

Blackpool Council

26 January 2018

To: Councillors Benson, Blackburn, Cain, Campbell, Cross, Jackson, Kirkland, Smith, I Taylor and Mrs Wright

The above members are requested to attend the:

EXECUTIVE

Monday, 5 February 2018 at 6.00 pm
in Committee Room A, Town Hall, Blackpool

A G E N D A

1 DECLARATIONS OF INTEREST

Members are asked to declare any interests in the items under consideration and in doing so state:

(1) the type of interest concerned either a

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

- 2 **FINANCIAL PERFORMANCE MONITORING AS AT MONTH 9 2017/2018** (Pages 1 - 6)
- 3 **GENERAL FUND REVENUE BUDGET 2018/2019** (Pages 7 - 12)
- 4 **CAPITAL PROGRAMME 2018/2019 TO 2020/2021** (Pages 13 - 18)
- 5 **TREASURY MANAGEMENT STRATEGY 2018/2019** (Pages 19 - 24)
- 6 **PROPOSED RENT REVIEW 2018/2019** (Pages 25 - 30)

Report to:	EXECUTIVE
Relevant Officer:	Steve Thompson, Director of Resources
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	5 February 2018

FINANCIAL PERFORMANCE MONITORING AS AT MONTH 9 2017/18

1.0 Purpose of the report:

1.1 The level of spending against the Council's Revenue and Capital budgets for the first 9 months to 31 December 2017.

2.0 Recommendation(s):

2.1 To note the report.

2.2 To support the recommendation of the Director of Resources that £2,505,000 is vired from Education Basic Needs Funding and added to the Children's Services budget non-recurrently, this would have the effect of improving the forecast level of Working Balances from £1,828,000 to £4,333,000.

2.3 To continue to lobby Government (Ministry of Housing, Communities and Local Government and the Department for Education in particular) along with other local authorities facing similar pressures, the Local Government Association and the Association of Directors of Children's Services for more funding to cope with the mounting demand and new burdens presenting in Children's Services.

2.4 To require the respective directors and Director of Resources to continue to closely monitor and manage service financial and operational performances, specifically Children's Services, Strategic Leisure Assets and Parking Services.

3.0 Reasons for recommendation(s):

3.1 To ensure financial performance against the Council's Revenue and Capital Budget is kept under review by members.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

None.

4.0 Council Priority:

4.1 The relevant Council Priority is:

"The economy: Maximising growth and opportunity across Blackpool"

5.0 Background Information

5.1 See reports and appendices circulated to members under separate cover.

5.2 Is the Corporate Delivery Unit aware of this report? Yes

The Corporate Delivery Unit has been working with Resources to ensure any service Transformation required by budget savings are addressed in the Delivery Unit workplan.

5.3 Does the information submitted include any exempt information? No

5.4 List of Appendices:

Report

Appendix 1 - Revenue Summary

Appendix 2 - Schedule of Service forecast overspendings

Appendix 3a - Chief Executive

Appendix 3b - Governance and Partnership Services

Appendices 3b/c - Ward Budgets

Appendix 3d - Resources

Appendix 3e - Places

Appendix 3f - Strategic Leisure Assets

Appendix 3g - Community and Environmental Services

Appendix 3h - Adult Services

Appendix 3i - Children's Services

Appendix 3j - Public Health

Appendix 3k - Budgets Outside the Cash Limit

Appendix 4 - Capital Monitoring

Appendix 5 - Cash Flow Summary

Appendix 6 - General Fund Balance Sheet Summary

(All circulated to members under separate cover)

6.0 Legal considerations:

6.1 None.

7.0 Human Resources considerations:

7.1 See reports and appendices circulated to members under separate cover.

8.0 Equalities considerations:

8.1 An Equalities Impact Assessment was produced as a part of the budget setting process and remains relevant.

9.0 Financial considerations:

9.1 See reports and appendices circulated to members under separate cover.

10.0 Risk management considerations:

10.1 Impact of financial performance on Council balances. Financial performance against approved Revenue and Capital budgets.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 None.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? No

14.2 If so, Forward Plan reference number:

14.3 If a key decision, is the decision required in less than five days? N/A

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process?

No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: N/A

Date approved: N/A

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

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Report to:	EXECUTIVE
Relevant Officer:	Steve Thompson, Director of Resources
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	5 February 2018

GENERAL FUND REVENUE BUDGET 2018/19

1.0 Purpose of the report:

- 1.1 To consider the proposal for Blackpool Council's draft General Fund Revenue Budget 2018/19 as outlined in the report circulated to Members under separate cover.

2.0 Recommendation(s):

- 2.1 To recommend to Council the level of net expenditure for the draft General Fund Revenue Budget 2018/19 of £124,365,000 (ref. paragraph 6.2).
- 2.2 To recommend to Council a level of budget savings of £5.5m (ref. paragraphs 7.1 and 7.2 and Appendix 2)
- 2.3 To recommend to Council that the Chief Executive be authorised to take any necessary steps to ensure all staffing savings are achieved (ref. paragraph 8.1)
- 2.4 To recommend to Council that the target level of working balances remains at £6m (ref. paragraph 10.4)
- 2.5 To recommend a detailed review of earmarked reserves takes place at Provisional Outturn 2017/18 to reprioritise and un earmark funds to replenish working balances to their target level in 2018/19 should this be necessary (ref. paragraph 10.4)
- 2.6 To consider the report of the Budget Scrutiny Review Panel as attached at Appendix 3 and consider any actions arising from that review.
- 2.7 To note that the Tourism, Economy and Resources Scrutiny Committee will be formally consulting the Trade Unions and Business Ratepayers on the proposals on the morning of 9 February 2018.
- 2.8 To consider any further facts and information which subsequently come to light and report the details to the meeting of the Executive on 19 February 2018.

3.0 Reasons for recommendation(s):

3.1 To enable progression to the next stage of the consultation and scrutiny process.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Not applicable - the report once approved will become the Council's new approved budget.

3.3 Other alternative options to be considered:

As outlined in the Budget report.

4.0 Council Priority:

4.1 The relevant Council Priorities are:

“The economy: Maximising growth and opportunity across Blackpool”

“Communities: Creating stronger communities and increasing resilience”

5.0 Background Information

5.1 The purpose of this report is to determine the overall level of net expenditure to be included in the General Fund Revenue Budget for 2018/19 and to identify a budget savings plan that will ensure a balanced Budget.

5.2 Is it the Corporate Delivery Unit aware of this report? Yes

The Corporate Delivery Unit will be working with Resources to ensure any service Transformation required by budget savings are addressed in the Delivery Unit workplan.

5.3 Does the information submitted include any exempt information? No

5.4 List of Appendices:

Report

Appendix 1- General Fund Budget

Appendix 2- Savings Summary

Appendix 3 – Budget Scrutiny Review Report

Appendix 4 - Equality Analysis

Appendix 5 - Assessment of Significant Financial Risks

(All circulated to members under separate cover)

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 Human Resources considerations are outlined in the budget report, circulated to members under separate cover.

8.0 Equalities considerations:

8.1 An Equalities Analysis forms Appendix 4 to the budget report.

9.0 Financial considerations:

9.1 As outlined in the Budget report, circulated to members under separate cover

10.0 Risk management considerations:

10.1 As outlined in the Budget report circulated to members under separate cover. Appendix 5 forms an Assessment of Significant Financial Risks to Substantiate Target Level of Unearmarked Working Balances.

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 Consultation will take place at a meeting with both the Trade Unions and Business Ratepayers on 9 February 2018. It has also taken place at meetings of the community engagement groups and wider consultation has taken place via the Council's extensive corporate communication methods which include website, social media and media briefings.

13.0 Background papers:

13.1 Budget working papers

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 28/2017

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26 January 2018 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 **Date of Decision:**

19.0 **Reason(s) for decision:**

19.1 **Date Decision published:**

20.0 **Executive Members in attendance:**

20.1

21.0 **Call-in:**

21.1

22.0 **Notes:**

22.1

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Report to:	EXECUTIVE
Relevant Officer:	Steve Thompson, Director of Resources
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting :	5 February 2018

CAPITAL PROGRAMME 2018/19 TO 2020/21

1.0 Purpose of the report:

- 1.1 To consider the 2018/19, 2019/20, 2020/21 Capital Programme – circulated to members under separate cover.

2.0 Recommendation(s):

To recommend to Council:

- 2.1 To approve of the Capital Programme for 2018/19 as set out at Appendices A and B, including the in year contingency of £1,076,000.
- 2.2 To adopt the Single Capital Pot approach as outlined in Section 4 with a top slice of 12.5% to allow for investment in key priority areas and overspends that are not otherwise fundable (reference paragraph 4.2).
- 2.3 That Executive approvals will continue to be required for all Prudential borrowing schemes (reference paragraph 3.1)
- 2.4 To approve the Capital Prudential Indicators as identified in Appendix C.

3.0 Reasons for recommendation(s):

- 3.1 To ensure delivery of the Council's key objectives.

- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council?

No

3.2b	Is the recommendation in accordance with the Council’s approved budget?	Not applicable - the report once approved will become part of the Council’s new approved budget
3.3	Other alternative options to be considered: None.	
4.0 Council Priority:		
4.1	The relevant Council Priority is: “The economy: Maximising growth and opportunity across Blackpool”	
5.0 Background Information		
5.1	The Council's 2018/19 Capital Programme runs concurrently with the 2018/19 revenue budget with schemes usually extending over a number of years. For that reason the programme projects forward indicative spending for 3 years. This report updates the programme set in 2017/18 and seeks to ensure that capital expenditure is spent in areas that will contribute to meeting the Council's priorities. The 2018/19 programme is submitted for approval. The 2019/20 and 2020/21 programmes have been drawn up based upon individual allocations and current proposals. These will be reviewed as part of the budget processes for 2019/20 and 2020/21 in the light of changing priorities and final funding levels that mean no commitments can yet be identified in respect of these schemes.	
5.2	Is the Corporate Delivery Unit aware of this decision? The Corporate Delivery Unit has been consulted and will be involved with Resources in ensuring the delivery of the Council’s objectives through the Capital Programme.	Yes
5.3	Does the information submitted include any exempt information?	No

5.4 List of Appendices:

Capital Programme Report
Appendix A- Capital Programme Summary
Appendix B- Capital Programme by Service
Appendix C- The Prudential Code for Capital Finance- Prudential Indicators

(All circulated to members under separate cover)

6.0 Legal considerations:

6.1 As outlined in the report, circulated to members under separate cover.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 As outlined in the report, circulated to members under separate cover.

9.0 Financial considerations:

9.1 Once approved, capital budget monitoring will be reported to the Executive on a monthly basis with effect from Month 3 2018/19.

10.0 Risk management considerations:

10.1 As outlined in the attached report.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 Internally with Capital Asset Management Group and the Corporate Leadership Team.

13.0 Background papers:

13.1 Individual scheme business cases and budget working papers.

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 27/2017

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26 January 2018 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 **Date Decision published:**

20.0 **Executive Members present:**

20.1

21.0 **Call-in:**

21.1

22.0 **Notes :**

22.1

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Report to:	EXECUTIVE
Relevant Officer:	Steve Thompson, Director of Resources
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	5 February 2018

TREASURY MANAGEMENT STRATEGY 2018/19

1.0 Purpose of the report:

- 1.1 To consider the Treasury Management Strategy Report 2018/19 and its annexes A, B, C and D.

2.0 Recommendation:

To recommend to the Council:

- 2.1 To adopt all the Elements of the Treasury Management Strategy 2018/19 and to approve the Prudential Indicators and Limits for 2018/19 to 2020/21 which are set out in Annex B to this report.
- 2.2 To approve the Prudential Indicators and Limits for 2018/19 to 2020/21 which are set out in Annex C to this report.
- 2.3 To approve the Minimum Revenue Provision Policy Statement for 2018/19, which will ensure a prudent Minimum Revenue Provision charge in the annual statement of accounts. The policy is set out within Annex D to this report.

3.0 Reasons for recommendation:

- 3.1 A feature of the 2011 edition of the CIPFA Code of Practice on treasury management activities is the annual approval of strategy and reporting of performance information. This report circulated to members under separate cover sets out the Council's Treasury Management Strategy for 2018/19.

- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council?

No

- 3.2b Is the recommendation in accordance with the Council’s approved budget? Not applicable - the report once approved will become the Council’s new approved budget
- 3.3 Other alternative options to be considered:
None.
- 4.0 Council Priority:**
The relevant Council Priorities are:
“The economy: Maximising growth and opportunity across Blackpool”
“Communities: Creating stronger communities and increasing resilience”
- 5.0 Background Information**
- 5.1 The Council is required by statute to publish an annual Treasury Management Strategy incorporating its Investment Strategy.
- 5.2 In essence the Treasury Management Strategy is an annual plan of how Blackpool Council will manage its investments and cashflows. It identifies the Council’s borrowing needs and shows how it will invest temporary surplus cash balances, and how it will control its banking, money market and capital market transactions.
- 5.3 The Scale of Operations at Annex A shows the levels of capital expenditure, long-term borrowing and temporary investments and also the impact that spending on new capital schemes has on average Council Tax levels.
- 5.4 Is the Corporate Delivery Unit aware of this report? Yes
The Corporate Delivery Unit has been consulted and will be involved with Resources in ensuring the delivery of the Council’s objectives through the Treasury Management Strategy.
- 5.5 Does the information submitted include any exempt information? No

5.6 List of Appendices:

Treasury Management Strategy 2018/19

Annex A – Scale of Operations

Annex B – Elements of the Treasury Management Strategy 2018/19 – 2020/21

Annex C – Prudential Indicators

Annex D – Policy on Minimum Revenue Provision

(All circulated to members under separate cover)

6.0 Legal considerations:

6.1 None.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 None.

9.0 Financial considerations:

9.1 Please see the Report and its Annexes A to D.

10.0 Risk management considerations:

- 10.1
1. Liquidity Risk (accessibility and/or running out of cash)
 2. Market Risk (movements in interest rates – yield)
 3. Credit Risk (investment counterparties might default – security)
 4. Legal Risk (transactions and actions legal/within regulatory limits)
 5. Operational Risk (adequacy of internal processes)

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 With the Council's Treasury Management Panel.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 31/2017

14.3 If a key decision, is the decision required in less than five days? N/A

14.4 If yes, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If yes, please give reason: N/A

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26 January 2018 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

22.0 Notes:

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Report to:	EXECUTIVE
Relevant Officers:	Antony Lockley, Director of Strategy and Assistant Chief Executive and Steve Thompson, Director of Resources
Relevant Cabinet Member	Councillor Mrs Christine Wright, Cabinet Member for Housing
Date of Meeting	5 February 2018

PROPOSED RENT REVIEW 2018/19

1.0 Purpose of the report:

- 1.1 To consider the level of rents and service charges to be charged in connection with Housing Revenue Account dwellings during 2018/19.

2.0 Recommendation(s):

To recommend to the Council that:

- 2.1 A rent reduction of a minimum of 1% is implemented for all Housing Revenue account properties in 2018/19.
- 2.2 The minimum level of Housing Revenue Account balances remain protected at £1 million, as previously agreed.
- 2.3 That de-pooled services (as detailed in Appendix C) and that other service charges (as detailed in Appendices D and E) are charged as outlined.

3.0 Reasons for recommendation(s):

- 3.1 To ensure that rent levels are appropriate and the Housing Revenue Account is financially secure currently and in the medium term.

The rent reduction is proposed on the basis that this is effectively a statutory requirement, as part of a four year national requirement that runs until 2019/20.

Retaining the previously agreed minimum reserves level of £1 million ensures that prudent balances are maintained in the Housing Revenue Account.

- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b	Is the recommendation in accordance with the Council’s approved budget?	Not applicable – the report once approved will become part of the Council’s new approved budget
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3.3 Other alternative options to be considered:

Increasing or freezing rent levels is not an option due to a rent reduction being a statutory requirement. Reducing rents by a greater amount than 1% is not advised because of the requirement to maintain a financially viable 30 year Housing Revenue Account financial business plan.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“Communities: Creating stronger communities and increasing resilience”

5.0 Background Information

5.1 As part of the preparation of the draft 2018/19 Housing Revenue Account (HRA) Budget, Members must consider the levels of rents and service charges to be set in connection with Council Housing dwellings during the next financial year.

5.2 The report, circulated to members under separate cover, details the 2018/19 Draft Budget and the proposed changes in rent and service charges.

5.3 New charges for Housing Revenue Account services and related non-Housing Revenue Account properties are also proposed.

5.4	Is the Corporate Delivery Unit aware of this report?	Yes
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The Corporate Delivery Unit is aware and has no specific comments to make.

5.5	Does the information submitted include any exempt information?	No
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5.6 List of Appendices:

Report on the Proposed Rent Review 2018/19
Appendix A: HRA Draft Budget 2018/19
Appendix B: Rent Parameters

Appendix C: Depooled Charges
Appendix D: Review of Fees and Charges
Appendix E: Charges for non-HRA properties
(All circulated to member under separate cover)

6.0 Legal considerations:

6.1 None.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 None.

9.0 Financial considerations:

9.1 These are set out in the main report.

10.0 Risk management considerations:

10.1 See section 3 above.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 The rent report is shared with the board of Blackpool Coastal Housing, which includes tenant and leasehold representatives and independent members.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 30/2017

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26 January 2018 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

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Report to:	EXECUTIVE
Relevant Officer:	Alan Cavill, Director of Place
Relevant Cabinet Member:	Councillor Mark Smith, Cabinet Member for Regeneration, Enterprise and Economic Development
Date of Meeting:	5 February 2018

BLACKPOOL AIRPORT ENTERPRISE ZONE MASTERPLAN

1.0 Purpose of the report:

- 1.1 To approve and adopt the Blackpool Airport Enterprise Zone Masterplan (as set out at Appendix 7a to this report and as amended) as the Masterplan to provide the strategic framework for the development and delivery of the Enterprise Zone and to be given appropriate weight by the decision taker and/or policy maker as part of the planning process.

Appendix 7a contains the Masterplan and a Masterplan Summary Report as published for public consultation. The Blackpool Airport Enterprise Zone Masterplan Consultation Report sets out a number of changes to both the Masterplan and Masterplan Summary Report. Once approved by each partner organisations both the Masterplan and the Masterplan Summary Report will be edited and published.

2.0 Recommendation(s):

- 2.1 To approve and adopt the Masterplan (as set out at Appendix 1 to this report) as the strategic framework for project delivery and for use as part of the planning process.
- 2.2 To delegate to the Director of Place the authority to make minor amendments as necessary, after consultation with the relevant Cabinet Member, that may result from the adoption and approval process with partner organisations.

