

REPORT TO	DATE OF MEETING
Council	22 nd January 2014

Report template revised July 2012



SUBJECT	PORTFOLIO	AUTHOR	ITEM
The Lancashire Advanced Engineering & Manufacturing Enterprise Zone (Samlesbury) Local Development Order No.2 (2013)	Planning & Housing	Steven Brown	8

SUMMARY AND LINK TO CORPORATE PRIORITIES

This report updates members on the progress in facilitating development on the Samlesbury Enterprise Zone site. An updated and extended new Local Development Order, has been drafted which covers the original 16.4 hectares in Parcel A which was the subject to the first LDO on the site adopted in March 2012, along with an additional 37.4 hectares of the site that has been subject to Green Belt roll back which was facilitated through the LDF 'Site Allocations' process.

A Master plan has been prepared which will run in conjunction with this updated and extended LDO. The Master plan is to be presented to Planning Committee for adoption on 15th January 2014.

Consultation was carried out in respect of the LDO for the period 14th November to 16th December 2013.

Consultation was carried out in respect of the Master Plan for the period 17th October to 28th November 2013.

The County Council made an application on 25th September 2013 to create a new access from the A59 to serve the development, in accordance with the details of the Master Plan. This application which is to be determined by the County Council was deferred by the County's Planning Committee on 27th November 2013 and is due to be presented to that Committee again on the morning of 15th January 2014.

This reports seeks to update members as to the outcomes from this process and to advise of the actions required to progress the LDO to adoption. The Town and Country Planning (Development Management Procedure) (England) Order 2010: Part 6 Local Development Orders, requires referral of proposed LDO's to the Secretary of State. It is recommended that the LDO is adopted once the 21 day referral period to the Secretary of State has taken place and confirmation has been received that he does not wish to intervene.

RECOMMENDATIONS

It is recommended that:

1. Council endorse the Local Development Order No. 2 (2013) for submission to the Secretary of State;
2. (in the event that the Secretary of State determines that he will not intervene) Council adopt the said LDO.

DETAILS AND REASONING

Members will recollect that the Chancellor of the Exchequer in his Autumn Statement 2011 conferred Enterprise Zone status upon the BAE Systems sites at Warton and Samlesbury. In his report it was noted that the Enterprise Zone had to be operational by April 2012, along with a requirement to adopt a Local Development Order (LDO) within the same timeframe. The intention of the LDO is to specify a range of uses, subject to conditions, that are treated as “permitted development” i.e. there is not the requirement to submit a planning application for determination. The intention of this was to focus upon the development of advanced engineering and manufacturing uses.

The Enterprise Zone has a total area of 72.5 hectares. A LDO for the first phase of the development, some 16.4 hectares of land that straddles the boundary between South Ribble and Ribble Valley, and lies outside of the Green Belt and is on land that was already identified as development land for BAE Systems, was approved by the Secretary of State in March 2012 and is active for a period of three years unless revoked in the interim.

Members will be aware that the wider Enterprise Zone impacted on Green Belt and the process of consultation, took place through the LDF Site Allocations process to facilitate this roll back which would then allow the development of the wider EZ. The Inspector’s final report raised no issue with the principle of the roll-back. This allows the release of a total of 37.4 hectares and relates to land including and south of the runway located within South Ribble. Those retained areas of Green Belt in BAE Systems ownership that fall outside of the EZ area are already subject to an existing ecological management plan. The Enterprise Zone has a total area of 72.5 hectares.

A draft Master Plan for the wider Samlesbury Enterprise Zone including the Green Belt roll back land has been prepared by consultants commissioned by BAE Systems and was subject to a joint consultation exercise for the period 17th October until 28th November 2012. This consultation involved a public meeting held on the BAE site on 12th November 2013, as well as letters to interested parties, parish councils, neighbouring authorities etc.

The consultation resulted in 65 responses, 9 supporting; 23 objecting and 33 making comment.

Following on from the above, consultation took place in respect of a second more extensive LDO during the period 14th November to 16th December. This LDO will replace the earlier LDO as it encompasses the initial smaller site.

The LDO

The LDO sets out that the Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the EZ through an EZ Governance Committee in association with the landowner. It will be active for a period of 10 years from the date of adoption. Activity will focus on inward investment for the purposes of advanced engineering and manufacturing building upon BAE Systems significant operations in Lancashire as well as the aerospace capabilities in the north-west and UK.

The four main purposes of the LDO are to;

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

A notification form will be submitted to the relevant local authority either Ribble Valley or South Ribble BC dependent as to where the development falls, at each stage of proposed development. The local authority will then 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 reasons for them.

Consultation

The LDO consultation resulted in 33 responses, a comprehensive summary of which is appended to this report at Appendix 1. The responses comprised 5 in support; 14 outright objection; and 14 making comment. The following is a summary of the salient points by theme:

Highways/Traffic Impact

Comments include impact on Branch Road, A59 and A677 in terms of capacity and safety; the timing and suitability of the proposed new access ; preference for one of the new access points over the other; suggestion that new access points should be developed either from the Trafalgar junction or directly into the site off A59 opposite Huntleys; state an access off A677 has previously been found unworkable; impact on Myerscough Smithy Road associated with the proposed cycle route

Visual Impact/Design

General concern expressed as to design and scale of buildings and use of materials and how this will impact on the rural landscape, in this prominent location. Also question the standard of ancillary development such as fencing, street furniture etc and the impact of the lighting on the locality. Re-iterate that the landscaping should be of the highest standard and carried out early in the process, by those with high competency in this area.

Construction

Concern as to the impact during construction and whether drivers accessing the site will act in accordance with advice to avoid busy times.

Uses on the Site

Query whether social housing will be acceptable on the site and has housing planned on the fields adjacent to Branch Road been taken into account in terms of the bigger plan.

