



THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO.1 (2025)

STATEMENT OF REASONS AND LOCAL DEVELOPMENT ORDER

STATEMENT OF REASONS

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No 1 (2025) (LDO) is part of a phased approach to the development of the Warton part of the Lancashire Enterprise Zone. The LDO, and the terms within it, will be active for a period of 10 years following the day of its adoption.

In 2015 the Council adopted THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER No. 1 (2015), this LDO lapsed in November 2024 and this current LDO will continue 'in its place'.

In 2014 the Council adopted the Lancashire Advanced Engineering & Manufacturing Enterprise Zone, Phase 1 Consultation Masterplan, which provides a framework for the delivery of the long-term strategic objectives of the Lancashire Enterprise Zone within the area known as Phase 1 of the Warton site. The Masterplan was revised in 2024 and the updated version, the LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE, PHASE 1 MASTERPLAN 2025 Rev D dated February 2025, was adopted by the Council on 3 March 2025.

1. Introduction

1.1 Local Development Orders (LDOs) were introduced with 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 the requirement that LDOs should implement policies set out in adopted local development documents.

1.2 Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) paragraph (1) outlines that '*where a Local Planning Authority propose to make a local development order (LDO) they must first prepare:*

(a) a draft of the order; and

(b) a statement of their reasons for making the order'.

- 1.3 The LDO is provided at Appendix 1.
- 1.4 Article 38 paragraph (2) of the DMPO states that *'the statement of reasons must 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.'*
- 1.5 The text in this document acts as the statement of reasons for making the LDO. A plan identifying the land to which the LDO relates is attached at Appendix 3. The boundaries of the Enterprise Zone and the parcels of land within it are included in Appendix 4.

2. Background

- 2.1 In the coalition Government's Autumn 2011 financial statement to the House of Commons, 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.
- 2.2 Lancashire is one of the most important centres for high technology manufacturing in the UK, second only to the South East. Accounting for a quarter of local GVA, the sector directly and indirectly affects all aspects of Lancashire's £33.3bn economy. It has an advanced engineering and manufacturing sector which supports around 85,000 jobs and over 500 companies. This includes the 4 largest aerospace cluster in the world, centred on BAE Systems' Warton and Samlesbury sites.
- 2.3 Building on this base and the Department for Science, Innovation & Technology's priorities of accelerating innovation, investment and productivity through world-class science, research and development, and ensuring that technology are safely developed and deployed across the UK, 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 Small and Medium Enterprises (SMEs) through technology spin-out businesses and new business starts.
- 2.4 The Enterprise Zone will aim to provide the opportunity to create high value jobs, 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, whilst providing a complementary offer to other national centres, including the Advanced Manufacturing and Research Centre in Sheffield. It is not the intention of the Enterprise Zone to displace existing companies that are already located in Lancashire.
- 2.5 The Enterprise Zone will help to deliver the priorities of the Lancashire Local Authorities, set out in the Lancashire 2050 Strategic Framework to realise growth in Lancashire's existing and emerging sectors and to ensure an outward-looking and connected economy.
- 2.6 The activities related to the enterprise zone will be managed and co-ordinated through an Enterprise Zone Governing Body or equivalent, 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 Manufacture sector. Activity will focus on international 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. The Enterprise Zone Governing Body (or equivalent) in association with the Land Owner will co-ordinate and manage the development of surplus land and property at the Samlesbury and Warton sites, which will be achieved through a scaled development approach across the Warton Unit.

- 2.7 Key to Lancashire maximising the contribution of its advanced engineering and manufacturing workforce to both 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 has established a Regional Skills Academy, with training and leaning facilities available at both Warton and at Samlesbury. This facility provides and, will increase the existing provision of, apprenticeships as well as ensuring a focus on life-long learning for individuals throughout their working life within the sector.

3. Why a Local Development Order (LDO)

- 3.1 Fylde Borough Council has been working with Lancashire County Council and BAE Systems regarding the production of a LDO covering advanced engineering and manufacturing development at Warton. The LDO will support the delivery of the Fylde Local Plan to 2032 (including Partial Review) (Strategic Policy SL3) and the Fylde Economic Development Strategy and Action Plan (2012-2030) (Theme 5).
- 3.2 The purpose of the LDO is to:
- (a) authorise development within the following Use Classes of the Town and Country Planning (Use Classes) Order 1987 (as amended) in so far as it reasonably relates to advanced engineering and manufacturing:
- Use Class B2: General Industrial
 - Use Class B8: Storage and Distribution
 - Use Class E(g)(i) Offices
 - Use Class E(g)(ii) research and development
 - Use Class E(g)(iii) industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area).

And

- (b) Authorise development within Use Class F1(a): Learning and non-residential institutions for the provision of education so far as it is related to training and education reasonably associated with advanced engineering and manufacturing.

And

- (a) Authorise development or uses that are ancillary to the purposes in (a) and (b) above.

And

(b) Authorise the development of associated infrastructure, or development of a similar nature, including:

- Temporary development associated with construction works, if the works are not otherwise permitted development under the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
- Boundary and other security fences, gates, and barriers
- Land remediation (where required)
- Internal access roads
- Street lighting and wall-mounted lighting
- Cycling and pedestrian routes
- Vehicle and cycle parking and storage
- Vehicle refuelling facilities, including EV charging 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
- Wall-mounted and freestanding CCTV and associated poles or masts
- Hard and soft landscaping
- Technologies associated with carbon reduction and sustainability
- External building plant
- The demolition of buildings and other structures

3.3 Development for purposes described above is automatically within the scope of the LDO. For the purposes of parts (a) and (b) of paragraph 3.2 and Conditions 1 and 2 of the Local Development Order, “reasonably related” means uses that are related to advanced engineering and manufacturing as defined in Schedule A of the Order and have been agreed to be so by both the Enterprise Zone Governing Body (or equivalent) and the Local Planning Authority.

3.4 Advanced engineering or manufacturing purposes which fall outside of the definition in Schedule A, or complementary, supporting, or ancillary development or uses, would potentially also be acceptable, subject to prior approval from the Local Planning Authority. Where such uses or development are proposed, the Local Planning Authority, following a recommendation of the Enterprise Zone Governing Body (or equivalent), will make an assessment of each such proposed development to ensure that they are within the permitted uses under the LDO.

3.5 Prior notification of any development that falls outside of the definition in Schedule A LDO should be made to the Council using the Prior Notification Form in Appendix 1 before development commences. The Council will confirm in writing within 28 days of receipt (or a longer period to be agreed with the Council) 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.
- 3.6 Failure of the local planning authority to respond in writing within the 28 day period (or a longer period agreed between the local planning authority and the applicant) will be deemed as confirmation that the proposal is compliant with the provisions of the LDO.
- 3.7 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.
- 3.8 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 Phase 1 (which is shown on the Map at Appendix 3 of the LDO), without the need for further planning permission
 - 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 Phase 1, 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 Phase 1,
 - improve investor and occupier clarity, certainty and confidence
 - realise the Enterprise Zone's full economic potential as a national 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.

