan is to be developed which will allow concerns about density, roll back of Green Belt and traffic concerns to be addressed. Still consider a need for a public meeting to take place in due course.</p>	<p>Comments noted and consider that these issues could be further examined at the Masterplan stage.</p>	None



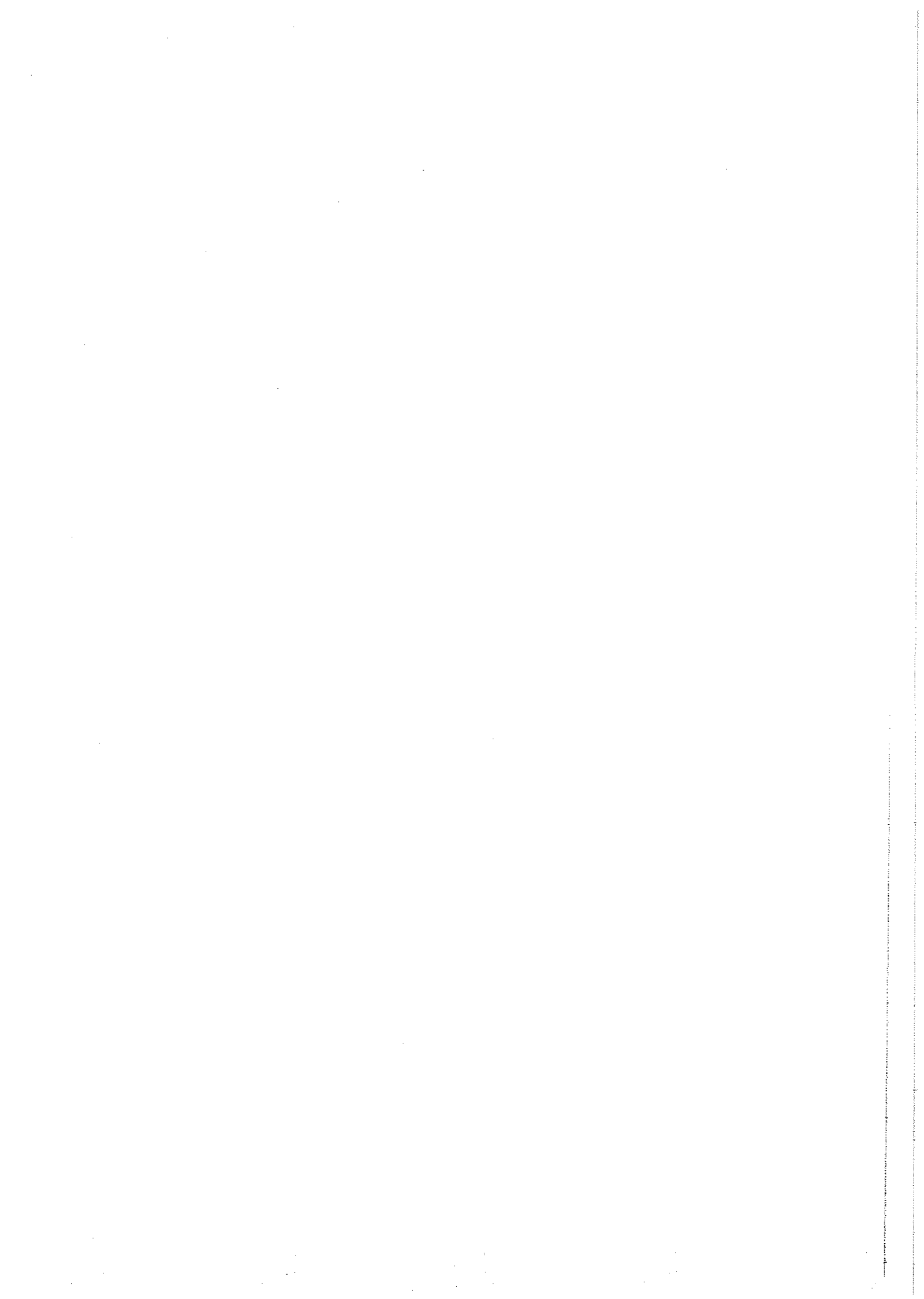
Name	Representing	Consultation comments	Response to comments received	Changes required to final version of the Local Development Order
Mr A Bond	Blackburn Darwen BC	Conclude that there should be a review of the EZ boundary with retention of green buffer between Preston New Road and the BAE site and would request further engagement in the process. No specific comments relating to the LDO but most based on the approved EZ boundary. Refer to ecology issues and light and noise pollution and visual impact having an impact on the greenbelt. Concerns relating to the highway situation in that access by sustainable modes of transport are poor.	Noted but the EZ boundary has been approved. No specific concerns given regarding the LDO and many of the other issues will be addressed at the Masterplan stage.	None

EL/STATEMENT OF COMMUNITY INVOLVEMENT IN RELATION TO CONSULTATION



APPENDIX 4

TRACKED CHANGES VERSION OF STATEMENT OF REASONS AND LOCAL DEVELOPMENT ORDER PARCEL A SAMLESBURY AERODROME



**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER NO. 1 (2012)**

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

| CONSULTATION-SUBMISSION VERSION

**THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING
ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 1
(2012)**

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) is part of a phased approach to the development of the Samlesbury part of the Lancashire Enterprise Zone. The LDO, and the terms within it, will be active for a period of three years following the day of its adoption. A Master Plan will be prepared that will place this LDO within a strategic context and establish a framework for long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Future LDOs, to be prepared over the next 3 years, will replace this LDO.

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 Article 34 of the Town and Country Planning (Development Management Procedure) (Order) 2010 (DMPO) paragraph (1) outlines that 'where a local planning authority propose to make a local development order (LDO) they shall first prepare:

- (a) a draft of the order; and
- (b) a statement of their reasons for making the order'.

~~A draft of the LDO is provided at Appendix 4. The Submission LDO is provided at Appendix 1.~~

1.1.3 Article 34 paragraph (2) of the DMPO 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 2. The boundary of the Enterprise Zone is included in Appendix 3.

1.1.4 The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Each Local Planning Authority will be adopting a separate but identical LDO, but ~~have consulting consulted~~ jointly. A Statement of Community Involvement has been prepared.

1.2 Background

- 1.2.1 In the coalition Government Autumn 2011 financial statement to the House of Commons, 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 Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.
- 1.2.3 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, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.
- 1.2.4 The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector.
- 1.2.5 The Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body 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 Advanced Engineering and Manufacture sector. Activity will focus on international 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. The Enterprise Zone Governing Body in association with the Land owner will

coordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.