Economic Viability/Business Use

The proposal for EZ at the BAE sites was LEPs unanimous choice for submission to Government in response to a national competition to award EZ status to a limited number of locations across the country which can offer the opportunity to drive local economic growth through job creation and investment, EZ will support the long term growth of the Lancashire economy.

Preston City Council supports the EZ development, the restriction on the uses on the site and reassurance that displacement of Lancashire based companies will not occur, and notes early transport infrastructure investment will be required to achieve the development.

Procedural/ Document Comments

General concern that the LDO is an opting out of responsibility towards residents by Local Authorities by allowing unelected bodies to make the decisions. Critically important that certain matters are laid down as pre-requisites, consider it is difficult to object when the document is not specific and no further re-course when the LDO has been adopted. Vague wording as to what uses will be permissible.

Rural Environment/Ecology

Concerns in relation to light pollution; need for advanced landscaping of a high standard; impact upon ecology and Green Belt; further deterioration of surrounding countryside; not sustainable and need to reduce carbon footprint;

General EZ Comments

Endorse the views of Samlesbury and Cuerdale Parish Council. Joint meeting of Samlesbury and Balderstone Parish Councils indicated 50 against the proposal and 4 in support, and cannot understand why this is being railroaded through.

When the British Aerospace was enlarged we were told that this would have minimum impact, the reverse has been true with a noticeable increase in traffic in the village.

Consider it is a good development for the area, jobs and industry.

Miscellaneous

LPAs' need to listen to residents views and query the degree of impact upon local community, consider a legacy should be left for the local community such as a library or scout hut. Only 01772 telephone numbers would benefit from superfast broadband. Should plans go ahead householders should be compensated in the form of triple glazing, extra wall and roof insulation to mitigate against greatly increased traffic numbers.

MATERIAL ISSUES

The EZ was designated in autumn 2011 and a Local Development Order adopted for the first phase of development in March 2012. Now that the Green Belt roll back has been sanctioned as part of the SRBC LDF Site Allocations process it is opportune to progress a second more extensive LDO along with a complementary Master Plan.

Consultation has taken place in respect of both this LDO and the Master plan resulting in considerable public interest.

One of the main areas of concern related to highway issues and traffic generation, and in particular the position and timing of the two new access points onto the A59 and A677, as well as the impact upon Branch Road. Two other potential access positions were also put forward by respondents for consideration which envisaged taking access directly off the 'Trafalgar' roundabout to the west of the site, and the second alternative from the A59 opposite 'Huntleys'.

In formulating the details of the Master Plan and in turn the details of the LDO, LCC Highways assessed existing traffic flows in July 2013 and then used TRICS modelling to factor in the additional traffic that the EZ would generate. This then formed the basis for the proposed off site highway works and also the position and design of the two proposed access points onto the A677 and A59.

The application for the creation of the access onto the A59 was presented to the County Council Development Control Committee on 27th November 2013, when it was deferred to allow County Officers to consider what opportunities there are to create a new alternative access further west nearer the junction between the A59 and the A677 and whether the junction onto the A677 could be created at the outset. This assessment has now been carried out and the application will be presented to the County Council Development Control Committee on 15th January. The report to that Committee has been published and discusses the issues raised as set out below

“ At the previous meeting a suggestion was made that the access to the Enterprise Zone should be located closer to the existing junction of the A59 and A677 near to the Swallow Hotel. It was maintained that this would offer a shorter route into the proposed EZ and that such an access would address the concerns raised by the residents of Mellor Brook relating to increased traffic.

The location of the proposed access road from the A59 to the Samlesbury Enterprise Zone (EZ) has been considered but has been rejected due to issues of cost, land use designation, ecology, landscape and visual amenity and landownership.”

The report then discusses each of these issues in turn. It then goes on to discuss the issue as to 'Why can't the junction on the A677 be created at the outset?' It states:

"Access into the EZ was investigated as part of the Transport Assessment (TA) submitted with the planning application. The access locations on the A59 and on the A677 have been included in the Consultation Draft Samlesbury EZ Master Plan as these were identified as being the most appropriate.

Development of the Samlesbury EZ will be generally from the A59 southwards. The Master Plan as a whole takes into account the proposed positioning and sequencing of buildings to be developed, the layout of existing and proposed utilities including gas, water and electricity, the need to reduce and mitigate potential ecological impacts and traffic and highway issues. All of these elements taken together lead to the conclusion that the proposed location and timing of accesses is most appropriate. The construction of the A677 access is in the Master Plan and should be in place prior to 2023 but will be linked to appropriate trigger points to ensure it is delivered prior to it being required.

The delivery of the Samlesbury Enterprise Zone site will be done on a phased basis to ensure that at each stage development plots and buildings will be accompanied by the strategic and local infrastructure required of a high quality well –functioning sustainable site. As the Samlesbury EZ will generally be developed southwards from the A59, then it makes sense to develop the A677 junction on the south side of the site at a later date so as not to compromise the ability of the site to have a well planned layout."

In respect of the impact upon Branch Road the report states;

"LCC, however, intend to consult and work with the residents of Mellor Brook village to identify a scheme of measures that would be considered acceptable to manage movement, and to discourage traffic from using Branch Road as a cut through between A59 and A677. For example, future opportunities may arise to restrict the types of traffic along Branch Road as a consequence of the Enterprise Zone accesses and internal roads by providing an alternative route for large vehicles."