4. Development within Phase 1 of the Enterprise Zone (Warton)

- 4.1 The LDO provides an opportunity to permit development across Phase 1 in line with Use Classes B2, B8, E(g) (i), (ii), and (iii), and F1(a) of the Town and Country Planning (Use Classes) Order 1987 as amended in so far as it relates to advanced engineering and manufacturing, as well as development and uses reasonably related or ancillary to such uses.
- 4.2 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 complied with and / or discharged by the Local Planning Authority. These are as follows:

Conditions

- (1) Development is permitted by the LDO falling within the following Uses Class in so far that it is reasonably related to advanced engineering and manufacturing (as defined in Schedule A):
- Use Class B2: General Industrial
 - Use Class B8: Storage and Distribution
 - Use Class E(g)(i): Offices,
 - Use Class E(g)(ii): research and development

- Use Class E(g)(iii): industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area).
- (2) Development is permitted by the LDO falling within Use Class F1(a): Learning and non-residential institutions for the provision of education so far as it is related to training and education reasonably associated with advanced engineering and manufacturing.
 - (3) Development or uses that are ancillary to the uses in Conditions 1 and 2 is permitted by the LDO.
 - (4) Development of associated infrastructure is permitted by the LDO.
 - (5) Prior to the commencement of any development authorised by conditions 1 to 4, the developer shall provide copies of plans to the Local Planning Authority for information.
 - (6) Development for advanced engineering, or manufacturing purposes, or for ancillary, complementary or supportive uses or development which fall outside of the definition in Schedule A is permitted by the LDO, provided that prior to the commencement of development, the full details and plans of the proposed development shall be submitted to the Local Planning Authority using the Prior Notification Form in Appendix 1. No development shall commence until the Council, advised by the Enterprise Zone Governance Body (or equivalent), has confirmed that the proposed development falls within the scope of this LDO or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner. If no written response has been received from the Local Planning Authority within the 28 day period, or a longer period agreed with the Local Planning Authority, it shall be deemed to be considered satisfactory by the Local Planning Authority.
 - (7) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
 - (8) Access to development permitted by the LDO shall be provided through the existing Mill Lane entrance and/or through the Typhoon Way access.
 - (9) Prior to the commencement, a scheme of highway works, including provisions to connect each plot to the highway network, a scheme of off-site highway works, any necessary mitigation measures resulting from the proposed works and a timetable for their delivery, shall be submitted to The Local Planning Authority. The Local Planning Authority shall respond within 28 days of receiving the scheme and if no response is received in writing from the Local Planning Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, then the scheme of highway works shall be deemed to be approved. The approved works shall be implemented in complete accordance with the approved details.
 - 10) Prior to the commencement of development on any individual building plot, a Strategic Travel Plan setting out the sustainable travel objectives for the development of phase 1 of the enterprise zone (i.e. the area that is the subject of this LDO) shall be submitted to the local planning authority. The Local Planning Authority shall respond within 28 days of receiving the Travel Plan and if no response is received in writing from the Local Planning

Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, then the Travel Plan shall be deemed to be approved. The Strategic Travel Plan shall include provision to: manage vehicular travel demand to reduce the negative impact on the local transport system, environment and communities; provide practical measures to demonstrate a commitment to provide better access for all; implement sustainable and accessible development; assist the growth agenda by managing vehicular traffic demand and measures to monitor the effectiveness of the delivery of the plan. A plot specific travel plan shall be provided for any uses that fall outside the provisions and thresholds set out in or that departs from the principles set out in the Strategic Travel Plan.

- (11) Parking levels for all developments to be in accordance with the Local Planning Authority's most recently adopted Standards.
- (12) Construction vehicles associated with development shall endeavour 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.
- (13) Development proposed under the LDO shall be in general accordance with the principles of the adopted Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Masterplan Rev D dated February 2025 or any revisions or amendments to that masterplan adopted by the Council.
- (14) An ecological assessment shall be undertaken to inform the design of development, and the incorporation of measures to avoid, mitigate or compensate for any likely ecological impacts. The ecological assessment (as well as avoidance, mitigation, and compensation proposals) shall be submitted 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, or a longer period agreed with the Local Planning Authority, then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.
- (15) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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, or a longer period agreed with the Local Planning Authority, the arrangements shall be deemed to be approved. The development shall be carried out in accordance with the approved scheme.
- (16) Prior to commencing development under the LDO of the area shown hatched red on the plan (attached at Appendix 5 - Development Constraints Plan 1), the developer shall consult with the holder of munitions licence number XI/4111/832/1- 6 in relation to BAE Systems' Warton site, and no development shall be permitted under the LDO until such person has conducted and submitted to the Local Planning Authority an appropriate risk assessment and the said risk assessment has been approved by the Local Planning Authority, in consultation with the said licence holder.

- (17) Prior to commencing any development under the LDO the developer shall consult with the holder of the military and civil flight licence number P748 in relation to BAE Systems' Warton Site and no development shall take place until such person has submitted plans of the proposed development for approval and the Local Planning Authority has approved such plans in consultation with the said licence holder. Any development under the LDO shall comply with the following conditions:
- (a) New buildings, subsequent extensions/modifications, street furniture and other potential obstructions shall be no taller than the heights specified in the drawing (attached at Appendix 5 - Development Constraints Plan 1).
 - (b) Developments shall not include landscaping or water features that may increase the risk of a bird strike to aircraft using the aerodrome. Guidance may be found in CAP 772 - Bird Strike Risk Management for Aerodromes.
 - (c) Lighting shall be of the construction of full cut off ensuring that there shall be no spill of light beyond the horizontal that may dazzle, or distract pilots, or air traffic controllers on or in the vicinity of the aerodrome.
 - (d) During any construction work developers shall be cognisant of, and comply with, the British Standard Institute Code of Practice for the Safe Use of Cranes, BS 7121, Part 1, in particular, paragraph 9.3.3.
 - (e) To prevent adverse electronic magnetic interference to aeronautical systems on the airfield, radio equipment (save for conventional domestic radios) shall not be installed or operated at the development.
 - (f) Wind turbines shall not be erected at the development.
 - (g) Buildings shall not be clad with materials that may cause interference with Navigation Aids at the aerodrome.
- (18) Prior to commencement of any development permitted by this LDO:
- (a) A remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy relating to the site of such development and if no response is received from the Local Planning Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, the remediation strategy shall be deemed to be approved.
 - (b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.
 - (c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