3.0 Reasons for recommendation(s):

- 3.1 The reasons for the above recommendations are as follows;
- To give weight to the document in the planning process and to allow project delivery to continue
 - To deal with minor practical amendments which may become necessary as the document is approved/adopted by the various partner organisations

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

The Masterplan proposes industrial development on land which is current allocated as green belt land in the Blackpool Local Plan Part 1: Core Strategic 2012-2027. The Masterplan does not change or alter the Local Plan, rather it is a material consideration and any review of the Local Plan would take account of the Masterplan.

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

If the document were to not be adopted/approved there would be a lack of a strategic framework to support delivery of the Enterprise Zone project and no account would be given the Masterplan in the planning process.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“The economy: Maximising growth and opportunity across Blackpool”

5.0 Background Information

5.1 The area of the Enterprise Zone straddles the boundary of both Blackpool and Fylde Local Planning Authorities and although joint working arrangements are in place and evolving as necessary to support the delivery of the Enterprise Zone it was considered appropriate that both Councils undertake public consultation on the Masterplan in their respective local authority areas.

5.2 The public consultation was managed as a joint undertaking commencing on 9th November 2017 and concluding on 21st December 2017. The consultation was completed in conformity with the Statement of Community Involvement (November 2014, Blackpool Council) and the Statement of Community Involvement (2015, Fylde Council). The timings, approach and method of public consultation was approved by both Councils in advance; the Executive at Blackpool Council (7 November 2017) and the Planning Committee at Fylde Council (8 November 2017).

- 5.3 Blackpool Council sent consultation letters to 378 properties and Fylde Council sent consultation letters to 188 properties. A joint press release was issued to local media and notices placed in two local newspapers. An additional 9 consultation letter (emails) were sent to other interested parties or bodies such as business organisations or parties who had previously expressed an interest in the Enterprise Zone.
- 5.4 In conclusion the Masterplan document has been the subject of a thorough, rigorous and meaningful public consultation. The Masterplan document, as amended in accordance with the report at Appendix 1, represents a credible and robust document to provide the necessary steer for the future development of the Enterprise Zone. It provides the strategic framework and direction necessary for day to day decision taking as part of the planning process and the ambitious starting point for the delivery of the objectives of both the Government and the Lancashire Enterprise Partnership.
- 5.5 As a key part of the eventual implementation of the Masterplan three important pieces of additional work are being undertaken:
1. A separate Delivery Plan for the Masterplan is being prepared to identify the detailed timing, forecast costs and anticipated income streams and implementation of key elements of the Masterplan including essential infrastructure and other developments. This will be subject to a future report to the Executive.
 2. Following the Council's acquisition of the Airport the Council is now out to tender for consultancy advice in respect of a strategy and business plan for the Airport, building on the work undertaken as part of the Masterplan preparation in order to maximise the potential of the Airport.
 3. The preparation of planning applications necessary for the implementation of the Masterplan including the initial infrastructure which will include detailed work to take fully into account the potential impact on the highway network of the proposed development both now and throughout the 25 year lifespan of the Enterprise Zone.

Further report on these will be brought to the Executive in due course.

- 5.6 Is the Corporate Delivery Unit aware of this report? Yes

The Corporate Delivery Unit has been involved in a number of stages in the development of the Masterplan and supports the process undertaken.

5.6 Does the information submitted include any exempt information? No

5.7 List of Appendices:

Appendix 7a: Blackpool Airport Enterprise Zone Masterplan Consultation Report (January 2018)

6.0 Legal considerations:

6.1 None.

7.0 Human Resources considerations:

7.1 There are no human resource considerations arising from this report.

8.0 Equalities considerations:

8.1 None.

9.0 Financial considerations:

9.1 As referred to in paragraph 5.5 the Delivery Plan setting out the financial implications of implementing this masterplan will be presented to the Executive in due course.

10.0 Risk management considerations:

10.1 None.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 There is been extensive consultation undertaken both internally with Council staff across directorates, with Council staff

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 21/2017

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26 January 2018 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 **Date Decision published:**

20.0 **Executive Members in attendance:**

20.1

21.0 **Call-in:**

21.1

22.0 **Notes:**

22.1

Blackpool Airport Enterprise Zone Masterplan Consultation Report

January 2018

Blackpool Council

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1. Introduction and Next Steps

1.1 Blackpool Airport Enterprise Zone (the EZ) was designated in November 2015, and came into existence with effect from 1 April 2016 with a programmed 25 year lifespan and aspirations to host 3,000 new jobs, secure in excess of £300m private sector investment with 180 plus new businesses locating to the EZ.

1.2 It has the potential to secure more than £50m of retained business rates over its lifetime to be utilised to support the provision of enabling infrastructure, marketing and promotion, together with an objective of securing a long term sustainable future for Blackpool Airport.

1.3 The EZ is centred on the existing Squires Gate and Blackpool Business Park employment areas, and much of the operational infrastructure of Blackpool Airport is included in the zone, although it excludes the main runway.

1.4 The EZ covers an area of 144 Ha (much larger than many of the UKs other EZs) straddling the boundary between Fylde (55% of the site area) and Blackpool (45% of the site area).

1.5 This report sets out the details of the public consultation undertaken by both Fylde Council and Blackpool Council on the Masterplan for the EZ, outlining who was consulted and the methods used. It also provides a detailed assessment of the responses received during that consultation and includes a schedule of proposed modifications to the Masterplan as a result of the public consultation.

1.6 This report also make a number of recommendations for further work or additional activities, the need for which has become apparent as a result of the responses received to the consultation.

1.7 The consultation centred on the Masterplan Summary Document (Appendix 4), with the Masterplan (Appendix 5) available upon request. The Masterplan Summary Document contained all substantive matters in an understandable and appropriate format for public consultation. The Masterplan provides a greater level of technical detail to underpin the proposals contained in the Masterplan Summary Document.

1.8 This report is to be read in conjunction with the Masterplan Summary Document and the Masterplan, all of which will be formally presented to Blackpool

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Council, Fylde Council and St Annes on the Sea Town Council. Once the Masterplan, as amended in accordance with the findings of this report or otherwise, has been approved by the Local Planning Authorities, it is to be given weight in the planning process, whether decisions on planning applications or policy making, the exact weight to be given a matter for the decision taker.

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1.9 The Masterplan will also be submitted to the Lancashire Enterprise Partnership and the Department for Communities and Local Government in line with the governance arrangements.

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2. Who was Consulted and How

2.1 The area of the EZ straddles the boundary of two local planning authorities and although joint working arrangements are in place and evolving as necessary to support the delivery of the EZ it was considered appropriate that both Fylde Council and Blackpool Council undertake public consultation on the Masterplan in their respective local authority areas.

2.2 The public consultation was managed as a joint undertaking commencing on 9th November 2017 and concluding on 21st December 2017. The public consultation was completed in conformity with the Statement of Community Involvement (November 2014, Blackpool Council) and the Statement of Community Involvement (2015, Fylde Council). The timings, approach and method of public consultation was approved by both Councils in advance; the Executive at Blackpool Council (7th November 2017) and the Planning Committee at Fylde Council (8th November 2017).

2.3 Blackpool Council sent consultation letters to 378 properties and Fylde Council sent consultation letters to 188 properties. A joint press release was issued to local media and notices placed in two local newspapers. An additional 9 consultation letter (emails) were sent to other interested parties or bodies such as business organisations or parties who had previously expressed an interest in the EZ.

2.4 Relevant and identical documentation was available on the websites of both Councils and feedback and responses were welcomed to both Councils either in person, by phone, email or written submission.

2.5 A 'drop-in' event was hosted by Blackpool and the Fylde College on Friday 1st December 2017 at their Lancashire Energy Headquarters facility within the EZ. This event was open to the public and was attended by 74 individuals or representatives of businesses or other organisations.

2.6 Numerous meetings and discussions took place between businesses, organisations and members of the public and representatives of both Councils

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during the public consultation. These meetings and discussions were held to provide further explanation or to enhance understanding of the Masterplan. These discussions were not considered to constitute formal consultation responses and all participants were made aware of the need to make formal submissions to the consultation, although due consideration was given to all comments and discussion that took place when reviewing the Masterplan.

2.7 Some responses were submitted to both Blackpool and Fylde Councils and have only been taken account of once. Allowing for the duplication of some responses and discounting any that were not relevant or made in error a total of 117 formal responses were received by either Fylde Council or Blackpool Council.

2.8 A summary of the substantive issues raised can be seen in Section 3 (page 5) of this report and a schedule of proposed modifications is contained in Section 4 (page 10). All 117 formal submissions can be seen in full, redacted as required by legislation, at Appendix 3.

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3. Summary of Substantive Issues Raised

3.1 This section outlines the general areas of concern raised by respondents during the public consultation. All responses have been fully considered and the relevant substantive points raised have been grouped into '**General Areas of Concern**'.

3.2 Each **General Area of Concern** contains many '**Specific Relevant Issues**' which can be seen listed in the table below. This approach is intended to ensure that any proposed changes to the Masterplan or other recommendations cannot be attributed to any one consultation respondent; such as an individual or businesses. In most cases specific relevant issues have been raised by a number of respondents and individual attribution of any changes would be inappropriate. All specific relevant issues raised during the consultation have been given equal consideration and no weight is given to the identity of the individual or organisation providing comments nor the number of respondents referring to the same specific relevant issue.

3.3 All proposed changes to the Masterplan or Recommendations as set out in this document are the result of a balanced consideration of the merits of making a change to respond to the 'relevant issue' and the objectives of the EZ as set out by either Government or the Lancashire Enterprise Partnership.

3.4 There are a total of 10 **General Areas of Concern** and they are listed in Table 1 below. Each **General Area of Concern** includes a subset of **Specific Relevant Issues**. For each of the **General Areas of Concern** there is a response from officers within the project delivery team for the EZ. These professional officer opinions are intended to provide a balanced response to the issues raised and provide further information should any action or change be necessary. Detailed consideration has been given to the issues raised and any proposed changes to the Masterplan as a result of that consideration are set out in this document.

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Table 1 – General Areas of Concern

General Area of Concern	Specific Relevant Issues	Response to General Area of Concern
<p>Page 44</p> <p>Traffic, Highways & Other Transport</p>	<p>Junction of School Road and Common Edge Road currently operating over capacity</p> <p>Masterplan should include reference to and activity on other forms of transport infrastructure</p> <p>Loss of parking facilities</p> <p>Adequacy of parking provision or standards for development</p>	<p>Masterplan could be amended to include reference to the economic desirability of improvements to Squires Gate Station, a passing loop on the South Fylde Line and other transport infrastructure</p> <p>Concerns about current highway capacity should be balanced with the very long term nature of the EZ project and the likely changes/improvements that could take place to the highway network before any EZ development such as the ‘M55 Link Road’.</p> <p>To fully understand the likely changes to people and vehicle movements over time additional detailed modelling could be undertaken.</p>
<p>Housing Issues</p>	<p>Any proposed housing development should be market housing rather than affordable units</p> <p>Opposition to housing development within the Enterprise Zone</p>	<p>The provision of housing is not an objective of the EZ. The housing that is provided for within the Masterplan is considered to be the most appropriate development in that sensitive location and is limited to very reasonable total of 30 units.</p>
<p>Amenity Concerns</p>	<p>Proximity of commercial/industrial development to residential properties is unacceptable</p> <p>Commercial development is unacceptable in this location</p> <p>Proximity of airport operational development to residential</p>	<p>Where reasonably possible the Masterplan could be amended to remove/address amenity concerns from nearby residential properties.</p> <p>In some cases what is ‘reasonably possible’ may not be to the satisfaction of the occupants of nearby residential properties and this</p>

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	<p>properties is unacceptable</p> <p>Changes to or loss of any public open space, playing fields or community facilities should be avoided</p>	<p>should be balance against national, regional and local economic and social policy ambitions.</p> <p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters could be dealt with at the planning stage for individual developments. The Masterplan has not been produced to the detailed level that would be required for a planning application rather it gives a broad indication of the scale and type of development that could take place. All detailed matters which concern residential amenity could be addresses in any subsequent planning applications.</p>
<p>Consultation Process</p>	<p>Insufficient public consultation</p> <p>Concerns that no letter received at the property (residential)</p>	<p>The public consultation was completed in conformity with the Statement of Community Involvement (November 2014, Blackpool Council) and the Statement of Community Involvement (2015, Fylde Council).</p> <p>The timings, approach and method of public consultation was approved by both Councils in advance; the Executive at Blackpool Council (7th November 2017) and the Planning Committee at Fylde Council (8th November 2017).</p>
<p>Support for Economic Objectives</p>	<p>Economic objective are welcomed and should be achieved</p> <p>Broad Level Support for Masterplan</p>	<p>The Masterplan is an ambitious document and is seeking to respond to the economic objectives set by Government.</p>

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	Concerns of social and economic deprivation	
Page 46 Ecological & Environmental Issues	<p>Environmental constraints present</p> <p>Flood risk and surface water concerns</p> <p>Groundwater and contaminated land concerns</p> <p>Water quality concerns</p> <p>Pollution prevention</p> <p>Biodiversity issues</p>	<p>The Masterplan could be amended to refer clearly to the relevant ecological, environmental and conservation interests in and around the EZ.</p> <p>All detailed matters could be dealt with at the planning stage for individual developments. The Masterplan has not been produced to the detailed level that would be required for a planning application rather it gives a broad indication of the scale and type of development that could take place. All detailed matters which concern residential amenity could be addresses in any subsequent planning applications.</p>
Airport Operational Issues	<p>Concerned with potential closure of runway(s)</p> <p>Concerned with lack of adequate facilities and infrastructure</p> <p>Desire to see a much greater level of passenger travel at the airport</p> <p>Concerns with current level of ‘certification’ of the airport</p> <p>Expansion of airport to include additional commercial flights and passenger services</p>	<p>The change in ownership of the airport took place during the development of the Masterplan. As such a further more detailed assessment of the commercial and operational potential of the airport is to be undertaken.</p>
Commercial Development		<p>A further more detailed assessment of the potential commercial</p>

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	<p>Target market too narrowly focused</p> <p>Commercial development unlikely to succeed</p> <p>Target and goals should be more aspirational rather than a requirement</p> <p>Greater clarity on the overall quantum of buildings, unit and plot sizes</p> <p>Location and size of industrial units is inappropriate</p>	<p>floorspace and potential uses of this floorspace could be undertaken. This could include likely levels of employment generation and a likely level of business rates generation.</p>
<p>Planning Concerns</p>	<p>Masterplan should not be finalised or adopted by Blackpool or Fylde Council's until the Fylde Local Plan to 2032 is adopted</p> <p>The land to be developed within the EZ should be determined by the Fylde Local Plan to 2032 in the first instance</p> <p>Conflict between uses has not been fully considered</p> <p>Loss of green belt land to development is unacceptable</p> <p>Concerns over loss of heritage assets, not making the most of existing heritage of the airport, need to 'make more' of the aviation history of the airport and the area</p> <p>Alignment between Masterplan and the St Annes on the Sea Neighbourhood Plan</p>	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>There is no clash between the policies of the Fylde Local Plan to 2032 and the Masterplan, rather the Masterplan falls within the scope of policies within the emerging Local Plan.</p> <p>As a material consideration the Masterplan will inform the 'part 2 review' of the Blackpool Local Plan Part 1: Core Strategic 2012-2027.</p> <p>All detailed matters could be dealt with at the planning stage for individual developments. The Masterplan has not been produced to the detailed level that would be required for a planning application rather it gives a broad indication of the scale and type of development that could take place. All detailed matters which concern residential amenity could be addresses in any subsequent planning applications.</p>

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<p>Public Realm</p>	<p>Good quality design needed throughout EZ, for design and environmental reasons</p> <p>The approaches to the EZ need to be considered part of it and improved to 'set the scene'</p>	<p>The Masterplan contains within it a detailed consideration of the role of the public realm in creating a 'sense of place' and supporting the development of environment conducive to the needs of modern business practice.</p>
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4. Schedule of Proposed Modifications to the Masterplan

4.1 Following a review of all the formal responses received to the public consultation and the information gathered by officers during the 'drop-in' event and other meetings or discussions held during the consultation period it is clear that a number of changes could be made to the Masterplan to ensure it is better placed to achieve the objectives set for it by Government, the Lancashire Enterprise Partnership, Blackpool Council and Fylde Council.

4.2 Table 2 below, sets out a Schedule of Proposed Modifications to the Masterplan. Formal approval for these changes will be sought in line with the governance arrangements of the Blackpool Airport Enterprise Zone. Upon the completion of this process the Masterplan, Masterplan Summary Document and any other relevant plans and drawings will be amended and published.