The report brings these issues together by concluding:

" In conclusion, it is considered that the proposed creation of a signalised junction on the A59 and access road to form an entrance to Samlesbury Enterprise Zone would have a lower cost, no affect on Green Belt land, no ecological issues, reduced impacts on the local landscape and on visual amenity, no land ownership issues and less delay than compared to a new access further west near the junction between the A59 and the A677. The proposed access from the A59 would therefore be a more favourable option. The demand for the creation of a junction on the A677 is dependent on the success of the EZ and associated traffic levels. Its creation from the outset may compromise the ability of the EZ to have a well planned layout as the development of the site progresses. The provision of traffic lights to the entrance to Sykes Holt would involve moving the junction to the east at significant cost and time delay and would also interfere with the efficient running and flow of the traffic at the junction. The use of an inductive –loop traffic detector system at the property entrance would prevent this and not compromise highway safety. There is a higher incidence of accidents on the length of road where alternative access options to the proposed A59 access have been suggested. Taking into account all of these issues the proposed A59 access is considered the favoured option and would be acceptable subject to the conditions set in this report".

In terms of sustainability of the site generally each business within the EZ will be required to produce a travel plan and appoint a Travel Plan Co-ordinator. The plan will set objectives and realistic targets which will be monitored and will also advocate the use of appropriate

routes for staff, visitors and delivery to the EZ. Preparation of a plan will be a pre-requisite of site occupation.

Public Transport will be improved, initially existing buses will be routed into the EZ and where there will be new Quality Bus Stops, new bus stops will be located at the A59 and A677 EZ accesses and bus frequencies will be increased.

Other Issues

The Master Plan states that the focus of the EZ is advanced engineering and manufacturing sector. Other advanced engineering or manufacturing uses which fall outside this definition would also be acceptable provided that such uses relate to and support the main uses. The decision in this respect would be made by the relevant Local Planning Authority and it is highly unlikely that other uses that have been suggested such as a supermarket would be acceptable. Housing is not permitted in the EZ site. Policy B2 of the South Ribble Site Allocations DPD allocates land outside the EZ at Mellor Brook to meet local housing need.

On site measures such as landscaping; drainage; building size; design; position and pallet of materials; will be covered by the Master Plan and LDO in combination and will be subject to the 28 day period of consultation with the relevant Local Planning Authority at each stage of the development as required by the terms of the LDO.

The relationship to surrounding development both in terms of visual and noise amenity will be picked up in the detailed layout as it evolves and subject to the 28 day consultation as above.

The Master Plan recognises the nature of the biological interest and how the impacts of the development will be dealt with. Plans to manage ecological issues and to avoid, mitigate or compensate any losses are on-going and will be completed prior to development taking place.

CONCLUSION

The Enterprise Zone was designated in autumn 2011 and therefore the use of the site as an EZ has been established in principle and a Local Development Order was adopted for the first phase of development in March 2012. Now that the Green Belt roll back has been sanctioned as part of SRBC LDF Site Allocations process it is opportune to progress a further more extensive LDO in association with a Master Plan to guide development across the site.

Consultation has taken place in respect of both the LDO and Master Plan resulting in considerable interest with particular concern expressed in relation to highway and access issues, namely the creation of the access points onto the A59 and the A677; the impact upon Branch road and highway capacity generally.

In formulating the details of the Master Plan, LCC Highways assessed existing traffic flows in July 2013 and then used TRICS modelling(which is an industry recognised package) to factor in the additional traffic that the EZ would generate. This then formed the basis for the proposed highway works and also the position and design of the two access points, one on the A59 and the second on the A677. LCC Highways have assessed the representations received and also the alternative access positions suggested but are still of the view as the highway authority that the 'highway solution' offered in the Master Plan is the preferable one that they would wish to see implemented, this includes a package of measures to calm traffic on Branch Road.

On site matters of detail will be picked up in the detailed layout as it evolves and subject to 28 days consultation with the relevant Local Planning Authority as part of each stage of submission.

It is therefore considered that given the County Council's view as Highway Authority and the fact that the Borough Councils will have direct input at each stage of development that it is appropriate to now refer the LDO to the Secretary of State as set out in the Regulations, and subject to 'non-intervention' within the 21 day period to adopt the LDO.

WIDER IMPLICATIONS

In the preparation of this report, consideration has been given to the impact of its proposals in all the areas listed below, and the table shows any implications in respect of each of these.

FINANCIAL	In terms of Master plan and LDO preparation the County Council has provided a resource to support both South Ribble and Ribble Valley Planning Authorities		
LEGAL	The LDO preparation is currently going through the required stages as legally required and this will sit alongside the Master plan. The LDO specifies a range of uses, subject to conditions, that are treated as "Permitted Development", where there is not the requirement to submit a planning application for determination. There will however be a 28 day consultation period with the relevant Local Planning Authority at each stage of development.		
RISK	Preparation of a LDO is a requirement of the Enterprise Zone and not to prepare them would prejudice the whole project. The earlier 2012 LDO which was time limited to 3 years will be superseded and replaced by a further LDO which will run for 10 years from 2014 which should facilitate the major development. The Master plan will sit alongside and complement the LDO.		
THE IMPACT ON EQUALITY	It is considered that there are no adverse impacts on equality issues		
OTHER (see below)			
<i>Asset Management</i>	<i>Corporate Plans and Policies</i>	<i>Crime and Disorder</i>	<i>Efficiency Savings/Value for Money</i>
<i>Equality, Diversity and Community Cohesion</i>	<i>Freedom of Information/ Data Protection</i>	<i>Health and Safety</i>	<i>Health Inequalities</i>
<i>Human Rights Act 1998</i>	<i>Implementing Electronic Government</i>	<i>Staffing, Training and Development</i>	<i>Sustainability</i>

BACKGROUND DOCUMENTS

The Lancashire Advanced Engineering and Manufacturing EZ (Samlesbury) Local Development Order No.2 (2013)

Advanced Engineering and Manufacturing Zone Consultation Master Plan – Samlesbury Site

**THE LANCASHIRE ADVANCED ENGINEERING AND
MANUFACTURING ENTERPRISE ZONE (SAMLESBURY)
LOCAL DEVELOPMENT ORDER NO. 2 (2014)**

**STATEMENT OF REASONS AND
LOCAL DEVELOPMENT ORDER**

ADOPTION VERSION

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 2 (2014)

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2014) has been prepared in the strategic context provided by the Master Plan for Samlesbury that establishes a framework for long-term strategic development objectives for the Enterprise Zone. This LDO will replace THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) on adoption by Ribble Valley Borough Council and South Ribble Borough Council. This LDO will be active for a period of 10 years.