- (19) In order to protect the residential amenity of adjacent occupiers:
- (a) The development shall incorporate a landscaped area along the areas shown shaded green on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3.
 - (b) The overall height of any new building or subsequent extension shall not exceed the heights specified on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3.
 - (c) The direction, cowl and intensity of any external lighting is such so as to prevent unacceptable glare to any adjacent residential properties.
 - (d) Unless otherwise agreed in writing by the Local Planning Authority, no extraction and ventilation equipment or external service areas shall be located on any building facade which faces an existing residential building and is within the area shown hatched yellow on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3. The Local Planning Authority shall agree to such development where the extraction and ventilation equipment or external service areas located within the identified area and in line of sight of any adjacent residential property shall be provided with appropriate acoustic and visual screening.
 - (e) The area shown hatched yellow on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3 shall be restricted to development for use within Classes E(g) (i), (ii), (iii) or F1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended).
- (20) Prior to the commencement of development of any individual parcel of land, a site-specific Flood Risk Assessment (FRA) which appropriately considers flooding from local sources (surface water, ground water and ordinary watercourses) in addition to flood risk from fluvial and coastal sources, shall be submitted to the local planning authority in regard to any development greater than 1 hectare. 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, or a longer period agreed with the Local Planning Authority, then FRA shall be deemed to be approved.
- (21) Prior to the commencement of development of any individual parcel of land, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval. The CEMP should consider methods of reducing the environmental impact of construction activities, including reducing emissions to air, noise and vibration, and run-off of pollutants and other potentially contaminating material into Pool Stream. The Local Planning Authority shall respond within 28 days of receiving the CEMP or a longer period agreed with the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- (22) Prior to the commencement of development of any individual parcel of land, a Environmental Management Plan (EMP) shall be submitted to the local planning authority for approval. The EMP must outline how both surface water discharges and

accidental spillages from the site will be mitigated during operation to limit any pollutants/discharges entering the designated sites. The Local Planning Authority shall respond within 28 days of receiving the EMP or a longer period agreed with the Local Planning Authority. The development shall be carried out in accordance with the approved details.

- (23) In order to comply with the Explosives Regulations 2014 (as amended) and HSE guidance on development near licensed explosive sites, no development within the zone indicated by a purple dashed line on the plan attached at Appendix 8 shall comprise:
- i. A building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5 sq m and extending over more than 50% of 120 sq m of the surface of any elevation; or
 - ii. A building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5 sq m and extending over at least 50% of any elevation; or
 - iii. A building of more than 400 sq m in plan area with continuous or individual glazing panes larger than 1.5 sq m extending over at least 50% or 120 sq m of the plan area; or
 - iv. Any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.
- (24) No demolition of any building or structure shall take place until a Written Scheme of Investigation (WSI) setting out a programme and timetable of historic building recording and analysis has been submitted to and approved in writing by the local planning authority. The programme within the WSI shall provide for the creation of a record of the existing building to Level 2-3 as identified in the document 'Understanding Historic Buildings' (Historic England 2016) and shall include:
- a rapid desk-based assessment which puts the building and its features into context;
 - a full description of the building, inside and out, a drawn plan, elevations and at least one section (which may be derived from checked and corrected architect's drawings); and
 - full photographic coverage, inside and out.

The programme of historic building recording and analysis within the WSI shall be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists and a digital copy of the report and photographs shall be submitted to the local planning authority and placed in the Lancashire Historic Environment Record before the development hereby approved is first brought into use.

5. Environmental Impact Assessment (EIA)

- 5.1 Regulation 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations (Statutory Instrument 2011/1824) (as amended) applies in relation to Schedule 2 development for which a Local Planning Authority propose to grant planning permission by local development order.

5.2 A request for an EIA Screening Opinion was made to Fylde Borough Council on 20 November 2024 to establish whether an Environmental Statement is required in respect of development in Phase 1. Prior to adopting this Local Development Order, the Local Planning Authority will issue a screening opinion in accordance with the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) and carry out a Habitats Regulations Assessment in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended).

6. How does the LDO relate to other planning documents?

6.1 The LDO is consistent with the National Planning Policy Framework.

6.2 The Fylde Local Plan to 2032 (incorporating Partial Review) (adopted December 2021) Policy EC3 (Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone at BAE Systems, Warton) supports the delivery of the Lancashire Enterprise Zone and recognises the potential that the site has for attracting high profile new businesses and investment to Lancashire.

6.3 The existing permissions in the Phase 1 Warton LDO area are:

- Formation of car park with associated lighting, following the removal of existing temporary building (Application Code No: 05/11/0444).
- Roof lift to Building 386 (Application Code No: 05/09/0332).
- Vacuum Plant Installation - External to W302 Hangar (Application Code No: 05/07/0387).
- Additional Car Parking Spaces (Application Code No: 05/07/0377).
- Prior approval for the demolition of building no. 30 and no. 361 pursuant to Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (Application Code No: 24/0237).
- Installation of new fencing, security gates, security barrier, and gate house, and reconfiguration of existing access and car parking areas to form new internal access roads and associated hardstanding to facilitate operation of the site as an Enterprise Zone (Application Code No: 24/0304).

6.4 In 2014 the Council adopted the Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Consultation Masterplan. This document was published by BAE Systems and provides a framework for the delivery of the long-term strategic objectives of the Lancashire Enterprise Zone within the area known as Phase 1 of the Warton site. The Masterplan was revised in 2024 and the updated version, the Lancashire Advanced Engineering and Manufacturing Enterprise Zone, Phase 1 Masterplan Rev D February 2025 was adopted by the Council on 3 March 2025. This Masterplan provides the broad strategic context for current and future LDOs.

6.5 Future LDOs at Warton will incorporate the Masterplan or any revisions or amendments to it adopted by the Council. Future LDOs will not revisit the aspirations and overall conclusions of the Masterplan, but instead will act as a tool to facilitate delivery and to guide its implementation.

7. Other Statutory Requirements

7.1 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. 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.

8. Area Covered by LDO

- 8.1 The LDO has been prepared to cover all land within Phase 1. Phase 1 comprises Parcels 1 to 5 inclusive and extends to 8.2 hectares. The boundary of Phase 1 is shown on the Map in Appendix 3.

9. Consultation on the LDO

- 9.1 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. 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 website of Fylde Borough Council. The consultation period was undertaken from 12 December 2024 until 24 January 2025.
 - Hard copies of the draft LDO, a plan and the statement of reasons were made available for viewing at The Town Hall, St Annes Road West, St Annes FY8 1LW.
 - Notifications were sent to neighbours advertising the consultation on 12 December 2024.
 - Site notices were erected close to the site on 12 December 2024 and remained erected for a period of 21 days.
 - 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 Final version of the LDO.

10. Structure of the LDO

- 10.1 The LDO sets out, for Classes B2, B8, E(g)(i), (ii), (iii), and F1(a) (of the Town and Country Planning (Use Classes) Order 1987 (as amended) and complementary and ancillary uses and development, and the development of associated infrastructure:
- 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.

11. Summary of the Local Development Order

- 11.1 The LDO seeks to grant permission for development for advanced engineering and manufacturing uses, ancillary and complementary uses and development, and associated infrastructure (including temporary development associated with construction works) in Phase 1 subject to a number of conditions.

