


**Report to be read in conjunction with the Decision Notice.**

<b>Signed:</b>	<b>Officer:</b>	<b>KH/AR</b>	<b>Date:</b>	<b>31/03/26</b>	<b>Manager:</b>	<b>LH</b>	<b>Date:</b>	<b>31/3/26</b>
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<b>Application Ref:</b>	3/2025/0852	 <b>Ribble Valley Borough Council</b> <small>www.ribblevalley.gov.uk</small>
<b>Date Inspected:</b>	24 <sup>th</sup> November, 2025	
<b>Officer:</b>	KH/AR	
<b>DELEGATED ITEM FILE REPORT:</b>		<b>APPROVAL</b>

<b>Development Description:</b>	Proposed erection of three storey (12m high) modular office building of 7026sq.m. with associated car parking, cycle parking and landscaping.
<b>Site Address/Location:</b>	BAE Systems Samlesbury Aerodrome Myerscough Smithy Road Balderstone BB2 7LF

<b>CONSULTATIONS:</b>	<b>Parish/Town Council</b>
No responses.	

<b>CONSULTATIONS:</b>	<b>Additional Representations.</b>
<p>LCC Highways – Does not raise an objection and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity, or amenity in the immediate vicinity of the site. Requests condition requiring the provision of car and cycle parking.</p> <p>Lead Local Flood Authority – Initial objection removed after submission of additional information subject to conditions.</p> <p>United Utilities – No objection in principle providing a drainage condition is attached.</p> <p>Environment Agency – No objection in principle, subject to a condition relating to land contamination.</p> <p>South Ribble BC – No objection.</p>	

<b>RELEVANT POLICIES AND SITE PLANNING HISTORY:</b>
<p>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</p>

<b>ASSESSMENT OF PROPOSED DEVELOPMENT:</b>
<p><b>Proposed Development for which consent is sought:</b></p> <p>Proposed erection of three storey (12m high) modular office building of 7026 sq m to accommodate 560 staff with associated car parking, cycle parking and landscaping. The total site area would consist of 0.61 hectares. The overall site comprises large manufacturing facilities and associated uses and is set back approximately 200m from Longsight Road (A59) to the north, located between Blackburn and Preston.</p>

The development site would be constructed on hard-standing land, partially unused and partially serving as an existing car park for the site. The development site previously housed a single-storey modular office of a similar footprint that was dismantled and removed from the site in 2024. The proposed three-storey modular office would create a gross internal floor space of around 5,400 sq m.

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

The proposed relined car park would be situated adjacent to the proposed building, offering 22 general spaces. Existing space provision has been identified within zones 6 and 14 parking (153 spaces) for use by the proposed modular office. The total number of proposed spaces (including those retained) would be 175, comprising 9 Disability spaces, 7 motorcycle spaces, 1 Light goods vehicle/public carrier vehicle, and a further 18 cycle spaces alongside this.

**Principle of Development:**

Given the existing use of the wider site and its strategic employment, this additional modular office, car parking, cycle spaces, and landscaping is acceptable in principle, subject to the wider material planning considerations.

**Impact on Visual/External Appearance:**

The proposed building would be situated to the north of the site and would reflect existing buildings in terms of construction, design and materials. Its position is relatively well hidden from public view, being set back approximately 200m from Longsight Road (A59).

The building would be arranged in an L shape, one side measuring approximately 23m x 64 m x 12m, and the other side 23m x 40m x 12m maximum height, held together by a thin corridor.

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

Regarding landscaping, the building would be surrounded by fixed raised planting areas on its North-East, North-West and South-West elevations.

The roof and wall materials proposed are plastisol-coated single sheet metal cladding finished in goosewing grey to match surrounding facilities on the industrial site. Doors will be PPC framed double, glazed doors, and windows will be UPVC frames with double glazing, both respectively finished in mid grey to match existing.

The development is considered to satisfy policy DMG1.

**Impact on Residential Amenity:**

Due to the siting of the proposed building within an existing industrial site, no additional concerns arise from the proposal. 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. No objection subject to conditions requiring car and cycle parking to be provided prior to first use of the development.

In terms of parking, 22 additional car parking spaces would be provided, and 153 spaces would be sourced from existing zones 6 and 14. This would provide 175 car parking spaces for the new modular offices; the respective spaces would include: 9 Accessible spaces and 1 Light Goods Vehicle space. The increase to 9 disabled spaces is pro rata to the increase in staff numbers.

An appropriate provision of 7 secure, covered motorbike spaces is proposed; 1 motorbike space for every 25 car parking spaces. An appropriate provision of 18 secure, covered cycle spots will be provided on-site; 1 cycle parking space for every 10 car parking spaces. These respective spaces are complemented by shower and changing facilities within the proposed building, which offer positive encouragement to staff members to cycle to work.

Overall, there would be a net increase of 22 car parking spaces, 7 motorbike spaces and 18 cycle spaces based on the above.

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, the car parking provision is acceptable.

The proposed modular office development will not introduce any additional staff to the Samlesbury site, and the current parking situation on site is in excess of the demand, the current parking provision on site and the current road network will be able to effectively accommodate the staff of the proposed modular office development.

The development is considered to satisfy policy DMG1 and DMG3.

#### **Impact on Flooding:**

The Lead Local Flood Authority has 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, Construction Surface Water Management Plans, Sustainable Drainage System Operation and Maintenance Plan and Verification Report of Constructed Sustainable Drainage System.

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.

A Flood Risk Assessment has been submitted, which is accepted.

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

#### **Landscaping/Ecology/BNG:**

Regarding landscaping, the building would be surrounded by fixed raised planting areas on its North-East, North-West and South-West elevations. This is considered acceptable and in keeping with the rest of the industrial site.

An Ecological Assessment has been undertaken, which has identified that there are no habitats of any value within the site, and there is no foraging or commuting value for bats. Additionally, the proposal site comprises entirely hardstanding surfaces and has no terrestrial value for amphibian species, including the Great Crested Newt. No evidence of any protected or notable species was recorded within the site.

As per the exemptions set out in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), the application would be exempt on the following grounds:

- Development subject to the de minimis exemption. Development that does not impact a priority habitat and impacts less than 25 square metres (e.g. 5m by 5m) of onsite habitat, or 5 metres of linear habitats such as hedgerows.

No further surveys or assessments are required.

**Observations/Consideration of Matters Raised/Conclusion:**

Based on all of the above, the proposed erection of a three-storey modular office building with associated car parking, cycle parking and landscaping would not result in any undue impact on visual or residential amenity and highway safety. Matters relating to landscaping and drainage can be controlled by appropriate conditions, and therefore, this proposal is acceptable.

**RECOMMENDATION:**

That planning permission be granted subject to appropriate conditions.