1.1 INTRODUCTION

1.1.1 Local Development Orders (LDOs) were introduced in the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to extend permitted development rights for certain forms of development. The Planning Act 2008 removes a former requirement that LDOs should implement policies set out in adopted local development documents.

1.1.2 THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 1 (2012) was adopted by Ribble Valley Borough Council on 27th March 2012 and by South Ribble Borough Council on 29th March 2012. This LDO is active for a period of three years following the date of its adoption unless it is revoked within this period.

1.1.3 A draft Master Plan for the Samlesbury Enterprise Zone was prepared by Wilson Mason (consultants commissioned by Lancashire Enterprise Partnership). Public consultation on the draft Master Plan commenced on 17th October 2013 and concluded on 28th November 2013. Following consideration of the representations received, Ribble Valley Borough Council and South Ribble Borough Council adopted the Master Plan on [insert date] and [insert date] respectively. The Master Plan provides a strategic context for the preparation of this consultation draft LDO and establishes a framework for long-term strategic development objectives for the EZ.

1.1.4 The draft LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER No. 2 (2013) was prepared to accord with the draft Master Plan.

1.1.5 The boundary between Ribble Valley Borough Council and South Ribble Borough Council runs through the LDO area. Ribble Valley Borough Council and South Ribble Borough Council jointly carried out a public consultation on the draft LDO from 15th November to 15th December 2013. The adoption version LDO has been finalised having regard to the adoption version Master Plan and the representations received during consultation on the LDO. Each Local Planning Authority will be adopting a separate but identical LDO. Ribble Valley Borough Council adopted the LDO on [*insert date of adoption*] and South Ribble Borough Council adopted the LDO on [*insert date of adoption*]. The adopted LDO will facilitate delivery of the Master Plan and guide its implementation. The LDO will be active for a period of 10 years from the day of adoption. Upon adoption of this LDO, LDO No.1 (2012) will be revoked.

1.1.6 Article 34 paragraph (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 states that ‘the statement of reasons shall contain:

- (a) a description of the development which the order would permit; and
- (b) a plan or statement identifying the land to which the order would relate’.

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

1.2 Background

1.2.1 In Autumn 2011 the Chancellor of the Exchequer granted Enterprise Zone status to Lancashire on BAE Systems Samlesbury and Warton sites, which together form the company's Warton Unit.

1.2.2 The Lancashire Enterprise Zone will become a national focal point for the advanced engineering and manufacturing sector. The Enterprise Zone will support genuine additional growth, creating new businesses and new jobs through a combination of inward investment, specifically the introduction of new Tier 1 companies to the UK securing reinvestment, and the growth of SMEs through technology spin-out businesses and new business starts. The Enterprise Zone will aim to provide the opportunity to create 4,000 to 6,000 high value jobs in the long term and 1,200 jobs in the short to medium term, capitalising on new and emerging market opportunities in the advanced engineering and manufacturing sector. This will strengthen and grow local supply chains through modernisation of the sector in Lancashire and the UK and position Lancashire as a national core of expertise. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.

1.2.3 The Lancashire Enterprise Partnership (LEP) will manage and co-ordinate activities related to the Enterprise Zone through an Enterprise Zone Governance Committee in association with the Land Owner to assess each proposed development to ensure that the displacement of existing Lancashire based companies does not occur and that any development is genuine growth in and support to the Advance Engineering and Manufacturing sector. Any Lancashire based companies considering the Enterprise Zone would have to demonstrate that

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

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

1.3 Why a LDO?

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

1.3.2 The purpose of the LDO is to:

- (1) Authorise development within Class B of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it is for advanced engineering and manufacturing (defined in Schedule A);
- (2) Authorise development that is ancillary, complementary or supporting such purposes;
- (3) Authorise development within Class D1 of the Town and Country Planning (Use Classes) Order 1987 as amended for a development of a non-residential education and training centre to be used as a Regional Skills Facility; and
- (4) Authorise the development of associated infrastructure¹:
 - temporary development associated with construction works, if the works are not permitted development
 - BAE Systems boundary security fences and gates;
 - land remediation (where required);
 - new access to A677;

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

- internal access roads²;
- 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.

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

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;
- provide for the development of that part of a new access road from A59 within the Enterprise Zone leading to an internal roundabout and the internal road network, without the need for further planning permission;

² A planning application for the new access from A59 and access road up to the boundary of the Enterprise Zone was submitted to Lancashire County Council on 20th September 2013. Planning permission for the new access was granted on [insert date].

- enable and facilitate economic development and allow sustainable economic growth to happen rapidly without further planning constraint allowing the developer to react quickly to economic growth opportunities;
- enable the Enterprise Zone to rapidly respond accordingly to the requirements of advanced engineering and manufacturing firms;
- establish a framework for the overall development of the Enterprise Zone, which can promote and communicate a clear policy to stakeholders and potential investors;
- build up confidence in and inform the community of future development in the Enterprise Zone;
- improve investor and occupier clarity, certainty and confidence;
- realise the Enterprise Zone's full economic potential as a major centre for advanced engineering and manufacturing activity;
- reduce the burden on the local planning authority, parish councils and consultees; and
- demonstrate a positive approach to planning.