Schedule A

“Advanced engineering and manufacturing” is defined as falling within the following Standard Industrial Classification (SIC) Codes:

- Aerospace (30.3, 28.4, 33.16, 52.24)
- 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)
- Advanced flexible materials (13.96, 20.6)
- Renewable Energy (27.1)

Appendix 1: Prior Notification of Development Form

Fylde Council
Development Management Team
Town Hall
St Annes on Sea
Lancashire
FY8 1LW

planning@fylde.gov.uk

The Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order No. 1 (2025)

Purpose of Form and Instructions

By submitting this form you are requesting confirmation as to whether the development you are proposing constitutes permitted development under the Local Development Order.

The Applicant is complete Sections 1 to 3 of this form. The applicant will then send a copy of this form to the Enterprise Partnership Governing Body (or equivalent), who will complete Section 4 and return to the applicant. The applicant is then to send the completed form to Fylde Council at the email address at the top of this form.

Following consideration of your request by the Enterprise Partnership Governing Body (or equivalent), the Council will complete the notification section (Section 5) thereby certifying whether the proposals are or are not permitted development, and return to the applicant within 28 days of receiving the completed form. This will constitute the formal response of the Council.

Section 1a: Applicant Details

Title	
Name	
Company Name	
Address	
Telephone no.	
Email	

Section 1b: Agent Details

Title	
Name	
Company Name	
Address	
Telephone no.	
Email	

Section 2a: Development Proposal Details

Description of Development	
Dose the proposed development fall within one of the Use Classes permitted by the LDO (please state Use Class)?	
Are the proposals for a use or development that is ancillary or complementary to a Use Class permitted by the LDO (please specify)?	
Is the proposed development for associated infrastructure (please specify)?	

Section 2b: Justification

Please provide a justification for why the proposed development would be permitted development under the LDO.

Section 3: Declaration

I / we hereby give notice of my / our intention to carry out the above development. I / we also confirm my / our intention that if it is confirmed that planning permission is not required, as provided by the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order No. 1 2025, I / we shall only carry out the proposed work in accordance with the details included in this form and on the accompanying plans and supporting documents. I / we understand that any material variation from these details may require re-assessment.

Name	
Signature	
Date	

Section 4: Enterprise Zone Governance Body Recommendation

The Enterprise Zone Governance Body is to complete this Section and return to the applicant.

<p><u>(a) Development is compliant with the LDO:</u></p> <p>It is considered by the Enterprise Zone Governance Body that the development described in this form constitutes permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order 2025.</p>	<p>Reasons:</p>
<p><u>(b) Development is not compliant with the LDO:</u></p> <p>It is considered by the Enterprise Zone Governance Body that the development described in this form does not constitute permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order 2025.</p>	<p>Reasons:</p>
<p>Signature</p>	
<p>Date</p>	

Section 5: Fylde Council Determination

Fylde Council is to complete this Section and return to the applicant within 28 days of receiving the completed form. The determination made in this Section constitutes the formal response of the Council.

<p><u>(a) Development is compliant with the LDO:</u></p> <p>Fylde Council considers that the development described in this form constitutes permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order 2025.</p>	<p>Reasons:</p>
<p><u>(b) Development is not compliant with the LDO:</u></p> <p>Fylde Council considers that the development described in this form does not constitute permitted development under the Lancashire Advanced Engineering and Manufacturing Enterprise Zone (Warton) Local Development Order 2025.</p> <p>A planning application is therefore required for the proposed development.</p>	<p>Reasons:</p>
<p>Signature</p>	
<p>Date</p>	

APPENDIX 2

THE LANCASHIRE ADVANCED ENGINEERING AND MANUFACTURING ENTERPRISE ZONE (WARTON) LOCAL DEVELOPMENT ORDER NO 1 (2025)

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 standard planning application will be required, unless that development is otherwise permitted under the Town and Country (General Permitted Development) Order 1987 (as amended). Further 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 the LDO

- (1) The carrying out of development (including the erection, extension, alteration, or change of use of a building or land) within the following Use Classes in so far that it is reasonably related to advanced engineering and manufacturing:
 - Use Class B2: General Industrial
 - Use Class B8: Storage and Distribution
 - Use Class E(g) (i) Offices,
 - Use Class E(g)(ii) research and development
 - Use Class E(g)(iii) industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area)
- (2) The carrying out of development (including the erection, extension, alteration, or change of use of a building or land) within Use Class F1(a): Learning and non-residential institutions for the provision of education, so far as it is related to training and education reasonably associated with advanced engineering and manufacturing.

For the purposes of the above and conditions (1) and (2) of the LDO, “reasonably related” means uses or development that are related to advanced engineering and manufacturing as defined in Schedule A or the Order and have been agreed to be so by

both the Enterprise Zone Governing Body (or equivalent) and the Local Planning Authority.

- (3) The carrying out of development (including the erection, extension, or alteration of a building) ancillary to the purposes listed in (1) and (2).
- (4) The carrying out of development of associated infrastructure, or development of a similar nature, including:
 - Temporary development associated with construction works, if the works are not otherwise permitted development under the Town and Country Planning (General Permitted Development) Order 2015 (as amended)
 - Boundary and other security fences, gates, and barriers
 - Land remediation (where required)
 - Internal access roads
 - Street lighting and wall-mounted lighting
 - Cycling and pedestrian routes
 - Vehicle and cycle parking and storage
 - Vehicle refuelling facilities, including EV charging 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 under the Town and Country Planning (General Permitted Development) Order 2015 (as amended)
 - Wall-mounted and freestanding CCTV and associated poles or masts
 - Hard and soft landscaping
 - Technologies associated with carbon reduction and sustainability
 - External building plant
 - The demolition of buildings and other structures.

Development 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 2017 (as amended)
- (2) It is not for a purpose reasonably related to advanced engineering or manufacturing (as defined in Schedule A) or an ancillary use or development, and is deemed not to be permitted development by the Enterprise Zone Governance Body.

