

RIBBLE VALLEY BOROUGH COUNCIL

REPORT TO PLANNING AND DEVELOPMENT COMMITTEE

meeting date: THURSDAY, 19 SEPTEMBER 2024
title: SAMLESBURY ENTERPRISE ZONE MASTERPLAN AND LOCAL DEVELOPMENT ORDER
submitted by: DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING
principal author: HEAD OF DEVELOPMENT MANAGEMENT & BUILDING CONTROL

1 PURPOSE

- 1.1 To update the Committee on the recent public consultation exercise undertaken on a revised draft Masterplan and new Local Development Order document at the Lancashire Advanced Engineering And Manufacturing Enterprise Zone (Samlesbury).
- 1.2 To recommend that the Committee agree for both documents to be formerly adopted for development management purposes.
- 1.3 Relevance to the Council's ambitions and priorities:

- Community Ambitions-

- To sustain a strong and prosperous Ribble Valley
- To protect and enhance the existing environmental quality of our area.

- Corporate Objectives –

- To encourage economic development throughout the borough with specific focus on tourism, the delivery of sufficient land for business development, and supporting high growth business opportunities
- To work with our partners to ensure that the infrastructure in the Ribble Valley is improved
- To conserve our countryside, the natural beauty of the area and enhance our built environment
- To be an environmentally sustainable area, prepared for the future

2 BACKGROUND

- 2.1 In 2011 land at BAE Samlesbury and Warton sites was designated as Lancashire's first Enterprise Zone (EZ). In order to support the development of the sites a simplified planning regime in the form of a Local Development Order (LDO) and accompanying Masterplan was adopted for each. LDO's automatically grant planning permission for certain forms of development subject to certain conditions.
- 2.2 As the Lancashire Advanced Engineering and Manufacturing (Samlesbury) EZ site lies within Ribble Valley and South Ribble Borough Council areas, both Council's adopted separate but identical LDOs in 2014 along with a Masterplan, following public consultation. These documents had a lifetime of 10 years.
- 2.3 The 2014 LDO had facilitated delivery of the Master Plan, with much of the basic infrastructure (e.g. main highway improvements, archaeology, ecological mitigation measures, drainage etc) having already been completed. There remains however capacity for continued development of existing and new parcels of land within the EZ boundary. As the 2014 LDO expired in February 2024, it has been necessary to revise and update the LDO and Masterplan documents to reflect the current situation on the ground and the ambitions for the EZ site going forward.

2.4 In February 2024 this Committee considered and approved an updated draft LDO and Masterplan for public consultation purposes (report attached at Appendix 1). That report outlined the joint working with Lancashire County Council and South Ribble BC, the overarching ambitions for the EZ, the purpose of LDO's and how they simplify the planning process. Once the Transport Assessment had been finalised and Purdah had ended, a four week consultation on the draft LDO and masterplan ran from Monday 8th July until Monday 5th August. This followed the consultation strategy set out in the February 2024 committee report.

3 SUMMARY OF PUBLIC CONSULTATION

3.1 Thirteen statutory consultees, five parish councils and two neighbouring authorities were consulted by email and 309 Ribble Valley residents and businesses were consulted by letter (South Ribble issued letters to 254 of their residents).

3.2 In summary a total of 12 responses were received, 6 jointly to both councils, 3 to South Ribble Borough Council and 3 to Ribble Valley Borough Council. Of these, 8 were from Statutory Consultees, 2 from neighbouring residents and businesses, 1 from a parish council and 1 from a neighbouring authority.

3.3 The statutory consultees were supportive of the proposed LDO and Masterplan with only Lancashire Wildlife Trust and the Environment Agency raising queries. These points have been clarified and do not require any amendments to the LDO or Masterplan. The Lead Local Flood Authority and highways authority raised some points to consider and these have been noted and can be addressed without any modifications to the LDO or Masterplan.

3.4 Neighbouring residents raised issues about visual design, traffic control and noise. Design matters can be adequately addressed via the Masterplan. Traffic matters have been considered by an updated Transport Assessment and consultation with the highways authority. The LDO requires a transport working group to be set up and traffic matters can be kept under review through this. Noise matters are dealt with via usual noise assessment regulations.

3.5 The parish council raised local road matters linking to the EZ as a potential opportunity. These have been considered by LCC highways during the lifetime of the previous LDO. Local road issues and opportunities can be kept under review via the transport working group. Queries relating to the amenity uses have been clarified and an error within the SIC codes has been amended.

3.6 Support from Blackburn with Darwen Council is noted and their emphasis on sustainable travel opportunities can be carried forward through the requirements of the Masterplan.

3.7 Further details of the consultation responses are attached at Appendix 2.

3.8 The LDO has been updated to correct typographical errors pointed out by BAE Systems, Osbaldeston Parish Council and Lancashire Wildlife Trust. No amendments have been made to the Masterplan.

3.9 The LDO and Masterplan documents proposed for adoption are attached at Appendices 3 and 4.

4 RISK ASSESSMENT

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

- Resources – Although there are no financial implications as a result of the Masterplan, it should be noted that any subsequent LDO's would affect planning fee income from the EZ.
- Technical, Environmental and Legal – In preparing the draft LDO, consulting on / publicising it and in considering the representations received, regard has been had (and will be had) to the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015 which outline statutory provisions for LDOs. Ribble Valley and South Ribble Borough Councils issued Screening Opinions in relation to the 2014 Local Development Order stating that an Environmental Impact Assessment (EIA) is not necessary for the development of the EZ site. As the site is now partially built out and this LDO is seeking to complete the same level of development the Local Planning Authorities have concluded that an EIA is not required to enable site completion.
- Political - N/A
- Reputation – The adoption of an updated LDO and Masterplan following public consultation will improve confidence in inward business investment at the EZ site.
- Equality and Diversity – N/A

5 RECOMMEND THAT COMMITTEE

5.1 Recommend to Full Council that a resolution is made to adopt the new Local Development Order (2024) for the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at Samlesbury (Appendix 3 of this report) and for this to be submitted to the Secretary of State for their consideration.

5.2 Recommend to Full Council adoption of the new Masterplan (2024) for the Lancashire Advanced Engineering and Manufacturing Enterprise Zone at Samlesbury (Appendix 4 of this report) for Development Management purposes. This is subject to minor changes as necessary which are delegated to the Director of Economic Development and Planning.

LYNDSEY HAYES (AUTHOR)

NICOLA HOPKINS

HEAD OF DEVELOPMENT
MANAGEMENT AND BUILDING
CONTROL

DIRECTOR OF ECONOMIC
DEVELOPMENT AND PLANNING

RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PLANNING AND DEVELOPMENT COMMITTEE

meeting date: THURSDAY, 8 FEBRUARY 2024
title: SAMLESBURY ENTERPRISE ZONE MASTERPLAN AND LOCAL DEVELOPMENT ORDER CONSULTATION
submitted by: DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING
principal author: HEAD OF DEVELOPMENT MANAGEMENT & BUILDING CONTROL

1 PURPOSE

1.1 To seek authority from Committee to proceed with public consultation on a revised draft Masterplan and new Local Development Order document at the Lancashire Advanced Engineering And Manufacturing Enterprise Zone (Samlesbury).

1.2 Relevance to the Council's ambitions and priorities:

•Community Ambitions-

- To sustain a strong and prosperous Ribble Valley
- To protect and enhance the existing environmental quality of our area.

•Corporate Objectives –

- To encourage economic development throughout the borough with specific focus on tourism, the delivery of sufficient land for business development, and supporting high growth business opportunities
- To work with our partners to ensure that the infrastructure in the Ribble Valley is improved
- To conserve our countryside, the natural beauty of the area and enhance our built environment
- To be an environmentally sustainable area, prepared for the future

2 BACKGROUND

2.1 In 2011 land at BAE Samlesbury and Warton sites was designated as Lancashire's first Enterprise Zone (EZ). In order to support the development of the sites a simplified planning regime in the form of a Local Development Order (LDO) and accompanying Masterplan was adopted for each. LDO's automatically grant planning permission for certain forms of development subject to certain conditions.

2.2 As the Lancashire Advanced Engineering and Manufacturing (Samlesbury) EZ site lies within Ribble Valley and South Ribble Borough Council areas, both Council's adopted separate but identical LDOs in 2014 along with a Masterplan, following public consultation. These documents had a lifetime of 10 years.

2.3 The adopted LDO has to date facilitated delivery of the Master Plan, with much of the basic infrastructure (e.g. main highway improvements, archaeology, ecological mitigation measures, drainage etc) having already been completed. There remains however capacity for continued development of existing and new parcels of land within the EZ boundary. As the current LDO will expire in February 2024, it has been necessary to revise and update the LDO and Masterplan documents to address the current situation.