1.4 LDO Process

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

1.5 Development within the Enterprise Zone

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

³ This circular is amended by virtue of section 188 of the Planning Act 2008 and associated changes to the Town and Country Planning (General Development Procedure) Order 1995. These 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 9th December 2013. As public consultation on this LDO commenced on 15th November 2013, the LDO has to be submitted to the Secretary of State prior to adoption (to comply with Article 3(2) of the Order).

advanced engineering and manufacturing and Class D1 is for the development of a non-residential education and training centre to be used as a Regional Skills Facility. The LDO is contained in Appendix 3.

1.5.2 The delivery of the Sablesbury Enterprise Zone site will be undertaken in 3 phases⁴ preceded by enabling works. Phasing development will ensure that at each stage development plots and buildings will be accompanied by the strategic and localised infrastructure required of a high quality well- functioning sustainable site. All phases will integrate with each other to ensure that the site will operate as a cohesive whole and form an asset within its surroundings and the wider area.

1.5.3 The LDO is designed to be flexible and responsive to change, but it is not open-ended and has a number of conditions which need to be discharged by the relevant local planning authority. Development is permitted by the LDO provided that the following conditions are met:

Development within the Enterprise Zone

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

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

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

Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.

- (13) 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 prior to the commencement of development of Phase 2 of the Master Plan. 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. The approved landscaping measures shall be implemented by the developer in advance of the commencement of development of Phase 2.

1.6 Environmental Impact Assessment

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

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

1.7 How does the LDO relate to other planning documents?

Ribble Valley District wide Local Plan (adopted June 1998)

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

Ribble Valley Submission Draft Core Strategy (September 2012 as amended)

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

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

South Ribble Local Plan (adopted February 2000)

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

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

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

South Ribble Site Allocations and Development Management Policies Development Plan Document (November 2013)

1.7.6 Policy C5 – BAES Samlesbury identifies a Strategic Site covering the BAE Systems Core Area and the Enterprise Zone. It supports the specialised activity at BAE Systems and the delivery of the Enterprise Zone through the preparation of the LDO (2012) and anticipates the preparation of future LDOs when necessary. An agreed Master Plan is required by Policy C5 as a key part of the delivery of the Enterprise Zone. The Policy also amends the boundary of the Green Belt to facilitate the delivery of the Enterprise Zone. Policy C5 recognises that the designation of the Enterprise Zone 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.

Adoption version Samlesbury EZ Master Plan (January 2014)

1.7.7 The Consultation Draft Master Plan provided a strategic context for the preparation of the consultation draft LDO and established a framework for long-term strategic objectives for the Enterprise Zone. Public consultation on the draft Master Plan commenced on 17th October 2013 and concluded on 28th November 2013. Following consideration of the representations received, Ribble Valley Borough Council and South Ribble Borough Council adopted the Master Plan on [*insert date*] and [*insert date*] respectively. Preparation of the adoption version LDO has taken account of the adoption version Master Plan.

1.7.8 The Master Plan addresses the following matters:

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

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

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

1.8 Other Statutory Requirements

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

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

1.9 Area Covered by LDO

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

1.10 Consultation on the LDO

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

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

- The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation was undertaken from 15th November 2013 until 15th December 2013.

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

- Following the expiry of the consultation all responses were recorded, analysed and assessed in a Statement of Community Involvement report which informed the preparation of the adoption version of the LDO.

1.11 Structure of LDO

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

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

2. SUMMARY OF THE LOCAL DEVELOPMENT ORDER

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

Schedule A

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

- Aerospace (30.3, 28.4)
- General Aviation Services (52.23)
- High-end automotive including motorsport, electric/alternative energy vehicles, (29.1, 29.3)
- Computing, systems engineering and autonomous systems (62.01, 72.1)
- Nuclear (35.1)⁶
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1).

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

APPENDIX 1

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: www.ribblevalley.gov.uk/forms/	

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 2 (2014) (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:	B1a	Yes:	No:
	B1b	Yes:	No:
	B1c	Yes:	No:
	B2	Yes:	No:
	B8	Yes:	No:
Other (please state which)			
Associated infrastructure or other development:		Yes: (Go to 2b)	No: (Go to 2c)
2b. Associated or Other Development:			
• 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		Yes:	No:
• Other (please specify)			
Please provide a brief description of the proposed development:			
<p>Note – the following plans and drawings should be submitted: Location Plan based on an up-to-date Ordnance Survey map at a scale of 1:1250 or 1:2500. 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</p>			

Section 3: Justification

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. 2 (2014) 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:

Please send form electronically to Lancashire Economic Partnership (LEP)
Kathryn.Molloy@lancashire.gov.uk

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Section 5: LEP advice and recommendation

5a Compliance with the LDO:

The LEP considers that the development described in this form constitutes permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 2 (2014).

Signature:

Date:

5b Non Compliance with the LDO:

The LEP 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. 2 (2014) for the reasons set out below.

Signature:

Date:

Reasons:

Please send form electronically to relevant Council.

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Section 6: Relevant LPA determination

6a Compliance with the LDO:

(Ribble Valley Borough Council) / (South Ribble Borough Council) considers that the development described in this form constitutes permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Samlesbury) Local Development Order No. 2 (2014).

Signature

Date:

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. 2 (2014) for the reasons set out below.