Conditions

- (1) Development is permitted by the LDO falling within the following Uses Class in so far that it is reasonably related to advanced engineering and manufacturing (as defined in Schedule A):
 - Use Class B2: General Industrial
 - Use Class B8: Storage and Distribution
 - Use Class E(g)(i): Offices,
 - Use Class E(g)(ii): research and development

- Use Class E(g)(iii): industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area).
- (2) Development is permitted by the LDO falling within Use Class F1(a): Learning and non-residential institutions for the provision of education so far as it is related to training and education reasonably associated with advanced engineering and manufacturing.
 - (3) Development or uses that are ancillary to the uses in Conditions 1 and 2 is permitted by the LDO.
 - (4) Development of associated infrastructure is permitted by the LDO.
 - (5) Prior to the commencement of any development authorised by conditions 1 to 4, the developer shall provide copies of plans to the Local Planning Authority for information.
 - (6) Development for advanced engineering, or manufacturing purposes, or for ancillary, complementary or supportive uses or development which fall outside of the definition in Schedule A is permitted by the LDO, provided that prior to the commencement of development, the full details and plans of the proposed development shall be submitted to the Local Planning Authority using the Prior Notification Form in Appendix 1. No development shall commence until the Council, advised by the Enterprise Zone Governance Body (or equivalent), has confirmed that the proposed development falls within the scope of this LDO or the expiry of 28 days from the submission of the Prior Notification Form, whichever is the sooner. If no written response has been received from the Local Planning Authority within the 28 day period, or a longer period agreed with the Local Planning Authority, it shall be deemed to be considered satisfactory by the Local Planning Authority.
 - (7) Development is permitted by the LDO subject to the condition that the proposed materials and colours shall be generally compatible with those of nearby buildings and must contribute positively to the visual character of the locality.
 - (8) Access to development permitted by the LDO shall be provided through the existing Mill Lane entrance and/or through the Typhoon Way access.
 - (9) Prior to the commencement, a scheme of highway works, including provisions to connect each plot to the highway network, a scheme of off-site highway works, any necessary mitigation measures resulting from the proposed works and a timetable for their delivery, shall be submitted to The Local Planning Authority. The Local Planning Authority shall respond within 28 days of receiving the scheme and if no response is received in writing from the Local Planning Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, then the scheme of highway works shall be deemed to be approved. The approved works shall be implemented in complete accordance with the approved details.
 - (10) Prior to the commencement of development on any individual building plot, a Strategic Travel Plan setting out the sustainable travel objectives for the development of phase 1 of the enterprise zone (i.e. the area that is the subject of this LDO) shall be submitted to the local planning authority. The Local Planning Authority shall respond within 28 days of receiving the Travel Plan and if no response is received in writing from the Local Planning

Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, then the Travel Plan shall be deemed to be approved. The Strategic Travel Plan shall include provision to: manage vehicular travel demand to reduce the negative impact on the local transport system, environment and communities; provide practical measures to demonstrate a commitment to provide better access for all; implement sustainable and accessible development; assist the growth agenda by managing vehicular traffic demand and measures to monitor the effectiveness of the delivery of the plan. A plot specific travel plan shall be provided for any uses that fall outside the provisions and thresholds set out in or that departs from the principles set out in the Strategic Travel Plan.

- (11) Parking levels for all developments to be in accordance with the Local Planning Authority's most recently adopted Standards.
- (12) Construction vehicles associated with development shall endeavour 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.
- (13) Development proposed under the LDO shall be in general accordance with the principles of the adopted Lancashire Advanced Engineering & Manufacturing Enterprise Zone Phase 1 Site Masterplan Rev D February 2025 or any revisions or amendments to that masterplan adopted by the Council.
- (14) An ecological assessment shall be undertaken to inform the design of development, and the incorporation of measures to avoid, mitigate or compensate for any likely ecological impacts. The ecological assessment (as well as avoidance, mitigation, and compensation proposals) shall be submitted 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, or a longer period agreed with the Local Planning Authority, then the assessment shall be deemed to be approved. The development shall be carried out in accordance with the approved details.
- (15) A scheme for the disposal of foul and surface waters for each stage of the proposed development shall be submitted 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, or a longer period agreed with the Local Planning Authority, the arrangements shall be deemed to be approved. The development shall be carried out in accordance with the approved scheme.
- (16) Prior to commencing development under the LDO of the area shown hatched red on the plan (attached at Appendix 5 - Development Constraints Plan 1), the developer shall consult with the holder of munitions licence number XI/4111/832/1- 6 in relation to BAE Systems' Warton site, and no development shall be permitted under the LDO until such person has conducted and submitted to the Local Planning Authority an appropriate risk assessment and the said risk assessment has been approved by the Local Planning Authority, in consultation with the said licence holder.

- (17) Prior to commencing any development under the LDO the developer shall consult with the holder of the military and civil flight licence number P748 in relation to BAE Systems' Warton Site and no development shall take place until such person has submitted plans of the proposed development for approval and the Local Planning Authority has approved such plans in consultation with the said licence holder. Any development under the LDO shall comply with the following conditions:
- (a) New buildings, subsequent extensions/modifications, street furniture and other potential obstructions shall be no taller than the heights specified in the drawing (attached at Appendix 5 - Development Constraints Plan 1).
 - (b) Developments shall not include landscaping or water features that may increase the risk of a bird strike to aircraft using the aerodrome. Guidance may be found in CAP 772 - Bird Strike Risk Management for Aerodromes.
 - (c) Lighting shall be of the construction of full cut off ensuring that there shall be no spill of light beyond the horizontal that may dazzle, or distract pilots, or air traffic controllers on or in the vicinity of the aerodrome.
 - (d) During any construction work developers shall be cognisant of, and comply with, the British Standard Institute Code of Practice for the Safe Use of Cranes, BS 7121, Part 1, in particular, paragraph 9.3.3.
 - (e) To prevent adverse electronic magnetic interference to aeronautical systems on the airfield, radio equipment (save for conventional domestic radios) shall not be installed or operated at the development.
 - (f) Wind turbines shall not be erected at the development.
 - (g) Buildings shall not be clad with materials that may cause interference with Navigation Aids at the aerodrome.
- (18) Prior to commencement of any development permitted by this LDO:
- (a) A remediation strategy shall be submitted to the Local Planning Authority for approval. The Local Planning Authority shall respond within 28 days of receiving such remediation strategy relating to the site of such development and if no response is received from the Local Planning Authority within this 28 day period, or a longer period agreed with the Local Planning Authority, the remediation strategy shall be deemed to be approved.
 - (b) The development works shall not commence until the remediation strategy has been approved and thereafter the relevant stage of the development shall be undertaken in accordance with the approved remediation strategy unless amended or varied with the prior written approval of the Local Planning Authority.
 - (c) Upon completion of the remediation works (as defined in the approved remediation strategy) a report shall be provided to the Local Planning Authority demonstrating that the remediation works have been carried out in compliance with the approved remediation strategy.