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Table 2 – Schedule of Proposed Modification to the Masterplan

Modification Ref #	Suggested Amendment to Masterplan Documentation	Reason for Suggested Amendment
1	Include reference to the economic desirability of improvements to Squires Gate Station, a passing loop on the South Fylde Line and other transport infrastructure; Summary Document (Section 4), Masterplan (Section 5).	To acknowledge the wider benefits to the EZ of improvements to the rail network.
2	Change Masterplan to increase the landscaping buffer between the proposed industrial buildings and the residential properties along Oakwood Close. The layout and orientation of the industrial buildings and associated car parking could be changed.	In response to amenity concerns raised by occupants of nearby residential properties.
3	The Masterplan should be changed to increase the area or distance between the proposed airport operational buildings and the residential properties along the Western boundary of the airport. The layout and orientation of the airport operational building (mostly helicopter related) and associated car parking could be changed.	In response to amenity concerns raised by occupants of nearby residential properties and businesses currently operating helicopters at the airport. Recommendation 2 of this report makes clear the need for further detailed assessment of the operational requirements of the airport and the exact nature of the changes can be defined by this piece of work, which would support a future planning application.
4	The Masterplan should be changed to confirm the retention of the 'cross-wind runway'. In a number of drawings this is shown as removed. Reinstating this runway may also need the airport operational buildings and apron areas to be changed.	In response to airport operational concerns raised by occupants and users of the airport. Recommendation 2 of this report makes clear the need for further

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		<p>detailed assessment of the operational requirements of the airport and the exact nature of the changes can be defined by this piece of work, which would support any future planning application.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 51</p> <p>5</p>	<p>The Masterplan should be changed to ensure a greater level of flexibility over the land in the vicinity of the 'J-MAX' hangar and Amy Johnson Way. This land could be developed for either airport operational development or employment/industrial development. This could include the two hangars shown nearby.</p>	<p>This would allow some flexibility in the Masterplan to respond to changing demand patterns for land and premises over time.</p> <p>In response to comments received from land owners and leaseholders in this vicinity.</p> <p>This could potentially reduce the level of impact upon the openness of green belt lands.</p> <p>Recommendation 2 of this report makes clear the need for further detailed assessment of the operational requirements of the airport and the exact nature of the changes can be defined by this piece of work, which would support a future planning application.</p>
<p>6</p>	<p>The Masterplan should be changed to refer to the Liverpool Bay Special Protection Area (SPA), Ribble & Alt Estuaries SPA and Ramsar site, Ribble Estuary Site of Special Scientific Interest (SSSI) St Anne's Old Links Golf Course and Blackpool South Railway Line Biological Heritage Sites and the Lytham St Annes Dunes SSSI and the roles that these designated site might play in influencing development as it is brought forward throughout the lifetime of the EZ.</p>	<p>In response to comments received from statutory bodies.</p>

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	<p>This could be an additional section within the Masterplan document.</p>	
<p>Page 52</p> <p>7</p>	<p>The Masterplan should be amended to make explicit a desire to find appropriate sites to accommodate 'energy generation' facilities in the EZ. This would be in 'back land' areas or otherwise less developable sites.</p>	<p>Presently developers looking to bring forward this type of development (sui generis use class) can conflict/compete with employment land uses on sites. By amending the Masterplan to make an explicit statement on this form of development it could avoid this conflict/competition in the future.</p> <p>Identification of sites would not be desirable at this stage as this could act as a barrier on other types of development. Rather through the delivery of the EZ project, appropriate sites can be released/identified as locations for road infrastructure and buildings become more defined.</p> <p>In response to comments received from businesses in this sector.</p>

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5. Conclusions & Recommendations

5.1 During the public consultation a number of matters related to the EZ project were raised. Some of these were related to the Masterplan others not. Table 3 below sets out those matters raised during the consultation for which it is recommended that further action takes place. Each recommendation is

individually numbered and presented in summary along with the reasoning behind that recommendation. For the most part the responsibility for dealing with these recommendations rests with the Accountable Body for the EZ project and many of them will be essential to support the future delivery of the EZ.

Table 3 – Recommendations

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Recommendation	Summary of Recommendation	Reason for Recommendation
1	To fully understand the likely changes to people and vehicle movements over time additional detailed modelling should be undertaken to inform all future highways provision within and around the EZ.	Response to consultation responses received.
2	The change in ownership of the airport took place during the development of the Masterplan. As such a further more detailed assessment of the commercial and operational potential of the airport should be undertaken.	Response to consultation responses received.
3	A further more detailed assessment of the potential commercial floorspace and potential uses of this floorspace should be undertaken. This should include likely levels of employment generation and a likely level of business rates generation.	Response to consultation responses received.

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4	Discussions with BAE Systems, who in partnership with the Lancashire Enterprise Partnership are responsible of the delivery of the Warton Enterprise Zone, have taken place and for the avoidance of doubt the BAEZ acronym will not be used to refer to the Blackpool Airport Enterprise Zone.	Response to discussions with BAE Systems and for the avoidance of doubt.
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Conclusions

In conclusion the Masterplan document has been the subject of a thorough, rigorous and meaningful public consultation. The Masterplan document, as amended in accordance with this report, represents a credible and robust document to provide the necessary steer for the future development of the

EZ. It provides the strategic framework and direction necessary for day to day decision taking as part of the planning process and the ambitious starting point for the delivery of the objectives of both the Government and the Lancashire Enterprise Partnership.

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Appendix 1 – Summary Table of Issues Raised by Consultee Responses

This table provides a list of all the formal responses received to the consultation process. Each response is given a Unique Response Number which can be used to find the response in Appendix 3. The Summary of Relevant Issues Raised section of the table below relies upon Table 1 - General Areas of Concern (page 5) to simplify the presentation to summaries only. All formal responses received have been given consideration in the review of the Masterplan and a summary of that consideration is set out below along with any additional comments; if appropriate.

Table 4 – Summary of Issues Raised by Consultee Responses

Unique Response Number	Type of Consultee or Respondent (Resident/Business/Organisation etc.)	Summary of Relevant Issues Raised (not exhaustive)	Summary of Consideration	Comments (if appropriate)
1	Resident	Traffic, Highways & Other Transport Housing Issues Amenity Concerns Commercial Development Consultation Process	All matters raised given consideration in review of Masterplan	
2	Organisation	Support for Economic Objectives Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
3	Organisation	Ecological & Environmental Issues	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within

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				the planning process. All detailed matters would be dealt with at the planning stage for individual developments.	
Page 56	4	Individual	Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
	5	Individual	Broad Level Support for Masterplan Airport Operational Issues	All matters raised given consideration in review of Masterplan	
	6	Organisations	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
	7	Individual	Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters could be dealt with at the planning stage for individual developments.
	8	Individual	Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	

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		Traffic, Highways & Other Transport		
9	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
10	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
11	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
12	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
13	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
14	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
15	Individual	Airport Operational Issues Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
16	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
17	Individual	Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a

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				<p>material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
<p>Page 58</p> <p>18</p>	Individual	<p>Amenity Concerns</p> <p>Commercial Development</p>	All matters raised given consideration in review of Masterplan	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
19	Individual	<p>Amenity Concerns</p> <p>Commercial Development</p>	All matters raised given consideration in review of Masterplan	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
20	Individual	Amenity Concerns	All matters raised given consideration in review of	The Masterplan does not constitute a form of planning

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		Traffic, Highways & Other Transport	Masterplan	<p>permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
Page 59 21	Individual	<p>Amenity Concerns</p> <p>Traffic, Highways & Other Transport</p>	All matters raised given consideration in review of Masterplan	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
22	Individual	<p>Amenity Concerns</p> <p>Commercial Development</p> <p>Traffic, Highways & Other Transport</p>	All matters raised given consideration in review of Masterplan	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters could be dealt with at the planning stage for individual developments.</p>
23	Individual	Amenity Concerns	All matters raised given	The Masterplan does not

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Page 60		Commercial Development Traffic, Highways & Other Transport	consideration in review of Masterplan	constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters could be dealt with at the planning stage for individual developments.
	24	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters could be dealt with at the planning stage for individual developments.
	25	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.

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Page 61	26	Individual	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
	27	Individual	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
	28	Individual	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual

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Page 62	29	Individual	Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	developments. The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
	30	Individual	Support for Economic Objectives Housing Issues Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
	31	Organisations	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
	32	Individual	Consultation Process Traffic, Highways & Other Transport Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.

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33	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
34	Business	Commercial Development Planning Concerns Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
35	Individual	Support for Economic Objectives Airport Operational Issues	All matters raised given consideration in review of Masterplan	
36	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
37	Individual	Commercial Development Amenity Concerns Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
38	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
39	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
40	Individual	Airport Operational Issues	All matters raised given	

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			consideration in review of Masterplan	
41	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
42	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
43	Individual	Airport Operational Issues Broad Level Support for Masterplan Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
44	Individual	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
45	Individual	Support for Economic Objectives Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
46	Individual	Support for Economic Objectives Traffic, Highways & Other Transport Airport Operational Issues	All matters raised given consideration in review of Masterplan	

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47	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
48	Individual	Consultation Process	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.
		Ecological & Environmental Issues		All detailed matters would be dealt with at the planning stage for individual developments.
49	Individual	Commercial Development	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.
		Amenity Concerns		All detailed matters would be dealt with at the planning stage for individual developments.
50	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
		Consultation Process		
50	Individual	Amenity Concerns	All matters raised given consideration in review of Masterplan	
		Commercial Development		
		Traffic, Highways & Other Transport		

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51	Business/Organisation	Ecological & Environmental Issues	All matters raised given consideration in review of Masterplan	
Page 66 52	Individual	Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
53	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
54	Individual	Airport Operational Issues Amenity Concerns	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
55	Individual	Airport Operational Issues	All matters raised given consideration in review of	

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			Masterplan	
56	Business	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
57	Individual	Planning Concerns Amenity Concerns Commercial Development Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
58	Individual	Planning Concerns	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
59	Organisation	Planning Concerns Traffic, Highways & Other Transport Ecological & Environmental Issues	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.

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		Support for Economic Objectives		All detailed matters would be dealt with at the planning stage for individual developments.
60	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	All detailed matters would be dealt with at the planning stage for individual developments.
61	Organisation	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	All detailed matters would be dealt with at the planning stage for individual developments.
62	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
63	Individual	Planning Concerns Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
64	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
65	Individual	Planning Concerns Airport Operational Issues	All matters raised given consideration in review of Masterplan	

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66	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
67	Individual	Consultation Process Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
68	Individual	Airport Operational Issues Amenity Concerns	All matters raised given consideration in review of Masterplan	
69	Organisation	Planning Concerns Public Realm Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
70	Individual	Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	
71	Individual	Consultation Process Amenity Concerns	All matters raised given consideration in review of Masterplan	

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		Commercial Development		
72	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
73	Individual	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
74	Individual	Planning Concerns Airport Operational Issues	All matters raised given consideration in review of Masterplan	
75	Business	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
76	Business	Airport Operational Issues Planning Concerns Amenity Concerns	All matters raised given consideration in review of Masterplan	All detailed matters would be dealt with at the planning stage for individual developments. In addition matters raised would be dealt with through implementing recommendation 2 of this report.
77	Individual	Airport Operational Issues	All matters raised given consideration in review of	

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			Masterplan	
78	Business	Airport Operational Issues Planning Concerns Commercial Development	All matters raised given consideration in review of Masterplan	
79	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
80	Individual	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
81	Individual	Airport Operational Issues Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
82	Individual	Airport Operational Issues Planning Concerns	All matters raised given consideration in review of Masterplan	
83	Individual	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
84	Individual	Airport Operational Issues	All matters raised given consideration in review of	

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		Traffic, Highways & Other Transport	Masterplan	
85	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
86	Organisation	Planning Concerns	All matters raised given consideration in review of Masterplan	
87	Individual	Planning Concerns Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	
88	Business	Commercial Development	All matters raised given consideration in review of Masterplan	
89	Business	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
90	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
91	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
92	Individual	Airport Operational Issues	All matters raised given	

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		Broad Level Support for Masterplan	consideration in review of Masterplan	
93	Individual	Airport Operational Issues Broad Level Support for Masterplan	All matters raised given consideration in review of Masterplan	
94	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
95	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
96	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
97	Individual	Traffic, Highways & Other Transport Planning Concerns Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	
98	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
99	Individual	Airport Operational Issues	All matters raised given	

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			consideration in review of Masterplan	
100	Individual	Airport Operational Issues Amenity Concerns	All matters raised given consideration in review of Masterplan	
101	Individual	Airport Operational Issues Amenity Concerns	All matters raised given consideration in review of Masterplan	
102	Organisation	Amenity Concerns Planning Concerns Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
103	Organisation	Planning Concerns Ecological & Environmental Issues	All matters raised given consideration in review of Masterplan	The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process. All detailed matters would be dealt with at the planning stage for individual developments.
104	Organisation	Planning Concerns	All matters raised given consideration in review of	The Masterplan does not constitute a form of planning

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		Ecological & Environmental Issues	Masterplan	<p>permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
Page 75	105	<p>Organisation</p> <p>Ecological & Environmental Issues</p>	<p>Planning Concerns</p> <p>All matters raised given consideration in review of Masterplan</p>	<p>All detailed matters would be dealt with at the planning stage for individual developments.</p>
	106	<p>Business</p> <p>Commercial Development</p>	<p>All matters raised given consideration in review of Masterplan</p>	
	107	<p>Individual</p> <p>Airport Operational Issues</p>	<p>All matters raised given consideration in review of Masterplan</p>	
	108	<p>Individual</p> <p>Airport Operational Issues</p>	<p>All matters raised given consideration in review of Masterplan</p>	
	109	<p>Organisation</p> <p>Airport Operational Issues</p> <p>Planning Concerns</p>	<p>All matters raised given consideration in review of Masterplan</p>	<p>The Masterplan does not constitute a form of planning permission. Rather it is a material consideration within the planning process.</p> <p>All detailed matters would be dealt with at the planning</p>

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				stage for individual developments.
110	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
111	Individual	Airport Operational Issues	All matters raised given consideration in review of Masterplan	
112	Business	Traffic, Highways & Other Transport Commercial Development	All matters raised given consideration in review of Masterplan	
113	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
114	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
115	Individual	Traffic, Highways & Other Transport	All matters raised given consideration in review of Masterplan	
116	Individual	Traffic, Highways & Other Transport Planning Concerns Amenity Concerns Commercial Development	All matters raised given consideration in review of Masterplan	

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117	Individual	<p>Traffic, Highways & Other Transport</p> <p>Planning Concerns</p> <p>Amenity Concerns</p> <p>Commercial Development</p>	<p>All matters raised given consideration in review of Masterplan</p>	

List of Neighbours consulted for Application 17/0760,
Blackpool Airport Enterprise Zone.

7 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
5 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
9 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
11 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
17 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
15 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
19 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
41 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
43 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
45 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
47 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
49 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
51 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
52 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
53 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
54 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
55 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
56 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
58 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
1 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
2 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
3 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
4 OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
2 BURBANK CLOSE, BLACKPOOL, , FY4 5LS
21A OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21B OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21C OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21D OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21E OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21F OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21G OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21H OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21J OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21K OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21M OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21N OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21P OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
21R OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23A OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23B OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23C OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23D OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23E OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23F OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23G OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23H OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23J OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
23K OAKWOOD CLOSE, BLACKPOOL, , FY4 5FD
1 BURGATE, BLACKPOOL, , FY4 2QH
4 CHESTNUT AVENUE, BLACKPOOL, , FY4 3RH
3 CHESTNUT AVENUE, BLACKPOOL, , FY4 3RH
2 CHESTNUT AVENUE, BLACKPOOL, , FY4 3RH

1 CHESTNUT AVENUE, BLACKPOOL, , FY4 3RH
184 ABBEY ROAD, BLACKPOOL, , FY4 2PZ
141-147 ABBEY ROAD, BLACKPOOL, , FY4 2PX
182A ABBEY ROAD, BLACKPOOL, , FY4 2PZ
1 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
2 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
3 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
4 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
14 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
12 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
15 PIPER COURT, LINKS POINT, AMY JOHNSON WAY, FY4 2RT
CHAMBERS OF COMMERCE BUILDING, 1 LOCKHEED COURT, AMY JOHNSON WAY, FY4 2RN
CHAMBERS OF COMMERCE BUILDING, 2 LOCKHEED COURT, AMY JOHNSON WAY, FY4 2RN
2 SKWAYS COMMERCIAL CENTRE, BLACKPOOL BUSINESS PARK, AMY JOHNSON WAY, FY4 3RS
3 SKWAYS COMMERCIAL CENTRE, BLACKPOOL BUSINESS PARK, AMY JOHNSON WAY, FY4 3RS
4 SKWAYS COMMERCIAL CENTRE, BLACKPOOL BUSINESS PARK, AMY JOHNSON WAY, FY4 3RS
5 SKWAYS COMMERCIAL CENTRE, BLACKPOOL BUSINESS PARK, AMY JOHNSON WAY, FY4 3RS
6 SKWAYS COMMERCIAL CENTRE, BLACKPOOL BUSINESS PARK, AMY JOHNSON WAY, FY4 3RS
UNIT 1 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 2 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 3 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 4 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 5 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 6 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 7 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 8 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 9 CANBERRA COURT, AMY JOHNSON WAY, , FY4 2FD
UNIT 2, CONSTELLATION HOUSE, LOCKHEED COURT, AMY JOHNSON WAY, FY4 2RN
1 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
2 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
3 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
4 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
5 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
6 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
7 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
8 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
9 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
10 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
11 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
12 SENACA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RS
UNIT 1B, CONSTELLATION HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RN
UNIT 1A, CONSTELLATION HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RN
UNIT 3, CONSTELLATION HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2RN
UNIT 1-2, CALDER COURT, SHOREBURY POINT, FY4 2RH
UNIT 4, CALDER COURT, SHOREBURY POINT, FY4 2RN
UNIT 3, CALDER COURT, SHOREBURY POINT, FY4 2RN
UNIT1 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT2 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT3 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT4 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT5 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT6 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT7 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT8 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF

UNIT9 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT10 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT11 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT12 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT13 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT14 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT15 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT16 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT17 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT18 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT19 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT20 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT21 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT22 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT23 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT24 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT25 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT26 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT27 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT28 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT29 EVANS BUSINESS CENTRE, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RF
UNIT5 CALDER COURT, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RN
UNIT6 CALDER COURT, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RN
UNIT7 CALDER COURT, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RN
UNIT8 CALDER COURT, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RN
UNIT9 CALDER COURT, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RN
FLATA 1 REDWOOD LODGE, REDWOOD CLOSE, , FY4 2DW
FLATB 1 REDWOOD LODGE, REDWOOD CLOSE, , FY4 2DW
FLATC 1 REDWOOD LODGE, REDWOOD CLOSE, , FY4 2DW
FLATD 1 REDWOOD LODGE, REDWOOD CLOSE, , FY4 2DW
123 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
125 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
127 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
129 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
131 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
133 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
135 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
137 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
139 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
141 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
143 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
145 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
147 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
149 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
151 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
153 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
155 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
157 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
159 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
161 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
132 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
134 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
136 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
9 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF

10 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
11 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
12 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
13 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
14 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
15 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
16 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
17 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
18 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
19 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
20 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
21 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
22 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
23 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
24 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
25 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
26 CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY3 2BF
12A CAIRN COURT, 167 SQUIRES GATE LANE, BLACKPOOL, FY4 2BF
177 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
179 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
181 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
183 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
185 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
187 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
189 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
191 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
193 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
195 SQUIRES GATE LANE, BLACKPOOL, , FY4 2QQ
259 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
261 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
263 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
265 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
266 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
269 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
271 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
273 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
275 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
277 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
279 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
281 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
283 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
284 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
285 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
287 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
289 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
290 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
291 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
292 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
293 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
295 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
297 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
299 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RF
FLAT1 307 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
FLAT2 307 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE

FLAT3 307 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
FLAT4 307 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RE
343 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
345 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
347 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
349 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
351 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
311 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
313 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
315 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
353 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
355 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
357 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
359 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
361 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
363 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
365 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
367 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
369 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RQ
350 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
352 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
354 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
356 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
358 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
360 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
362 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
300 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
302 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
304 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
306 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
308 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
310 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
312 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
314 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
316 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
237 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DJ
322 COMMON EDGE ROAD, BLACKPOOL, , FY4 5DY
8 DUGDALE COURT, SQUIRES GATE LANE, BLACKPOOL, FY4 3RW
9 DUGDALE COURT, SQUIRES GATE LANE, BLACKPOOL, FY4 3RW
10 DUGDALE COURT, SQUIRES GATE LANE, BLACKPOOL, FY4 3RW
11 DUGDALE COURT, SQUIRES GATE LANE, BLACKPOOL, FY4 3RW
1 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
2 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
3 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
4 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
5 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
6 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
7 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
8 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
9 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
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11 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
12 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
13 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE

14 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
15 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
16 SOUTHBANK FLATS, SQUIRES GATE LANE, BLACKPOOL, FY4 3RE
39 WESTBY AVENUE, BLACKPOOL, , FY4 3QL
41 WESTBY AVENUE, BLACKPOOL, , FY4 3QL
P C WORLD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
WARBURTONS LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
CURRYS LTD, JOHNSON WAY, BLACKPOOL, FY4 2RP
LEOPOLD GROVE ENGINEERING CO LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
JOHN ROBERTS ASSOCIATES, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
UNIT 3, BARNES DESIGN, AMY JOHNSON COURT, AMY JOHNSON WAY, FY4 2RP
PARTERRE CONFECTIONERY, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
PETS AT HOME LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
HIBBERD DISTRIBUTION LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
JOHN HUDDLESTON ENGINEERING GB LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
UNIT 2, DIRECT PAPER AGENTS, AMY JOHNSON COURT, AMY JOHNSON WAY, FY4 2RP
UNIT D, DUNELM MILL, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
WERU WINDOWS LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
UNIT1 WELLINGTON POINT, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
UNIT2 WELLINGTON POINT, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
UNIT3 WELLINGTON POINT, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
TRANS CONTINENTAL GROUP LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
TOP GUN AIRNAILERS LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
A P C ENGINEERS LTD, PIONEER HOUSE UNIT 5, SHOREBURY POINT, AMY JOHNSON WAY, FY4 2RP
LEALTA LTD, LEALTA HOUSE, AMY JOHNSON WAY, FY4 2RP
ADCAS FINANCIAL MANAGEMENT LTD, AMY JOHNSON WAY, BLACKPOOL, FY4 2RP
E CUISINE, LEALTA HOUSE, AMY JOHNSON WAY, FY4 2RP
TRAVEL TV PLC, LEALTA HOUSE, AMY JOHNSON WAY, FY3 2RP
SOUTH SHORE CRICKET CLUB, COMMON EDE ROAD, BLACKPOOL, FY4 5DY
DEWPOINT STORAGE, DIVISION LANE, BLACKPOOL, FY4 5DZ
2 THE NOOK, DIVISION LANE, BLACKPOOL, FY4 5DZ
DALE HOPKIN ELECTRICAL SERVICES LTD, THE NOOK WEST, DIVISION LANE, FY4 5DZ
STEPHEN PADGETT LTD, OLD MUSHROOM FARM, DIVISION LANE, FY4 5DZ
2 JEPSON WAY, BLACKPOOL, , FY4 5FH
1 HIGHGATE, BLACKPOOL, , FY4 2QJ
2 HIGHGATE, BLACKPOOL, , FY4 2QJ
2A RICHMOND HILL CARAVAN PARK, IVY AVENUE, BLACKPOOL, FY4 3RU
2B RICHMOND HILL CARAVAN PARK, IVY AVENUE, BLACKPOOL, FY4 3RU
2E RICHMOND HILL CARAVAN PARK, IVY AVENUE, BLACKPOOL, FY4 3RU
2F RICHMOND HILL CARAVAN PARK, IVY AVENUE, BLACKPOOL, FY4 3RU
OFFICIAL RECEIVERS OFFICE, SENECA HOUSE, LINKS POINT, AMY JOHNSON WAY, FY4 2FF
678 LYTHAM ROAD, BLACKPOOL, , FY4 1RG
41 NEWLYN COURT, NEWLYN AVENUE, BLACKPOOL, FY4 3SB
9 SANDON PLACE, BLACKPOOL, , FY4 2PU
11 SANDON PLACE, BLACKPOOL, , FY4 2PU
12 SANDON PLACE, BLACKPOOL, , FY4 2PU
GLENEAGLES, 1 SCHOOL ROAD, BLACKPOOL, FY4 5DS
2 SCHOOL ROAD, BLACKPOOL, , FY4 5DX
HOME HEAT GAS CO LTD, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
UNIT 1B, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
PLUMB SHOP LTD, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
UNIT 7, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
UNIT 1G, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
TIMAX LTD UK, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN

B & M RETAIL LTD, UNIT 1G, SQUIRES GATE INDUSTRIAL ESTATE, FY4 3RN
BOOKER CASH & CARRY, SQUIRES GATE INDUSTRIAL ESTATE, BLACKPOOL, FY4 3RN
P C WORLD, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
COMET PLC, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
OFFICE WORLD PLC, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
CARPETRIGHT PLC, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
CURRYS LTD, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
HALFORDS LTD, BLACKPOOL BUSINESS PARK, BLACKPOOL, FY4 3AW
MIRANDA GROUP, UNIT 2A-2B, SYCAMORE TRADING ESTATE, FY4 3RL
UNIT DESIGN LTD, SYCAMORE TRADING ESTATE, BLACKPOOL, FY4 3RL
UNIT 1, SYCAMORE INDUSTRIAL ESTATE, SQUIRES GATE LANE, FY4 3RL
UNIT 23 EVANS BUSINESS CENTRE, SYCAMORE TRADING ESTATE, SYCAMORE AVENUE, FY4 3RL
PARTERRE CONFECTIONERY, SYCAMORE TRADING ESTATE, BLACKPOOL, FY4 3RL
TURNERS CASH & CARRY, UNIT 24, SYCAMORE TRADING ESTATE, FY4 3RL
NEPTUNE HOUSE, SYCAMORE TRADING ESTATE, BLACKPOOL, FY4 3RL
UNIT 2D, SYCAMORE TRADING ESTATE, BLACKPOOL, FY4 3RL
UNIT 2A-2B, SYCAMORE TRADING ESTATE, BLACKPOOL, FY4 3RL
UNIT 3, SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, FY4 3RL
KLARIUS UK, SQUIRES GATE INDUSTRIAL ESTATE, SQUIRES GATE LANE, FY4 3RN
SQUIRES GATE INDUSTRIAL ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT 4B, SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, FY4 3RL
NEPTUNE HOUSE, SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, FY4 3RL
HALFWAY HOUSE HOTEL, ST ANNES ROAD, BLACKPOOL, FY4 2QL
303-305 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
1 SYCAMORE AVENUE, BLACKPOOL, , FY4 3RJ
3 SYCAMORE AVENUE, BLACKPOOL, , FY4 3RJ
5 THE NURSERIES, BLACKPOOL, , FY4 5PP
UNIT 2B, SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, FY4 3RL
SQUIRES GATE INDUSTRIAL ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RN
26A SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
26B SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
26C SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
26D SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT4 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT5 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT6 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT7 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT8 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT9 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT10 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT11 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT12 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT13 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT14 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT15 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT16 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT17 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT18 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT19 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
UNIT20 SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
301 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
331 SQUIRES GATE LANE, BLACKPOOL, , FY4 3RG
SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL

SYCAMORE TRADING ESTATE, SQUIRES GATE LANE, BLACKPOOL, FY4 3RL
LANCASTER HOUSE, SHOREBURY POINT, AMY JOHNSON WAY,

No of Neighbours Consulted 378

17/0923 **BLACKPOOL AIRPORT ENTERPRISE ZONE, SQUIRES
GATE LANE, LYTHAM ST ANNES, BLACKPOOL, FY4 2QS**

COPIES OF LETTER SENT TO SEE BELOW

Neighbours Representatives

The Occupier/Owner
5 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
7 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
17 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
11 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
15 APPEALING LANE
LYTHAM ST ANNES
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The Occupier/Owner
9 APPEALING LANE
LYTHAM ST ANNES
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The Occupier/Owner
19 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
21 APPEALING LANE
LYTHAM ST ANNES
FY8 3LA
The Occupier/Owner
3 CALDER CLOSE
LYTHAM ST ANNES
FY8 3NH
The Occupier/Owner
1 CALDER CLOSE
LYTHAM ST ANNES
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2 CALDER CLOSE
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The Occupier/Owner
12 COTTAM CLOSE
LYTHAM ST ANNES
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4 CALDER CLOSE
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23 APPEALING LANE
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1 HOLLY MEWS
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2 THE HAMLET
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46 THE HAMLET
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43 WESTGATE ROAD
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50 THE HAMLET
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5 THE HAWTHORNS
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68 THE HAMLET
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70 THE HAMLET

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19 WESTGATE ROAD
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21 WESTGATE ROAD
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23 WESTGATE ROAD
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35 WESTGATE ROAD
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31 WESTGATE ROAD
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39 WESTGATE ROAD
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41 WESTGATE ROAD
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45 WESTGATE ROAD
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47 WESTGATE ROAD
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15 WHITETHORN MEWS
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51 WESTGATE ROAD
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53 WESTGATE ROAD
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61 WESTGATE ROAD
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59 WESTGATE ROAD

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The Occupier/Owner
55 WESTGATE ROAD
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The Occupier/Owner
63 WESTGATE ROAD
LYTHAM ST ANNES
FY8 2SG

The Occupier/Owner
9 WHITETHORN MEWS
LYTHAM ST ANNES
FY8 3XE

The Occupier/Owner
BECKONDALE
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
17 WHITETHORN MEWS
LYTHAM ST ANNES
FY8 3XE

The Occupier/Owner
19 WHITETHORN MEWS
LYTHAM ST ANNES
FY8 3XE

The Occupier/Owner
SUNWIN MOTORS GROUP
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
FYLDE WATER GARDENS
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
MCDONALDS RESTAURANTS LTD
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
1 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
FIAT DEALERSHIP
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
THE LOWLANDS
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
SEQUESTER
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
BIR ENBA
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
MORRISON SUPERMARKETS PLC
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2AY

The Occupier/Owner
8 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
LAND REAR 13 TO 63 WESTGATE ROAD
WESTGATE ROAD
LYTHAM ST ANNES
FY8 2SG

The Occupier/Owner
3 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
4 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
10 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
8 AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
THE AIR BALLOON
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL

FY4 2QS

The Occupier/Owner
HALFORDS LTD
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
BLACKPOOL INTERNATIONAL AIRPORT
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
11 WHITETHORN MEWS
LYTHAM ST ANNES
FY8 3XE

The Occupier/Owner
2 AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
BROOKSIDE BUNGALOW
SNOWDON ROAD
LYTHAM ST ANNES
FY8 3DP

The Occupier/Owner
BROOKVALE
DIVISION LANE
LYTHAM ST ANNES
FY4 5EB

The Occupier/Owner
MELIJANE
DIVISION LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 5EA

The Occupier/Owner
JAYMAX HOUSE
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
LIDL UK
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2TS

The Occupier/Owner
1 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
5 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
6 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
STAPLES
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
CHORLEY NISSAN
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
3 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
4 THE PAVILIONS
AVROE CRESCENT
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fy4 2dp

The Occupier/Owner
2 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
2 THE HAWTHORNS
LYTHAM ST ANNES
FY8 3XA

The Occupier/Owner
9 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
7 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner

11 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp
The Occupier/Owner
VISCOUNT COURT
SIR FRANK WHITTLE WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2FB

The Occupier/Owner
10 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
8 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
16 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
14 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
18 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
12 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
17 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp

The Occupier/Owner
IDEMNITY HOUSE
SIR FRANK WHITTLE WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2FB

The Occupier/Owner
DUTTON FORSHAW (CITROEN)
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
KLASSIKER HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
PROGRESS HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
4 THE HAMLET
LYTHAM ST ANNES
FY8 3LE

The Occupier/Owner
MANAGERS FLAT
THE AIR BALLOON
SQUIRES GATE LANE
LYTHAM ST ANNES
FY4 2QS

The Occupier/Owner
AVROE HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
ERRIGAL HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
LANCASTER HOUSE
SIR FRANK WHITTLE WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2FB

The Occupier/Owner
ATLANTIC HOUSE
SIR FRANK WHITTLE WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2FB

The Occupier/Owner
KEYSTONE HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
FEDERATION OF SMALL BUSINESSES
SIR FRANK WHITTLE WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner

15 THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
fy4 2dp
The Occupier/Owner
MAPLINS
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
COMET (PART)
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
THE HELICENTRE
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
PREMIER INN
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
HANGAR 1 BLACKPOOL AIRPORT
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
AIR NAVIGATION AND TRADING LTD
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
HANGAR 43
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
HANGAR 3
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
FLIGHT ACADEMY BLACKPOOL LTD
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QY

The Occupier/Owner
WESTERN BUSINESS SYSTEMS
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QX

The Occupier/Owner
BRIAN SEEDLE HELICOPTERS
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
9b THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
THE HELITERMINAL
SQUIRES GATE LANE
LYTHAM ST ANNES
BLACKPOOL
FY4 2QS

The Occupier/Owner
9d THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
HARVEYS
AMY JOHNSON WAY
LYTHAM ST ANNES
BLACKPOOL
FY4 2RP

The Occupier/Owner
9c THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES
BLACKPOOL
FY4 2DP

The Occupier/Owner
9a THE PAVILIONS
AVROE CRESCENT
LYTHAM ST ANNES

BLACKPOOL
FY4 2DP

The Occupier/Owner
GROUND FLOOR
KLASSIKER HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

The Occupier/Owner
FIRST FLOOR
KLASSIKER HOUSE
AVROE CRESCENT
LYTHAM ST ANNES
FY4 2DP

Mr Scarborough
North and Western Lancashire Chamber of Commerce
9-10 East Way Business Village
Olivers Place
Fulwood
Preston
PR2 9WT

HM Inspector of Health & Safety
Health & Safety Executive
Marshall House
Ringway
Preston
PR1 2HS

National Grid
Plant Protection Department, Block 1
Brick Kiln Street
Hinckley
Leicestershire
LE10 0NA

Civil Aviation Authority
Safety Regulations Group
Aviation House
South Area, Gatwick Airport
West Sussex
RH6 0YR

United Utilities
Developer Services and Planning
Warrington WWTW
Gatewarth Industrial Estate
Sankey Bridges, WARRINGTON
WA5 1DS

County Planning Officer
Environment Directorate
Guild House
Cross Street
Preston
PR1 8RD

Glenn Robinson
Environment Directorate (Highway Planning)
Lancashire County Council, Developer Support Team
Cuerden Mill Depot
Cuerden Way
Bamber Bridge, Preston
PR5 6BS

Highways England
8th Floor
Piccadilly Gate
Store Street
Manchester
M1 2DW

The Environment Agency
Planning Liaison Team Leader
Lutra House
P.O. Box 519
Preston
PR5 8GD

Sarah Allen
National Air Traffic Services Plc
Nats Corporate & Technical Centre
4000 Parkway,
Whiteley
Fareham
PO15 7FL

Federation of Small Businesses
Sir Frank Whittle Way
Blackpool Business Park
Blackpool
Lancashire
FY4 2FE

Lancashire Enterprise Partnership
Lancashire County Council
PO Box 78
County Hall
Preston
PR1 8XJ

Natural England
Consultation Service
Hornbeam House
Electra Way
Crew Business Park, Crewe
CW1 6G!

Greater Manchester Ecology Unit
Tameside MBC
Council Offices
Stamford Street
Ashton-under-Lyne
OL6 7PT

Statutory Representatives

Response 1

-----Original Message-----

From: Emma Ruscitti [mailto:]

Sent: 27 November 2017 09:54

To: Steve Smith2

Subject: Blackpool Enterprise Zone

Good Morning,

After not receiving the letter about the plans for the development. I had to hear about this from my neighbour which I find very disappointing.

When I have eventually looked at the plans, I have some serious concerns and want to express these with yourself.

My first concern is the volume of traffic. It already is a serious problem in this area due to road closers near by. This is then going to be increased not only by yourselves but also Kensington now developing over 400 houses near by, I don't think a roundabout is a great solution.

Secondly, the houses that will be at the end of our road, will these be council houses? Are they really necessary as we currently have houses been popped up on any spare piece of land already in the FY4 area.

Finally my major concern is the plan to put a huge warehouse/factory behind our house. Not only will this make our house price decrease but we purchased that house knowing there was nobody looking into our garden. With having a young family we want our children to play outside without worrying who is looking over into our property.

With the new warehouse I also worry what hours of work this business will be working as at the moment this area is lovely and quiet and a factory that works 24hrs will disrupt the whole community.

This huge building I am sure will block our sunlight from our garden/house. I know this is now not a requirement when planning but I think there should be some consideration for existing residence. I commend you for creating a substantial amount of jobs for the Blackpool community but I feel consideration should be made for the existing community in the plans such as having a car park with green land behind our houses rather than this ridiculous factory as seen on plans.

I know there is a meeting this Friday but this happens to be within working hours so really doesn't suit the majority of the Oakwood close community, is this a coincidence?

Thank you

Emma Elstone

Sent from my iPhone

<http://www.blackpool.gov.uk/EmailDisclaimer/> This message has been scanned for inappropriate or malicious content as part of the Council's e-mail and Internet policies.

Blackpool Airport Enterprise Zone Consultation

Response to Consultation from South Fylde Line Community Rail Partnership (SFL CRP)

The CRP welcomes the development of the Enterprise Zone to provide jobs, new businesses development and opportunities for investment on the Fylde Coast.

The CRP has concerns about the focus on the provision of roads whilst insufficient reference is made to sustainable transport offered by the South Fylde Line which is adjacent to the western edge of the site. If the tram route should ever be extended towards Lytham (a current campaign) it will be along and/or adjacent to the rail line so offering another transport link to the Enterprise Zone.

The line in its present guise will only ever offer passenger services, but there are several stations along the route stretching not only from Blackpool South to Preston and beyond and so offers commuting opportunities for the workforce and for students/staff at the B & F College.

A major feature of the Jacobs Report on the route (LCC initiated) identified the need to improve connectivity for the Blackpool South area to create and extend job opportunities - the Enterprise Zone provides exactly that opportunity. Providing local employment job opportunities reduces the need for long and medium distance unsustainable commuting - the rail link, already in place, addresses that.

Whilst acknowledging that Squires Gate Station is outside the EZ, the CRP would urge investment in the station as it provides a gateway to the Enterprise Zone as well as the town in which a significant proportion of the Zone sits.