- 1 2 6 Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both 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 Regional Skills Academy 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 relates to advanced engineering and manufacturing

Advanced engineering and manufacturing typical uses may include:

- 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)¹
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

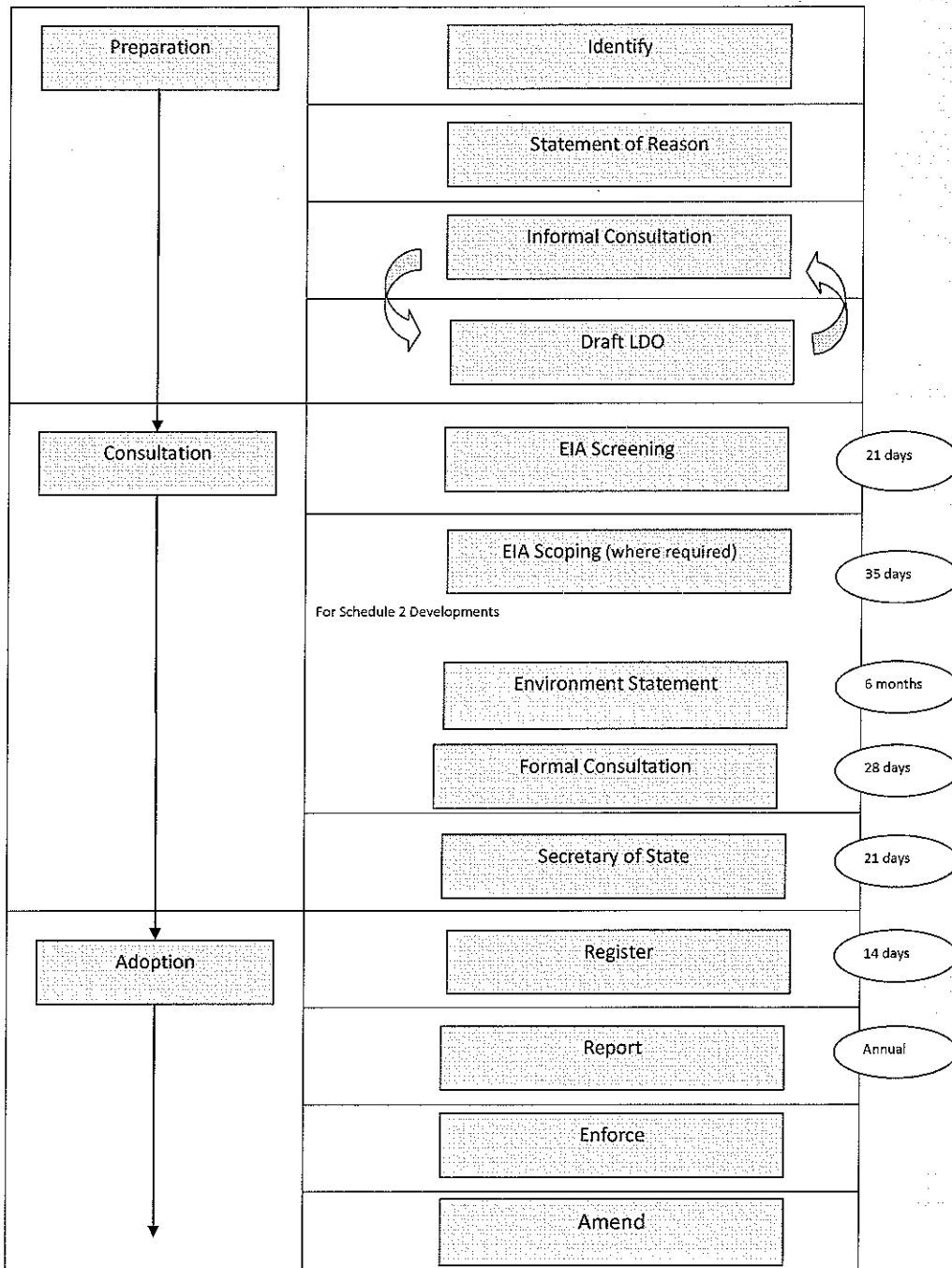
AND

¹ 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.

- (2) Authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a non residential education and training centre. The non residential education and training centre will be used for the purposes of a Regional Skills Academy.
- 1.3.3 Development for purposes falling within the above SIC Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, 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 Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under 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:
- provide a comprehensive outline of all development that is permitted in Parcel A (which is shown on the Plan at Appendix 2 of the LDO), 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 Parcel A, 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 Parcel A;
 - improve investor and occupier clarity, certainty and confidence;
 - realise the Enterprise Zone's full economic potential as a national centre for advanced engineering and manufacturing activity;
 - reduce the burden on the local planning authority, parish councils and consultees; and
 - demonstrates 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*'. The image provides a summary of the process to be followed.



1.5 Development within Parcel A

- 1.5.1 The LDO provides an opportunity to permit development across Parcel A 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 in respect of the development of a non residential education and training centre for to be used as a Regional Skills Academy
- 1.5.2 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 local planning authority. These are as follows:
- (1) Development is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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)
 - Advanced flexible materials (13.96, 20.6)
 - Renewable Energy (27.1)
 - (2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the local planning authority of its proposal and the local planning authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the local planning authority shall have so notified the developer or the 28 day period specified below has passed without a response from the local planning authority. The local planning authority shall respond in writing to such notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the local planning authority.
 - (3) Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
 - (4) Development shall not exceed the height of existing buildings at the Sablesbury site.

- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
- (6) Access arrangements for proposed development under the LDO shall be submitted 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
- (7) 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.
- (8) Developments that exceed standard thresholds (national) (Appendix 4) shall have a Travel Plan approved by the Local Planning Authority Parking levels for all developments to be in line with Local Planning Authority Standards
- (9) Construction vehicles associated with development shall endeavour 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
- (10) In the event that the local planning authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan
- (11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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.
- (12) (a) Prior to commencement of the relevant stage of the proposed development, a remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

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(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

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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 local development order.

1.6.2 A request for EIA Screening Opinions ~~has been~~ was made by BAE Systems to Ribble Valley and South Ribble Borough Councils on 2 February 2012 to establish whether an Environmental Statement is required in respect of development in Parcel A. The local planning authorities ~~will issue~~ issued a Screening Opinion ~~prior to the LDOs being submitted to the Secretary of State on 10 February 2012~~ stating that it is not considered necessary to have an Environmental Impact Assessment.

1.7 How does the LDO relate to other planning documents?

1.7.1 Ribble Valley District wide Local Plan (adopted June 1998):

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

1.7.2 South Ribble Local Plan (adopted February 2000):

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

1.7.3 Central Lancashire Local Development Framework Publication Core Strategy (December 2010):

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

1.7.4 South Ribble Borough Council has consulted on Preferred Options Site Allocations and Development Management Policies Development Plan Document. Within this document Policy C4 – 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 C4 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.