2.4 The LDO, Masterplan and subsequent revisions result from a collaborative relationship between Lancashire County, Ribble Valley and South Ribble Councils. The County Council as lead developer and landlord of the site remains responsible for the development and delivery of the site alongside all related commercial matters. The County Council will also continue 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, science and technology and cyber sectors. Activity will focus on inward investment which will further strengthen the UK's AEM capabilities, building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the Northwest and UK. It will also support opportunities to significantly develop Lancashire's Sci-tech and Cyber sectors establishing a strategic cluster of activity linked to a widening network of growth.

3 PROPOSAL

3.1 A new Local Development Order (LDO) and revised Master Plan is needed for Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury). These documents have been drafted by Lancashire County Council (Appendix 1 and 2 of this report), with input from Ribble Valley and South Ribble BC officers, and are ready for public consultation. A minimum four-week period of consultation is required. This report seeks Committee's approval to embark on that consultation period for Ribble Valley.

3.2 The new LDO and revised Masterplan should enable build out on the EZ site to be completed. It should be noted that the level of development will not increase but will remain the same as set out in 2014. The updated Masterplan vision is focused on transformational growth in the Advanced Engineering and Manufacturing (AEM), Sci-tech and Cyber sectors, with potential for further associated technology spin-out businesses, new business starts and small-medium sized enterprises (SME's).

3.3 The LDO as drafted automatically grants planning permission for these uses subject to satisfying relevant conditions, including the need to submit a 'fast-track' prior approval application to the respective local planning authority (either Ribble Valley or South Ribble), which is a continuation of the existing provisions made under the 2014 LDO. In addition, as drafted it allows for some ancillary uses to come forward in the same way to support these significant inward investment opportunities.

3.4 In this case, prior approvals will seek confirmation of factual compliance with set rules, rather than a balanced approval or refusal of a scheme. They are assessed against pre-determined criteria for the LDO area, such as approved drainage, highways or ecological mitigation, heights, uses, floorspace etc. Where proposals comply with these criteria, agreement to proceed is automatically granted. The assessment is made by Officers, but is not a 'decision' as such, and cannot be heard at this Committee.

3.5 South Ribble approved a Cabinet report on 17th January 2024 for their Council to go out for public consultation on the updated draft masterplan and LDO. Should Committee also agree for this Council to go out for consultation on the draft documents then further discussion will take place with South Ribble BC and Lancashire County Council to finalise consultation arrangements, however the proposed strategy (which complies with the legislative requirements) is as follows:-

- Email to all statutory consultees (Ribble Valley and South Ribble to do this separately but request that the same response is sent back to each authority)
- Letter drop to local residents (Ribble Valley to issue letters to its own residents, South Ribble to issue letters to their residents, based on an agreed catchment)

- Site notices to be displayed along the site's road frontages
- A notice in the local newspaper
- The proposals will be published on the Ribble Valley website and available on the Planning Register

3.6 The consultation will run for 28 days in accordance with legislative requirements, after which time Ribble Valley and South Ribble will both collate the responses. Following consultation, representation received will be carefully considered, and any changes considered necessary will be made to the documents. The new LDO and revised Masterplan will then be brought back before this Committee for adoption, which will include a summary of the consultation responses.

3.7 There will be a short gap between the original LDO expiring and the new LDO being adopted, which will mean that during this time any development on the EZ site would be subject to the usual planning controls, and an application for planning permission would be needed. Undertaking a public consultation early in 2024 and moving onto the adoption stage shortly after will ensure that new inward investment projects on the EZ can continue to benefit from the LDO process.

4 RISK ASSESSMENT

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

- Resources – There are no direct financial implications arising from the report at this stage other than the consultation costs, but the consultation strategy is for targeted and cost-effective engagement.
- Technical, Environmental and Legal – In preparing the draft LDO, consulting on / publicising it and in considering the representations received, regard has been had (and will be had) to the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015 which outline statutory provisions for LDOs. Ribble Valley and South Ribble Borough Councils issued Screening Opinions in relation to the 2014 Local Development Order stating that an Environmental Impact Assessment (EIA) is not necessary for the development of the EZ site. As the site is now partially built out and this LDO is seeking to complete the same level of development the Local Planning Authorities have concluded that an EIA is not required to enable site completion.
- Political - N/A
- Reputation – The adoption of an updated LDO and Masterplan following public consultation will improve confidence in inward business investment at the EZ site.
- Equality and Diversity – N/A

5 RECOMMEND THAT COMMITTEE

5.1 Authorise the Council to proceed with the statutory consultation on the new Local Development Order (LDO) and revised Masterplan for the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury).

LYNDSEY HAYES

HEAD OF DEVELOPMENT
MANAGEMENT AND BUILDING
CONTROL

NICOLA HOPKINS

DIRECTOR OF ECONOMIC
DEVELOPMENT AND PLANNING

APPENDIX 2 – DRAFT LDO CONSULTATION RESPONSES

Consultee		Comments	LPA Response
Active Travel England	N/A	Statutory consultation role does not extend to LDO consultations at this time. No comments provided	
Environment Agency	General Comments	LDO aims to encourage, identified in paragraph 1.3.2, we note a number of sectors identified 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 positive environmental impacts. Section 1.5.3 identifying conditions - pleased to see that issue of foul drainage (including surface water) has been addressed using a standard condition (11), of which we recommended in the previous response to LDO 1 (2012).	Support noted. The LDO supports sectors that can promote low carbon and other climate change industries/sectors.
	Contaminated Land	Issue of land quality (contamination) has not been addressed by standard condition within this draft consultation document. No reference to issue of land quality and risk of contamination on site. There are areas of green space that are likely to have a low risk of contamination, other parts of the site could be at greater risk due to the legacy of the existing site operations. In the interests of the developer/landowner to ensure any existing contamination problems on site are resolved through development permitted under the Order such that they will not be a problem in the future. Prior to commencing works on site, we would recommend any developer/landowner should follow risk management framework provided in CLR11 Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. Should also refer to the Environment Agency Guiding Principles for Land Contamination for type of information required to assess risks to controlled waters from the site. Environmental Health department at Local Authority would advise on risk to other receptors, e.g. human health. Issue of contamination could be dealt with through another standard condition. Rather than our standard site investigation condition, the developer/landowner should liaise with the relevant regulators up front and undertake any investigations and remediation works to their satisfaction in advance of development. This requirement could be contained somewhere in the LDO or Masterplan. The information subsequently submitted to the Council in accordance with the Order may then only need to include a Validation Report demonstrating that any necessary ground investigation and remediation works associated with the site have been completed to the satisfaction of the Council's Environmental Health department and the Environment Agency.	The site is already partially built with the majority of ground remediation, infrastructure provision and plot preparation already completed. These works have been carried out in accordance with surveys undertaken and following all required procedures and regulations. There is therefore no need for a condition in the proposed LDO.

	Surface Water	Amendments to the Development Management Procedure Order (DMPO) came into effect on 15th April 2015. As a result, we are no longer a statutory consultee on the surface water aspects of development proposals. Providing detailed comments on the drainage strategy is not within our remit and we are not resourced to provide this service as part of our Flood and Coastal Risk Management function. Lancashire County Council in their role as the Lead Local Flood Authority (LLFA) and both South Ribble Borough Council and Ribble Valley Borough Council as Local Planning Authorities, will need to consider if surface water has the potential to impact third parties as a result of the proposed development under their responsibilities of the Floods and Water Management Act 2010. Notwithstanding the above, if it is apparent, or later becomes apparent that there is potential for surface water to have an impact, we could raise this with you as part of our strategic overview role to Local Planning authorities.	Noted. LLFA have been consulted
	Biodiversity Net Gain	Aware that Biodiversity Net Gain is not a requirement for Local Development Orders, however, if any future applicant within the EZ wishes to take this into account through a planning application, we would be supportive of this approach.	Noted.
LCC Highways	Introduction	Part buildout and operation has occurred within the Samlesbury EZ amounting to 41,619 sqm, out of a total floor area originally considered which was 226,352sqm, equating to circa 18%. The latest Draft LDO 3 (2024) and revised Masterplan concentrates development to the east and south of the existing BAE Systems site. The original Jacobs TA assumed uses of B1 – 3%, B2 – 78%, B8 – 16%, and D1 – 3%. The updated LDO maintains the same overall floor area as set out in the 2014 LDO but amends the proposed land use proportions so that B1 (now E(g) (i-iii)) is increased with the proportion of B2 and the B8 subsequently decreasing. For consistency the Transport Assessment also supports a flexible approach to land use proportions but retains overall floor area	Explanatory statement noted
	Summary	LCC Highways as LHA can confirm support for the updated contents of Transport Assessment and that the resulting impacts from the EZ with mitigation (details yet to be agreed and delivered at 2 locations) can still be accommodated on the surrounding network. The timing and its delivery is subject to a Highways Working Group that includes LCC Highways, National Highways and the developer with their transport consultants being set up and agreeing and progressing such matters.	Support noted.
	Accidents	"Table 2.1 of TA includes all accidents information. This review is considered reasonable having regard to the existing network and there are no specific safety issues that will be exacerbated with delivery of further development within the	Noted

