

Consultation on the Marton Moss Neighbourhood Plan

REPRESENTATIONS MADE ON BEHALF OF THE
BLACKPOOL AIRPORT ENTERPRISE ZONE

1.0 INTRODUCTION

- 1.1 This statement is prepared by Cassidy + Ashton, acting on behalf of the Blackpool Airport Enterprise Zone, in response to the draft Marton Moss Neighbourhood Plan.
- 1.2 Given the close proximity of the Enterprise Zone to the western boundary of the Marton Moss Plan area it is considered prudent to ensure that the Plan does not conflict with the objectives of the Zone and the planning applications submitted in the last three years associated with development at the Enterprise Zone.
- 1.3 Accordingly, the remainder of this statement assesses the proposed policies of the Neighbourhood Plan and provides commentary where considered appropriate.

2.0 LOCATION

- 2.1 The Blackpool Airport Enterprise Zone extends to 144 hectares of land, encapsulating land westwards of Common Edge Road including the runways and existing business park. Recent planning applications associated with the Enterprise Zone include the relocation of grass sports pitches and associated facilities to the north and south of Division Lane. This has subsequently enabled the site of the former pitches to come forward for development, with a recent application made for new employment development and associated local facilities, highways improvements and other works.
- 2.2 The westernmost boundary of the Marton Moss Neighbourhood Plan area sits on the opposite side of Common Edge Road. The boundaries of the Enterprise Zone and Neighbourhood Plan do not overlap. However, works associated with highways improvements to facilitate improved traffic flows and a new spine road at the eastern gateway to the Enterprise Zone will need to be taken into consideration where they impact upon School Road and Common Edge Road. It would be helpful if reference to the Enterprise Zone was included in the Neighbourhood Plan and shown on the appropriate plan.

3.0 MARTON MOSS NEIGHBOURHOOD PLAN

- 3.1 Policy MM4 of the draft Neighbourhood Plan sets out the sites, located within the neighbourhood plan area, that are proposed for housing development.
- 3.2 Site C (adjacent to 322 Common Edge Road) is stated as being appropriate for 1 no. detached dwelling or 5 no. terraced houses. This site has recently been the subject of

planning approval (application ref: 21/0272) as part of a wider application site including no. 2 School Road, for the demolition of the existing property followed by the construction of a replacement dwelling on Site C. The demolition of no. 2 School Road is required to accommodate wider highways improvement works at the junction of Common Edge Road and School Road which are to be carried out on behalf of Blackpool Council.

- 3.3 As such, it is considered appropriate that Site C is extended, to include the remaining land at no. 2 School Road not required to facilitate the highways improvement works, which would otherwise stand vacant and unused. The form of the allocation site also takes into consideration the land to the north and west of the site, alongside School Road and Common Edge Road, which will be utilised for the highways improvements. The extent of the larger allocation is shown at Figure 1 below.



Fig. 1. Extent of Proposed Allocation for Site C

- 3.4 From initial design sketches it is felt that the site could accommodate up to 13 no. properties through a variety of configurations. This could comprise a row of 6 no. terraced houses on the site of no. 2 School Road, fronting Common Edge Road, with a detached corner property to replicate the existing or up to 8 no. semi-detached properties, alongside the maximum 5 no. terraced properties currently suggested under Policy MM4 on Site C. Alternatively, the sites could be used for a mix of detached (as approved under application

ref: 21/0272, the approved layout is shown on approved drawing 10609-P02A), terraces or pairs of semi-detached properties.

- 3.5 Access could be provided for the whole site, as identified in the Neighbourhood Plan for Site C, via Common Edge Road, or a separate access point via School Road may be provided where appropriate.
- 3.6 Indicative sketch layouts of how the properties on the portion of site fronting Common Edge Road could be laid out, including appropriate access, parking and private amenity space, are provided on drawing ref's: 11203-SK01 and SK02, albeit further design review would be required prior to submission with a full assessment of all material considerations required at planning application stage.
- 3.7 We note that a housing allocation is proposed adjacent to no. 322 Common Edge Road, to the north of the garden centre, named Site B. It is advised that any access proposals for this allocation site should take fully into account the wider highways improvement works proposed to Common Edge Road. This is to prevent any future conflict between the housing development and wider highway network. Reference should be made in the policy to this requirement.
- 3.8 Policy MM10 sets out the network of existing, proposed and improved footpaths, bridleways and cycle routes within the plan area. It is considered that these works represent an opportunity to create a wider network of sustainable transport options alongside the works taking place at the Blackpool Airport Enterprise Zone, rather than to be viewed in isolation within the neighbourhood plan area boundary. Recent planning approvals for replacement sports facilities at the Enterprise Zone have included for a new pedestrian and cycle route on the northern side of Division Lane which it is hoped will become part of a wider network of routes within this area to support local residents.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 The Blackpool Airport Enterprise Zone generally supports the visions and objectives of the Marton Moss Neighbourhood Plan.
- 4.2 The comments set out within this document seek to address changes to particular site allocations within the Plan area taking into account recent grant of planning permission, as well as to identify how improvements within the Plan area, to modes of sustainable transport, can link positively to other sites and therefore improve wider network connectivity within the Borough.