The CRP would like the authors of the Masterplan to work with Network Rail investigate what opportunities exist for the provision of an improved rail connection to the Enterprise

Zone which would benefit the wider community. The FFL strategic economic plan and the Fylde coast Master plan identify the SFL as an important but underperforming transport asset. The Masterplan provides a foundation from which resources to support the line's uplift ought to be sought.

The CRP also proposes the creation of a footbridge offering pedestrian/cycle access across the railway from the western boundary to connect with new housing developments on the former Pontins site.

Such a bridge would provide a more direct route to properties close to the Enterprise Zone and offer improved connectivity with communities as identified in St. Anne's Town Council's Neighbourhood Plan.

Whilst the CRP appreciates the fact that the nature and scale of the site and its business model can only support so much investment in infrastructure we would like to see the railway line having a far stronger presence in the Masterplan and that the EZ would support current and future proposals for improvements on the South Fylde Line (Passing Loop/increased frequency/improved onward connections/reopening Wrea Green station.

South Fylde Line Community Rail Partnership inc. Friends of St Anne's & Squires Gate Stations

Response 3

Mr Steve Smith
Blackpool Council
Development Mangement
PO Box 17 Corporation Street
Blackpool
FY1 1LZ

Our ref: NO/2017/110338/01-L01
Your ref: 17/0760

Date: 21 December 2017

BLACKPOOL AIRPORT ENTERPRISE ZONE – MASTERPLAN CONSULTATION

Thank you for consulting the Environment Agency on the above masterplan.

Having reviewed the information currently available we are providing a preliminary opinion, which outlines the key environmental issues within our remit that are relevant to the masterplan and provides guidance on any actions developers will need to undertake. We therefore recommend that our response is shared with developers so they are able to address any issues as early as possible. Our response also provides hyperlinks to where developers can find further information and advice to help support their planning applications. We offer one free preliminary opinion per site, per applicant / developer.

If further detailed planning advice is required by developers prior to submitting any planning applications, we would be pleased to offer this through our charged advice service. Further details can be found at the end of this letter.

Environment Agency position

Based on the information currently available, the masterplan proposals raises some environmental concerns that developers will need to address as part of any subsequent planning applications within the Enterprise Zone (EZ) boundary. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts. There are also opportunities for environmental improvements.

Environmental constraints

Based on our records, the proposed development is within an area identified as being:

- In Flood Zone 1 (low probability of flooding)

Environment Agency

Lutra House Walton Summit, Bamber Bridge, Preston, PR5 8BX.

Customer services line: 03708 506 506 Cont/d..

- On land with high and medium polluting potential current and previous uses which may impact sensitive controlled waters
- Underlain by Secondary A and Secondary B aquifers

Flood risk and surface water

The EZ is wholly within Flood Zone 1 which is defined as having a low probability of flooding in the National Planning Policy framework (NPPF) and the greatest risk of flooding on and off site will be associated with surface water.

In this location, the Lead Local Flood Authority (LLFA) is Blackpool Council, and Lancashire County Council in the Fylde district. The LLFA will be the statutory consultee on the detailed surface water drainage strategy in relation to any new larger developments. However, the Environment Agency have a strategic overview role in relation to flood risk management and we would recommend the use of sustainable drainage systems (SUDS) to manage surface water run-off has the potential to offer reduce the surface water volume reaching the public sewer network whilst contributing to water quality improvements.

Flood Risk Assessments (FRAs) should apply the latest climate change allowances.

Guidance is available on the GOV.UK website at

<https://www.gov.uk/guidance/floodriskassessments-climate-change-allowances>.

Developers should be made aware that any works to the watercourses within or adjacent to the site which involve infilling, diversion, culverting or which may otherwise restrict flow, may require the prior formal consent of the LLFA under Section 23 of the Land Drainage Act 1991.

Groundwater and contaminated land

We are aware that there are several high/medium polluting potential previous uses within the EZ boundary which could impact sensitive controlled waters in this location.

These include:

- the airport and associated uses;
- industrial uses including a former World War Two aircraft factory; and
- two historic landfills: 'Lagoons' and 'Blackpool Airport'

The EZ site is predominantly underlain by a Secondary A aquifer consisting of blown Aeolian sands quite close to the surface. The bedrock is a Secondary B aquifer consisting of the Permo-Triassic Sidmouth Mudstone Sequence, with halite inclusions. In addition, there are several watercourses within the EZ boundary which could be affected by pollution as a result of development.

Where contamination is known or suspected, a desk study, site investigation, remediation and other works may be required to enable safe development (paragraph

121 of the NPPF). Minimum requirements for submission with a planning application are a preliminary risk assessment, such as a site walkover or desk top study. Where there is a risk to controlled waters a site investigation and remediation strategy reports may be required for submission with a planning application for sensitive land use types or where significant contamination, or uncertainty, is found.

A relevant assessment of the groundwater conditions should be made and appropriate measures should be in place to prevent any detrimental impacts on groundwater quality where applicable. Where any potential effects to hydrogeology are identified during the construction and operational stages of the site, suitable mitigation methods must be put in place.

If infiltration methods are used for surface water disposal, such as via sustainable drainage systems, a simple index approach should be used when selecting suitable water quality treatment measures. Guidance can be found in Chapter 26 of the CIRIA SUDS Manual (C753).

Developers may also need permission if they intend to discharge to or abstract from groundwater.

We recommend that the developers:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the [Environment Agency Guiding principles for land contamination](#) for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
4. Refer to the [contaminated land](#) pages on GOV.UK for more information.
5. Refer to the [groundwater protection](#) pages on the GOV.UK for more information

Water quality

The proposals present an opportunity to contribute to water quality improvements in the area.

Any subsequent development should comply with Paragraph 20 of the “Water supply, wastewater and water quality” category of the national Planning Practice Guidance. This site is in an area served by the public sewer and any development on this site would be expected to connect all foul drainage to the existing sewer network. In order to protect bathing waters from deterioration, we would advise that foul and surface water should be drained on separate systems. We advise that surface water run-off should not be discharged to the public sewer network and instead be managed by the use of SUDS.

We are aware that United Utilities are carrying out significant improvements to the surface water sewer network in the local area, therefore the proposals should not compromise the ability to delivery water quality and flood risk benefits.

We advocate the use of SUDS as they can perform multiple benefits, such as reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, absorbing diffuse pollutants and improving water quality and provide an important contribution to green infrastructure (GI) and Water Framework Directive (WFD) objectives. The variety of SUDS techniques available means that virtually any development should be able to include a scheme based around these principles and provide multiple benefits, reducing costs and maintenance needs. However, any drainage system must not pose a risk to groundwater quality and must not be constructed in ground affected by contamination.

SUDS should always be carefully considered in discussions with the LLFA.

Further guidance is available in the national Planning Practice Guidance at <https://www.gov.uk/guidance/flood-risk-and-coastal-change#sustainable-drainage-systems>

The following page on Blackpool Council's website provides information on how bathing water quality is being improved through partnership working:
<https://www.blackpool.gov.uk/Your-Council/Creating-a-better-Blackpool/Regeneration/Coastal-and-water-improvements/Fylde-peninsula-water-management.aspx>

Pollution prevention

If any proposed development use has the potential to pollute ground or surface water receptors then an assessment to establish whether the risk of pollution is acceptable or can be satisfactorily mitigated for will be required within any planning application.

All contaminated water must be disposed of to the public foul sewer via a trade effluent consent from United Utilities. Only clean surface water from roofs and paved areas should be discharged to any surface water soakaway or watercourse, and preferably by SUDS.

We would recommend that developers incorporate pollution prevention measures to protect ground and surface water. Where appropriate, Construction Environmental Management Plans (CEMPs), including Pollution Prevention Plans, should be provided to prevent any detrimental impacts on water quality during construction activities

Guidance is available at –

- [Pollution prevention for businesses](#)
- [Discharge to surface or ground water](#)
- [Manage business and commercial waste](#)
- [Store oil](#) and [oil storage regulations](#)

Biodiversity

The benefits of SUDS along with other GI features are known as ecosystem services. Paragraph 109 of the NPPF recognises the benefits of ecosystem services in new development and the national planning policy guidance goes on to identify streams, canals and other water bodies and features such as green roofs and walls as elements that contribute to those services.

Opportunities for GI features should be considered and used as mitigation, where appropriate, and to contribute to green infrastructure (GI) networks in the area and have regard to Blackpool and Fylde Council's emerging and existing GI strategies. In addition to providing biodiversity benefits, green infrastructure and SUDS can contribute to improving water quality, managing flood risk, and mitigating and adapting to climate change.

Where possible, we encourage opening up of any culverts, improvement / naturalization / creation of new watercourses, and the provision of other environmental infrastructure that would provide wider biodiversity benefits and help deliver WFD improvements.

Water Framework Directive (WFD)

In England compliance with WFD is achieved through meeting the requirements of the relevant River Basin Management Plan (RBMP). The applicant should assess any risk that a proposed development could harm a surface water body or groundwater, during construction and operation, including maintenance arrangements.

With any development alongside watercourses, consideration should be given to the requirements of the WFD. This includes preventing overall deterioration in water quality and promoting improvement in the ecological status of any water body. Actions to achieve this are listed in the [North West river basin district RBMP](#).

A WFD Assessment

(<http://planningguidance.communities.gov.uk/blog/guidance/watersupply-wastewaterand-water-quality/water-supply-wastewater-and-water-qualityconsiderations-forplanning-applications/>) should assess any potential impacts on the watercourse and demonstrate that the required enhancements will be delivered. In some cases the requirements of a WFD assessment can be incorporated into an Environmental Impact Assessment. Any development that has the potential to cause deterioration in classification under WFD or that precludes the recommended actions from being delivered in the future is likely to be considered unacceptable to us.

Environmental permitting

Developers may require an Environmental Permit for certain activities that could pollute the air, water or land, increase flood risk, or adversely affect land drainage. We recommend that developers check whether their proposed developments may an

Appendix 3 - Full Copies of Responses Received - Redacted
Environmental Permit under the Environment Permitting Regulations by referring to the GOV.UK website: <https://www.gov.uk/guidance/check-if-you-need-anenvironmentalpermit>.

Further information

Should developers wish for us to review any technical documents or want further advice to address the environmental issues raised, we can do this as part of our charged-for planning advice service.

Developers can request further planning advice from us by submitting a request to [REDACTED]. In their request the developer should specify the additional services that are required from us. We will review their request and provide a written offer based on our planning advice charges of £84 per person per hour. We will not undertake any additional work until an offer has been accepted.

Developers should be aware that our charged advice service is voluntary and that we may be unable to provide charged advice where other operational activities and issues prevent us from doing so.

This response is based on the information you have made available at this time. It is based on current national planning policy, associated legislation and environmental data / information. If any of these elements change in the future then we may need to reconsider our position.

We trust that the above information is of assistance. If you'd like further detailed advice, please don't hesitate to contact me using the details below.

Yours sincerely

Mr Alex Hazel Planning Advisor - Sustainable Places



Response 4

From: Mercury [mailto: [REDACTED]]
Sent: 08 December 2017 17:08
To: Planning
Subject: Airport Consultation

I am happy to support the master plan for the airport enterprise area. The looks beneficial and locating jobs and business in the same area will be good for the Fylde Coast.

I hope that one day commercial flights can return to the area. I like that the plan mentions connecting the trams to the railway line, that is a vital project for the area because transport between Blackpool and Lytham St Annes needs seriously improving.

Thank you

David Smith

Response 5

From: Gary Rowe [mailto:]
Sent: 10 November 2017 16:50
To: Planning: planning@fylde.gov.uk
Subject: Airport Enterprise Zone.

In principal I fully endorse the creation of the Blackpool Airport Enterprise Zone Master Plan. The area is in need of investment and regeneration and hopefully the projected jobs forecast will come to fruition. I think the draft proposals look sensible and some of the ideas are very good, especially the movement around the site with new roads, footpaths maybe bus and cycle routes and the possibility of extending the tram network.

On the negative side I do not think that much thought has been made to the actual Airport. I do realise that the current proposals are only indicative, and welcome the fact that the plans actually mention a terminal for passenger use. However I feel the following should be taken into consideration.

1. The sports pitches seem close to the Runway.
2. The main Runway must be maintained to be able to accept up to the size of previous aircraft.
3. A covenant should be put into place to protect the Public Safety Zone that exists at each end of the main runway.
4. A terminal building for commercial passengers and not just commuters or business people must be built. Both councils have indicated that they would like to see commercial aviation return previously, if an airline showed interest, and I am aware that this may not be the current business model but you need to have the infrastructure in place. Airlines will not do this.
5. It is a myth that the Fylde Coast does not need or can support an Airport. Many regional Airports are successful and with the right mix of routes to other UK and Irish destinations that could also support a few European ones as well.
6. CAA cat7 certification should be reinstated and then it would be possible to get more varied aircraft to use the facilities, ie Diverts from other airports.

This is not just my opinion as I speak with many other people and members of local groups that support the future of the Airport that must be maintained for future generations.

Regards G Rowe.

Response 6

From: Sam Flynn [mailto:]
Sent: 09 November 2017 08:55
To: PlanningPolicy <PlanningPolicy@fylde.gov.uk>
Subject: Airport Enterprise Zone- Comments

Note: this statement has also been sent to Blackpool Council, as it is a cross-authority issue.

To whom it may concern,

I'd like to make a statement on behalf of the Trams to Lytham campaign regarding the proposed Blackpool Airport Enterprise Zone Masterplan.

Overall, Trams to Lytham supports the plan, as it will bring much needed jobs and investment into the area. It is particularly pleasing to see the following paragraph on page 9 of the document:

"In the longer term, there is scope for the Blackpool tram network to be extended beyond its current terminus at Squires Gate and connect in to the heavy rail line which runs to Lytham St Annes. This could interface with the airport and Enterprise Zone through the provision of a new or relocated tram/train station."

While a separate scheme to the BAEZ, the integration of the successful tramway network to the South Fylde Line (and by extension to St Anne's and Lytham) is vital to boost connectivity for residents and commuters.

This link would directly connect over 5 million people per year (including potential future employees) that use the system to the Enterprise Zone, as well as a substantial number more that will be using it when the Blackpool North Extension opens in 2019.

The tramway can provide many more benefits than any heavy rail project ever could, by boosting connectivity to Blackpool's economic centres, providing a higher frequency and an overall greener and more accessible service for everyone along the route.

The Trams to Lytham campaign has the support of over 2500 people as part of an online petition, which makes it one of the most-supported transport projects in the history of the area. In the near future this petition will be submitted to interested parties including the council, alongside an outline report highlighted the need for new and revised feasibility work of the scheme.

The project is vital to the success of the South Fylde Coast as well as the Enterprise Zone, and I sincerely hope the voices of thousands who agree are listened to.

Regards,

Sam Flynn, Trams to Lytham.

Response 7

From [REDACTED] **On Behalf Of** jim hargreaves
Sent: 10 December 2017 22:09
To: Planning <planning@fylde.gov.uk>
Subject: Airport enterprise zone

Dear sir/madam,

I own a property on Oakwood close and I wish to strongly oppose the plans to build at the back of my property.

Not only will it be an eyesore it will knock tens of thousands off the price of my property basically leaving me with negative equity.

Please pass on my concerns to the relevant parties.

Yours faithfully,

James Hargreaves.

Response 8

From: mat blow [REDACTED]
Sent: 09 November 2017 10:16
To: Planning
Subject: Airport enterprise zone

Why do you keep doing this to our lovely town.

A lovely area of beautiful land and all you want to do, is turn Blackpool into another Liverpool. A area for people that don't matter, that can be taken advantage of with cheap warehouse manual labour. A waste and are terrible ugly and immediately damaging to the housing market. Officers; when Whitehills B P has struggled. Any positives that are made condescendingly biased to support the project get a 'maybe!' E.G the gate way, trams and trains. The bus station can just stay where it is, otherwise it will obviously just be turned into social housing. If investing in anything transport it needs to green and think more than 20 years time. Blackpool already is terrible congested, it needs better public transport and green transport encouraged, E.G bicycles.

Why don't the council stop laying down and taking it from senior figures? Why don't you create a major Maths, Science/ Tech zone or even a huge creative arts zone. This could make Blackpool number 1 in a field or close to. It could be statement for Blackpool future and inspire all the residents

Response 9

From: Oliver Holding [REDACTED]
Sent: 19 December 2017 15:59
To: Planning
Subject: Airport Masterplan RE Runway 13/31

Dear Sirs

I am a private pilot and fly from Blackpool.

I would like to encourage Blackpool council to consider keeping the 13/31 runway as part of its masterplan.

This is for safety reasons. I feel that when the wind blows strongly across the main runway, the 13/31 runway is sometimes a good alternative for landing due to a reduced crosswind component.

For someone in a light aircraft, it can make it easier and safer to get back on the ground and get home again if weather changes unexpectedly.

Kind Regards

Oliver Holding

Response 10

From: Mr Chip [REDACTED]
Sent: 17 December 2017 11:15
To: Planning
Subject: Airport masterplan

I've noticed on the masterplan that there's no parallel taxiway for the main runway. To make the airport future proof surely a parallel taxiway is essential. Who know with ambition Blackpool Airport could be bigger than Liverpool Airport in 10 / 15 years. So I think a taxiway should be included for the future of our airport.

Thankyou

Mr Chip Windscreens

Director. Paul Webster

Response 11

From: William [REDACTED]
Sent: 20 December 2017 08:30
To: Planning
Subject: Airport

I cannot stress enough the need to maintain the airport with sufficient land to allow commercial , business , private, helicopter and recreational flying. I have watched and been part of the heart of Blackpool airport for 50years flying commercial and private flights. I think the EZ is a great idea if managed correctly, i am convinced that was it not for the scandal between jet2 and bb we would have a thriving busy international airport. It was voted best airport one year due to ease of access and friendly staff. Now i think it has a great future as long as there is room for at least a return to Irish sea routes (IOM BELFAST DUBLIN) as well as those mentioned above. Good luck and hope it all works well

Brgds
Capt. William Tupling-Prest

Response 12

From: [REDACTED]
Sent: 21 November 2017 19:12
To: Planning
Subject: Airport

When will we get a airport. If ever.

Response 13

From: wilfred greaves [REDACTED]
Sent: 28 November 2017 11:07
To: Planning
Subject: airport

Your priority should be to build a new airport terminal and start trying to attract airlines back and make Blackpool Airport the great little regional airport it used to be.

Wilf Greaves (Bispham)

Response 14

From: [REDACTED]
Sent: 01 December 2017 20:22
To: Planning
Subject: Airport

Bring back our Airport.