		<p>Samlesbury EZ. Notwithstanding this existing position, when mitigation is detailed up (and considered by LCC and NH) for example, at the A677/A59 intersection (Swallow Hotel junction) or J31 of the M6 with A59, safety and historic accidents that have taken place will be considered within the design process.</p> <p>Note: these matters will be picked up as part of the design of the mitigation scheme, all satisfying DMRB, modelling (isolated/microsimulation), safety audit and user audit. The actual designs as originally presented 10 years ago are likely to change as the detail design progresses."</p>	
	Parking	<p>The specialised nature of the site and its location away from main urban areas will result that sufficient car parking will need to be provided within the curtilage of each site in line with the use and need of each building. This approach is supported as it overcomes my concern of vehicles parking on road, as on occasion does currently occur and is likely that some of the end users will also require controlled secure parking provision. Each proposed development will provide an assessment of car parking accumulation need as part of the Prior Notification process. Car parking, including for disabled use and Electric Vehicle (EV) Charging points as well as cycle parking would be provided in accordance with demonstrated end user requirements. It may be the case for other end users with less security needs that temporary overflow car parking to be required as part of a managed approach to parking which will be reviewed and monitored on a regular basis as part of a car parking management strategy. This is a controlled pragmatic approach which is supported and not aimed at undermining site sustainability or overpromoting the use of the private car.</p>	Support noted.
	Traffic Data and Peak Hours	<p>Little difference in traffic data from 2013 - 2023. Satisfied with peak hours determined</p>	Noted
	Committed Developments	<p>TA considered impact based on existing planning permissions or proposals likely to come forward. Any further traffic data required would be collected by the developer and their support/consultant. Not EZ to deliver mitigation necessary to support other developments not yet committed. This approach is necessary, as mitigation triggers are not yet known and are influenced by background traffic levels and development impacts.</p>	Noted
	Traffic Growth	<p>Traffic levels assessed are similar to previous and have been considered. As part of the Working Group, traffic data will be collected over time to ensure mitigation delivered is still fit for purpose in regards to external traffic flow from other</p>	Noted

		developments and EZ development.	
	Trip Rates	Whilst it is likely that for further development within the site, the trip rates will be lower than TRICS, however trip rates will be monitored by the Working Group as some units may be at much higher levels of impact and will only be known on confirmation of end users. This is not a concern as monitoring will take place thus also influencing the trigger for delivery of the mitigation. It is also worth highlighting the scale of development within the Samlesbury EZ does not change.	Noted
	Distribution	In paragraph 4.12.6, it is indicated that NH are satisfied with the distribution. With this, and the more local bias, I am satisfied with the approach taken in the TA update.	Support noted.
	Mitigation	The package of mitigation to support the original Samlesbury EZ is referenced in paragraph 4.14, of which, the access points to the EZ and the Branch Rd scheme have been delivered. Other external mitigation such as at Swallow Hotel and M6 J31 is yet to be delivered. Paragraph 4.2.13 includes a number of additional sustainable mitigation measures, (of which a number are identical to the original Samlesbury EZ). Their need and delivery will be determined as development comes forward in line with the flexible approach to development type and scale and be agreed through the Working Group.	Noted.
	Proposed Planning Conditions	<p>All conditions supported but note below about condition 13. I fully support the wording, however for the avoidance of doubt, as highlighted above in this report, the remit of the Working Group is to:</p> <ul style="list-style-type: none"> • Oversee the process and to agree the designs of outstanding mitigation and well as its delivery, in line with development, having regard to background conditions (delivered under a S278 agreement). • Work and assist with those responsible for the Samlesbury EZ with regards to: <ul style="list-style-type: none"> - ensuring the internal infrastructure and the access junctions into the site are effective and efficient to satisfy demand by all modes in line with further build out; - ensuring there is suitable network management within the site that limits/restricts on street parking and that all opportunities have been taken up to support a safe and sustainable development; - parking demand is suitably catered for, not resulting in on street parking but not to levels that undermine sustainable development (in a rural location); - support the review of the Travel Plans for the site and or individual units 	Noted. Full remit of Working Group will be set out and agreed by Terms of Reference.
	Conclusion	The updated TA produced by Curtins, dated 5th June 2024 does provide evidence	Noted. The requirement

		<p>which indicates that the proposed changes to the Samlesbury EZ can still be accommodated with the previously agreed mitigation package (when fully delivered). This is as a consequence of background traffic flow not occurring, as originally anticipated and that trip rates within Samlesbury EZ are lower than a traditional employment development. This is likely due to the specialist nature of Samlesbury EZ. However, as the LDO includes level of flexibility with regard to land use types and scale, of which overall does not exceed that originally considered, it will still require all mitigation be delivered. With this, LCC as Local Highway Authority can support the LDO. However, this does require a Highway Working group that includes LCC (as LHA), NH and the developer with their transport consultant being set up and agreeing such matters with regard to development monitoring by all modes, car park management, site sustainability, Travel Plan, mitigation detail, supporting modelling building on that presented, and agree timing of delivery, in line with buildout of the LDO. The group to remain until all works are delivered and the TP is fully established.</p>	<p>for a Working Group is conditioned.</p>
<p>LLFA</p>	<p>Surface water flood risk and Sustainable Drainage Systems (SuDS)</p>	<p>Surface water flood risk should also be considered during each construction phase, as heavy machinery can compact ground leading to increased surface water runoff. This can have a negative impact on nearby watercourses, such as increased sedimentation which can lead to siltation, poor water quality and an adverse effect on habitats. Discuss with Network Rail and/or the Highway Authority, to ensure the stability of these assets is not negatively affected. Maximise the use of SuDs. A comprehensive sustainable drainage approach can help to alleviate flood risk as well as managing the impacts where flooding does occur, for example by:</p> <ul style="list-style-type: none"> • Maximising opportunities for infiltration of surface water through replacement of impermeable surfaces with permeable surfaces; • Maximising opportunities for planting and vegetated areas, in preference to engineered surfaces, to increase evapo-transpiration and provide improvements for biodiversity and wider natural capital benefits; and • Providing additional surface water storage over and above the minimum requirements e.g. an over-sized pond, to accommodate more extreme rainfall events (e.g. 0.5% annual exceedance probability) leading to a more flood/climate resilient development. • Ensuring that any development proposal will not negatively impact the water quality or ecology of any receiving waterbody and seeking to improve water quality 	<p>Site wide drainage strategy agreed for the site and site wide drainage infrastructure in place. Noted that plot-based drainage should incorporate permeable surfaces and align with plot based landscaping principles set out in Masterplan.</p>

		<p>wherever possible. This can easily be achieved through the use of high-quality multifunctional SuDS, incorporating a treatment train.</p> <p>Specifically, appropriate sustainable drainage systems should be incorporated to drain any new impermeable surfaces such as roofs, compounds, sub-stations, roads, parking and other hardstanding areas. SuDS should be designed to be compliant with the requirements set out in the National Planning Policy Framework, the Planning Practice Guidance and the Defra Technical Standards for SuDS.</p>	
	Climate Change Allowance	The Lead Local Flood Authority recommends that the current climate change allowances for peak rainfall intensity from the Environment Agency's guidance to be applied to all developments, where reasonably practicable.	Noted and can be applied through LDO Masterplan condition
	Urban Creep Allowances	The Lead Local Flood Authority recommends that developments with any permeable area include a 10% urban creep allowance, which should be applied to the total impermeable site area, unless this would produce a percentage impermeability greater than 100%.	Noted and can be applied through LDO Masterplan condition
	Operation and Maintenance of Sustainable Drainage Systems	A site-specific 'Operation and Maintenance Manual' for the lifetime of the development of each sustainable drainage component that makes up each sustainable drainage system should be compiled. Typically the Lead Local Flood Authority would expect this to include, as a minimum: <ul style="list-style-type: none"> • A timetable for its implementation; • Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures, including all watercourses and their ownership; • Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; • The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity; • Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life; • Details of whom to contact if pollution is seen in the system or if it is not working correctly; and • Means of access for maintenance and easements. Thereafter the sustainable drainage systems should be retained, managed, and maintained in accordance with the approved details.	Noted. Implementation, maintenance, management, adoption, access, contact etc all addressed through drainage strategy
	Natural Flood Management Opportunities	Natural flood management techniques work with natural processes to protect, restore and emulate the natural functions of catchments, floodplains, rivers and the coast. They aim to manage the sources and pathways of flood waters whilst providing wider benefits to people, wildlife and the environment.	Noted. Implementation, management, adoption, access, contact etc all addressed through