1 7 5 Outline planning applications were submitted to Ribble Valley and South Ribble Borough Councils in July 2006 for the expansion of existing aerospace manufacturing and engineering facility to include additional industrial (57,884m²) and office space (39,048 m²), with associated access, car parking, surface water attenuation works and ancillary reception building, crèche and restaurant (total ancillary floor space 2,916m²). The applications included the eastern part of Parcel A. Outline planning permissions were granted in May 2007 by Ribble Valley Borough Council (Application Code No.: 3/2006/0583) and South Ribble Borough Council (Application Code No.: 07/2006/0824). The Outline Planning Permissions required applications for Reserved Matters to be submitted not later than the expiration of 15 years from the date of the consents. These consents are helpful in that they demonstrate acceptable principles for the development of the land included in the LDO.

1 7 6 A Master Plan will be prepared that will supplement this LDO and establish a framework for long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Following adoption of the Master Plan, development brought forward under the LDO shall need to comply with the Master Plan's principles. Future LDOs to be prepared over the next 3 years will replace this LDO.

1 7 7 The Guiding Principles for the Master Plan are to:

- Create a high quality, development providing people with a healthy workplace in an inspirational, successful and vibrant environment which promotes the creation of an active, inclusive and harmonious community, while ensuring improvement and enhancement of the existing.
- Encourage investment, create jobs and build a flourishing and sustainable economy.
- Provide a healthy working environment based upon the creation of a strong, inclusive and vibrant community using sustainable transport, movement and travel; and
- Create an environment reflective of the area whilst supporting better links and integration.

1 7 8 The Master Plan will address 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 (including height restrictions; palette of materials).
- Details of building materials.
- Provision of on-site structural landscaping.
- Avoidance of ecological impacts, measures to offset unavoidable ecological impacts, the delivery of biodiversity enhancements, the maintenance and enhancement of habitat connectivity and buffer zones around habitats of ecological importance².
- Provision of drainage.

1.7.9 Future LDOs at Samlesbury will incorporate the Master Plan. Future LDOs will 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

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 Parcel A. Parcel A is 16 hectares in extent. The boundary of Parcel A is shown in Appendix 2.

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 ~~have been~~were put in place:

- The draft LDO, a plan and the statement of reasons ~~will be~~were placed on the websites of Ribble Valley and South Ribble Borough Councils

² Prior to approving 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 will need to be submitted to the Local Planning Authority before the Master Plan can be approved.

Consultation ~~will be~~was undertaken from 2 February 2012 until 29 February 2012 (28 days)

- Following the expiry of the consultation all responses ~~will be~~were recorded, analysed and assessed in a Statement of Community Involvement report which ~~will inform~~informed the preparation of the final Submission 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 in Parcel A of the Enterprise Zone subject to a number of conditions.

APPENDIX 1

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 1 (2012)

Lifetime of the LDO and Options following its Expiry

The LDO, and the terms within it, will be active for a period of three 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 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.

Development is not permitted if:

Development is not permitted by the LDO if it would require the submission of an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Conditions

- (1) Development, following within Use Class B, is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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)
 - Advanced flexible materials (13.96, 20.6)
 - Renewable Energy (27.1)
- (2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the local planning authority of its proposal and the local planning authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the local planning authority shall have so notified the developer or the 28 day period specified below has passed without a response from the local planning authority. The local planning authority shall respond in writing to such notification within 28 working days, provided that if no response has been received within the 28 day period, it shall be deemed to be considered satisfactory by the local planning authority.
- (3) Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (4) Development shall not exceed the height of existing buildings at the Samlesbury site.
- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
- (6) Access arrangements for proposed development under the LDO shall be submitted 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.

- (7) 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
- (8) Developments that exceed standard thresholds (national) (See Appendix 4) shall have a Travel Plan approved by the Local Planning Authority. Parking levels for all developments to be in line with Local Planning Authority Standards.
- (9) Construction vehicles associated with development shall endeavour 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.
- (10) In the event that the local planning authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan.

(11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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.

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(12) a) Prior to commencement of the relevant stage of the proposed development, a remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

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(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

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(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

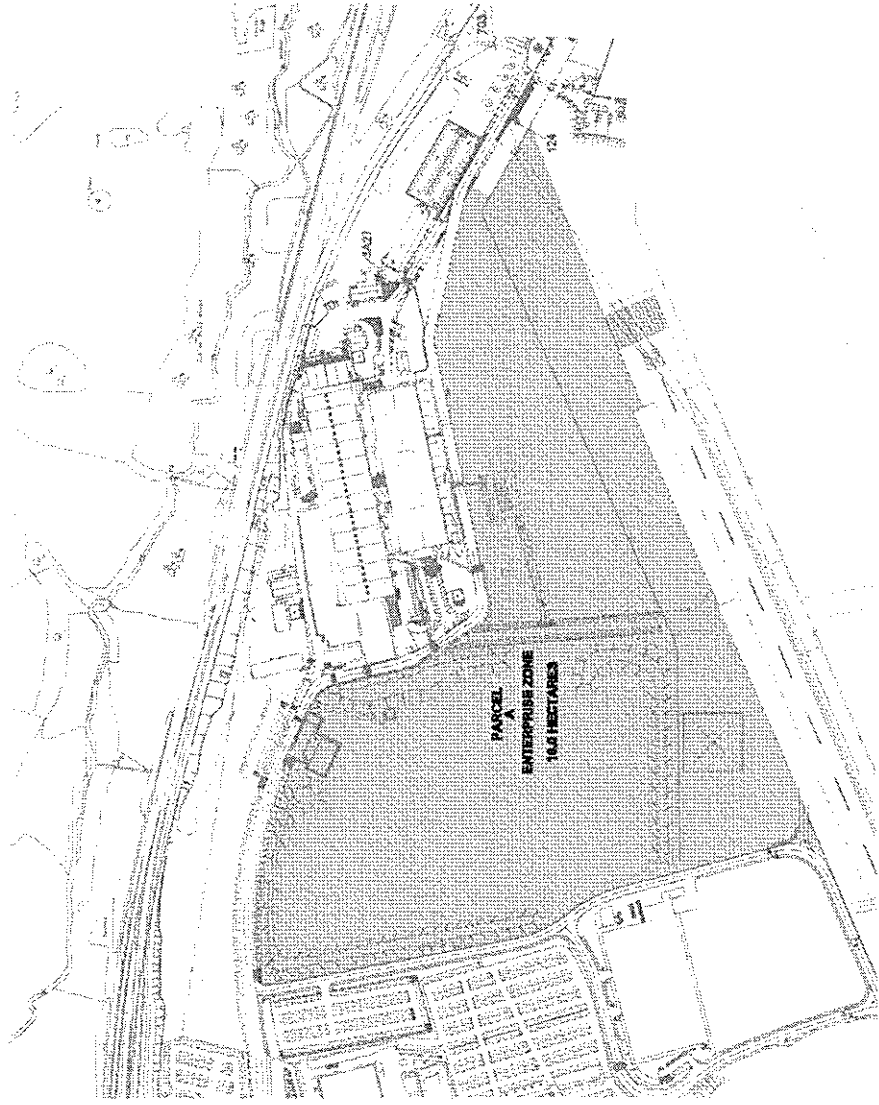
-Note: Where development details submitted indicate that there are likely to be significant adverse impacts on the local highway network the developer shall submit for approval by the local planning authority (in consultation with the local highway authority) proposed on-site and/or off-site works to mitigate