Response 15

From: Pete Howarth [REDACTED]
Sent: 17 December 2017 14:38
To: Planning
Subject: Airport

Please fully retain the Airport facility and restore internal and international flights by offering airlines incentives to use an attractive proposition. Better to spend monies here rather than the tram link in Talbot road that has angered many people reasoning that it's a total waste of money. Money spent on Blackpool international airport would benefit the town. Where has the tramway has very few pluses. Please consider. Best regards, Peter Howarth.

Response 16

From: Nicholas Butler [REDACTED]
Sent: 17 December 2017 17:55
To: Planning
Subject: Airport

Good afternoon,

Please keep runway 13/31 as needed by General Aviation operations in crosswind conditions. Build a small terminal to accommodate flights to the Isle of Man, Belfast & Dublin. All of these destinations have a lot of inbound traffic to Blackpool, thus benefitting the local economy.

Try & attract Aircraft Servicing organisations such as Air Livery to the airport. This would create high quality & highly skilled jobs for the enterprise zone.

Kind Regards.
Mr Nicholas Butler.

Response 17

From: leanne western <[REDACTED]>
Sent: 19 December 2017 22:40
To: planning@blackpool.gov.uk
Subject: Blackpool Airport Enterprise Zone (BAEZ) - Public consultation

For the attention of the Chief Planning Officer / Head of Planning

I wish to formally raise very serious concerns regarding the Draft Masterplan proposals relating to the siting and scale of the proposed industrial units. These are currently indicated immediately at the rear of houses along the west side of Oakwood Close, Blackpool.

My concerns are set out below:

1. The proposed industrial units will dominate the rear view from our property.
2. The existing open view and green space will be substantially taken by industrial units.
3. Direct sunlight will inevitably be reduced, particularly during middle / late afternoon and early evening.
4. Rear gardens will be overshadowed by industrial buildings located very close to the rear boundary to our property.
5. The level of noise will be increased due to production within industrial units.
6. The location of the large scale industrial units is totally inappropriate in a position immediately alongside private houses.

As an alternative, it would seem reasonable that any new industrial units should be located in the area of the site already used for industrial type activities.

I understand that at this stage proposals are not "set in concrete" and it is possible to make suitable revisions in light of feedback received. I trust that these serious concerns can result in amendments which avoid a conflict between the proposed industrial use of the BAEZ and the existing residential areas situated directly alongside the airport site.

Response 18

From: pete grugel [REDACTED]
Sent: 19 December 2017 23:33
To: planning@blackpool.gov.uk
Subject: Blackpool Airport Enterprise Zone - Public Consultation

For the attention of the Chief Planning Officer / Head of Planning

The Draft Masterplan proposals clearly have major implications for the owners / occupiers of houses along Oakwood Close, Blackpool.

In summary, the proposed siting of the industrial buildings will have a significant negative impact with regard to daylight, direct sunlight, outlook, overshadowing and potential noise nuisance issues. As a consequence, the marketability, saleability and valuations of a number of houses will be adversely affected.

At the present time, the potential problems can be avoided if any new industrial buildings are located within the area of the site which is already utilised for industrial operations and / or warehousing.

The Draft Masterplan proposals in the present form are considered unreasonable and the need for any industrial type buildings does not warrant a need to severely compromise existing residential properties.

It is apparent that an alternative location for industrial type buildings is available without the potential conflict and serious concerns which the current proposals have inevitable generated.

It is very much hoped that the feedback from the consultation will result in a more practical and appropriate design solution.

Yours sincerely,
Peter Grugel

Response 19

From: Phil Bolton [REDACTED]

Sent: 20 December 2017 12:13

To: Planning; planning@fylde.gov.uk

Cc: [REDACTED]

Subject: AirportEZ

Attached are copies of correspondence regarding the proposed development of the above area known as AirportEZ. It is understood that FBC may have a vested interest and therefore with the approaching deadline date for objections to be lodged I am notifying you, on behalf of the residents of Oakwood Close FY4 5FD and St Nicholas's School and in addition residents of Division Lane who are in both Council areas districts in part again some of whom are unaware of the impact on their area.

The School is particularly concerned, it is understood that they also were unaware until gossip at the school gates!

Blackpool Council - There may well be a

Phil Bolton

The following text was included as an attachment to the above email.

It is apparent that a site/location plan is vital to clearly indicate the relationship between the proposed industrial use of the Airport site (as indicated on the Draft Masterplan) and the adjacent houses.

A simple way for all parties to gain a better understanding and full appreciation of any local concerns is to superimpose the draft proposals onto an extract from an Ordnance Survey location plan. A drawing to a scale of 1/1250 is appropriate and only part of the airport site alongside the houses is required to indicate the relationship with the existing residential properties. Furthermore, an A3 size drawing would only be required to enable the overall area to be shown to a scale of 1/1250.

It is acknowledged that at this stage the proposals are indicative and have been presented as a framework for the overall development. It is also stated in the consultation documentation that 'proposals are not set in concrete'. With this in mind, feedback is crucial in order to highlight major issues in terms of the current plan and overall concept.

In summary, the Draft Masterplan proposals as currently presented will have a significant detrimental impact upon the adjacent houses and result in the following: -

1. **Loss of natural light and direct sunlight** arising from the close proximity of the proposed industrial buildings - this impact will be particularly significant during the autumn/winter months during the late afternoon period;
2. **Adverse effect of loss of direct sunlight** will be further **exacerbated by the proposed height** of the industrial buildings in addition to the very close proximity;
3. **Overshadowing of outdoor space** will also be a further negative impact in relation to the existing rear garden areas currently enjoying direct sunlight during the late afternoon and early evening period;
4. **Loss of the current open outlook and green space** at the rear of existing residential properties will inevitably **reduce the current attraction for future potential purchasers**

5. **Overpowering and imposing/obtrusive appearance** of the gable end of the large industrial building when viewed from the rear of properties No's 1-19 Oakwood Close will also further reduce future marketability;

6. **Possible issue of noise nuisance** may arise in the future depending on the nature of work undertaken within the proposed buildings but clearly the **potential has been increased due to the very close proximity** of the proposed industrial units;

7. A **further negative impact** may also arise due to the **potential for increased wind speeds and 'funnelling'** between the new buildings at the rear of the existing residential properties;

8. bearing in mind the above negative factors and loss of existing amenities, it is considered that the proposals as currently indicated will **potentially reduce the future market valuation of all the private houses** alongside the proposed industrial buildings and reduce the level of enjoyment currently experienced by a number of existing residents.

All the above issues need careful and detailed consideration prior to the finalisation of detailed proposals. However, the Draft Masterplan proposals in the present form are considered to have significant negative outcomes on all the properties located immediately adjacent to the proposed area currently earmarked for industrial use.

The following amendments are suggested as a more practical and acceptable alternative:-

a) the proposed industrial use and activities are concentrated in the North-East corner of the site which is already the established area for such use;

b) this option would also provide the possibility to retain a greater area of 'green space' for sport and recreational activities with supporting facilities - this is a major consideration bearing in mind that Blackpool currently falls well below many towns with regard to the provision of modern all-weather sports facilities;

c) the alternative location for the industrial use of the site also has the unique opportunity to retain and enhance the already developed area of the site - this **area is also of particular local historic and national heritage interest in terms of aviation**, and the important contribution made by very many local people during the Second World War;

d) the above proposals would dovetail with the Blackpool Council objective to create a 'statement building in the north east corner of the site';

e) a further significant positive outcome would be to take advantage of the existing vehicular access and egress already available on Squires Gate Lane thereby enabling traffic to have the most direct route and quickest access to the existing motorway junction.

The above issues could be further expanded at the stage of further engagement with the local community and all interested parties.

Please extract the necessary points that you consider necessary and it would be appropriate to provide the local media with the information together with 1/1250 scale site plan as

Response 20, 21, 22, 23, 24, 25, 26, 27, 28, 29

The following text was submitted from residents of properties on Oakwood Close in a format that is not 'easily' redacted.

Given that all properties submitted an exact copy of the same letter, varying only the address, date and signature as appropriate the substantive text is reproduced below:

'TO: The Chief Planning Officer, Blackpool Borough Council.

Ref: Blackpool Airport EZ.

As a resident and rate payer of Oakwood Close I wish to lodge my strongest objection to the proposed erection of what appears to be the largest structure on the Blackpool Airport EZ which according to the plans is due to be built immediately to the rear of Numbers 1 to 19 on the west side of the Close.

The reasons for my objections are:

1. The proximity of the structure to the rear boundary of my property.
2. The size of the structure suggests it is likely to considerably reduce the access of light and sunlight presently enjoyed by me, into the rear of my property.
(Relevant only to properties numbered 1, 3, 5, 7, 9, 11, 15, 17, 19)
3. The potential to reduce the value of my property significantly.
4. The potential for pollution and congestion from increased traffic frequenting the Industrial Zone through proposed access routes off Common Edge Road.
5. Increased danger (re No.4), to pedestrians, in particular, children attending the local school (relevant to all properties)

I will also be considering claiming for a reduction in rates.

These are my initial objections and I claim the right to adjust and amend them prior to any Council Meeting. I also wish to be advised personally of dates and times of any proposed open meetings at which this Zone may be discussed.

Dated...

Signed...'

Response 30

From: J MASON [REDACTED]
Sent: 13 December 2017 17:15
To: Planning
Subject: Application number 17/0760 Comments

Ref: Planning Application Number 17/0760 Blackpool Airport EZ Masterplan

Dear Ms. Parker,

Thank you for your letter informing me of the Public Consultation on the above application and giving me the opportunity to comment on the draft Masterplan.

I would like to make the following comments;

Overall, I welcome the potential for new investment and jobs for this area, but have a number of concerns and questions.

I have referenced the relevant page of the plan, where appropriate.

1. I do not understand why there are plans for new houses in the Enterprise Zone. As your own Vision states, the Enterprise Zone is a business location and will hopefully bring new investment and jobs to the area. Neither your Vision, nor your Objectives make any mention of new housing, (ref page 5). I would be against any new housing being built, especially on the existing greenbelt land.

2. There is currently a 'park and stride' area and car parking on the land at the corner of Jepson Way and Common Edge Road. This is for parents dropping off and picking up their children from St Nicholas School on School Road. Since the school was enlarged a number of years ago, the school traffic and associated parking became a real problem - the park and stride and parking area takes quite a bit of the parking and traffic away from around the school. I would have real concerns if this facility was taken away and would like to know what you intend to do to ensure the continued safety of parents, children and local residents.

3. I don't understand why the football fields cannot remain where they are, especially if siting them closer to the airport runway could cause issues, (ref page 10). I can only assume it is because you want the land for new houses. Also, there doesn't appear to be any parking provision for the playing fields. The existing car parking space is always full when matches are being played.

4. Further to the comment in point 3 around provision for parking, the draft aerial view of the Enterprise Zone appears to have very little parking provision. Whilst I applaud incentives to get people not to use their cars, it is a reality that most people still do and will continue to drive for the foreseeable future. In addition to adequate parking for people working in the Enterprise Zone, if you are going to encourage more retail and leisure opportunities, you will also need parking provision for this. Equally, if you are planning to increase the airport traffic to include commercial airlines, a large amount of parking will be needed. There are a number of examples close by where new business and commercial parks have proved to have totally inadequate parking provisions, resulting in cars blocking the already narrow roads on the parks, and people parking in nearby residential areas. The Whitehills Business Park and the

area in Bispham where the new Royal Mail sorting office is based are just two examples. Your plan discusses access and movement in the EZ, (ref page 11) but makes no reference to parking provision.

5. Page 11 of your plan references the M55 to Lytham St Annes link road and states that this will 'facilitate direct access between the EZ and the motorway network'. I can only assume that this was written by someone with no knowledge of the local area, as there is already direct access, either via Progress Way or School Road. I fail to see why anyone would use the new link road to get to the EZ as they would be driving out to St Annes, (Kilnhouse Lane), and back again. Page 22 also makes reference to the link road reducing pressure on Progress Way, but makes no mention of School Road. As a resident of School Road, I would like to understand what you intend to do to stop the majority of traffic going to the EZ using School Road, as I am sure that this is the quickest route from the motorway. Also, if the new road into the EZ is built before the link road, this will only increase the number of vehicles using School Road as it would definitely make School Road the quickest way to access the EZ. We already suffer from constant heavy traffic throughout the day, including heavy lorries, ignoring the weight restriction on the road. The expansion of the EZ will only make the situation worse. I would like to see measures that force vehicles to use either Progress Way or the new link road.

6. Pages 11 and 12 both reference the potential for Blackpool Transport to site their bus depot in the EZ. I do not see how this would meet the objectives of the EZ, which is to encourage new investment and create more jobs, as Blackpool Transport is already an established business in Blackpool and Fylde. I am also confused by the words 'temporary requirement' as it suggests that the bus depot would not be permanent. Other than Blackpool Transport potentially enjoying up to 5 years business rates relief, what are the other benefits? The land used by the bus depot, (your plan suggests 3 to 4 ha), could be taken up by new business, creating more jobs for the area.

7. Page 4 of the Plan states that Business Rates Relief is available until March 2022 and Enhanced Capital Allowances until November 2023. According to the government website 'enterprisezones.community.gov.uk', for EZ's that started in April 2016, businesses have to be located on the EZ by March 2021 to qualify for business rate relief and have 8 years from the launch of the EZ to make investments and claim Enhanced Capital Allowances, which would mean an end date of March 2024.

Given the dates for the 3 planned phases of development in your plan, (ref page 21), it would seem that there would be no incentives for businesses to locate in the EZ for Phases 2 and 3, as Phase 2 is only planned to start in 2023. Rather than focussing on building new homes and moving the playing fields in Phase 1, wouldn't it make more sense to focus on commercial and industrial opportunities in the shorter term whilst the Business Rate Relief and Enhanced Capital Allowances are still available to attract new businesses?

8. Page 21 of your plan states that 'Infrastructure Investment, funded by retained business rates, will be front loaded towards the beginning of the programme'. If you fail to attract enough new businesses in the first few years to support this, how will this investment be funded? Do you intend to loan the money based on the potential business rate growth on the EZ or will the infrastructure investment be delayed?

Regards, Jennifer Mason

Response 31

From: Mitchell, Garry (UK) [REDACTED]
Sent: 18 December 2017 15:08
To: Planning
Subject: BAEZ Consultation

Dear Sir or Madam,

As a General Aviation (GA) pilot and flying instructor using Blackpool airport, I find the potential removal of runway 13/31 surprising. Given that the majority of flying now undertaken at Blackpool is in the GA sector and by the very size of these aircraft, they are very much limited by the wind direction (cross wind limits). The removal of a viable runway not only limits the aircraft but also the airport's ability to charge landing fees for aircraft that could have utilised 13/31 but cannot do so because of the cross wind limitation on their aircraft.

Blackpool has recently being promoting itself as a GA friendly airfield, I fail to see how that can be true when you are proposing to reduce the accessibility of available runways. I urge you to reconsider 13/31 runway and allow pilots the use of it. Currently, notwithstanding the railway bridge repairs, 13/31 has been denied on several days where student pilots especially would benefit. If you really do want to make a success of Blackpool airport and retain the revenue that flying does bring to the region, then 13/31 needs to remain. I would go further and say that the runway lighting removed many years ago by the former owners, in an attempt to remove this runway needs to be reinstated for the above reasons.

Thank-you for reading this email and trust it will be considered during any decision regarding the future of Blackpool Airport.

Kind regards
Garry Mitchell
Flying Instructor BAE Flying Club

Response 32

Planning Department
PO Box 17
Corporation Street
Blackpool
FY1 1LZ

Blackpool
FY4 5FD

13th December 2017

Dear Sir/Madam,

Blackpool Airport Enterprise Zone Masterplan
CONSULTATION

last Monday a neighbour told me about a letter he had received regarding the BAEZ consultation procedure.-Unfortunately I didn't get one!

I have now quickly looked at the Masterplan, which I got from the Internet, and wish to make the following comments.

The Enterprise Zone Boundary coincides with my rear garden boundary fence beyond which is shown a large building which, I understand from a neighbour, is to be an Aircraft Museum.

My main concern is the effect this building will have on my property -visually and market value. It would be appreciated if this building could be located as far away from the rear of the Oakwood Close properties as possible. Also the height of the proposed building kept to single storey to minimise its impact.

I notice the Masterplan shows buildings further north of my property having a green space between the proposed building foot print and the rear of the Oakwood Close gardens.

A similar treatment would be welcomed and go some way to meeting my concerns.

I would like to know if the individual sites are subject to the normal Planning procedures.to enable the public to be consulted on matters of detail

On a wider issue I'm concerned the impact the extra traffic from this development and "kensington Estates" Queensway site will have on the main traffic routes .

The highway system is already chocked at peak periods and measures need to be taken to ease traffic flow. The wider traffic impact from present and future development should to be addressed in the BAEZ proposals.

Yours Sincerely

Peter Cherry

Response 33

From: Lordysalt [REDACTED]
Sent: 02 December 2017 09:01
To: Planning
Subject: BAEZ Masterplan - feedback

To who it may concern

I was overjoyed, as I'm sure were many others, to hear that BC had bought Blackpool airport from Balfour Beatty, anticipating the possibility of the return of commercial flights, only to have our hopes dashed when Cllr Simon Blackburn commented that "We do not anticipate the return of large scale passenger planes to the airport"!!

How short sighted, when Blackpool is in the midst of such large scale redevelopment, and with such big plans for the enterprise zone. These plans seem to indicate that there is scope to 'think big' and as the emphasis from the government is the development of transfer links to and from the north, surely this must be considered a logical strategy to ensure the future of Blackpool's Tourism and it's local economy, as well as supporting air links to the NW.

Manchester airport is struggling to cope, even with their redevelopment plans, due to the chaotic transport links so Blackpool airport acting as an overflow, taking pressure off an already struggling situation, would seem to be a 'no brainer'!!

Obviously we need to get the right people, with the relevant knowledge, on board to advise on the practicalities, to consider the logistics such as runway length, crosswinds and upkeep etc. The council need to 'positively' promote the airport, showing the enthusiasm Blackpool has to bring back commercial flights once more.

The 'Save Blackpool Airport' group has 2.2k members who desperately want to see this and if you ask them, they all know people from all over the north, who used the airport in the past and who would love to fly from there again.

Hoping for your consideration and support.

