



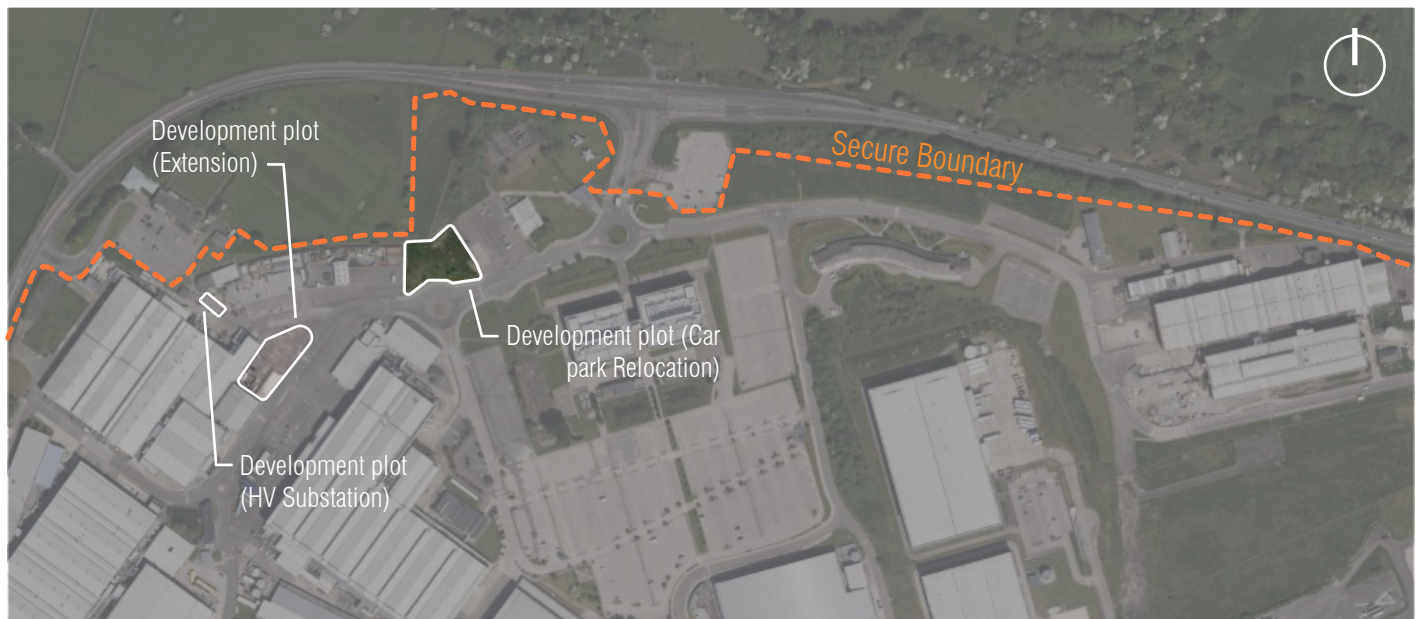
Manufacturing Facility Extension Planning Statement

7295 Revision (01) June 2025

1.0 | Introduction

- 1.1 This Planning Statement has been prepared to support the Manufacturing Facility Extension at Samlesbury Aerodrome Myerscough Smithy Road Balderstone BB2 7LF which involves the erection of a 17.1m tall building providing manufacturing floor space within the applicants secure site.
- 1.2 The building features a plant mezzanine and small first floor plant space, however the majority of the proposed extension is single storey manufacturing space.
- 1.3 The application also includes a HV substation within the applicant ownership boundary which is a require infrastructure upgrade to the project.
- 1.4 The application also includes a new car park provided within the applicant site boundary to offset parking displaced by the extension, and provide an additional 20 car parking spaces and 6 motorcycle parking spaces.
- 1.5 The application also includes an external plant compound containing plant equipment and a small plant room.
- 1.6 The extension is proposed to meet the needs of the business and expand their production capabilities.
- 1.7 The extension will not result in the employment of any new members of staff and this project constitutes an expansion of faculties for existing staff only.
- 1.8 Although not employing any new staff as part of these works, the extension does increase the applicants production capacity and therefore their offer of employment to the surrounding areas, of which they are already one of the largest employers.

2.0 | Site Description & Planning History



SITE DESCRIPTION

- 2.1 The site is located in Samlesbury and is part of a wider secure site occupied by the client, dedicated to advanced manufacturing and production.
- 2.2 The site is heavily developed with its own road network, access through a secure manned gate system off the A59. The proposals do not propose any increase on the local or site road networks.
- 2.3 The Extension site is presently used as a car park which is the reason for the new proposed car park as shown in the above plan, and is bordered by existing manufacturing facilities and the site road network.
- 2.4 The HV Substation is also proposed on an existing car park, the lost spaces of which have been included within the new proposed car park to the east.
- 2.5 No statutory listings, ecological designations or Tree preservation orders are present on any of the proposed sites.
- 2.6 The site lies within Flood Zone 1 which applies to areas with the lowest risk of flooding categorised as a less than 1 in 1,000 annual probability of flooding. Land in Flood Zone 1 is considered suitable for the development of all forms of land use.
- 2.7 The site does not lie in a 'sensitive area' for the purposes of environmental impact assessment (i.e., SSSI, National Park, AONB, World Heritage Sites, Scheduled Monuments and European Sites).
- 2.8 The Car Park site triggers a Statutory Biodiversity Net Gain (BNG) requirement which is detailed in a separate BNG Report included in this application, and addressed via the purchase of 1.1 habitat credits. The proposals is also supported by an ecology assessment.
- 2.9 No ecology is present on the Extension or HV substation sites which are progressed under the de-minimis rule.