such impacts. Where the information provided demonstrates that significant adverse impacts on the local highway network cannot be appropriately mitigated, a planning application will be required for the development.

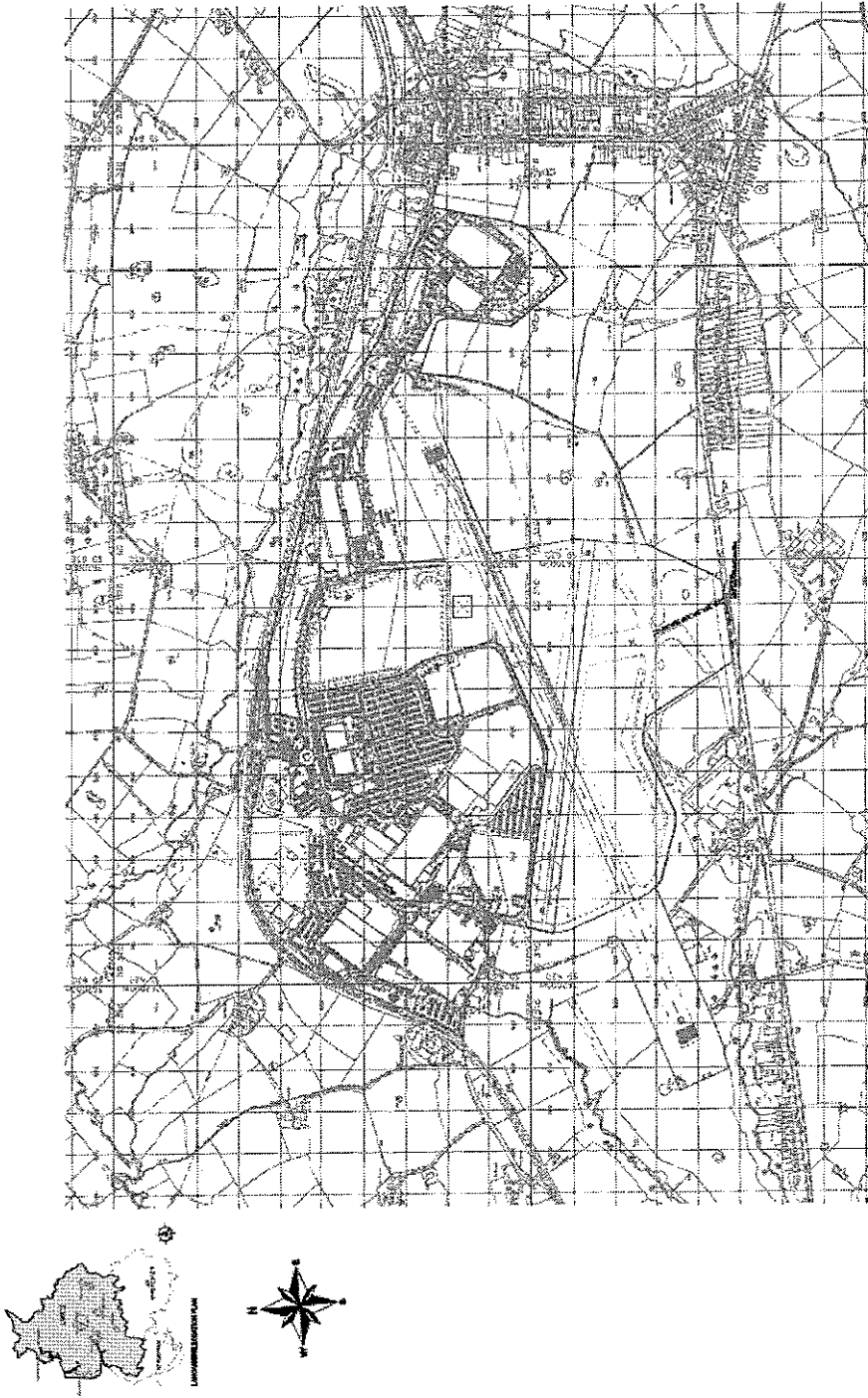
Interpretation

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, and 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.

APPENDIX 2 – Map of Parcel A



APPENDIX 3 – Map of Lancashire Enterprise Zone (Samlesbury)