			approved drainage strategy
	Proposed works to ordinary watercourses	"Existing watercourses should be protected and, where appropriate, enhanced through the site layout, for example, naturalization, de-culverting, and the creation of riparian habitats. The culverting of any ordinary watercourses should be avoided. When designing a site layout, it is critical to consider the future ownership of and access to any on-site watercourses. The site layout must provide safe access to all on-site watercourses for maintenance purposes. No development should occur within 8 metres from the bank top of any ordinary watercourse to achieve this. This includes the construction of structures such as walls and fences and any activity during the construction phases of development. A number of informatives are recommended which are on the consultation response document. Once planning permission has been obtained it does not mean that Ordinary Watercourse Consent will be given. It is strongly advised that you obtain any required	
National Highways	Masterplan	National Highways worked with LCC regarding the revision of the masterplan, and acknowledge there is reference of the highways working group included within Section 7.2	Noted.
	Section 7.2 Transport Assessment Update 2023	"In order to ensure that the mitigation for the Swallow Hotel and M6 junction 31/A6 is delivered satisfactorily the detailed design of the mitigation and confirmation of trigger points for both junctions will be undertaken on adoption of the LDO. This work will be overseen by a highway working group which will include representatives from the highway authority and National Highways. That a highways working group will be put in place and the group will work to an agreed terms of reference. The detailed designs will include:	
	Sustainable Transport Measures	National Highways is content with this approach and how this is identified within the masterplan.	Support noted.
	Supporting Transport Assessment	"National Highways, supported by WSP as their consultants on the North West Spatial Planning Framework, have been involved in discussions with Lancashire County Council (LCC) and Curtins, their transport consultant, as the Transport Assessment Update (TAU) was being prepared to support an updated LDO for the SEZ. WSP have reviewed the evidence presented in various drafts of the TAU to assess the impact of the remaining quantum of development proposed within the SEZ on the Strategic Road Network to ensure the mitigation and trigger point continue to be suitable to ensure the safe and reliable operation of the SRN, most	

		notably M6 Junction 31.	
Wildlife Trust		Much of the general environmental content is welcome but we have identified a few potential concerns, one legal in nature. These are expressed below.	
	Past Mitigation (2014 et seq.)	<p>The document states that,</p> <p>'Based on the Ecological Statement, a comprehensive off-site mitigation scheme to compensate for the loss of grassland and ground nesting bird habitat has been implemented at Warton Mires, Lancaster and a series of onsite bat mitigation areas comprising managed tree, grassland and wildflower planting has been created on site. The final phase of the bat mitigation planting has now been completed meaning that the ecological condition for the site has been fully discharged in terms of ecological habitat creation.'</p> <p>The emphases above are ours.</p> <p>We are unable to verify if and how these onsite and offsite measures have been implemented and whether successfully. Has any monitoring been undertaken, and results published?</p>	<p>The mitigation scheme at Warton Mires is subject to a legal agreement between Lancashire County Council and the RSPB for a period of 25 years. As part of this agreement RSPB maintain a management plan and produce annual monitoring reports.</p> <p>With regard to the on-site bat mitigation this is guided by a bat mitigation management plan undertaken by qualified ecological consultants which sets out the scale of the required mitigation, its form, mix and future management for 25 years. This is overseen by Lancashire County Council.</p> <p>Both South Ribble BC and Ribble Valley BC</p>

			are updated on progress via regular meetings with LCC.
	Current Proposal	<p>The latest documents seek to create a new planning permission in the form of a Local Development Order (LDO). This begs the question as to whether that LDO would need to comply with the Environment Act 2021, which states:</p> <p>General condition of planning permission</p> <p>13</p> <p>(1) Every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition in sub-paragraph (2).</p> <p>(2) The condition is that the development may not be begun unless—</p> <p>(a) a biodiversity gain plan has been submitted to the planning authority (see paragraph 14), and</p> <p>(b) the planning authority has approved the plan (see paragraph 15).</p> <p>Biodiversity gain plan</p> <p>14</p> <p>(1) For the purposes of paragraph 13(2)(a), a biodiversity gain plan is a plan which—</p> <p>(a) relates to development for which planning permission is granted, and</p> <p>(b) specifies the matters referred to in sub-paragraph (2).</p> <p>(2) The matters are—</p> <p>(a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat,</p> <p>(b) the pre-development biodiversity value of the onsite habitat,</p> <p>(c) the post-development biodiversity value of the onsite habitat,</p> <p>(d) any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development,</p> <p>(e) any biodiversity credits purchased for the development, and</p> <p>(f) such other matters as the Secretary of State may by regulations specify.</p> <p>Your authority may wish to seek a legal opinion on the above.</p> <p>We have been unable to locate a statement anywhere in the current LDO consultation documents about Biodiversity Net Gain. The original document, which preceded the Environment Act 2021, was focussed on avoidance, mitigation, and compensation, but not on enhancement, presumably as enhancement was not then</p>	LDO's are not subject to Biodiversity Net Gain. Notwithstanding this due consideration has been given to the delivery of ecological mitigation for the site and all relevant legislation and regulations. All assessments mitigation design and implementation have been carried out with the support of qualified ecologists. It has been concluded that because the ecological mitigation for the site has already been fully implemented on a site wide basis rather than incrementally based on an individual development basis, the ecological requirements for the site have been discharged. Further to this the whole site has now been subject to development in terms of a combination of site

		<p>a statutory requirement although it would have been best practice. As current best practice, we recommend that your authority (and South Ribble planning authority, if relevant) comply with the requirements of the Environment Act 2021, regardless of the legal position above, and prepare a Biodiversity Gain Plan, with a requirement that it be implemented within an appropriate timescale. If net gain is now a legal requirement for this LDO your authority will need to deliver a minimum of 10% to avoid legal challenge.</p> <p>In the masterplan, the VISION FOR THE SITE (2.0) lacks any vision for nature's recovery. That should be remedied.</p>	<p>wide infrastructure, buildings and plot formation.</p>
	<p>Additional Matters</p>	<p>Additional issues arising that do not appear to be addressed by the consultation documentation but, we believe, should be, are as follows:</p> <p>What provision has been made for ongoing habitat maintenance? Is there an enforceable legal agreement regarding said habitat maintenance? Why does the landscaping requirement mention only Salmesbury Hall, and that only in historic environment terms? The landscaping of all individual plots should be required to tie in with the overall biodiversity / ecological strategy. UK Government Guidance states that the LDO will need to take account of the Local Nature Recovery Strategy - in this case, that for Lancashire. We note that paragraph 1.5.2 is omitted from the consultation document. We suspect that this is a simple error in numbering but draw it to your attention in case a paragraph of text has been accidentally omitted. Thank you for consulting The Wildlife Trust for Lancashire, Manchester & North Merseyside: this is much appreciated.</p>	<p>Habitat maintenance is addressed through management plans for both the off site and on site mitigation. Both are subject to legal agreements. The reference to landscaping for Salmesbury Hall relates to a specific need to visually protect the Listed Building. Landscaping of individual plots is to be a key feature of the site and is addressed within the Master Plan design principles. These principles highlight that although not an ecological requirement part of the purpose of the landscaping is to add to and enhance the implemented ecological</p>

			mitigation. It is also worth highlighting that the SUDs balancing ponds and swales form a significant landscape feature on the site with a programme of aquatic and marginal planting having been recently implemented. All relevant legislation and regulations have been considered. Comment on numbering error noted.
Historic England		From the information available, we do not consider that there will be a significant impact on the historic environment from the revised Masterplan. The Grade I Listed Samlesbury Hall is located very close to the southern boundary of the Samlesbury Site, however the on-site bat mitigation areas proposed in the Masterplan will provide screening that will help to mitigate the impact of new development from affecting the setting of Samlesbury Hall.	Noted.
Blackburn with Darwen		BwD welcomes the strategic economic and national role performed by the EZ, especially through the growing presence of the new National Cyber Force HQ and AMRC and the on-going growth of BAE Systems, and its strategic importance as a key location of the Northern Cyber Corridor. Its adjacency and proximity to BwD is clearly advantageous, allowing us to connect with, and to leverage further growth. The new masterplan and LDO align with the new BwD Local Plan, which identifies the Blackburn Growth Axis (Linking Samlesbury EZ with the M65, through the Blackburn Town Centre proposed Skills Campus) as a key economic framework for delivery of BwD's growth ambitions. The new LDO and masterplan will be a clear focus for the emerging Joint Lancashire Local Transport as new and improved transport, and cyber, connectivity will be vital in ensuring the scalability of new growth opportunities within the Blackburn Growth Axis and surrounding area. As well as road infrastructure improvements, masterplan proposals for enhanced levels of sustainable transport options should be strengthened. E.g. BwD recently	Support noted. Sustainable transport measures are set out as a priority within the Masterplan and opportunities for enhanced delivery will be explored through coordination of travel planning across the site and through working with occupiers and relevant stakeholders going forward.