Signature

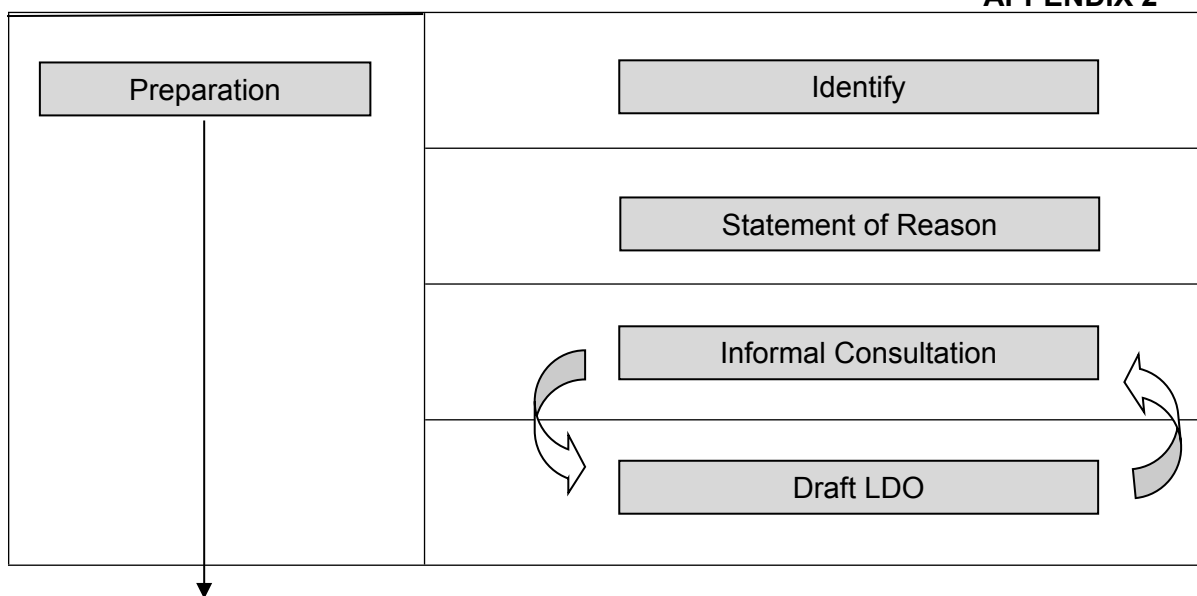
Date:

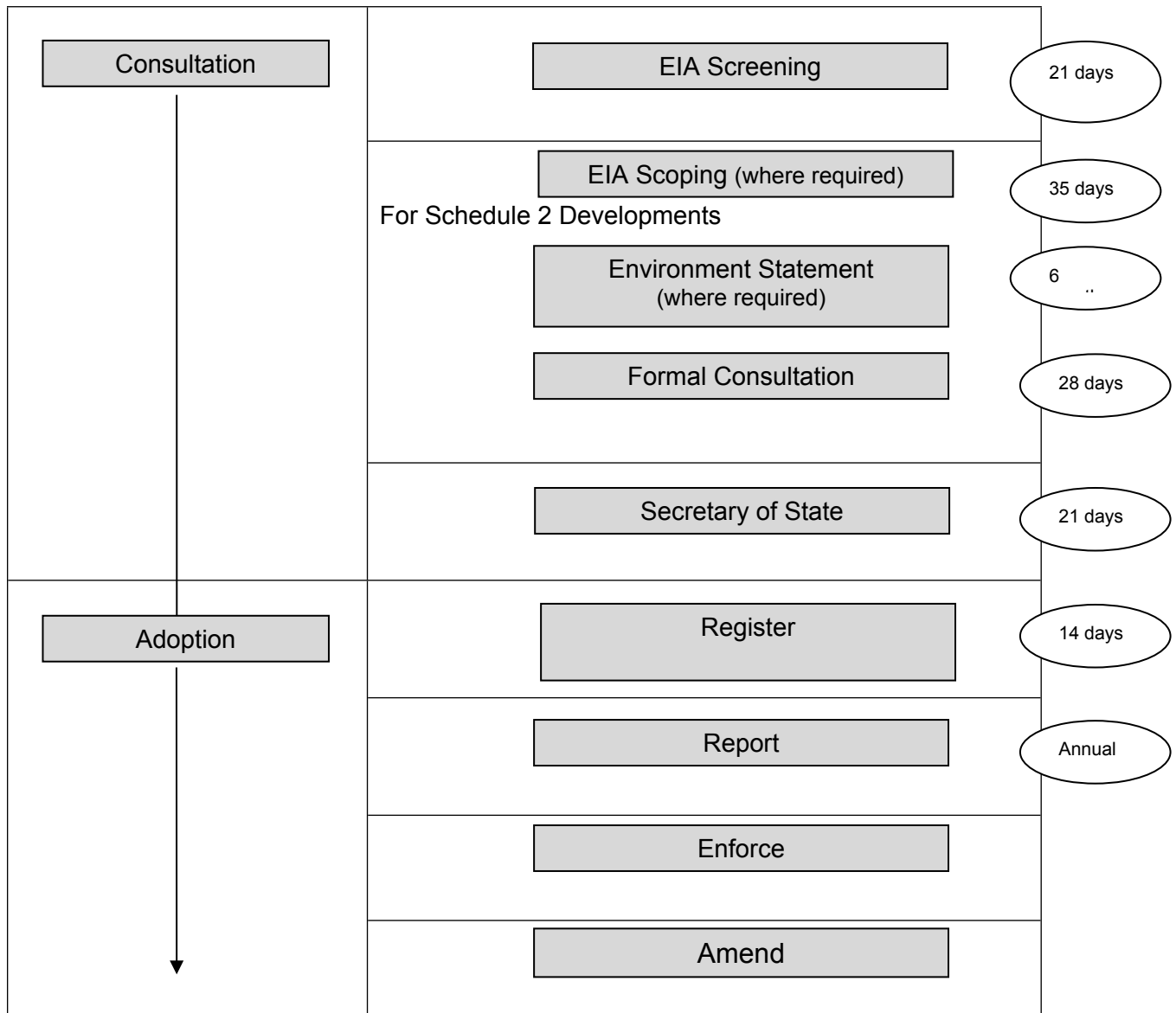
Reasons

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

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APPENDIX 2





APPENDIX 3

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (SAMLESBURY) LOCAL DEVELOPMENT ORDER NO. 2 (2014)

Lifetime of the LDO and Options following its Expiry

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

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

Options following its expiry:

