


Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	KH	Date:	04/12/25	Manager:	LH	Date:	05/12/25
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Application Ref:	3/2025/0489	 Ribble Valley Borough Council www.ribblevalley.gov.uk
Date Inspected:	2 nd September, 2025	
Officer:	KH	
DELEGATED ITEM FILE REPORT:		APPROVAL

Development Description:	Proposed extension to manufacturing facility with associated HV Substation, external plant compound and new/displaced car park.
Site Address/Location:	BAE Systems Samlesbury Aerodrome Myerscough Smithy Road Balderstone BB2 7LF

CONSULTATIONS:	Parish/Town Council
No comments received.	

CONSULTATIONS:	Additional Representations.
<p>LCC Highways – Given that the access is existing and unlikely to generate any additional vehicular traffic movements the LHA has no concerns. No objection subject to conditions requiring the replacement to be provided and provision of a secure and covered cycle store prior to first use.</p> <p>Lead Local Flood Authority – Initial objection removed after submission of additional information subject to appropriate conditions.</p> <p>LCC Archaeology – As part of the development further works were undertaken which revealed a newly uncovered concentric emplacement surviving from WWII. It would be appropriate to attach a condition to any consent to recommend research, recording and presentation of the structure as part of the development.</p> <p>United Utilities – Drainage should accord with NPPG and new National Standards for Sustainable Drainage Systems (2025) to avoid surface water entering the public sewer unless absolutely necessary.</p> <p>All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.</p> <p>South Ribble BC – No objection.</p>	

RELEVANT POLICIES AND SITE PLANNING HISTORY:
Key Statement EC1 – Business and Employment Development Policy DMG1 – General considerations Policy DMB1 – Supporting Business Growth and the Local Economy Policy DME3 – Site and Species Protection and Conservation

ASSESSMENT OF PROPOSED DEVELOPMENT:

Proposed Development for which consent is sought:

The site consists of three areas of land within the existing BAE site comprising of 0.2755 hectares for the built element, 0.2819 ha for the proposed car parking and 0.0424 ha for the substation. The overall site comprises large-scale manufacturing facilities and associated uses and is located between Blackburn and Preston.

The proposed development is to erect an extension to an existing manufacturing facility together with a High Voltage substation, external plant compound, creation of a car park together with landscaping.

The extension would be constructed on an existing car park used to serve the site and would create a gross external floor area of around 1,800 sq.m. for use as component assembly which falls with general industrial use.

The substation would be constructed on existing car parking spaces and would result in a footprint of approximately 154 sq.m.

The site is accessed using the existing vehicular access from the A59 Longsight Road with no alterations proposed.

A replacement car park for the lost spaces is proposed to be sited on grassed shrubland and will provide approximately 100 spaces including accessible and EV charging spaces along with 6 motorcycle spaces.

Principle of Development:

Due to the existing use of the wider site and its strategic employment allocation, this additional manufacturing facility is acceptable in principle subject to the wider material planning considerations.

Impact on Visual/External Appearance:

The extension would be sited to the northeast of an existing building and would reflect the existing building in terms of construction, design and materials and is relatively well screened within the site.

The extension would measure approximately 30m x 55m x 17.1m maximum height together with a dedicated external plant area to the north elevation. The roof parapets have been raised to a minimum of 1.1m above the finished roof height to comply with Building Regs and for safety.

There are some changes in levels across the site for which appropriate sections have been submitted for the proposed levels and pedestrian ramps required to provide level access. Including the subbase and surface courses this would amount to limited changes of no more than 1m.

Materials proposed are Kalzip TF 37/800 R Profiled Façade Cladding in Light Grey which matching existing and Paroc Insulated wall panels in Dark Grey. In terms of fenestration the existing aluminium curtain walling will be replicated and solid metal doors in Grey. The roof will be metal profile roofing in Grey.

A solid screen wall at around 3m high is proposed to the plant area in order to provide separation from pedestrian routes.

The high voltage substation would measure 7m x 22m with a monopitch roof constructed in brickwork with Mid Grey composite roof panels and aluminium facias and rainwater gutters and downpipes and external steel doors in mid grey.

The building would be bounded by a retaining wall to three sides.

The design and external appearance of the building and substation is acceptable in this location adjacent to the existing built form and would satisfy policy DMG1.

Impact on Residential Amenity:

Due to the siting of the extension within an existing industrial site no additional concerns on neighbouring residential amenity arise from the proposal. Noise is dealt with separately in this report. A construction method statement would not be required due to the nature of the site and distance to residential properties.

Impact on Highways:

Given that the access is existing and the proposal is unlikely to generate any additional vehicular traffic movements the LHA has no concerns and raise no objection subject to conditions requiring the replacement car park to be provided and provision of a secure and covered cycle store prior to first use.

A concrete ramp would be provided for vehicular egress to the building for deliveries and the existing pedestrian crossing adjacent to the building would remain in place.

In terms of parking there would be 71 spaces provided including 5 accessible and 6 for EV charging. 6 motorcycle spaces are proposed.

The proposed extension results in the loss of 55 spaces, the sub-station removes a further 10 spaces and the new car park results in the loss of 5 spaces. Resulting in a loss of 70 spaces in total.

Overall, there would be a net increase of 1 space based on the above. The LHA acknowledge that the proposed development is not expected to result in an increase in the number of employees therefore car parking demand is not expected to increase.