		<p>prepared Bus Service Improvement Plans and Local Cycling and Walking Infrastructure Plans and findings could be integrated better to Transport Assessment and Masterplan to encourage appropriate upgrades of public transport operates between Blackburn and Preston along A677 every half hour, just be increasing service frequency at peak times and shift change times. Overall, BwD is pleased that focus remains on supporting strategic/national economic role which site performs. Important to also ensure that the proposed ribbon housing development '@Cuerdale' is resisted, otherwise the growth and success of the EZ may be compromised by competing infrastructure and unplanned development demands. Keep BwD informed of next steps and timescales.</p>	<p>Comment on Cuerdale proposal noted but are outside the scope of the site based LDO.</p>
<p>Osbaldeston Parish Council</p>		<p>Missed opportunity to spread commercial benefits to local businesses and organisations. - Myerscough smithy road could be opened at spine road to allow easier access to A59, currently Clarendon HGV Haulage, Monks Contractors (Civils), Nationwide Platforms and Mellor Plant all heavy HGV users negotiating mini roundabout at Mellor Brook end of Myerscough Smithy Road. Makes sense when site was secure military site, mixed nature now makes it missed opportunity. Access is blocked by locked security gate. - already number of food outlets in immediate vicinity of the site used by EZ staff, Chaiwalla fast food, Huntleys, The Village Bakery, Taylors Chippy, The BlueBird Inn, as well as those in Mellor. - Convenience stores based at 3 local petrol stations. - Local schools including Balderstone Primacy (with unused access road terminating at main entrance) struggle for numbers, EZ staff using school would assist viability, with expansion on site. 2. SIC codes caused some concern especially 'Nuclear' - this could be a variety of uses but wondered about suitability of site when a housing estate is planning by Blackburn with Darwen adjacent. Other SIC codes Pre-primary education (85.10) Child day care activities (88.91), unlicensed restaurants (56.10/2) thought to dumb down highly technical nature of existing and planned land uses. Also felt these uses could easily be overly dominant when national fast food chains move on site.</p>	<p>The Transport Assessment for the site has assessed the operation of the site roads and local network and has not raised any issues with the operation of Myerscough Smithy Road. The highway authority is satisfied with the assessment. The operation of Myerscough Smithy Rd has been considered by LCC highways previously. Further consideration of the matter would be done locally and not through the LDO process. Reference to nuclear within SIC codes is an error and will be corrected. With regard</p>

			to pre-primary education, childcare and unlicensed restaurants these uses are strictly controlled by the LDO and are limited to single facilities and also limited in floorspace. They will only form a very small amenity area intended for users on the site and are not intended to attract users from outside.
Natural England	No Objection	Advise that all environmental impacts and opportunities are fully considered and relevant bodies are consulted. Do not consider that Darwen river section SSSI will be damaged or destroyed	Noted.
Owner/occupier 47 Mellor Brow	Visual Design	1. Colour of materials, particularly roof structures: the landform to the east of the EZ rises dramatically, and the village of Mellor is at an elevated point overlooking the EZ. As the consultants (BDP) recognise in the draft masterplan (paragraph 5.4, bullet point 3), 'the roof colours should take account of the site's visibility from surrounding areas'. We think the masterplan should go further than that, and specifically prescribe the colours of roofs in order to minimise visual impact on the community of Mellor. Figure 2 on page 4 of the masterplan illustrates the jarring nature of expansive areas of white roofs to the existing buildings on the EZ. The masterplan should specify a variety of natural colours (greens and light browns) to soften the buildings in to the landscape when viewed from an elevated position. This would be a little or no extra cost to the developers, but would avoid blight as development at the EZ expands southwards in to a zone even more visible to Mellor.	The need to take account of the site's visibility and appropriate colours is a design principle set out in the Masterplan. These take into account areas adjacent to BAE and those further away. Away from the BAE site more muted building colours have been achieved and a combination of appropriate colour schemes and landscaping is intended

			<p>to achieve a high quality scheme appropriate to its surroundings. Prescribing precise colours would be too restrictive and it is considered that appropriate schemes can be achieved with reference to the design principles which are conditioned through the Masterplan condition in the LDO.</p>
		<p>2. Landscape Visual Impact Assessment: we are surprised that an LVIA has not been carried out to inform the layout and form of the masterplan, and would expect one should have been, given the site's evident prominence in the landscape. Had the site been promoted by a planning application, an LVIA would have supported that application, so its absence from an LDO and masterplan would be at odds with normal planning procedures.</p>	<p>The site is now partially built out with infrastructure, plots, SUDs and site wide ecology and landscaping set and in place. This was undertaken through the 2014 LDO and visual impacts on setting, Green Belt, Listed Building etc were considered. The new LDO is intended to complete build out in the context of the established layout and plots. The design and landscaping principles are intended to support</p>

			this completion.
		3. Allied to the above, there should be some controls over building heights, with suitable parameters for structures clearly being set out. A 'tall' building would be entirely out of character with this urban fringe/ semi-rural area, yet that would appear to be uncontrolled by the LDO at present. We would expect that no new structure would exceed or even approach the height of any of the existing BAE systems buildings	The height of buildings is benchmarked by the existing BAE site and existing buildings on the EZ.
	Noise	There should be some control over noise. Whilst the existing buildings on site may contain engineering operations inside, it is foreseeable that a new manufacturer coming to site may expect to operate noisy and disruptive machinery outside: this could have a serious adverse impact on the local residential community, and the Mellor Primary School. Again, if the site were being promoted by means of a planning application, and assessment of noise impact would have to be included, so its absence from the LDO and masterplan would appear to be at odds with normal planning procedures	Any potentially noisy proposals subject to assessment and monitored accordingly.
	Traffic Control	In regard to the roads, there is already something of a "rat run" through Mellor as a short cut, presumably by drivers wishing to avoid the junction of the A677 with the A59, a run which also cuts out the need to drive past BAE systems and the proposed EZ. We would therefore urge the planning department to introduce further traffic and speed controls through Mellor village, especially along Mire Ash Lane/ Church Lane and down Mellor Brow, which currently have no speed or vehicle weight controls.	Site and local roads have been assessed through an update to the Transport Assessment no issues of rat-running were identified . The highway authority are satisfied with the assessment. The traffic impacts of the development will be kept under review by a working group.
DLP Planning (BAE)	Wording Clarification	For the avoidance of doubt and to avoid any confusion, Part 6 in Appendix 3 (Development Permitted by this LDO) should be updated to reflect the revised wording at 1.3.2 (7) of the Statement of Reasons. In addition, "Authorise development that is ancillary to such purposes" should also be included in the Appendix 3 section on Development Permitted by this LDO.	Noted and updates will be made

**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER NO. 3 (2024)**

**STATEMENT OF REASONS AND
LOCAL DEVELOPMENT ORDER**

ADOPTED XXX 2024

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 3 (2024)

STATEMENT OF REASONS (subject to confirmation following consultation)

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 3 (2024) has been prepared with a supporting Masterplan that establishes a framework for long-term strategic development objectives for the Enterprise Zone. This LDO was adopted by Ribble Valley Borough Council and South Ribble Borough Council on xxxx following confirmation that the Secretary of State did not wish to exercise their pre-adoption intervention powers. This LDO is active for a period of 10 years unless it is revoked or replaced within this period. This LDO replaced THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2014) upon adoption.

1.1 INTRODUCTION

- 1.1.1 Local Development Orders (LDOs) were introduced in the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. The Planning Act 2008 removes a former requirement that LDOs should implement policies set out in adopted local development documents.
- 1.1.2 THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2014) was adopted by Ribble Valley Borough Council and by South Ribble Borough Council on 7th February 2014. This was supported by the Masterplan adopted on the 15th January 2014
- 1.1.3 The LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 3 (2024) is supported by the Master Plan for the site which establishes a framework for long term strategic development objectives for the EZ.
- 1.1.4 The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Ribble Valley and South Ribble Borough Councils jointly carried out a public consultation on the draft LDO from 8th July to the 5th August 2024. The adopted LDO has been finalised having regard to the adopted Master Plan and the representations received during consultation. Ribble Valley and South Ribble Borough Councils adopted separate but identical LDOs on xxx. The adopted LDO will facilitate delivery of the Master Plan and guide its implementation. The LDO will be active for a period of 10 years from the day of adoption.
- 1.1.5 Article 34 paragraph (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 states that the statement of

reasons shall contain a description of the development which the order would permit and 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 at Appendix 4.