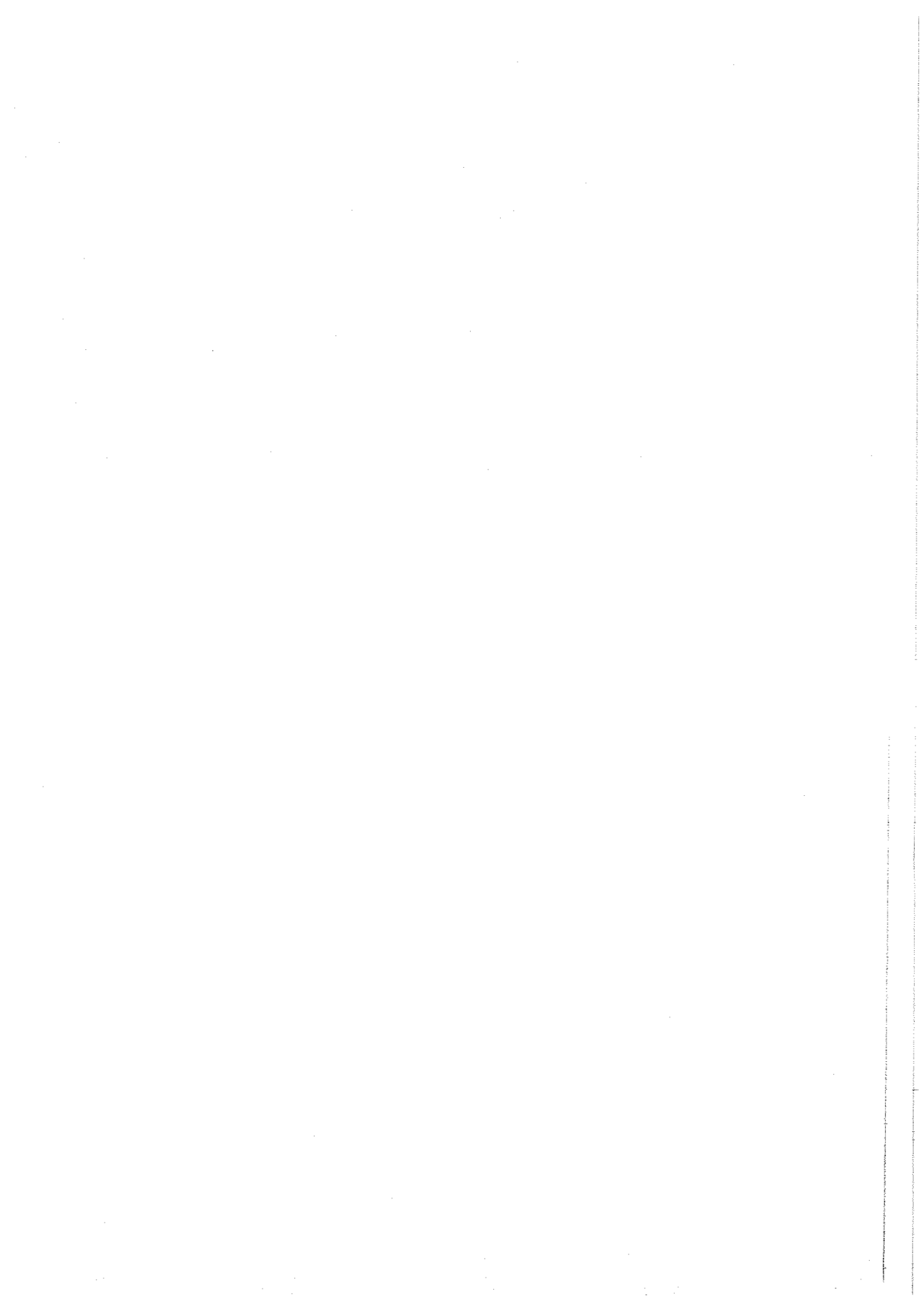


APPENDIX 4 – National Travel Plan Thresholds

Use Class	Travel Plan Threshold
	M ² GFA unless stated
A1 Food retail	>800
A1 Non Food Retail	>1500
A2 Financial and professional services	>2500
A3 Restaurants and cafes	>2500
A4 Drinking establishments	>600
A5 Hot Food Takeaways	>500
B1 (a) Offices Other than those within A2; (b) Research and Development; and (c) Light Industry	>2500
B2 General Industry	>4000
B8 Storage and Distribution	>5000
C1 Hotels	>100 bedrooms
C2 Residential Institutions, Hospitals and nursing homes	>50 beds
C2 Residential College and school	>150 students
C2 Residential Institutions – Institutional hostels	>400 residents
C3 Dwelling Houses	>80 units
D1 Non residential institutions	>1000
D2 Assembly and leisure	>1500
Other	Discuss with LCC Highways Team.

APPENDIX 5

**SUBMITTED VERSION OF STATEMENT OF
REASON AND
LOCAL DEVELOPMENT ORDER
PARCEL A SAMLESBURY AERODROME**



**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER NO. 1 (2012)**

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

SUBMISSION VERSION

**THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING
ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 1
(2012)**

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) is part of a phased approach to the development of the Samlesbury part of the Lancashire Enterprise Zone. The LDO, and the terms within it, will be active for a period of three years following the day of its adoption. A Master Plan will be prepared that will place this LDO within a strategic context and establish a framework for long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Future LDOs, to be prepared over the next 3 years, will replace this LDO.

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 Article 34 of the Town and Country Planning (Development Management Procedure) (Order) 2010 (DMPO) paragraph (1) outlines that 'where a local planning authority propose to make a local development order (LDO) they shall first prepare:

- (a) a draft of the order; and
- (b) a statement of their reasons for making the order'.

The Submission LDO is provided at Appendix 1.

1.1.3 Article 34 paragraph (2) of the DMPO 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 2. The boundary of the Enterprise Zone is included in Appendix 3.

1.1.4 The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Each Local Planning Authority will be adopting a separate but identical LDO, but have consulted jointly. A Statement of Community Involvement has been prepared.

1.2 Background

- 1.2.1 In the coalition Government Autumn 2011 financial statement to the House of Commons, 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 Building on the resurgence of advanced manufacturing and Government's re-commitment to positioning the UK as a leading force in the global advanced engineering and manufacturing arena, the Lancashire Enterprise Zone will become a national focal point for the sector, helping to mitigate the impact of the potential job losses at the Warton Unit and the wider impact this will have on the Lancashire economy. Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £23.3bn economy.
- 1.2.3 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, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.
- 1.2.4 The Enterprise Zone will help to deliver the Lancashire Enterprise Partnership's ambitions to drive sustainable economic growth and prosperity in Lancashire by maintaining and increasing the tradition of providing world class products and services made in Lancashire, generating and securing high value jobs, through the supply chain tiers and the Small and Medium Enterprises (SME) base within the advanced engineering and manufacturing sector.
- 1.2.5 The Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governing Body 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 Manufacture sector. Activity will focus on international 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. The Enterprise Zone Governing Body in association with the Land owner will

co-ordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.

- 1.2.6 Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both 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 Regional Skills Academy 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 relates to advance engineering and manufacturing.

Advanced engineering and manufacturing typical uses may include:

- 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)¹
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

AND

¹ 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.

- (2) Authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a non residential education and training centre. The non residential education and training centre will be used for the purposes of a Regional Skills Academy.

1.3.3 Development for purposes falling within the above SIC Codes is automatically within the scope of the LDO. However, advanced engineering or manufacturing purposes which fall outside of the above SIC Codes, 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 Governing Body, will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO.