2.0 | Site Description & Planning History

PLANNING HISTORY

- 2.11 The overall applicant owned site is subject to many previous applications, with 99 applications currently displayed on the South Ribble online application search. This section of the report will document the most relevant of these applications only.
- 2.12 Application 3/2024/066 Demolition Notification - Proposed demolition of a single-storey Portakabin-style structure erected around 1999, sited directly opposite the extension site.
- 2.13 3/2024/0093 Applications for full consent, and subsequent Application 3/2024/0609 Variation of Condition - Removal of existing on site cabins and the new erection of 3 modular buildings with re-arrangement of the existing car park on which the HV substation for this project is proposed.
- 2.14 Application 3/2014/1131 Applications for full consent - Creation of storage compound directly adjacent to new car park site.
- 2.15 Application 3/2009/0758 Reserved Matters (following outline) - Construction of original adjacent Manufacturing facility in 2009.
- 2.16 Application 3/2025/0464 Applications for full consent - Live enabling works application relating to this project, to relocate existing plant equipment currently on site.

3.0 | Proposed Development

INTRODUCTION

- 3.1 This section provides a summary of the proposed development and should be read alongside the submitted drawings and Design and Access Statement.
- 3.2 The description of the development is as follows.

17.1m tall extension to an existing manufacturing facility, creating an additional 1800m² of floor space. To support the building a new HV Substation and External Plant Compound and plant room are proposed as well as a new car park to re-locate existing parking spaces displaced by the scheme and provide a net gain of 20 car parking spaces and 6 motorcycle parking spaces.

LAYOUT

- 3.3 The proposed extension is a predominately open manufacturing space shed style building, with additional ancillary accommodation including a mezzanine and small first floor plant room as well as minor welfare and plant facilities.
- 3.4 The building is proposed on an existing car park, the lost spaces of which are proposed to be re-located to a new car park east of the development, withing the clients ownership boundary.
- 3.5 The proposed HV substation is located on an existing car park to the North of the extension site (see item 2.13), and is design to match existing substations present on the wider client owned site.

SCALE, MASSING & APPEARANCE

- 3.6 The height of the main building is driven by the functional requirements of the space, and is of a similar height to the surrounding buildings.
- 3.7 The building has been design to replicate the form, mass and materiality of the building it extends and as such is in keeping with it's surroundings.
- 3.8 Material choices replicate those used on the facility being extended, with identical cladding, windows and fenestration concepts.

ACCESS AND CAR PARKING

- 3.9 The site is located within a wider secured site within the applicants ownership, which is access via a secure gate off the A59, and contains a private road network internal providing vehicle access to the project site.
- 3.10 All car parking spaces compromised by the extension, and HV substation, are proposed to be re-provided within a new car park on a currently greenfield site within the wider site boundary.
- 3.11 Although the proposals do not generate and additional parking need, to meet the growing requirements of the business and ensure limited land on the wider site is used efficiently, the new car park park seeks to maximise the greenfield site to provide a net gain of 20 car spaces and 6 motorcycle spaces, including 6 EV charging spaces and 5 disabled spaces.

4.0 | Planning Policy Context

NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2023)

- 4.1 The proposed development is fully aligned with the aims and objectives of the National Planning Policy Framework (NPPF).
- 4.2 Paragraph 81 highlights that planning policies and decisions should “help create the conditions in which businesses can invest, expand and adapt,” with particular support for economic growth and productivity improvements.
- 4.3 Paragraph 82 further reinforces the need to recognise and address the specific location requirements of different sectors, including for larger-scale industrial or advanced manufacturing premises. The proposed manufacturing extension building meets this criterion by enabling operational flexibility and business growth.

RIBBLE VALLEY CORE STRATEGY (Adopted December 2014)

- 4.4 The Ribble Valley Core Strategy forms the adopted Development Plan and provides the principal policy framework for considering economic development proposals. Key policies include:
- 4.5 Policy DMG2 – Strategic Considerations: This supports sustainable development in appropriate locations that align with the Core Strategy’s development principles. The proposed manufacturing facility contributes to local employment and economic growth, consistent with the strategy's spatial approach.
- 4.6 Policy DMB1 – Supporting Business Growth and the Local Economy: This policy supports the development and expansion of businesses in suitable locations, including those in rural areas, where they meet infrastructure, design, and environmental criteria. The proposed scheme will enhance local employment opportunities, strengthen the industrial base, and contribute positively to the area’s economic resilience.
- 4.7 Policy DME2 – Landscape and Townscape Protection: The proposal has been sensitively designed to minimise landscape impact, with appropriate mitigation measures to preserve local character and visual amenity.
- 4.8 Policy DMG1 – General Considerations: The development meets the relevant criteria in relation to design quality, access, amenity, and infrastructure capacity. The scheme demonstrates a clear and sustainable rationale for its scale, layout, and appearance.