1.2 Background

- 1.2.1 In Autumn 2011 the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.
- 1.2.2 Since gaining Enterprise Zone status and adopting a Masterplan and LDO for the site, significant infrastructure and utilities have been brought forward enabling a number of key developments to be delivered. These include BAE's Academy for Skills and Knowledge, AEM Defence Logistics and Asset Management Facilities and the University of Sheffield's Advanced Manufacturing Research Centre North West. The Enterprise Zone is therefore supporting genuine additional growth, creating new businesses and has built a strong base from which transformational growth in the Advanced Engineering and Manufacturing (AEM), Sci-tech and Cyber sectors is anticipated to come forward at pace. The site is currently on track to deliver around 2,528 high value new jobs on site with current enquiries suggesting potential to exceed this. The potential for further associated technology spin-out businesses, new business starts and SME's is significant with the potential to deliver a further 5,000-6,000 high value jobs in the long term. Strategically the site plays a key role in anchoring and developing an AEM, Sci-tech and Cyber enterprise corridor linking to Lancashire's key universities and extensive AEM capabilities. This will capitalise on new and emerging market opportunities and will strengthen and grow local supply chains through inward investment and modernisation of the sectors.
- 1.2.3 The EZ project has reported to the Enterprise Zone Governance Committee in accordance with governance protocols. This is now being wound up and new governance arrangements will be put in place. The county council as lead developer and landlord of the site remains responsible for the development and delivery of the site alongside all related commercial matters. The county council will continue 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, science and technology and cyber sectors. These sector developments will be supported by identified and appropriately scaled ancillary uses to enable the site to function as a high quality and attractive destination for key employers. Any existing Lancashire based companies considering the Enterprise Zone would have to demonstrate that their growth is currently constrained and that locating on the Enterprise Zone would achieve significant growth for their business. Activity will focus on inward investment. This will further strengthen the UK's advanced engineering and manufacturing capabilities, building upon BAE Systems significant operations in Lancashire as well as

the aerospace capabilities in the North West and UK. It will also build upon opportunities to significantly develop Lancashire's Sci-tech and Cyber sectors establishing a strategic cluster of activity linked to a widening network of growth.

- 1.2.4 Key to Lancashire being able to maximise the contribution of its Advanced Engineering and Manufacturing, Sci-tech and Cyber workforce to the Lancashire and national economy will be the availability of a flexible, agile and highly-skilled workforce. It is highly likely that during average working life the existing and new workforce will need to retrain and re-skill more than once to exploit emergent technologies and markets. In support of this, BAE Systems has established the Academy for Skills and Knowledge on the site in line with the 2014 LDO and associated Masterplan. Further facilities to support training and skills may be appropriate during the lifetime of this LDO.

1.3 Why a LDO?

- 1.3.1 Ribble Valley and South Ribble Borough Councils have been working jointly to produce a LDO covering Advanced Engineering and Manufacturing, Sci - Tech and Cyber and some supporting ancillary uses (and associated) development at Samlesbury.

- 1.3.2 The purpose of the LDO, supported by the associated Masterplan is to:

(1) Authorise development within Classes E(g)(i), E(g)(ii), E(g)(iii) of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it is for advanced engineering and manufacturing, science and technology and cyber (defined in Schedule A);

(2) Authorise development within Classes B2 (other than Use Class E(g)), and B8 of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it is for advanced engineering and manufacturing, science and technology and cyber (defined in Schedule A);

(3) Authorise development within Class F1(a) of the Town and Country Planning (Use Classes) Order 1987 as amended for non-residential education and training including BAE's second Academy for Skills and Knowledge.

(4) Authorise development within Class E(b) (café) (restricted to 1 unit and subject to size threshold of 250sqm) E(d) (gym) (restricted to 1 unit and subject to 75% of users being employees on the EZ site) and E(f) (creche/nursery) (restricted to 1 unit and subject to 75% of users being employees on the EZ site) of the Town and Country Planning (Use Classes) Order 1987 as amended.

(5) Authorise development within use class F2(a) for 1no 280sqm convenience store of the Town and Country Planning (Use Classes) Order 1987 as amended.

(6) Authorise development that is ancillary to such purposes;

(7) Authorise the development of associated infrastructure¹ such as:

- temporary development associated with construction works, if the works are not permitted development
- security fences and gates;
- land remediation (where required);
- internal access roads;
- street lighting;
- cycling and pedestrian routes;
- vehicle parking
- vehicle refuelling facilities
- HGV turning areas;
- foul and surface water drainage infrastructure;
- Utilities infrastructure (telecommunications including superfast broadband, electricity, gas and water), if the works are not permitted development ;
- CCTV and associated masts; and
- hard and soft landscaping.
- technologies associated with carbon reduction and sustainability
- External building plant

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

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

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

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

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

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

- provide a comprehensive outline of all development that is permitted in the Enterprise Zone 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 and science and technology and cyber firms;
- continue a framework for the overall development of the Enterprise Zone, which can promote and communicate a clear policy to stakeholders and potential investors;
- build up confidence in and inform the community of future development in the Enterprise Zone;
- improve investor and occupier clarity, certainty and confidence;
- realise the Enterprise Zone's full economic potential as a major centre for advanced engineering and manufacturing and science and technology and cyber 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*²'. The image (Appendix 2) provides a summary of the process to be followed.

² This circular is amended by virtue of section 188 of the Planning Act 2008 and associated changes to the Town and Country Planning (General Development Procedure) Order 1995. These removed the requirement that Local Development Orders must implement local development plan policies.

The Growth and Infrastructure Act 2013 removes the need for local development orders to be submitted to the Secretary of State for Communities and Local Government, who will consider whether there is a need to exercise pre-adoption intervention powers. Article 2 of the Growth and Infrastructure Act 2013 (Commencement No. 5 and Transitional and Saving Provisions) Order 2013 (SI 2013 No. 2878) states that repeal of pre-adoption intervention powers of the Secretary of State came into force on 9 December 2013.

1.5 Development within the Enterprise Zone

- 1.5.1 The LDO, which will facilitate delivery of the Master Plan and guide its implementation, provides an opportunity to permit development across the Enterprise Zone in line with the Town and Country Planning (Use Classes) Order 1987 as amended for Classes E(g)(i),(ii) and (iii), F1(a),B2(other than Use Class E(g)); and B8 as amended in so far as it is for advanced engineering and manufacturing, science, technology and cyber purposes F1(a) is for the development of a non-residential education and training centre, Class E(b),(d) and (f); Class F2(a) subject to restrictions set out in paragraph 1.3.2 The LDO is contained in Appendix 3.
- 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 relevant local planning authority. Development is permitted by the LDO provided that the following conditions are met:
1. Development is permitted by the LDO falling within Use Classes E(g)(i), E(g)(ii) and E(g)(iii) of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information at the scale set out on the Prior Notification of Development form.
 2. Development is permitted by the LDO falling within Use Classes B2 (other than Use Class E(g) of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing and science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information at the scale set out on the Prior Notification of Development Form.
 3. Development is permitted by the LDO falling within Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing and science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information at the scale set out on the Prior Notification of Development form.
 4. Development is permitted by the LDO falling within Use Class F1(a) of the Town and Country Planning (Use Classes) Order; (as amended) for a non-residential education and training centre including BAE's second Academy for Skills and Knowledge. Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information at the scale set out on the Prior Notification of Development form.
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5. Development is permitted by the LDO falling within Use Class E(b) (café) (restricted to 1 unit and subject to size threshold of 250sqm) E(d) (gym) (restricted to 1 unit and subject to 75% of users being employees on the EZ site) and E(f) (creche/nursery) (restricted to 1 unit and subject to 75% of users being employees on the EZ site)) of the Town and Country Planning (Use Classes) Order 1987 as amended.
6. Development is permitted by the LDO falling within Use Class F2(a) for 1 no 280sqm convenience store of the Town and Country Planning (Use Classes) Order 1987 as amended.
7. Authorise development that is ancillary to such purposes;
8. Authorise the development of associated infrastructure;
9. Development for advanced engineering or manufacturing purposes or science and technology or cyber or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner.
10. Development shall take place in broad accordance with the Master Plan.
11. A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be in accordance with the approved drainage strategy for the site. Any scheme varying from the approved strategy shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved.
12. Access arrangements for proposed development under the LDO shall be submitted by the developer to the local planning authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The local planning authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the local planning authority within this 28 day period, then the arrangements shall be deemed to be approved.
13. On adoption of the LDO the detailed designs for highways mitigation at M6 junction 31/A6 and the Swallow Hotel junction will be undertaken and agreed with the highways authority and National Highways. A highways working group including the highways authority and National Highways

will be set up to oversee this work and to monitor the ongoing impact from the development. The highways works will be implemented in accordance with the agreed details and timings and subject to approval by the local planning authority in consultation with the local highway authority and National Highways.

14. Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.
15. Appropriate landscaping measures to avoid or mitigate detrimental visual impacts on Samlesbury Hall shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the landscaping measures shall be deemed to be approved.

1.6 Environmental Impact Assessment

- 1.6.1 Ribble Valley and South Ribble Borough Councils issued Screening Opinions in relation to the 2014 Local Development Order stating that an EIA is not necessary for the development of the EZ site. As the site is now partially built out and this LDO is seeking to complete the same level of development the Local Planning Authorities have concluded that an EIA is not required to enable site completion.

1.7 How does the LDO relate to other planning documents?

Ribble Valley Core Strategy (Adopted December 2014)

- 1.7.1 Key Statement EC1 (Business and Employment Development) identifies the BAE Samlesbury site as a regionally significant employment site with considerable potential to accommodate a variety of advanced knowledge based industries in the future.
- 1.7.2 Key Statement DMG2 (Strategic Considerations) requires development to be compatible with the Enterprise Zone designation.

Key Statement DS1 (Development Strategy) Strategic employment opportunities will be promoted through the development of Samlesbury Enterprise Zone.

- 1.7.3 Ribble Valley Housing and Economic Development Plan Document (Adopted 2019)

- 1.7.4 Key Statement DS1 (Development Strategy) Strategic employment opportunities will be promoted through the development of Samlesbury Enterprise Zone.

- 1.7.5 Central Lancashire Local Development Framework Adopted Core Strategy (July 2012)
- 1.7.6 Policy 9: Economic Growth and Employment identifies Samlesbury as a location for regionally significant employment.
- 1.7.7 South Ribble Local Plan (adopted July 2015)
- 1.7.8 Policy C5 (BAE Systems, Samlesbury) The Council continues to support the specialised activity at BAE Systems, Samlesbury, in line with the company's operations. The boundary of the Strategic Site is identified on the Policies Map. This includes both the BAE Core Area and the Enterprise Zone.
- 1.7.9 The designation of the Enterprise Zone at Samlesbury will help create more businesses, jobs and attract international investment, with positive benefits across the wider economic area. It will help improve the local economy and also increase the contribution to national growth.
- 1.7.10 The Council supports the delivery of the Enterprise Zone and has produced a Local Development Order to aid the delivery process. Subsequent Local Development Orders will be produced when necessary. An agreed Masterplan must also be produced as a key part of the overall delivery of the Enterprise Zone. To enable the Enterprise Zone to be delivered at Samlesbury, the Green Belt boundary is amended as identified on map Appendix 2 (Map of Samlesbury Aerodrome) of the South Ribble Local Plan
- Samlesbury EZ Master Plan 2024
- 1.7.11 The draft Master Plan provides a strategic context for the preparation of the consultation draft LDO and establishes a framework for the long-term strategic objectives for the Enterprise Zone. Public consultation on the draft Master Plan commenced for 4 weeks on 8th July 2024 And consultation response will inform the completion of the Master Plan and the LDO
- 1.7.12 This LDO does not revisit the aspirations and overall conclusions of the Master Plan, but instead will act as a tool to facilitate delivery and to guide its implementation.

1.8 Other Statutory Requirements

- 1.8.1 Whilst the LDO grants planning permission for certain types of development, it will remain the responsibility of the developers to ensure that all other statutory requirements beyond the scope of the planning system are adhered to.
- 1.8.2 The LDO does not remove the requirement for consent obtainable under other legislation such as Building Regulations, Hazardous Substances Consent or Advertisement Consent, and licences from bodies such as Natural England.

1.9 Area Covered by LDO

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

1.10 Consultation on the LDO

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

- 1.10.2 As part of the preparation of this LDO the following consultation arrangements are were undertaken:

The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. For a period of 28 days commencing on 8th July 2024.

Following the expiry of the consultation all responses were recorded and considered and informed the preparation of the adoption version of the LDO.

1.11 Structure of LDO

- 1.11.1 The LDO sets out, for Classes E(g)(i), E(g)(ii), E(g)(iii), B2 (excluding Use Class E(g)), B8, F1(a), E(b) (subject to restrictions), E(d) (subject to restrictions), E(f) (subject to restrictions), F2(a) (subject to restrictions) 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 and science and technology and cyber uses; ancillary, complementary and supporting uses, and associated infrastructure (including temporary development associated with construction works) in the Enterprise Zone subject to a number of conditions.

Schedule A

"Advanced engineering and manufacturing" is defined as falling within the following SIC Codes:

- Aerospace (30.3, 28.4, 33.16, 52.24)
- 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)
- Electric power generation, transmission and distribution (35.1)³
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1).
- Other research and experimental development on natural sciences and engineering (72.19, 72.10)
- Pre-primary education (85.10)
- Child day care activities (88.91)
- Unlicensed restaurants (56.10/2)

³ The use of the land for the production, enrichment, storage, or disposal of nuclear fuel, falls within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824) and would, therefore, fall outside the remit of this Local Development Order.

PRIOR NOTIFICATION OF DEVELOPMENT FORM

Ribble Valley Borough Council, Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA	South Ribble Borough Council, Civic Centre, West Paddock, Leyland, Lancashire PR25 1DH
To download a form go to: http://www.ribblevalley.gov.uk/info/200175/planning/357/welcome_to_development_control/3	

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 3 (2024) (LDO): Prior Notification of Development

Purpose of Form

By submitting this form you are requesting confirmation as to whether the development you are proposing constitutes permitted development under the Local Development Order. Following consideration of your request by the Lancashire Enterprise Partnership, the Council will complete the notification section (Section 6) thereby certifying whether the proposals are or are not permitted development. This will constitute the formal response of the Council.

Section 1a: Applicant Name, Address and Contact Details

Title: _____	Name: _____
Company Name: _____	
Address: _____	
Telephone Number: _____	
Email: _____	

Section 1b: Agent (if applicable): Name, Address and Contact Details

Title: _____	Name: _____
Company Name: _____	
Address: _____	
Telephone Number: _____	
Email: _____	

Section 2: The Development Proposal

2a. Description of development.			
Erection of a building and / or structure		Yes:	No:
Proposed Use Class:	E(g)(i)	Yes:	No:
	E(g)(ii)	Yes:	No:
	E(g)(iii)	Yes:	No:
	B2 (other than use class E(g))	Yes:	No:
	B8	Yes:	No:
	F1(a)	Yes:	No:
	E(b) (subject to restrictions)	Yes:	No:
	E(d) (subject to restrictions)	Yes:	No:
	E(f) (subject to restrictions)	Yes:	No:
	F2(a) (subject to restrictions)	Yes:	No:
	Other (please state which)	Yes:	No:
	Yes: (Go to 2b)	No: (Go to 2c)	
Associated infrastructure or other development:			
2b. Associated or Other Development:		Yes:	No:
•Internal Access Roads:		Yes:	No:
•Plot based vehicle parking and servicing		Yes:	No:
•Hard and Soft Landscaping		Yes:	No:
•Foul and surface water drainage		Yes:	No:
•Utilities infrastructure			
•Other (please specify)			
Please provide a brief description of and supporting statement for the proposed development including its context:			

Note – the following plans and drawings should be submitted:

Location Plan based on an up-to-date Ordnance Survey map, showing the site edged in red, showing 2 street names where possible and a north point

Site/Block Plan at a scale of 1:500 or 1:200

Existing and Proposed Floor Plans at a scale of 1:50 or 1:100

Existing and Proposed Elevations at a scale of 1:50 or 1:100

Existing and proposed site sections and finished floor and site levels plans drawn at a scale of 1:50 or 1:100

Roof plans at a scale of 1:50 or 1:100

Section 3: Justification

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Section 4: Declaration

I hereby give notice of my intention to carry out the above development. I also confirm my intention that if it is confirmed that if planning permission is not required as provided for by Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 3 (2024) I shall only carry out the proposed work in accordance with the details included in this form and on the accompanying scaled plans. I understand that any variation from these details may require re-assessment.