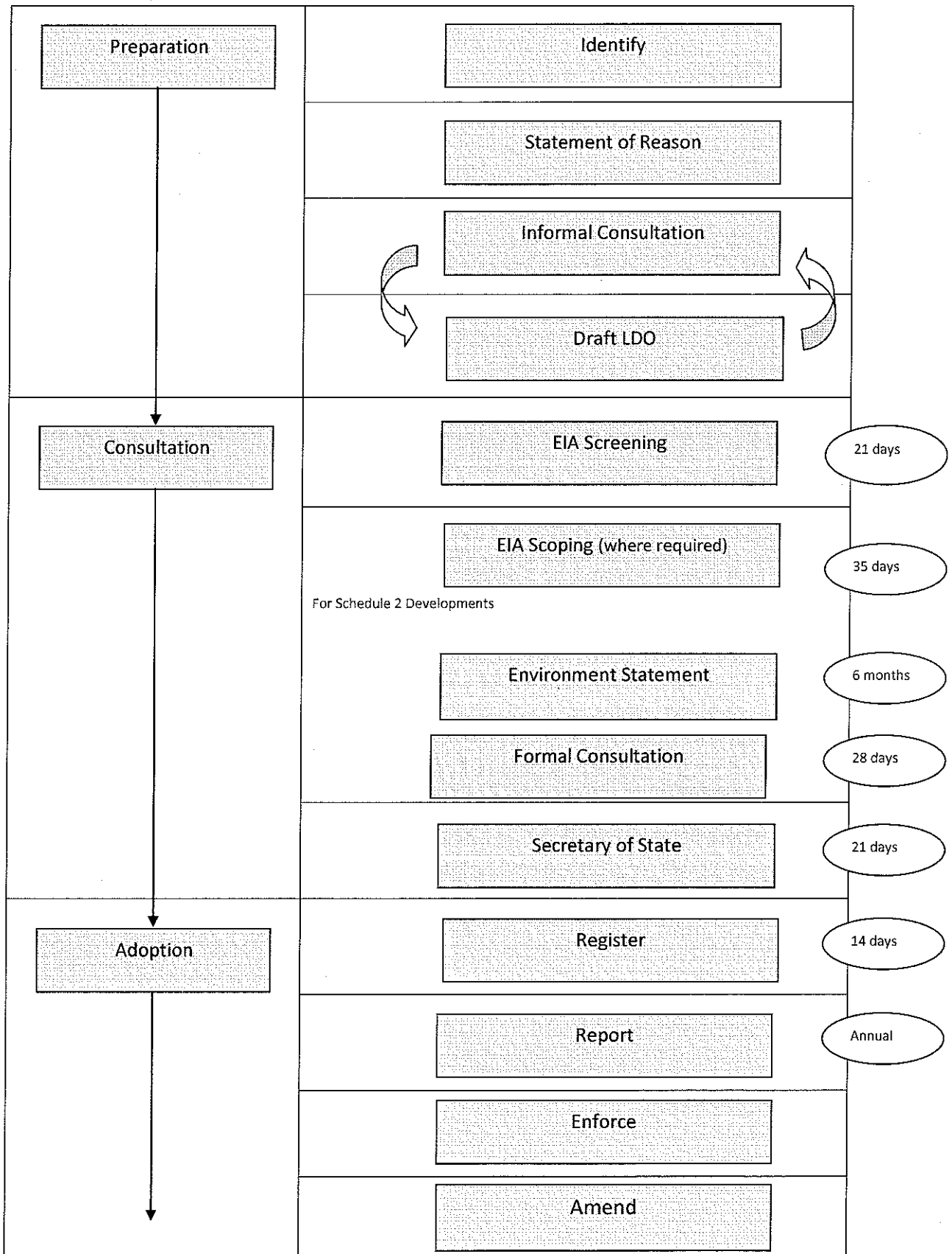
1.3.4 Development outside the scope of the LDO will require the submission of a planning application. The local planning authority will prioritise all proposals for development within the Enterprise Zone.

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

- provide a comprehensive outline of all development that is permitted in Parcel A (which is shown on the Plan at Appendix 2 of the LDO), 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 Parcel A, 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 Parcel A;
- improve investor and occupier clarity, certainty and confidence;
- realise the Enterprise Zone's full economic potential as a national centre for advanced engineering and manufacturing activity;
- reduce the burden on the local planning authority, parish councils and consultees; and
- demonstrates 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*'. The image provides a summary of the process to be followed.



1.5 Development within Parcel A

1.5.1 The LDO provides an opportunity to permit development across Parcel A 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 in respect of the development of a non residential education and training centre for to be used as a Regional Skills Academy.

1.5.2 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 local planning authority. These are as follows:

(1) Development is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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)
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

(2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the local planning authority of its proposal and the local planning authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the local planning authority shall have so notified the developer or the 28 day period specified below has passed without a response from the local planning authority. The local planning authority shall respond in writing to such notification within 28 working days provided that if no response has been received within the 28 day period it shall be deemed to be considered satisfactory by the local planning authority.

(3) Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.

(4) Development shall not exceed the height of existing buildings at the Samlesbury site.

- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
- (6) Access arrangements for proposed development under the LDO shall be submitted 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.
- (7) 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.
- (8) Developments that exceed standard thresholds (national) (Appendix 4) shall have a Travel Plan approved by the Local Planning Authority. Parking levels for all developments to be in line with Local Planning Authority Standards.
- (9) Construction vehicles associated with development shall endeavour 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.
- (10) In the event that the local planning authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan.
- (11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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.
- (12) (a) Prior to commencement of the relevant stage of the proposed development, a remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved.

(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy."

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 local development order.
- 1.6.2 A request for EIA Screening Opinions was made by BAE Systems to Ribble Valley and South Ribble Borough Councils on 2 February 2012 to establish whether an Environmental Statement is required in respect of development in Parcel A. The local planning authorities issued a Screening Opinion on 10 February 2012 stating that it is not considered necessary to have an Environmental Impact Assessment.

1.7 How does the LDO relate to other planning documents?

- 1.7.1 Ribble Valley District wide Local Plan (adopted June 1998):

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.

- 1.7.2 South Ribble Local Plan (adopted February 2000):

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.

- 1.7.3 Central Lancashire Local Development Framework Publication Core Strategy (December 2010):

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

- 1.7.4 South Ribble Borough Council has consulted on Preferred Options Site Allocations and Development Management Policies Development Plan Document. Within this document Policy C4 – 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 C4 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.