SAMLESBURY ENTERPRISE ZONE AND LOCAL DEVELOPMENT ORDER (LDO)

- 4.9 Although the Core Strategy predates the establishment of the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Ribble Valley Borough Council has subsequently acknowledged the strategic importance of the Samlesbury site, through joint planning mechanisms with South Ribble Borough Council and the Lancashire Enterprise Partnership.
- 4.10 The Local Development Order (LDO) adopted by Ribble Valley in October 2024 applies specifically to the Enterprise Zone site, simplifying the planning process for advanced manufacturing, digital technologies, and cyber industries. The LDO expressly supports development proposals that align with the wider Samlesbury Masterplan, to which the proposals in this application align.

ECONOMIC STRATEGY AND REGIONAL PRIORITIES

- 4.11 The development further supports the objectives of the Ribble Valley Economic Strategy and the Lancashire Local Industrial Strategy, both of which identify advanced manufacturing and engineering as priority growth sectors. The proposal contributes to the clients employment offering, skills development and inward investment, aligning with the area’s ambition to be a centre for innovation and high-value industry.

5.0 | Planning Assessment

PRINCIPLE OF DEVELOPMENT

- 5.1 The project aims to strengthen the position of Advanced manufacturing within the area which is directly supported by the several policies noted in Section 4. The principle of the project is therefore considered to align with Local and national planning policies.

EMPLOYMENT SKILLS

- 5.2 Although the extension does not directly contribute to immediate job creation, it increases the applicants production capabilities, assisting business growth and strengthening their position as a major local employer. The application is therefore considered to align with Economic strategies and LDOs highlighted in Section 4.

DESIGN

- 5.3 The extension has been thoughtfully designed to replicate the aesthetics of the building it extends, using identical materials and mimicking the massing and flow of the existing facility.
- 5.4 The proposed design is considered to positively take account of and reflect the character and appearance of the local area and will make a positive contribution to the area in accordance with Local Plan Policy and Core Strategy Policy. Further details on the design approach are contained in the Design and Access Statement submitted with this application.

HIGHWAYS AND ACCESS

- 5.5 The site is enclosed within an existing secure site within the applicants ownership, and will not increase traffic on the site outside of the expected traffic associate with the building construction, which the local road network is sufficiently capable of accommodating. The application is therefore considered to align with Core Policy DMG3.
- 5.6 An updated travel plan is being prepared to reflect the new car park area.

ECOLOGY AND TREES

- 5.7 The main extension site and HV substation site feature no ecological value, as assessed by an ecologist and supported within the Ecology report submitted with this application.
- 5.8 The new car park area is proposed on an existing greenfield site with some Ecological value. The project seeks the purchase of 1.1 habitat credits from designated land within the applicants ownership. This is supported by the BNG assessment report submitted with this application.
- 5.9 Overall the application is considered to align with Core Policies DME1, DME2 & DME3.

NOISE

- 5.10 The proposals are not expected to contribute to any noise levels experienced from public areas outside of the applicants site boundary.
- 5.11 Noise surveys and impact assements have been prepared and are included with the application.

SUSTAINABILITY

- 5.12 The proposals have been developed in conjunction with an Environmental Consultant who has conducted carbon modelling with the ambition to minimise environmental impact and work in line with the applicants own Carbon Net Zero Policy.
- 5.13 The proposals include significant rooftop PV arrangement in support of Core Policy DME5.

DRAINAGE

- 5.14 A Drainage strategy and SuDS Proforma have been provided by the Civil engineer and are included with the application.

6.0 | Conclusion

- 6.1 This Planning Statement considers the extension of an existing manufacturing facility, located within the wider secure site of the applicant. This Statement has considered the site and surroundings, details of the proposal and the relevant planning policy.
- 6.2 The proposed development is considered entirely consistent with with Adopted Local polices, Economic Strategies and LDOs.
- 6.3 The proposed development is thus considered acceptable in accordance with the pertinent policies of the adopted Development Plan and the NPPF.
- 6.4 A full range of technical reports have been submitted alongside this application. These reports demonstrate that there are no technical constraints to development and that the proposed development will not lead to any significant adverse impacts that would outweigh the benefits of the scheme.
- 6.5 As a result, we therefore conclude that the proposed development:
- Is compliant with planning policy at a national and local level;
 - Will deliver a range of social, economic, and environmental benefits;
 - Will not result in any unacceptable, insurmountable adverse impacts; and
 - Therefore, comprises sustainable development.
- 6.6 Therefore, it is considered that there are no policy grounds or material considerations which should prevent planning permission from being granted for the proposed development and therefore this planning application should be approved without delay in accordance with Paragraph 11 of the NPPF.

