

Sent: Wednesday, December 20, 2017 5:11 PM

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Subject: BLACKPOOL AIRPORT ENTERPRISE ZONE MASTER PLAN

Throughout the nation Green Belts are treated as sacrosanct especially when they form a narrow belt separating urban settlements. maintaining their identity.

The Masterplan Document talks about a premier business location with cutting edge architecture, but such over optimistic language fails to recognise this, the airport, is a single sided location (the other half being the Sea, accessed from Squires Gate Lane, which for most of it is a sterile unattractive dual carriageway. Both the Marton Peel Industrial site and the Warton and Salmesbury Enterprise Zones are better located. It is difficult to see this site as an 'Innovative Gateway'.

As a chartered town planner and a chartered architect, I wrote the note below [*counterbalance has removed some personal details at this point*]. The Masterplan prepared by Mott MacDonald confirms my concern.

144 ha of land, 55% in Fylde, 45% in Blackpool, the majority of it Green belt. 260,000 sq metres of development is proposed, including an area of housing on the Blackpool owned land. Should the airport succeed in becoming a passenger handling and possibly international facility once again (and remember the airline only withdrew when Balfour Beatty closed the now demolished terminal), then Zones A and B would be required. As such the VSC argument rehearsed on p 7 bullet point 2 could be justified, but only upon this basis. Careful reading of the Masterplan shows residential, restaurant, public houses, car showrooms, all as being appropriate 'enabling' development of Green Belt on this important site. Yet the development of Green Belt requires 'Very Special Circumstances (VSC) under Government legislation.

Five year reviews of this plan are proposed. Should the development now shown go ahead it is almost certain that in due course South Shore Cricket Club land will be developed and the use relocated onto the Fylde side of the runway. Similarly if the Zones shown for development north of the runway proceed, then the only place left for an operational airport terminal, parking etc will be on the Fylde side of the runway, up to the present northerly boundary of St Annes.

It may take 20 or more years to achieve, but the likely long term future is for built development from School Road along Queensway up to Division Lane, a small gap for the runway with recreational uses, pavilion and parking up up to the Industrial sites on Kilnhouse Lane.

Surely a major planning application and Public Inquiry are justified before a decision is made upon the content of this Masterplan. If the land owned by Blackpool was in private ownership without an EZ Masterplan, this would be the outcome.

Therefore what is the Planning Policy mechanism for dealing with EZ proposals. Can a land owning local authority have free-rein aided by the Lancashire Enterprise Partnership? My understanding of the Fylde Borough Council Local Plan proposals indicate no changes to the existing Green Belt. Also that Fylde Borough Council has not been an active participant in this extensive project within its Borough. All in all I am convinced that these EZ proposals represent an unnecessary and gross over development of one of the most vital Green Belts within the Greater Fylde Area.

Please can I be informed of the formal arrangements for dealing with these and other objections?