Helen Salt

[REDACTED]

Blackpool

FY1 5NH



St James' Tower,
7 Charlotte Street,
Manchester, M1 4DZ

T: 0161 836 6910
W: indigoplanning.com

Response 34

Blackpool Council
Planning Department
PO Box 17
Corporation Street
Blackpool
FY1 1LZ

By email and post

19 December 2017

let.019.MD.07920035

Dear Sir / Madam

BLACKPOOL AIRPORT ENTERPRISE ZONE DRAFT MASTERPLAN CONSULTATION

We write on behalf of the administrators of Greenhurst Investments Ltd (Greenhurst) as developer of the land north of Kilnhouse Lane, St Annes, to provide comments on the draft Blackpool Airport Enterprise Zone (BAEZ) masterplan.

The land north of Kilnhouse Lane is located to the south east of the existing Blackpool Airport runway, but outside the draft masterplan boundary (a location plan is enclosed). It is allocated for employment uses (ref: ES1) by the adopted and emerging draft Fylde Local Plan (FLP).

In summary, Greenhurst support the designation of the BAEZ as it provides an excellent opportunity to deliver high quality employment land in Fylde, which will bring positive benefits to the local and wider area. However, Greenhurst request that the following points be considered before the masterplan is finalised:

Section 1 – Introduction

We are concerned the type of businesses the draft masterplan is targeting to locate to BAEZ is overly restrictive (ie the energy industry, advanced manufacturing and engineering, food and drink manufacture and the digital and creative sectors), which may prohibit the masterplan being fully developed by 2041. The positive benefits will be limited if parts of the BAEZ remain undeveloped.

Policy EC1 of the emerging draft FLP allocates part of the BAEZ site (ref: ES5) to provide 14.5 ha for Class B1, B2 and B8 class uses. Whilst we acknowledge emerging draft FLP Policy EC4 states the precise mix of uses will be determined through the masterplan, we consider there should only be an aspiration to seek these uses, rather than an explicit requirement.

Therefore, we request sites within BAEZ be made available to all Class B1, B2 and B8 employment occupiers (ie without restriction) and that take up forms part of Fylde Council's employment land supply for plan monitoring purposes.



Section 3 – Planning Considerations

We note the draft masterplan has been published for consultation prior to the conclusion of the examination into the emerging draft FLP, and so the soundness of the FLP's objectively assessed needs, policies, allocations and triggers for an early review has not yet been established. Therefore, the masterplan should not be finalised until the Inspector's findings in her report have been considered.

In this regard, it is crucial the masterplan allocates the correct amount and type of land. Further employment land may need to be allocated within the Fylde part of the BAEZ to meet the amount allocated by the emerging draft FLP. This may require releasing further Green Belt land for employment uses and/or to rationalise the airport operations.

It is stated the draft masterplan covers an area of 144 ha, with 55% of the BAEZ site falling within Fylde and 45% falling within Blackpool. However, the precise amount of employment land to be allocated within each borough should be defined.

The masterplan should also identify the amount of employment land to be allocated within each proposed zone accompanied by a revised "Land Availability Boundaries plan", to show clearer boundaries to better distinguish the exact boundaries between the zones. This will give certainty to developers and residents as to the amount of development proposed in each area.

Section 4 – Access and Movement

We note the masterplan proposes a new roundabout on Queensway and a link road through the BAEZ site to link Queensway with Squires Gate Lane. We also note it recognises the importance of the M55 link road to significantly improve access to the eastern part of BAEZ.

Whilst we acknowledge the aspiration to open the M55 link road by early 2020, we request clarity on the timescales for the construction of the new roundabout on Queensway and particularly how it ties in with delivery of the M55 link road and improvements related to Kensington's development (ref: HSS1). It is our strong view that the masterplan should commit to the M55 link road being in place before a new access to Queensway is constructed.

In addition, we note that such highways network interventions will require the submission of planning applications. Therefore, we request the masterplan require the impact of the proposed development's generated traffic on the Kensington junction on Queensway be fully tested, with an access to the allocated land north of Kilnhouse Lane (ref: ES1) included in the modelling.

Section 5 – Land uses

We request the table within masterplan make clearer the overall quantum of built stock proposed in each land use, in addition to the potential unit and plot sizes, to give further certainty to developers and residents alike.

indigo.

Section 8 – Phasing and Delivery

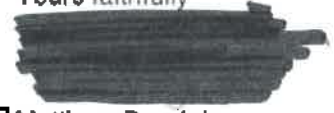
We request the delivery of the employment land within the Fylde part of BAEZ be phased earlier to tie in with the emerging draft FLP plan period (ie by 2032).

Section 9 – Next steps

We are encouraged there is a commitment to review the masterplan every five years. This will be critical if an early review of the FLP is triggered, or where take up of land within the BAEZ has not been as expected (eg if occupiers have not been found from within the target sectors). Regular reviews will ensure there is suitable flexibility throughout the lifespan of the BAEZ designation.

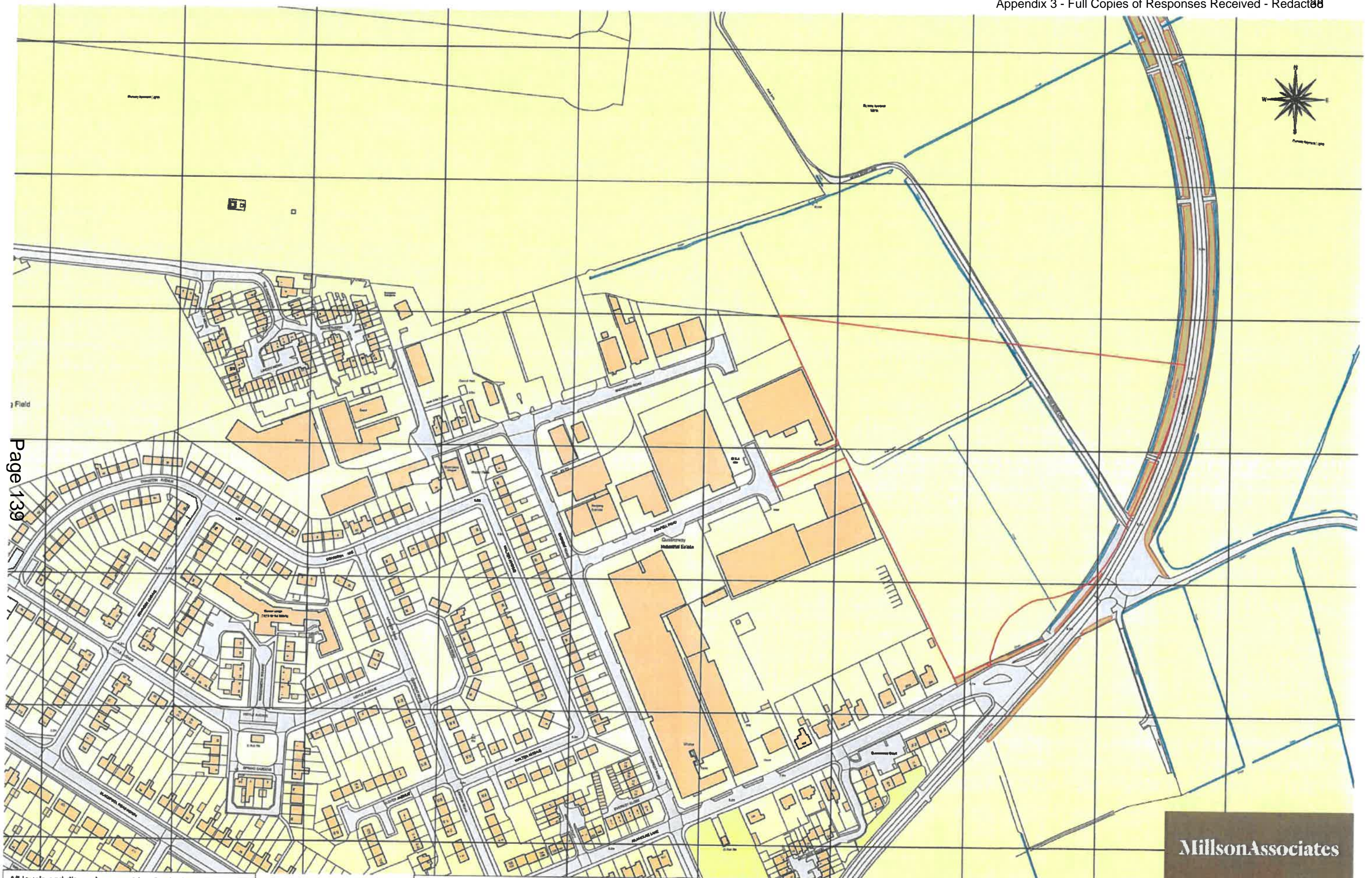
We request that you give proper and due consideration to these comments in your finalisation of the masterplan document.

Yours faithfully



Matthew Dugdale

Enc: Location Plan (drawing ref: PL.001 Rev B)
cc: Administrators of Greenhurst Investments Ltd



Page 139

All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to Millson Associates Ltd. All information herein is the copyright of Millson Associates Ltd. Copying in full or in part is forbidden without the written permission from Millson Associates Ltd.

Greenhurst Investments Ltd Client

LOCATION PLAN
 Project Title
 Proposed Residential Development Land
 North of Klinhouse Lane, Lytham St. Annes

Date	14/07/2016	Status	Planning
Drawn	JB	Checked	RB
Scale	1:2500	Size	A3
Rev.	B	Drawing Nr.	PL.001

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 general@millsonassociates.co.uk
 www.millsonassociates.co.uk

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 Design. Develop. Deliver

Response 35

From: Thomas Hornsby [REDACTED]
Sent: 19 December 2017 11:17
To: Planning
Subject: BAEZ Masterplan

Good morning,

I've had a look at the masterplan for the BAEZ and I think it's fantastic how your trying to bring in skills and knowledge into the area and boost Blackpool's economy.

I am also a member of a flying club which operates at Blackpool. I can see that some hangers are going to be built to compensate the flattening of our existing hangers and I'm sure they will have good facilities. My question is what sort of terminal building are you intending to build to support commercial aircraft at Blackpool and also are you closing runway 13/31?

13/31 is and important runway for smaller aircraft, which includes General Aviation (GA) and Flight Training Organisations (FTO). Currently the runway is only operational in the day as there is no lighting for night flying. Which has been fine for most operations on that runway. The alternative runway direction has really made light aircraft flying possible during days where the crosswind has been too much to fly off the main runway, unlike larger commercial aircraft, light aircraft have smaller crosswind limits.

Also it has been seen that your going to grass over the rest of the 13/31 runway if you're not going to keep it, have it considered also grassing over the disused peri-track/taxiway and allowing a grass runway to be made with cheaper maintenance and this would offer a great appeal for light aircraft owners for GA and training. A grass runway would bring more people with micro lights and light aircraft into Blackpool where they could stop at the new terminal building if it had a cafe/restaurant. Additionally bringing more money into the airport from GA.

The better equipped an airport the better it could be used by FTOs, bringing a large amount of revenue through training if organised properly.

Kind regards,

Thomas Hornsby

Response 36

From: Archie Neill [REDACTED]
Sent: 20 December 2017 17:43
To: Planning
Subject: BAEZ Runway 13/31 Preservation

Hello,

I understand there seems to be a question mark around the ongoing viability of the alternative runway at Blackpool airfield. As the current Director of Operational Training and previous Chief Flying Instructor for BAE Systems I must emphasise the importance of maintaining the historical legacy of aviation in the Fylde, as exemplified by the ongoing testing activities at Warton and the thriving flying clubs at Blackpool. However, the credibility of the airfield as one of the outstanding venues in the country for private flying and training is predicated on the need to have alternative runways for the varying wind conditions we endure on the west coast. I do hope this is being taken into consideration in the ongoing BAEZ development process.

Best regards,

Archie Neill

Response 37

From: Paul Oakes [REDACTED]
Sent: 24 November 2017 10:34
To: planning@blackpool.gov.uk; Planning <planning@fylde.gov.uk>
Subject: Blackpool Airport Enterprise Zone Masterplan - Comments

I would like to air my concerns on this project as a local resident, living in the direct vicinity for 40 years on Hillcrest Rd and Walpole Ave.

My main concern would be the land for the playing fields on Common Edge, incorporating the football pitches, cricket, rugby and squash club. I feel this should be protected for future generations and where possible improved and promoted. With the amount of new homes currently being built in the area there seems a distinct lack of recreational space, no consideration for which has been made within the development of the houses. These family's will require leisure and sporting facilities and as my family and myself have grown up using the local sports grounds and clubs feel their protection, improvement and even expansion to allow for increased demand should be of high priority and completed within the first phase of the development.

There currently seems a number of locations available for development around the Whitehill's area which are left "unfinished" and offices on this estate only recently seem to have been taken. I would have a concern that the demand for commercial property in Blackpool isn't great enough to sustain the Enterprise Zone and would hate to see it half completed with remaining land used for more housing. Blackpool will always be a 20 minute journey down the M55 and not on the direct link of the M6 for many businesses.

The plan for the highways improvement is encouraging, however a clearer plan with road names and easier to compare and understand visuals would help further, I'm sure this must be available in more detail somewhere and I am not looking in the right place. There should also be a joint plan, with all surrounding areas to ensure that the farcical highways issues we are currently experiencing doesn't happen again.

I would have a concern about safety of the school drop off and collection at St Nicholas' school on School Rd, the scheme seems to remove the car park at Common Edge playing fields which is used by parents as a park and walk to school, as it is a real struggle to park safely in this area both morning and afternoon, I'm sure this will be considered in highways planning.

Thank you for your time.

Best Regards

Paul Oakes
[REDACTED]

Blackpool
[REDACTED]

Response 38

From: Pooley [REDACTED]
Sent: 20 December 2017 14:26
To: Planning
Subject: Blackpool Airport - runways

Dear all

As a student pilot, having the use of a secondary runway (13/31) is vital. It's good to have the use of, especially as the wind at times can be so variable at Blackpool.

It also teaches the student, when Flying how to switch landing at different runways.

From a general aviation perspective having 2 runways can provide more options for the airport regarding aviation customers for the future but also demonstrates to the rest of the UK that Blackpool Airport is taking its future plans and growth seriously.

With all the regeneration around the local area, if Blackpool becomes a greater destination than it already is, the airport could be another transport option for people around the UK, ie; having 2 sets of runways gives you more options.

After all, surely it is easier to maintain both runways rather than keep one runway and later on realise that the 2nd runway should have been kept.

Kind regards

Andrea Poole
Student Pilot, BAE Flying Club

Address can be provided on request.

Response 39

From: Mel [REDACTED]
Sent: 21 December 2017 19:12
To: Planning
Subject: Blackpool Airport

With reference to the above, as a local resident of the last 28years I feel that Blackpool Airport is a very important part of the area, when it was being used as a Commercial airport with passenger flights it provided a useful service for both local residents and businesses and the same for people from further afield. As a small airport it provided safer travelling for all, without the added inconveniences of travelling to a busy airport such as Manchester or Liverpool. The airport also used to provide many aspects of employment for locals and trade for local businesses.

I feel certain that with the right management team the airport could still be a viable prospect. Another option would be to try to bring a partner in to assist with the running of the airport, (may be even someone such as Richard Branson or one of the airlines.)

Regards Mel Goupil.

Response 40

From: Mary McQuillan [REDACTED]
Sent: 22 November 2017 09:04
To: Planning
Subject: Blackpool Airport

We want and need a passenger terminal back here and for big operators like Jet2 to return. It can be managed and marketed correctly run by the right people, unlike the shambles that was allowed to happen last time. This would increase revenue for local businesses, including hospitality trade, transport, shops and last but not least create jobs. Please take all the above into consideration.

Yours sincerely

Mary McQuillan

Response 41

From: Bob Stinger [REDACTED]
Sent: 18 December 2017 14:58
To: Planning
Subject: Blackpool Airport

Dear Sir/Madam

The plan to remove runway 31/13 is a disaster. There are many days a year when the use of this runway means that flying for light aircraft can continue. Without this the crosswind would exceed the safe margin. When runway 25/07 closed we saw a reduction in the flying and now we seem to be faced with that again.

Balfour Beatty had a habit of discouraging use by "refusing" that runway meaning there were days when we couldn't fly. We are already under pressure with new regulations this will be another nail in an already fullish coffin. As Blackpool born and raised let's see common sense win and the runway remain open.

Regards

Captain Bob Stinger
Flight Instructor
Flight Examiner

Response 42

From: Lewis Alderson [REDACTED]
Sent: 19 December 2017 18:34
To: Planning
Subject: Blackpool Airport Consultation

Good afternoon

I would like to share some pertinent points from my point of view regarding the new proposal for the future of Blackpool Airport.

1. The retaining of runway 13/31 is essential for General Aviation traffic, attracting visitors and the based flying schools to all ultimately generate revenue. An example of where this decision has previously been taken is Leeds Bradford where the Airport and all operators have lost out following the closure of runway 09/27 in conditions not suitable for the main runway.
2. The plans should focus on retaining and attracting general aviation, the offshore helicopter sector, business aviation and larger aircraft maintenance through the development of a Maintenance Overhaul Facility (MRO). This will allow the Airport to focus on its strengths, generating profit and can then look to return regional services to the Airport. I believe this stability would be required for several solid years before airlines would return.

It is vital to work extremely closely with Bond, Hanger 3, JMAX, Westair and the other flying schools to ensure the key business's and financial backbone of the Airport are best served.

Best regards

Lewis Alderson
(Commercial Pilot and Aviation professional)

Response 43

From: Paul Nettleton [REDACTED]
Sent: 01 December 2017 21:23
To: Planning
Subject: Blackpool Airport consultation

Sirs,

Having enjoyed using Blackpool Airport in the past, I wish to add my support for the possible return of both domestic and international flights.

I unfortunately have to use Manchester Airport these days, and I can honestly say that it is too big, you're treated like a piece of meat, and all in all the overall experience is not a pleasant one. You could not have said that about our airport when it was fully operational. The staff there were really good and very professional, and most of all, the amount of passengers using the terminal was increasing after a dip in figures after the recession.

One thing that would need to be addressed is public transport links. Blackpool Transport needs to provide an adequate service that calls in at Squires Gate on a regular basis. There is also Squires Gate station that was very popular with flight users. The drawback to this facility is that there is only a current hourly service which needs to be doubled with the aid of a passing loop further up the line. On this issue, the Council need to keep pressure on both Northern and Network Rail. This would be a far cheaper option than extending the tramway - the Jacobs report, which was financed by both Lancashire County Council and Blackpool B.C. looked at different options and came out in favour of the heavy rail passing loop. The cost benefit ratio for this scheme was given a score of 3.7 (2 is the minimum). The tramway option failed to meet this peg in the ground.