- 1.7.5 Outline planning applications were submitted to Ribble Valley and South Ribble Borough Councils in July 2006 for the expansion of existing aerospace manufacturing and engineering facility to include additional industrial (57,884m²) and office space (39,048 m²), with associated access, car parking, surface water attenuation works and ancillary reception building, crèche and restaurant (total ancillary floor space 2,916m²). The applications included the eastern part of Parcel A. Outline planning permissions were granted in May 2007 by Ribble Valley Borough Council (Application Code No.: 3/2006/0583) and South Ribble Borough Council (Application Code No.: 07/2006/0824). The Outline Planning Permissions required applications for Reserved Matters to be submitted not later than the expiration of 15 years from the date of the consents. These consents are helpful in that they demonstrate acceptable principles for the development of the land included in the LDO.
- 1.7.6 A Master Plan will be prepared that will supplement this LDO and establish a framework for long-term strategic objectives for the Enterprise Zone. Preparation of the Master Plan will commence in 2012 with the intention that it will be adopted by Ribble Valley Borough Council and South Ribble Borough Council upon completion. Following adoption of the Master Plan, development brought forward under the LDO shall need to comply with the Master Plan's principles. Future LDOs to be prepared over the next 3 years will replace this LDO.
- 1.7.7 The Guiding Principles for the Master Plan are to:
- Create a high quality, development providing people with a healthy workplace in an inspirational, successful and vibrant environment which promotes the creation of an active, inclusive and harmonious community, while ensuring improvement and enhancement of the existing.
 - Encourage investment, create jobs and build a flourishing and sustainable economy.
 - Provide a healthy working environment based upon the creation of a strong, inclusive and vibrant community using sustainable transport, movement and travel; and
 - Create an environment reflective of the area whilst supporting better links and integration.
- 1.7.8 The Master Plan will address 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 (including height restrictions; palette of materials).
- Details of building materials.
- Provision of on-site structural landscaping.
- Avoidance of ecological impacts, measures to offset unavoidable ecological impacts, the delivery of biodiversity enhancements, the maintenance and enhancement of habitat connectivity and buffer zones around habitats of ecological importance².
- Provision of drainage.

1.7.9 Future LDOs at Samlesbury will incorporate the Master Plan. Future LDOs will 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.

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 Parcel A. Parcel A is 16 hectares in extent. The boundary of Parcel A is shown in Appendix 2.

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.

² Prior to approving 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 will need to be submitted to the Local Planning Authority before the Master Plan can be approved.

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

- The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation was undertaken from 2 February 2012 until 29 February 2012 (28 days).
- Following the expiry of the consultation all responses were recorded, analysed and assessed in a Statement of Community Involvement report which informed the preparation of the Submission 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 in Parcel A of the Enterprise Zone subject to a number of conditions.

**THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING
ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 1
(2012)**

Lifetime of the LDO and Options following its Expiry

The LDO, and the terms within it, will be active for a period of three 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 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.

Development is not permitted if:

Development is not permitted by the LDO if it would require the submission of an Environmental Statement pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

Conditions

- (1) Development, following within Use Class B, is permitted by the LDO where it is for the purpose of advanced engineering and manufacturing and falls 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)
 - Advanced flexible materials (13.96, 20.6)
 - Renewable Energy (27.1)
- (2) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside of the SIC Codes referred to in Condition 1 is permitted by the LDO, subject to the condition that prior to the commencement of development, the developer must notify the local planning authority of its proposal and the local planning authority, following a recommendation from the Enterprise Zone Governing Body, must be satisfied that the proposed development is for the purpose of advanced engineering or manufacturing or ancillary complementary or supportive uses and notifies the developer accordingly. Such development shall not be commenced unless and until the local planning authority shall have so notified the developer or the 28 day period specified below has passed without a response from the local planning authority. The local planning authority shall respond in writing to such notification within 28 working days, provided that if no response has been received within the 28 day period, it shall be deemed to be considered satisfactory by the local planning authority.
- (3) Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (4) Development shall not exceed the height of existing buildings at the Samlesbury site.
- (5) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
- (6) Access arrangements for proposed development under the LDO shall be submitted 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.

- (7) 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.
- (8) Developments that exceed standard thresholds (national) (see Appendix 4) shall have a Travel Plan approved by the Local Planning Authority. Parking levels for all developments to be in line with Local Planning Authority Standards.
- (9) Construction vehicles associated with development shall endeavour 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.
- (10) In the event that the local planning authorities adopt a Master Plan for the Enterprise Zone, development proposed under the LDO shall be in general accordance with the principles of the adopted Master Plan.
- (11) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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.
- (12) (a) Prior to commencement of the relevant stage of the proposed development, a remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy and if no response is received from the Local Planning Authority within this 28 day period the remediation strategy shall be deemed to be approved

(b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.

(c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy."

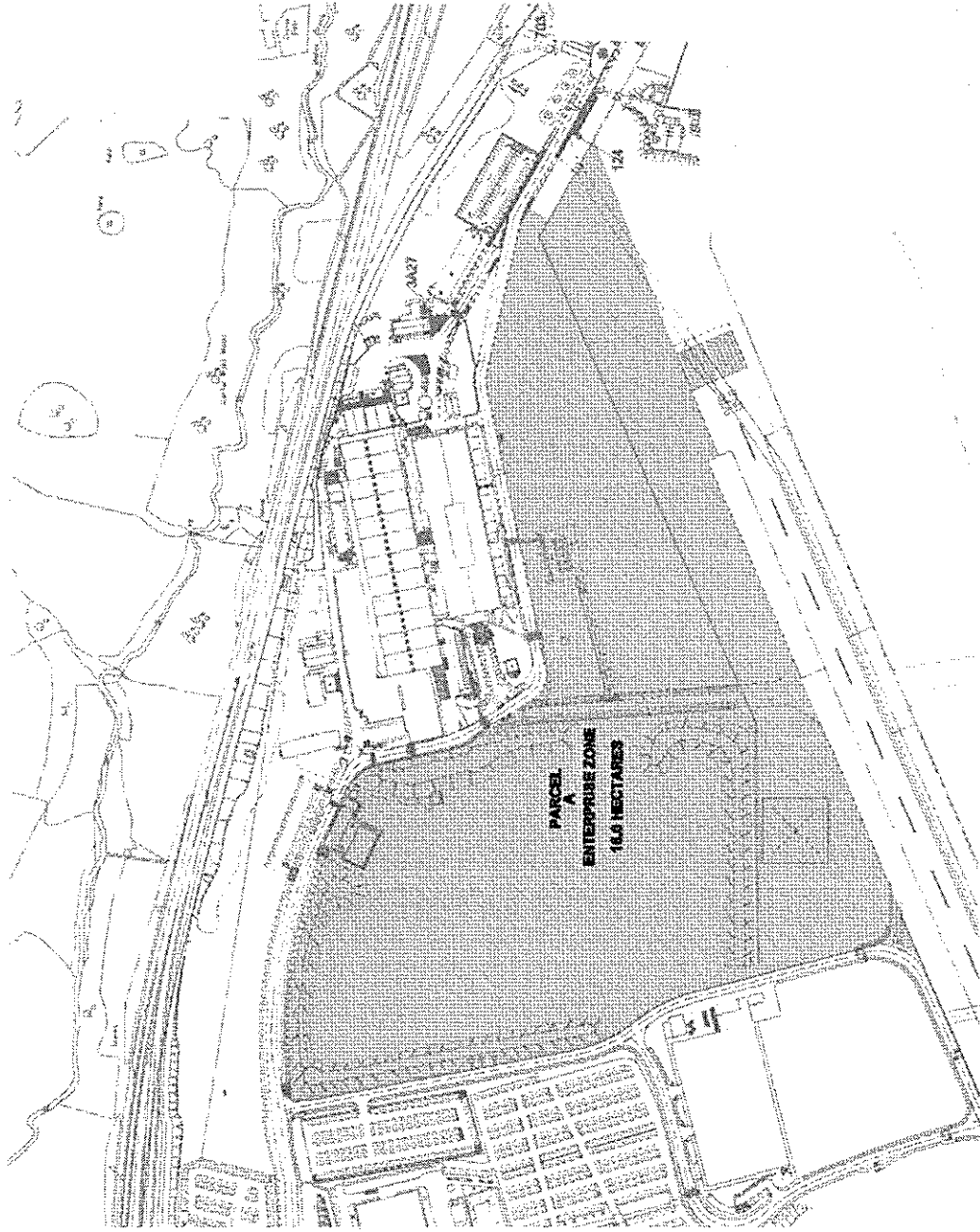
Note: Where development details submitted indicate that there are likely to be significant adverse impacts on the local highway network the developer shall submit for approval by the local planning authority (in consultation with the