(19) In order to protect the residential amenity of adjacent occupiers:

- (a) The development shall incorporate a landscaped area along the areas shown shaded green on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3.
 - (b) The overall height of any new building or subsequent extension shall not exceed the heights specified on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3.
 - (c) The direction, cowl and intensity of any external lighting is such so as to prevent unacceptable glare to any adjacent residential properties.
 - (d) Unless otherwise agreed in writing by the Local Planning Authority, no extraction and ventilation equipment or external service areas shall be located on any building facade which faces an existing residential building and is within the area shown hatched yellow on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3. The Local Planning Authority shall agree to such development where the extraction and ventilation equipment or external service areas located within the identified area and in line of sight of any adjacent residential property shall be provided with appropriate acoustic and visual screening.
 - (e) The area shown hatched yellow on the plan attached at Appendix 6 - Development Constraints Plan 2 and the plan attached at Appendix 7 – Development Constraints Plan 3 shall be restricted to development for use within Classes E(g) (i), (ii), (iii) or F1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended).
- (20) Prior to the commencement of development of any individual parcel of land, a site-specific Flood Risk Assessment (FRA) which appropriately considers flooding from local sources (surface water, ground water and ordinary watercourses) in addition to flood risk from fluvial and coastal sources, shall be submitted to the local planning authority in regard to any development greater than 1 hectare. 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, or a longer period agreed with the Local Planning Authority, then FRA shall be deemed to be approved.
- (21) Prior to the commencement of development of any individual parcel of land, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval. The CEMP should consider methods of reducing the environmental impact of construction activities, including reducing emissions to air, noise and vibration, and run-off of pollutants and other potentially contaminating material into Pool Stream. The Local Planning Authority shall respond within 28 days of receiving the CEMP or a longer period agreed with the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- (22) Prior to the commencement of development of any individual parcel of land, a Environmental Management Plan (EMP) shall be submitted to the local planning authority for approval. The EMP must outline how both surface water discharges and accidental spillages from the site will be mitigated during operation to limit any pollutants/discharges

entering the designated sites. The Local Planning Authority shall respond within 28 days of receiving the EMP or a longer period agreed with the Local Planning Authority. The development shall be carried out in accordance with the approved details.

(23) In order to comply with the Explosives Regulations 2014 (as amended) and HSE guidance on development near licensed explosive sites, no development within the zone indicated by a purple dashed line on the plan attached at Appendix 8 shall comprise:

- i. A building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5 sq m and extending over more than 50% of 120 sq m of the surface of any elevation; or
- ii. A building or more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5 sq m and extending over at least 50% of any elevation; or
- iii. A building of more than 400 sq m in plan area with continuous or individual glazing panes larger than 1.5 sq m extending over at least 50% or 120 sq m of the plan area; or
- iv. Any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

(24) No demolition of any building or structure shall take place until a Written Scheme of Investigation (WSI) setting out a programme and timetable of historic building recording and analysis has been submitted to and approved in writing by the local planning authority. The programme within the WSI shall provide for the creation of a record of the existing building to Level 2-3 as identified in the document 'Understanding Historic Buildings' (Historic England 2016) and shall include:

- a rapid desk-based assessment which puts the building and its features into context;
- a full description of the building, inside and out, a drawn plan, elevations and at least one section (which may be derived from checked and corrected architect's drawings); and
- full photographic coverage, inside and out.

The programme of historic building recording and analysis within the WSI shall be carried out by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists and a digital copy of the report and photographs shall be submitted to the local planning authority and placed in the Lancashire Historic Environment Record before the development hereby approved is first brought into use.

Notes:

For the purposes of Conditions (1) and (2), “reasonably related” means uses that are related to advanced engineering and manufacturing as defined in Schedule A of the Order and have been agreed to be so by both the Enterprise Zone Governing Body and Local Planning Authority.

Where development details submitted indicate that there are likely to be significant adverse impacts on the local highway network the developer shall submit for approval by the Local Planning Authority (in consultation with the local highway authority) proposed on-site and/or off-site works to mitigate such impacts. Where the information provided demonstrates that

significant adverse impacts on the local highway network cannot be appropriately mitigated, a planning application will be required for the development.

To ensure the early identification of potential impacts associated with any on-site contamination, the developer is strongly encouraged to undertake pre-submission consultation with the Council's Environmental Health department and the Environment Agency in relation to site investigation works and any remediation strategy subsequently required to satisfy Condition 18.

Pool Stream is designated as an ordinary watercourse. Under Section 23 of the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, there is a legal requirement to obtain consent from Lancashire County Council, as Lead Local Flood Authority, prior to undertaking certain works on ordinary watercourses. This includes permanent and/or temporary works and may also include repairs to certain existing structures and maintenance works. Consent is required irrespective of whether the watercourse is open or culverted (piped or otherwise enclosed) and notwithstanding of any planning permission.

- In line with Lancashire County Council's Ordinary Watercourse Regulation Policy OWC2, applicants should avoid crossing, diverting and/or culverting an ordinary watercourse.
- Written consent must be obtained before starting works on site. There is no legal means for Lancashire County Council to issue retrospective consent.
- Consent applications take up to 2 months to process from the date on which the application is valid and payment of the correct fee has been received in full.
- Consent applications may be refused if there is insufficient evidence to demonstrate compliance with Lancashire County Council's Ordinary Watercourse Policies OWC1, OWC2, OWC3, OWC4 and OWC5.
- It is an offence to carry out works under Section 23 of the Land Drainage Act 1991 (as amended) without the appropriate consent. Unconsented works may be subject to enforcement action under Section 24 of the Land Drainage Act 1991 (as amended).
- If the works include adoption of a new asset, such as a road or sewer, then applications for adoption may be refused by the adopting body without the appropriate consent for works to the ordinary watercourse.
- Sites may be inspected before, during and after the issuing of consent.

For the avoidance of doubt, to fully satisfy Condition 15, a foul and surface water drainage scheme shall as a minimum include:

- (a) Information about the lifetime of the development design storm period and intensity (1 in 30 and 1 in 100 year +30% allowance for climate change), discharge rates and volumes (both pre and post development), the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of flood levels in AOD;
- (b) The scheme shall subsequently be implemented in accordance with the approved details before the development is completed;
- (c) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- (d) Flood water exceedance routes;

- (e) A timetable for implementation, including phasing where applicable;
- (f) Site investigation and test results to confirm infiltrations rates;
- (g) Details of water quality controls, where applicable.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

In addition, an appropriate management and maintenance plan for a sustainable drainage system for the lifetime of the development shall be submitted which, as a minimum, shall include:

- i. the arrangements for management and maintenance by a Management Company;
- ii. arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
- iii. on-going inspections relating to performance and asset condition assessments;
- iv. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.
- v. Means of access for maintenance and easements where applicable.

