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MATTER 7 – THE ECONOMY  
– SITE ALLOCATIONS AND DELIVERY  
**FYLDE COUNCIL LOCAL PLAN 2011-2032**  
**EXAMINATION HEARING STATEMENT**

on behalf of

**BAE SYSTEMS**

REP NO. 2

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## Document Control

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# 1 Introduction

- 1.1 Cass Associates have represented BAE Systems in relation to its landholdings at Warton Aerodrome throughout the local plan process. As well as making formal representations during the various consultation stages of the plan Cass Associates submitted representations on the Publication Version Local Plan in September 2016. We acknowledge that previous representations will be taken into account by the Inspector.
- 1.2 This Hearing Statement relates to Matter 7 – The Economy – Site Allocations and Delivery and in particular:
- Policy EC2 ‘Employment Opportunities’ – Issue 55
  - Policies EC6 & EC7 ‘Leisure, Culture and Tourism Development’ – Issue 60 a

## 2 Matter 7 – The Economy – Site Allocations and Delivery; Policy EC2 ‘Employment Opportunities’ – Issue 55

55. Is there justification for other economic development uses as defined in the Framework, to be supported by this Policy? Would this be consistent with national policy?

- 2.1 The NPPF (paragraphs 18–22) refers to building a strong competitive economy to support sustainable economic growth. In terms of land use there is an emphasis on providing for development needs of existing and emerging business sectors beyond traditional employment land.
- 2.2 Paragraph 160 of the NPPF refers to, in relation to ‘plan making’, having a clear understanding of business needs within the economic markets operating within and across the local authority area. Paragraph 161 states that LPAs should assess the needs for land or floorspace for economic development (i.e. development including those within B Use Class, public and community uses and main town centre uses but excluding housing development [glossary to NPPF]).
- 2.3 At present policy EC2 states that development on existing employment sites could include any type of employment uses and may not be restricted to B1, B2 and B8 land uses. Although, this alludes to providing development beyond the traditional B use classes it is rather vague and ambiguous. For example, in what instances may proposals on employment sites not be restricted to B1, B2 and B8 use classes? In addition, what other uses may be acceptable (the policy refers to agriculture)?
- 2.4 In our opinion the policy is neither effective nor positively prepared. To remedy this we consider the first paragraph of the policy should be reworded to:

The Council wishes to ensure there is the availability of land in the Borough for employment opportunities and economic growth to meet objectively assessed need. Therefore existing employment sites will continue to be retained for employment use (B1, B2 and B8 uses) and, where appropriate, other uses that contribute to economic development within the Borough including mixed use developments subject to policy EC1.

### **3 Matter 7 – The Economy – Site Allocations and Delivery; Policy EC6 and EC7 ‘Leisure, Culture and Tourism Development’– Issue 60 a**

60. In relation to Policy EC6:

a. Should the policy safeguard the potential impact of leisure, culture and tourism development on the operational requirements and communication systems of the Warton Aerodrome? Is this justified?

- 3.1 Warton Aerodrome and Enterprise Zone is an important local, regional and national employment asset. It has significant and sophisticated aviation, defence and communication systems and infrastructure. It is essential for the ongoing operational capabilities of the site that these systems and facilities are not compromised by nearby development.
- 3.2 Policy CL3 ‘Renewables and Low Carbon Energy Generation – excluding onshore wind turbines’ includes a criteria relating to the avoidance of impacts from these types of developments on the systems and facilities at Warton Aerodrome. This is due to the operation of this site having great strategic importance.
- 3.3 The ‘Justification’ to Policy EC6 refers to infrastructure projects identified within the Coastal Strategy (2015-2032). The coastal zone to which this policy refers adjoins and covers elements of the southern area of the Warton Aerodrome and EZ. The southern portion of the Aerodrome includes extensive and significantly important facilities that utilise aviation, defence and communications systems on the wider site. The concern is that these infrastructure projects could, without a relevant criterion within the policy, have an impact of these systems and the operational capabilities of the site. The addition of this criterion is justified as without it there is the possibility that an important local and national asset could be compromised.
- 3.4 In our opinion criterion i. of the policy should be amended to:
  - i. Implementing the infrastructure projects identified in the Coastal Strategy, including the delivery of tourism and recreation. Projects adjacent or close to Warton Aerodrome and Enterprise Zone will need to ensure they avoid any harmful impact on the strategically important aviation, defence and communications systems at this site.