Name:

Signature:

Date:

Signature	Date:
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6b Non-compliance with the LDO:

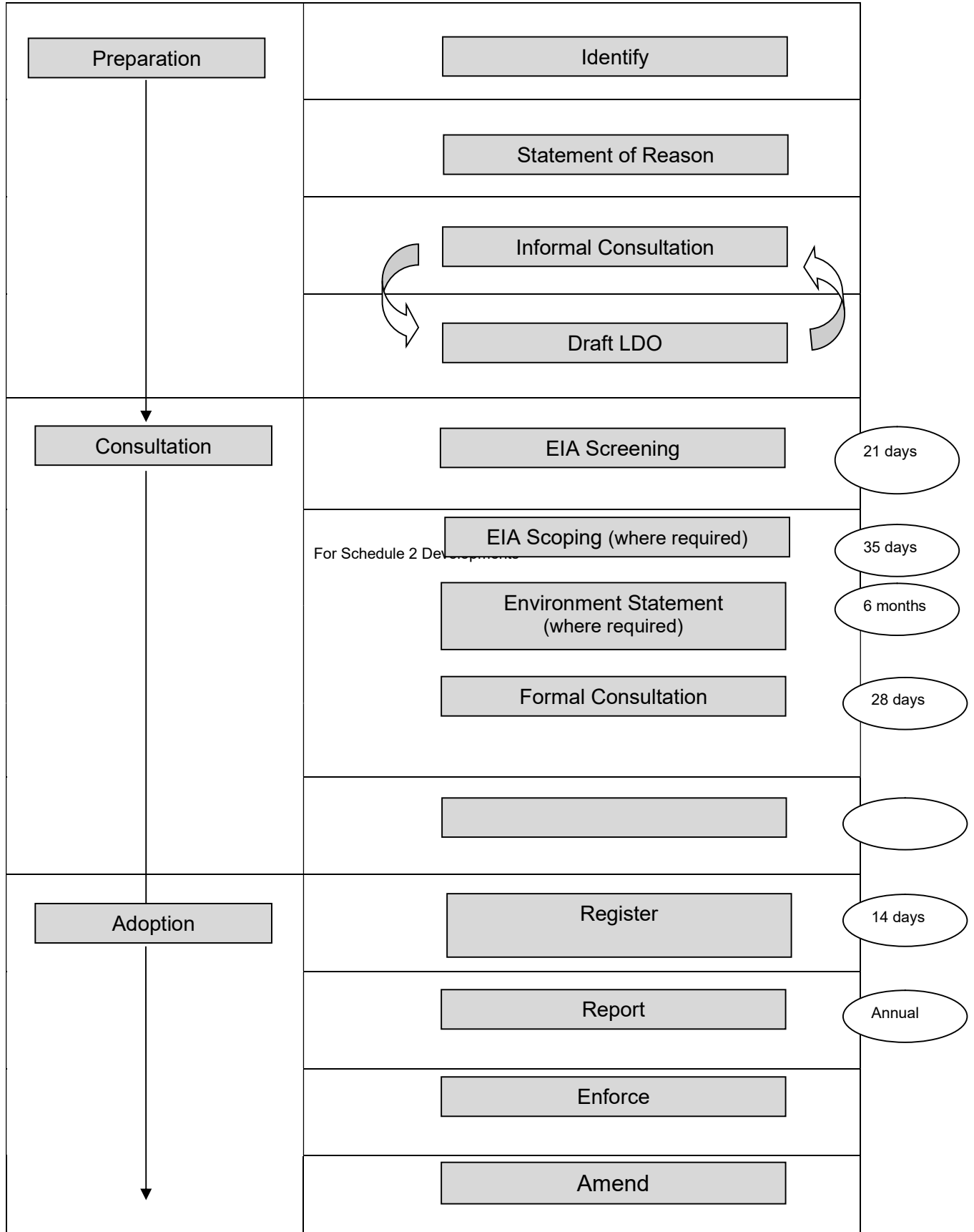
(Ribble Valley Borough Council) / (South Ribble Borough Council) does not consider that the development described in this form constitutes permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 3 (2024) for the reasons set out below.

Signature	Date:
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Reasons

If the proposed development is non - compliant with the LDO, an application for planning permission will be required

APPENDIX 2



THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 3 (2024)

Lifetime of the LDO and Options following its Expiry

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

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

Options following its expiry:

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

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

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

Development Permitted by this LDO

- (1) The carrying out of development (including the erection, extension or alteration of a building) within Use Class E as specified for the purposes of advanced engineering and manufacturing, science and technology and cyber.
- (2) The carrying out of development (including the erection or alteration of a building) within Use Class B as specified for the purposes of advanced engineering and manufacturing, science and technology and cyber.
- (3) The carrying out of development (including the erection or alteration of a building) ancillary to, complementary to, or supporting such purposes;
- (4) The carrying out of development (including the erection or alteration of a building) within Use Class F1(a) for the purposes of a non-residential education and training centre.

(5)The carrying out of development (including the erection, extension or alteration of a building) within Uses Classes E(b), E(d), E(f) and F2(a) (subject to restrictions)

(6)Development that is ancillary to such purposes

(7)Development of associated infrastructure:

- temporary development associated with construction works, if the works are not permitted development
- Boundary security fences and gates;
- land remediation (where required);
- internal access roads⁴;
- street lighting;
- cycling and pedestrian routes;
- vehicle parking;
- vehicle refuelling facilities;
- HGV turning areas;
- foul and surface water drainage infrastructure;
- utilities infrastructure (telecommunications including superfast broadband, electricity, gas and water), if the works are not permitted development ;
- CCTV and associated masts; and
- hard and soft landscaping.
- technologies associated with carbon reduction and sustainability
- External building plant

Development is not permitted:

Development is not permitted by the LDO:

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

Conditions

1.Development is permitted by the LDO falling within Use Classes E(g)(i), E(g)(ii) and E(g)(iii) of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.

⁴ A planning application for the new access from A59 and access road up to the boundary of the Enterprise Zone was submitted to Lancashire County Council on 20 September 2013. Planning permission for the new access was granted on 15 January 2014.

2. Development is permitted by the LDO falling within Use Classes B2 (other than Use Class E(g) of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing and science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.

3. Development is permitted by the LDO falling within Use Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing and science and technology and cyber (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.

4. Development is permitted by the LDO falling within Use Class F1(a) of the Town and Country Planning (Use Classes) Order; (as amended) for a non-residential education and training facility including BAE's second Academy for Skills and Knowledge. Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.

5. Development is permitted by the LDO falling within Use Class E(b) (café) (restricted to 1 unit and subject to size threshold of 250sqm) E(d) (gym) (restricted to 1 unit and subject to 75% of users being employees on the EZ site) and E(f) (creche/nursery) (restricted to 1 unit and subject to 75% of users being employees on the EZ site) of the Town and Country Planning (Use Classes) Order 1987 as amended.

6. Development is permitted by the LDO falling within Use Class F2(a) 1 no 280sqm convenience store of the Town and Country Planning (Use Classes) Order 1987 as amended.

7. Authorise development that is ancillary to such purposes;

8. Authorise the development of associated infrastructure

9. Development for advanced engineering or manufacturing purposes or science and technology or cyber or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner.

10. Development shall take place in general accordance with the Master Plan.

11. A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be in accordance with the approved drainage

strategy for the site. Any scheme varying from the approved strategy shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved.

12. Access arrangements for proposed development under the LDO shall be submitted by the developer to the local planning authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The local planning authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the local planning authority within this 28day period then the arrangements shall be deemed to be approved.

13. On adoption of the LDO the detailed designs for highways mitigation at M6 junction 31/A6 and the Swallow Hotel junction will be undertaken and agreed with the highways authority and National Highways. A highways working group including the highways authority and National Highways will be set up to oversee this work and to monitor the ongoing impact from the development. The highways works will be implemented in accordance with the agreed details and timings and subject to approval by the local planning authority in consultation with the local highway authority and National Highways.

14. Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.

15. Appropriate landscaping measures to avoid or mitigate detrimental visual impacts on Samlesbury Hall shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the landscaping measures shall be deemed to be approved.

Interpretation

The purpose of the LDO is to authorise development within Classes E and B (as specified) of the Town and Country Planning (Use Classes) Order 1987 as amended in relation to advanced engineering and manufacturing, science and technology and cyber and ancillary uses; to authorise development within Class F1 of the Town and Country Planning (Use Classes) Order 1987 as amended for the purposes of providing a non-residential educational and training centre; and to authorise the development of associated infrastructure.

APPENDIX 4 – Map of Lancashire Enterprise Zone (Samlesbury)