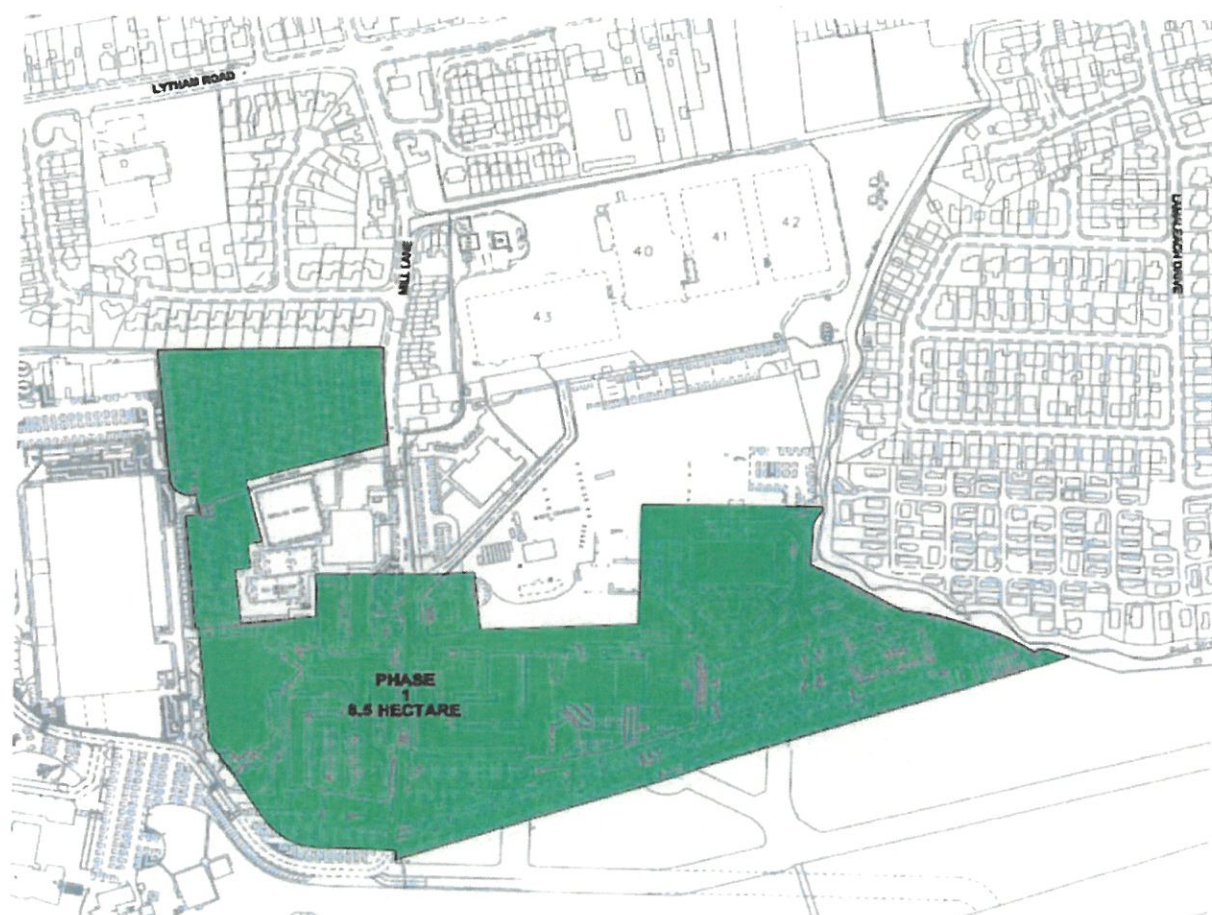
This plan shall be implemented in accordance with the approved details prior to the completion of the development. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Interpretation

The purpose of the LDO is to authorise development within Classes B2, B8, E(g)(i), (ii), (iii), and F1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended) in relation to advanced engineering and manufacturing, as well as ancillary uses and development and associated infrastructure.

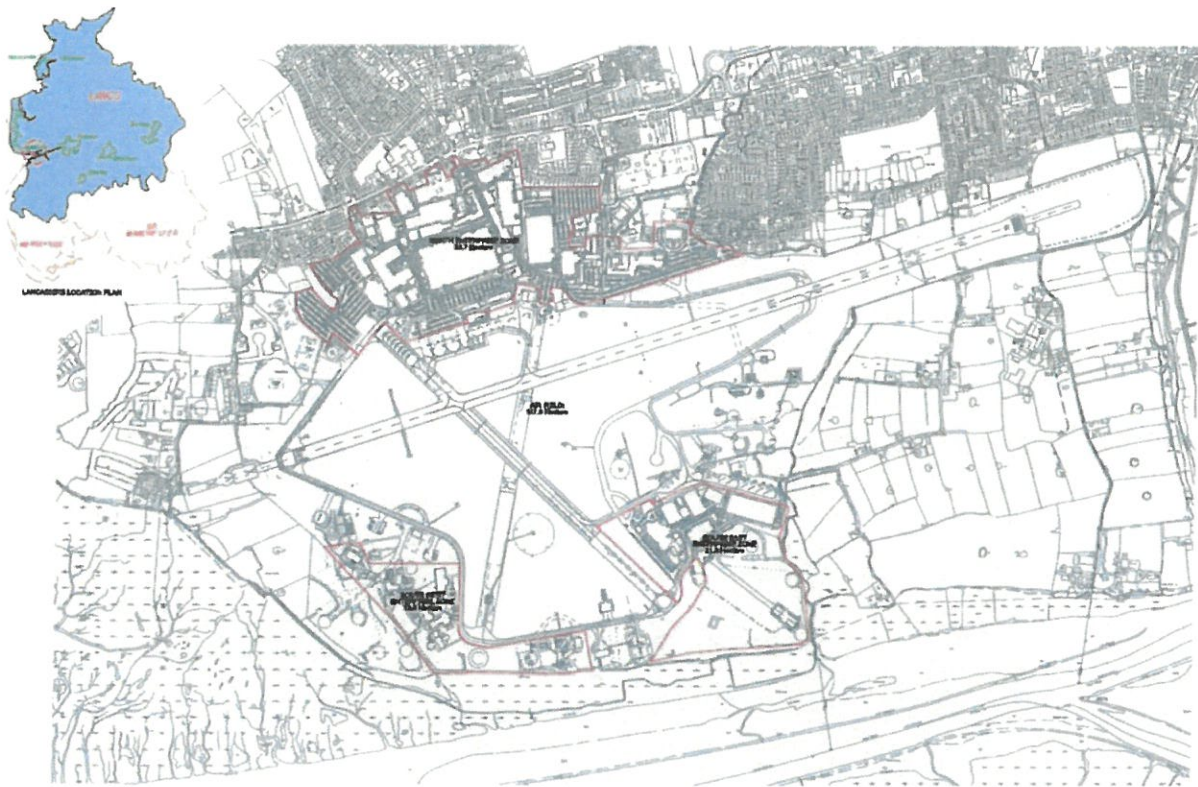
APPENDIX 3

MAP OF PHASE 1 OF THE LANCASHIRE ENTERPRISE ZONE (WARTON)