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

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

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

Development Permitted by this LDO

- (1) The carrying out of development (including the erection or alteration of a building) within Use Class B for the purposes of advanced engineering and manufacturing
- (2) The carrying out of development (including the erection or alteration of a building) ancillary to, complementary to, or supporting such purposes;
- (3) The carrying out of development (including the erection or alteration of a building) within Use Class D1 for the purposes of a non-residential education and training centre.
- (4) Authorise the development of associated infrastructure:
 - temporary development associated with construction works, if the works are not permitted development
 - BAE Systems boundary security fences and gates;
 - land remediation (where required);
 - new access to A677;
 - internal access roads⁷;
 - street lighting;
 - cycling and pedestrian routes;
 - vehicle parking;
 - 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 ;

⁷ A planning application for the new access from A59 and access road up to the boundary of the Enterprise Zone was submitted to Lancashire County Council on 20th September 2013. Planning permission for the new access was granted on [insert date].

- CCTV and associated masts; and
- hard and soft landscaping.

Development is not permitted:

Development is not permitted by the LDO:

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

Conditions

- (1) Development is permitted by the LDO falling within Use Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) for advanced engineering and manufacturing (defined in Schedule A). Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (2) Development is permitted by the LDO falling within Use Class DI of the Town and Country Planning (Use Classes) Order 1987 (as amended) for a non-residential education and training centre to be used as a Regional Skills Facility. Prior to the commencement of development the developer shall provide copies of plans to the local planning authority for information.
- (3) Development for advanced engineering or manufacturing purposes or for ancillary, complementary or supportive uses which fall outside the definition in Schedule A referred to in Condition 1 is permitted by the LDO, provided that full details and plans of the proposed development shall be submitted to the Council using the Prior Notification Form. No development shall commence until the Council, advised by the Enterprise Zone Governance Committee, has confirmed that the proposed development falls within the scope of this Order or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner.
- (4) Development shall take place in accordance with the principles set out in the Master Plan.
- (5) Prior to the commencement of works, that part of the site subject to works shall be assessed for contamination and managed appropriately in accordance with Environment Agency, DEFRA and local authority guidelines on contaminated land management. This will include identifying, investigating and mitigating contamination.
- (6) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall

respond within 28 days of receiving the details of the drainage arrangements and if no response is received from the Local Planning Authority within this 28 day period the arrangements shall be deemed to be approved.

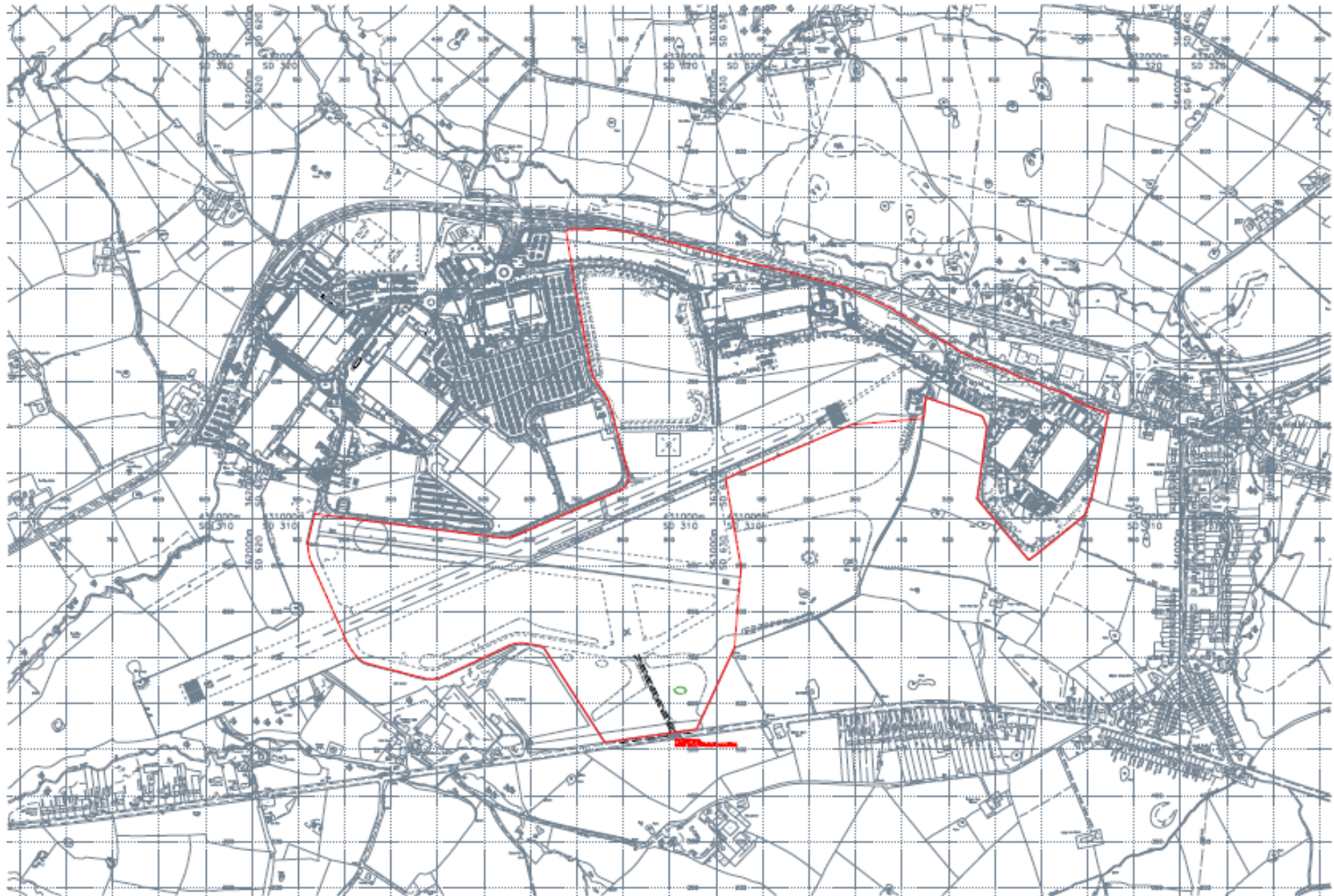
- (7) Access arrangements for proposed development under the LDO shall be submitted by the developer to the local planning authority for approval (in consultation with the local highway authority) and the development shall proceed in accordance with the approved details. The local planning authority shall respond within 28 days of receiving the details of the access arrangements and if no response is received from the local planning authority within this 28 day period then the arrangements shall be deemed to be approved.
- (8) The new access from A677 shall be developed when the trigger in the Master Plan is reached.
- (9) All highway works on and off site shall be implemented pursuant to appropriate agreements entered into under the Highways Act 1980 and in accordance with details and any mitigation measures submitted to and approved by the local planning authority in consultation with the local highway authority.
- (10) Construction vehicles associated with development will be managed. Management provisions will include endeavouring not to enter or leave the site during peaks of the local network or peaks of the existing BAE Systems site. Construction vehicles must not wait on the local highway network prior to accessing the site.
- (11) Measures to avoid, to mitigate or to compensate for any likely ecological impacts shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the details and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.
- (12) Any required programme of archaeological works will be carried out in accordance with a written scheme of investigation and shall be submitted by the developer to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving the written scheme of investigation and if no response is received from the Local Planning Authority within this 28 day period then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.
- (13) 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 prior to the commencement of development of Phase 2 of the Master Plan. 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. The approved landscaping measures shall be implemented by the developer in advance of the commencement of development of Phase 2