local highway authority) proposed on-site and/or off-site works to mitigate such impacts. Where the information provided demonstrates that significant adverse impacts on the local highway network cannot be appropriately mitigated, a planning application will be required for the development.

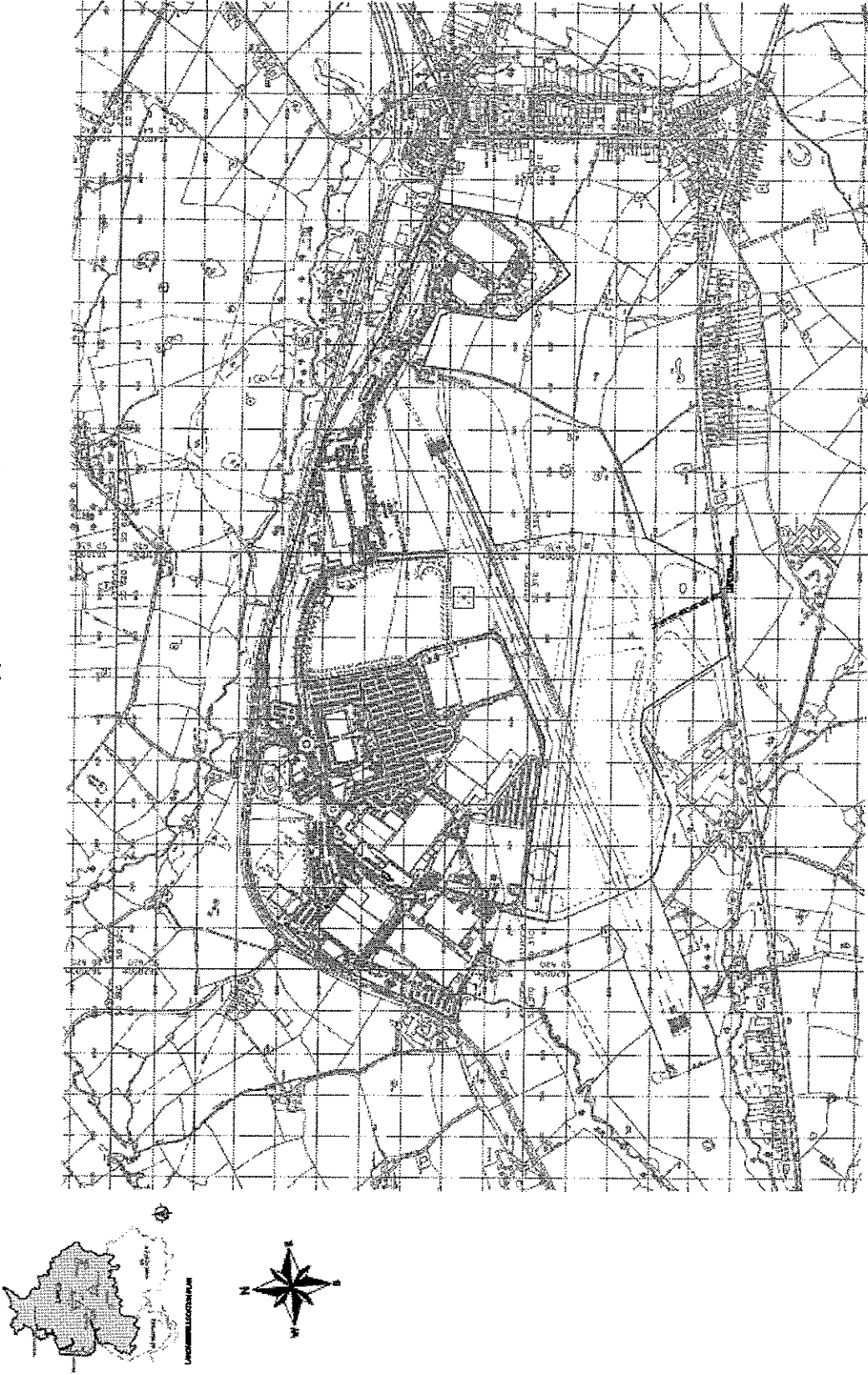
Interpretation

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, and 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.

APPENDIX 2 – Map of Parcel A



APPENDIX 3 – Map of Lancashire Enterprise Zone (Samlesbury)



APPENDIX 4 – National Travel Plan Thresholds

Use Class	Travel Plan Threshold M ² GFA unless stated
A1 Food retail	>800
A1 Non Food Retail	>1500
A2 Financial and professional services	>2500
A3 Restaurants and cafes	>2500
A4 Drinking establishments	>600
A5 Hot Food Takeaways	>500
B1 (a) Offices Other than those within A2; (b) Research and Development; and (c) Light Industry	>2500
B2 General Industry	>4000
B8 Storage and Distribution	>5000
C1 Hotels	>100 bedrooms
C2 Residential Institutions, Hospitals and nursing homes	>50 beds
C2 Residential College and school	>150 students
C2 Residential Institutions – Institutional hostels	>400 residents
C3 Dwelling Houses	>80 units
D1 Non residential institutions	>1000
D2 Assembly and leisure	>1500
Other	Discuss with LCC Highways Team.