There is no active management plan for the car parks in terms of where staff park across the site, however, as there have been no reports of overspill parking from the site onto the surrounding highway then the car parking provision is acceptable.

Appropriate provision for secure, covered cycle parking needs to be provided within the site.

This can be secured by appropriate conditions.

Impact on Flooding:

The Lead Local Flood Authority have removed their initial objection following the submission of additional information and subject to pre commencement conditions requiring the submission of a final surface water sustainable drainage strategy.

Drainage should accord with NPPG and new National Standards for Sustainable Drainage Systems (2025) to avoid surface water entering the public sewer unless absolutely necessary.

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

A Flood Risk Assessment has been submitted which confirms the site is located within Flood Zone 1 and is at low risk of fluvial flooding. Some surface water flooding is identified in the vicinity of the development along with appropriate mitigation to mitigate the impact of surface water flooding. This is acceptable and the flood risk sequential test is not applicable in this case.

Subject to appropriate pre-commencement conditions attached to the grant of permission this proposed extension would be acceptable in terms of drainage and flooding.

Archaeology:

As part of the preparation works for the site further investigations were undertaken on an earth mound within the proposed car park which have revealed the presence of a WWII defence structure. Brief details of this have been provided in a report from Wilson Mason (7295 Rev 01) dated 23rd September 2025). The report provides some images as well as historical photographs and suggests that the structure is an adapted “type 24 pillbox” as many airfield defence structures were designed to suit their particular needs rather than conforming to a standard type then further field investigation will allow for more considered conclusions to be reached regarding this structure.

Further works were undertaken which revealed a newly uncovered concrete emplacement surviving from WWII.

LCC Archaeology strongly support the alteration of the proposed development to exclude the structure and recommend it is fully uncovered, recorded and presented to staff and visitors to the airfield. Great care needs to be taken when cleaning so surviving WWII fixtures and fittings, graffiti, wall art, etc, are not damaged or removed. The record of the structure, in and out should be to Level 3 as set out in “Understanding Historic Buildings” (Historic England 2016) and should be carried out by an appropriately qualified and experienced professional contractor with knowledge of relevant WWII structures and weapons. We would also suggest that given the location of the structure by a car park that this is an ideal opportunity to erect an information board describing the structure and other WWII defence structures present or formerly extant on the airfield.

It would be appropriate to attach a condition to any consent to recommend research, recording and presentation of the structure as part of the development.

Noise:

An Acoustic report has been submitted which has considered the plant sound emissions, background sound levels and the nearest noise sensitive receptors.

The nearest noise sensitive receptors are residential properties situated on Myerscough Smithy Road to the north and north west.

Attenuation requirements for the atmospheric sound emissions will be reviewed during the Stage 3 design process.

Operational sound breakout from machinery and activities should not result in a noise nuisance to the nearest noise sensitive receptors

Therefore, subject a condition requiring a Validation Test of the sound attenuation works and the submission of these results to ensure that the sound levels achieve 5dB below the minimum background sound levels at the nearest noise sensitive receptors with all plant operating simultaneously under normal conditions this proposal would be acceptable.

This can be controlled by an appropriate condition.

Landscaping/Ecology/BNG:

A Preliminary Ecological Appraisal has been submitted with the proposal which identified that no improvements and mitigation measures are required.

An assessment for Biodiversity Net Gain has been undertaken which identified that all habitats on the development site will be lost and therefore the applicant proposes to deliver the net gains through a habitat bank, details of which shall be confirmed by the applicant at discharge of condition stage. This will secure the habitat units required to offset the losses associated with this proposal.

Under Schedule 7A of the Town and Country Planning Act 190 (as inserted by Schedule 14 of the Environment Act 2021) developers must deliver a BNG of 10% unless otherwise agreed with the relevant Local Authority.

Through site selection and layout application should avoid or reduce any negative impact on biodiversity. There are three ways an applicant can achieve BNG:

1. Create biodiversity on site (within the red edge boundary);
2. If the applicant cannot achieve all of their BNG on-site, they can deliver through a mixture of on-site and off-site BNG. Applicants can either make off-site biodiversity gains on their own land ownership outside the proposal site or buy off site biodiversity units on the market.
3. If the applicant cannot achieve on or off-site BNG, they must buy statutory biodiversity credits from the government. This should be a last resort. The government will use the revenue to invest in habitat creation in England.

The ecologist has provided an updated report which concludes that the BNG cannot be provided on site and that the provision could be provided off-site through the purchase of habitat bank credits. Sites within the Ribble Valley are being investigated and details of the provision will need to be provided prior to the development being carried out.

This is acceptable and is a requirement of the statutory BNG condition which will apply.

Contamination:

A Phase 1 Geo-environmental desktop Report has been submitted in support of the application which concludes that an intrusive site investigation will be required for geotechnical purposes to refine the risk assessment by identifying the nature of the superficial strata and actual levels of contamination.

It has been agreed that as none of the contamination has been identified on the proposed car park and substation sites then these elements can be undertaken prior to the remediation and verification of the extension site. This then allows for the works to commence to replace the car park element prior to the extension work taking place.

This can be secured by an appropriate condition.

Observations/Consideration of Matters Raised/Conclusion:

Based on all of the above the proposed extension would not result in any undue impact on visual or residential amenity and highway safety. Matters relating to archaeology, ecology, contamination, drainage and BNG can be controlled by appropriate conditions and therefore this proposal is acceptable.

RECOMMENDATION:

That planning permission be granted subject to appropriate conditions.