Interpretation

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

APPENDIX 4 – Map of Lancashire Enterprise Zone (Samlesbury)



SCHEDULE OF CHANGES TO THE CONSULTATION DRAFT LDO AND STATEMENT OF REASONS

This document shows the changes between the Consultation Draft LDO and the Adoption Version LDO

Title of LDO: Delete "2013" and insert "2014" to reflect anticipated date of adoption.

Delete "Draft" from Statement of Reasons and delete "Consultation Draft" and insert "Adoption" to update the stage of preparation of the LDO.

1.1.3: Delete: "Following consideration of the representations received, it is anticipated that Ribble Valley Borough Council and South Ribble Borough Council will adopt the Master Plan in December 2013." and insert " Following consideration of the representations received, Ribble Valley Borough Council and South Ribble Borough Council adopted the Master Plan on [*insert date*] and [*insert date*] respectively."

1.1.5: Delete "It is anticipated that Ribble Valley Borough Council will adopt on 16th January 2014 and South Ribble Borough Council will adopt on 15th January 2014." and insert "Ribble Valley Borough Council adopted the LDO on [*insert date of adoption*] and South Ribble Borough Council adopted the LDO on [*insert date of adoption*]."

1.3.2: Additional bullet point: "vehicle refuelling facilities" in anticipation of potential requirements of future occupiers.

1.3.5: Delete "which is shown on the Plan at Appendix 4 of the LDO" to avoid repetition with 1.1.6.

Footnote 2: Delete "A decision on the planning application will be made by the Development Control Committee on 27th November 2013" and insert "Planning permission for the new access was granted on [*insert date*]".

Footnote 3: Amended footnote to take account of Articles 2 and 3 of the Growth and Infrastructure Act 2013 (Commencement No. 5 and Transitional and Saving Provisions) Order 2013.

1.5.3: Additional condition (Condition 13) to safeguard the setting of Samlesbury Hall. Response to representation received during consultation on the draft LDO.

1.7.5 / 1.7.6: Text updated to reflect latest version of the South Ribble Site Allocations and Development Management Policies Development Plan Document (November 2013).

1.7.7: Delete "Following consideration of the representations received, it is anticipated that Ribble Valley Borough Council and South Ribble Borough Council will adopt the Master Plan in December 2013." and insert "Following consideration of the representations received, Ribble Valley Borough Council and South Ribble Borough Council adopted the Master Plan on [*insert date*] and [*insert date*] respectively".

Footnote 5: Delete "Any necessary supporting information (A59 Extended Phase 1 Survey, summary of ecological interest, RAMS (Great Crested Newts) will need to be submitted to the Local Planning Authority before the Master Plan can be approved." and insert "Any necessary supporting information (A59 Extended Phase 1 Survey, summary of

ecological interest, RAMS (Great Crested Newts) will be submitted to the Local Planning Authority in line with the requirements of the Master Plan".

1.10.2, 1st bullet point: Delete "The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation will be undertaken from 14th November 2013 until 12th December 2013 (28 days)." and insert: "The draft LDO, a plan and the statement of reasons were placed on the websites of Ribble Valley and South Ribble Borough Councils. Consultation was undertaken from 15th November 2013 until 15th December 2013."

Appendix 1: Prior Notification of Development Form.

The Consultation Draft LDO included an overview of what the form would contain. The Adoption version of the LDO includes the complete Prior Notification of Development Form.

Appendix 2: Amended diagram to take account of Articles 2 and 3 of the Growth and Infrastructure Act 2013 (Commencement No. 5 and Transitional and Saving Provisions) Order 2013.

Appendix 3: Under Development Permitted by the LDO (4), add bullet point: "vehicle refuelling facilities" to anticipate potential requirements of future occupiers.

Footnote 7: Delete "A decision on the planning application will be made by the Development Control Committee on 27th November 2013" and insert "Planning permission for the new access was granted on [*insert date*]".

Conditions: Additional condition (Condition 13) to safeguard the setting of Samlesbury Hall. Response to representation received during consultation on the draft LDO