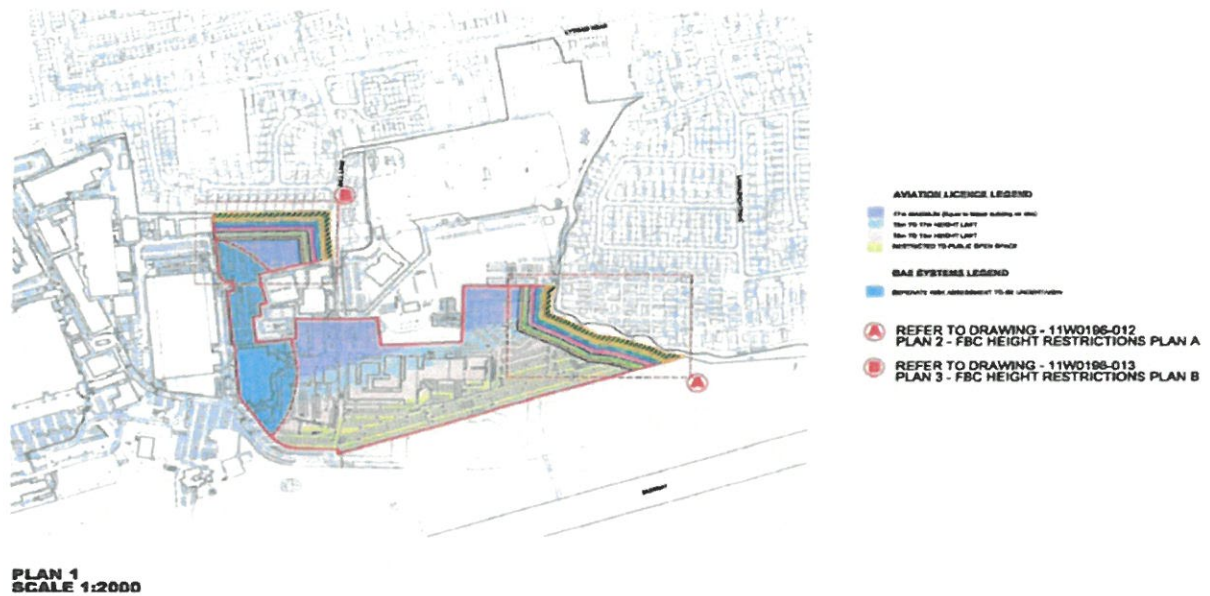
APPENDIX 4

MAP OF LANCASHIRE ENTERPRISE ZONE (WARTON)

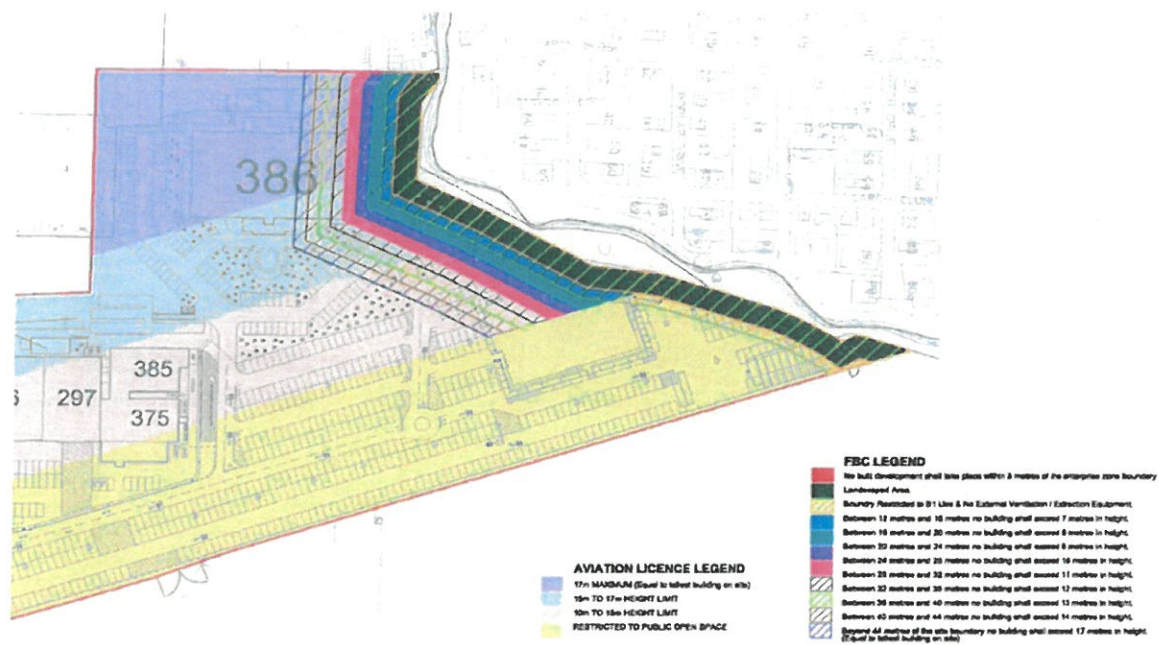


APPENDIX 5

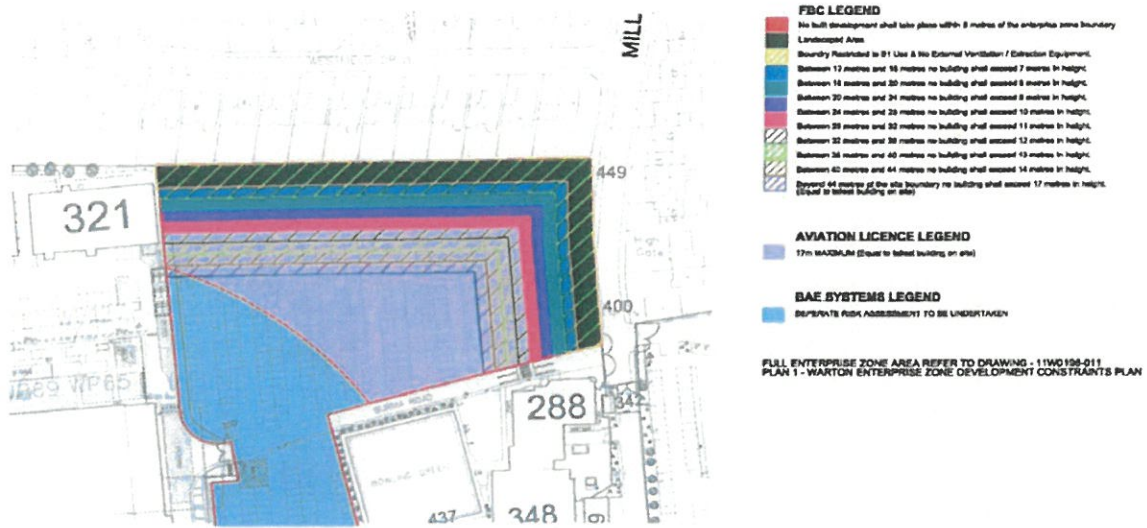
DEVELOPMENT CONSTRAINTS PLAN 1



APPENDIX 6 – DEVELOPMENT CONSTRAINTS PLAN 2 – FBC HEIGHT RESTRICTIONS PLAN A



APPENDIX 7 – DEVELOPMENT CONSTRAINTS PLAN 3 – FBC HEIGHT RESTRICTIONS PLAN B



APPENDIX 8 – HSE EXPOSIVE SEPARATION DISTANCES



THE COMMON SEAL OF

Fylde Borough Council was
hereunto affixed the 3rd day
of March 2025 in the presence of

Head of Governance