Now that Balfour Beatty have thankfully left their scene of carnage - they can't even build a sea wall properly, I realise it may take some time for the airport to recover. However, there appears to be a ground swell of optimism now that the airport is in the hands of new owners. The future is brighter now than it has been for a number of years.

Paul Nettleton,
[REDACTED]
Blackpool.
FY4 3QP

Response 44

From: Campion, Guy (UK) [REDACTED]
Sent: 19 December 2017 16:38
To: Planning
Subject: Blackpool Airport E Z Masterplan - Comments.

Blackpool Airport E Z Masterplan - Comments.

The latest Blackpool Airport E Z Masterplan proposals have been recently brought to my attention and I wish to make some comments.

First – it is good to see some careful consideration being given to development of Blackpool & the local economy – in all the aspects considered in the ‘Masterplan’.

Aviation has played a part in the economy of Blackpool and it can make a significant contribution in the future – but key parts of the Airport infrastructure must remain.

Of particular note to the Light General Aviation community is the need to ensure *continuing* of availability in the future of the existing runway 13/31 (designated 13/31 – due to its approximate Magnetic orientation) which is of a SE/NW orientation. This provides the following significant positives (further explanation / context is included in brackets):

- 1) A Runway which allows continuing operation for Light General Aviation (Light G.A.) in conditions of stronger North-Westerly and South-Easterly winds than is possible on the Main runway (with its approximately ‘East-West’ 10/28 orientation). (Note: all aircraft have Crosswind Limitations within which they must operate, so having another runway on a different orientation reduces the number of days of operation ‘lost’ due to the cross-wind being ‘out of limits’) and;
- 2) Provides an additional, separate Runway facility which has benefits for Operational Safety and Flying Training and also allows more space for Light G.A. to operate in conjunction with larger Commercial Aircraft Traffic. (e.g. If a ‘Business Jet’ is taxiing down the length of Runway 10/28 prior to take off – this occupies the whole runway, which is then not available for any other aircraft to land. Maintaining runway ‘13/31’ allows Light G.A. aircraft to continue to fly circuit and landing training subject to Air Traffic Control).
- 3) There is evidence that Airports which have successfully maintained their full infrastructure have experienced a resurgence in business & visitors. The airport needs to maintain a fully operational facility as a Business, Tourist and Local amenity (and asset!) which differentiates **Blackpool and the Fylde Coast** area as being advantageous compared to other regional Cities & conurbations.

I ask that you carefully consider these factors in your review of the E Z Masterplan.

Regards,

Guy Campion
UK CAA/ EASA Commercial Pilots Licence holder and Qualified Flying Instructor (Flying experience in UK & USA at regional airports).
Chartered Engineer, M.R.Ae.S.

Response 45

From: craig livesey [REDACTED]
Sent: 04 December 2017 07:57
To: Planning
Cc: Jo Livesey
Subject: Blackpool Airport Enterprise Consultation

Good Day,

I have been looking over the proposed plans for the Blackpool Airport Enterprise Zone development. Firstly as a resident of Lytham St Anne's, I think this is an excellent opportunity to develop the land for a positive use. It will create jobs, promote innovation & technology, and hopefully create an area of training and employment for the future generations to come. From a personal perspective, primarily I will welcome the improved transport links with open arms. As, quite frankly, at the moment the road network is absolutely strangling the productivity of local businesses. From a business perspective, I am currently employed in the oil and gas industry, and heavily involved in the use of new innovative technology. I can actually see the potential of a personal business start up on a site such as this, and I would be interested to see the types of tech businesses the zone starts to attract. The head office of the company I am currently employed by is based on a tech park in Aberdeen. The location has paid dividends in the way of increased productivity, made possible through the ease of cross collaboration between different companies located on the park. This location definitely has the potential to create a technology hub in the North West.

Unfortunately there is one minor point I am concerned about as a local resident, and it may seem trivial, but I would like it taken into consideration at this early stage of planning. I currently reside on Appealing Lane in Lytham St Anne's, which over looks the green belt land designated as Zone E. Until very recently we have been absolutely plagued by the noise caused from the motor cross bikes using the undeveloped waste land. Our local councillor, Karen Henshaw, worked extremely hard to identify the owner of this land, and to get the bike access restricted. On summer evenings the noise created by the bikes was absolutely unbearable, and caused a great deal of unnecessary stress to my two elderly neighbours. The Police had no power to do anything as it was private land. To be honest I felt like it was a complete waste of Police time and resources, when the issue could have been managed before it spiralled out of control. My primary question is, will this new green belt area be operated and controlled by the council? If this is the case, I am assuming you will have the power to immediately prevent motor cross bikes from using this land, as you do on all other public spaces? As a concerned resident, please could you consider this factor in the planning stage. As I mentioned this may seem trivial in the grand scheme of things, but I can assure you this is not the case at 9pm in the evening when you are listening to it.

Kind Regards

Craig Livesey

Response 46

From: Michael Martin [REDACTED]
Sent: 21 December 2017 12:21
To: Planning
Subject: Blackpool Airport Enterprise Zone Masterplan Consultation

Dear Planners.

I have three points to include in your consultation which ends today 21/12/17.

1. Although Squires Gate rail station is only a few hundred metres away it is not included in plan .Feel this is a mistake. In future this rail line will be a valuable asset to the zone. Rail travel is on the "Up". I have Just seen a vintage film taken from the top of a tram in 1903 which passes the site of the future airfield when such transport was a major service way back then. Why not again?
2. Notice the loss of some green belt land from Blackpool.
3. Very much support the new quality jobs which the zone will create. An aviation engineering hub of suitable hanger space and workshops would attract "fly in" aircraft maintenance work rather than processing & flying holidaymakers in and out in recent past. Small short haul carriers should still be able to operate to Ireland & Isle of Man.

Your sincerely [REDACTED] [REDACTED] Blackpool FY3 7SH

Response 47

From: Karen Whelan [REDACTED]
Sent: 18 December 2017 19:54
To: Planning
Subject: Blackpool Airport Enterprise Zone - Objection

I am writing to object to the Enterprise Zone Masterplan's removal of runway 31/13.

By removing this runway, Blackpool council would be limiting the use of the airport and depriving the area of domestic and international visitors. There are around 20,000 civil aircraft in the UK engaged in General Aviation, flying 1.3m hours p.a. and I believe Blackpool could be a desirable destination for visitors. Pilots will bring their light aircraft to Blackpool, in large numbers for the major annual airshows at Blackpool and Southport as well as events in the Lake District, Liverpool and Manchester.

The 134 larger aerodromes in the UK account for 80% of General Aviation and Blackpool has a prime opportunity to be the best and biggest of those. The GA industry, which is around 7 per cent the size of its Commercial Air Transport cousin, employs 12,000 people, and contributes £1.4 billion to the UK economy.

With runway 31/13, Blackpool airport will have more flexibility and be open more days of the year, earning more money for the local area.

Maintaining this runway will also support the growth of flying clubs based at the airport including BAE Flying Club and Westair.

Please change the plans before it's too late.

Regards, Karen Whelan.

Response 48

From: Vivienne Ruscitti [REDACTED]
Sent: 18 December 2017 22:42
To: Planning
Subject: Blackpool Airport Enterprise Zone - Objections

To whom it may concern,

Prior to the closure of the public consultation regarding the draft Masterplan, we would like to lodge the following objections:

Consultation Process

We found out about the Masterplan through word of mouth. Given that our front door is only metres away from the boundary of the proposed development we find the lack of direct contact from the Council unacceptable.

The timing of the public consultation event on 1st December i.e. during typical working hours had a significant detrimental effect on the number of people who can attend. In addition, the event took place halfway through the consultation period, presenting limitations on residents and the amount of due consideration that could be given to the plans.

The local school, as a key stakeholder in the local community and who will feel a significant impact from a traffic and road safety perspective were not made aware of the Masterplan.

We feel that the Council have not engaged the local community in a true consultation process and have in fact attempted to keep the Masterplan off the radar and attempted to circumnavigate true public consultation.

Environmental

The plans as they stand will significantly impact the natural light and direct sunlight within our street. This will be caused not only by the additional buildings but by the proposed height of some of the buildings. Outdoor gardens will be overshadowed and there will be a detrimental impact on peoples quality of life by having the quality of outdoor garden space reduced. The reduction in green space in general will affect future potential house purchasers and the industrial units so close to a residential area will be an eye sore and affect future marketability of properties even further. We believe there will be noise issues from the actual building of the development and then on an ongoing basis from the industrial units. The increase in road traffic will also create additional air pollution within an already traffic heavy area.

Safety

I find it quite incomprehensible that traffic has not been considered as part of the overall Masterplan. Whilst I appreciate that this will be considered as part of each individual planning application, this surely applies a piecemeal approach to a significant issue rather than looking at the issue of traffic holistically.

Common Edge Road, School Road and Queensway are already under extreme pressure. Adding more traffic (and heavy goods vehicles/machinery during building phases) into this already overstretched route is surely asking for disaster.

On an almost daily basis we (or a family member) cross Common Edge Road to collect our daughter from St Nicholas's Primary School. Standing on a pavement, possibly not a metre wide, with cars, buses and trucks thundering past can be quite daunting. The thought of an increase in this volume of traffic and the type of traffic is very worrying.

Over 400 young children attend St Nicholas's Primary School; to increase the traffic on Common Edge Road and School Road is irresponsible. The School currently relies on the "Park & Stride" facility to encourage parents to park away from School Road and reduce traffic and therefore accidents. This facility would be lost under the Masterplan.

Social

The Masterplan will affect the quality of life we currently enjoy in terms of green space for recreational activities with children and pets. Due to the increase in traffic, it will become more difficult to access our residential area and potentially discourage some older residents from venturing out and navigating the traffic. The close proximity of the industrial units to residential properties also causes security and privacy concerns. Outdoor garden space already affected by the reduction in natural sunlight may also be overlooked and no longer be a private area to enjoy.

Whilst we cannot disagree with the Council's vision for Blackpool, this Masterplan needs much more serious consideration. At the very least and as a minimum we request that the Council:-

- Redraft the Masterplan to look at an alternative location for the larger of the industrial units to minimise the environmental concerns we have highlighted above.
- Undertake an all-up, holistic traffic impact assessment as part of the Masterplan rather than waiting for individual planning applications.
- Discuss with St Nicholas's Primary School the impact on road and pupil safety.

Many thanks,
Mr & Mrs Ruscitti
Oakwood Close

Response 49

From: Robert Grugel [REDACTED]
Sent: 20 December 2017 21:43
To: Planning
Subject: Blackpool Airport Enterprise Zone - Public Consultation

FAO Chief Planning Officer

It is noted that the Draft Masterplan is an indicative vision providing an overall concept and that the plan 'is not set in concrete'. Furthermore, it is appreciated that there is plenty of scope for stakeholders to 'contribute to the final shape' as stated within the draft plan issued for consultation.

With the above in mind, following an initial assessment of the Masterplan proposals for the Blackpool Airport site there are currently various concerns with regard to the following:

1. Zoning of Land Uses

It is apparent that the plan in the present form will inevitably create significant conflict due to the proposed siting of the industrial area located immediately adjacent to existing residential properties to the east of the site. It is considered that the draft plan has unnecessarily created incompatible land uses due to the very close proximity of the proposed industrial buildings alongside existing housing.

Therefore, a more acceptable and reasonable solution should be formulated in the interests of various parties.

2. Loss of Green Space

As a main strategic objective, any potential reduction in the area of existing 'green space' should be minimised and safeguarded for the use and enjoyment of future generations. Green open space is an invaluable limited resource and development on existing brownfield areas should be fully maximised before a decision is taken to build on the existing green area. A carefully considered balance needs to be achieved in terms of the necessity for development, and the need for maximum retention of open space for sport, recreation and leisure activities.

All practical options need to be fully appraised in pursuit of the objective relating to the retention and future enhancement of green/open space.

3. All-weather Sports Facilities

Blackpool is in urgent need of modern all-weather sports pitches with supporting indoor facilities. The airport site provides the ideal opportunity to provide these amenities and bring about a long overdue sports development to a suitable standard and in line with many other towns. Such facilities would be very much welcomed and would be well utilised by a wide range of people. These include many people within the community and a large number who are associated with the long established football club presently located within the airport site.

It is fully accepted and appreciated that the urgent construction of modern sports facilities is a vital element of the overall development of the airport site.

4. Location of Proposed Industrial Buildings

The established use of the site for industry/warehousing is currently situated within the north east part of the site. It is apparent that there are significant advantages in retaining this area for industrial use without any potential conflict with adjacent land uses. Furthermore, developing the existing industrial area would enable a wider range of future options for potential further expansion of sport/recreation facilities having regard for the likelihood of increased future demand.

The location of the industrial area and the potential future need for additional sports provision are therefore key issues at this stage and the established use of the site for industry is the ideal location for further industrial development.

5. Industrial Heritage

The former Vickers factory located within the north east corner of the airport site is of particular historic and local importance. All possibilities to retain and utilise this unique building need to be fully investigated. Apparently, this building is the only surviving complete original factory structure of this type and the adaptable form of construction provides a one-off opportunity for a range of potential uses in addition to industry/warehousing. The current opportunities for reuse are substantial and such a proposal does not prevent the creation of a 'statement building' as one of the key Masterplan principles. The Draft Masterplan places no particular significance or local importance in terms of Blackpool's aviation/industrial heritage and the specific relevance regarding the retention of the former Vickers aircraft factory has been completely overlooked.

This is a major omission in the Masterplan and as such an unbelievable missed opportunity which at this preliminary stage is still able to be rectified.

6. Highway Issues

Common Edge Road and Queensway are already subject to very high levels of traffic. This will inevitably substantially increase following development on the airport site. Furthermore, the formation of the proposed road within the airport site linked to the junction at Queensway/Division Lane will further exacerbate existing traffic problems. It is considered that Squires Gate Lane should provide the primary vehicular access to and egress from the airport site particularly to enable industrial type vehicles quick and direct access to the motorway.

The easy access to Squires Gate Lane from the Airport site needs to be fully utilised particularly with regard to heavy vehicle traffic.

7 Current Residential Developments

Following the construction of approx 1000 houses at Richmond Point in the vicinity of Queensway there will be increased pressure along Queensway, Common Edge Road and School Road. A comprehensive traffic analysis and the highway assessment conclusions should be part of the consultation process following the further development of design proposals.

The use of Squires Gate Lane as mentioned above would help to alleviate future problems particularly having regard for the very high future volume of traffic along Queensway.

8. Implications for Local Primary School on School Road

School Road already experiences major traffic difficulties at peak times. The area is subject to serious congestion and as a consequence there are various health and safety issues regarding the conflict between pedestrian and vehicular movement. Therefore, it is crucial that any future development of the airport site fully considers the traffic implications in the vicinity of the school to ensure that the current traffic problems are not further compounded.

Full engagement with the Headteacher and Governors at St Nicholas CE School is vital together with the involvement of staff and parents.

9. Local Community Input and Role of External Consultants

It is in the interests of Council planning officers and Members to respect and accept the positive contributions of local stakeholders and not primarily be influenced by recommendations of external Consultants who may possibly only have a limited association with Blackpool.

The final design proposals should be a reflection of a meaningful engagement with all interested parties in order to achieve a functional, practical and workable overall design solution for the long term benefit of the town.

10. Final Proposals and Future Reflection

It is anticipated that potential key amendments to the Masterplan are able to be made in light of all the relevant feedback from interested parties and that future major planning decisions are able to be determined with the benefit of foresight which is crucial at this stage.

Please note that the above comments have been set out from the perspective of a lifelong resident of the town in an endeavour to achieve a more appropriate and acceptable overall proposal for the development of the Airport Enterprise Zone.

It is sincerely hoped that suitable amendments are able to be incorporated in the finalisation of the Masterplan proposals.

Yours faithfully

Bob Grugel MRICS

Response 50

From: pete grugel <[REDACTED]>
Sent: 19 December 2017 23:33
To: planning@blackpool.gov.uk
Subject: Blackpool Airport Enterprise Zone - Public Consultation

For the attention of the Chief Planning Officer / Head of Planning

The Draft Masterplan proposals clearly have major implications for the owners / occupiers of houses along Oakwood Close, Blackpool.

In summary, the proposed siting of the industrial buildings will have a significant negative impact with regard to daylight, direct sunlight, outlook, overshadowing and potential noise nuisance issues. As a consequence, the marketability, saleability and valuations of a number of houses will be adversely affected.

At the present time, the potential problems can be avoided if any new industrial buildings are located within the area of the site which is already utilised for industrial operations and / or warehousing.

The Draft Masterplan proposals in the present form are considered unreasonable and the need for any industrial type buildings does not warrant a need to severely compromise existing residential properties.

It is apparent that an alternative location for industrial type buildings is available without the potential conflict and serious concerns which the current proposals have inevitable generated.

It is very much hoped that the feedback from the consultation will result in a more practical and appropriate design solution.

Yours sincerely,
Peter Grugel



United Utilities Water Limited
Developer Services & Planning Grasmere House
Lingley Mere Business Park
Lingley Green Avenue

Great Sankey
WARRINGTON WA5 3LP

unitedutilities.com

[Adam.Brennan](#)

Date 14th November 2017

Response 51

Blackpool Council
Corporation Street
Blackpool
FY1 1LZ

Emailed to: planning@fylde.gov.uk and planning@blackpool.gov.uk

Dear Sir / Madam,

Blackpool Airport Enterprise Zone – Masterplan Consultation

Thank you for seeking the views of United Utilities regarding the above consultation. United Utilities aims to facilitate sustainable development whilst safeguarding our service to customers; and assist in the development of sound planning strategies, to identify future development needs and to secure the necessary long-term infrastructure investment. We cannot stress highly enough the importance of contacting us as early as possible. Information on delivery would be useful to us so the impact on our existing infrastructure can be assessed. We can most appropriately manage the impact of development on our infrastructure if development is identified in locations where infrastructure is available with existing capacity. It may be necessary to co-ordinate the delivery of development with the delivery of infrastructure in some circumstances.

We would therefore request the Local Planning Authority consult United Utilities if any pre-application is submitted for the area within the Enterprise Zone. Alternatively, we would like the council to make aware to developers they should contact United Utilities as early as possible to discuss water and wastewater infrastructure requirements for specific sites.

All our infrastructure will need to be afforded due regard in the masterplanning process and you should be aware that complications could arise as network passes straight through these areas. We wish to highlight our free pre-application service

Page 1 of 2

United Utilities Water Limited
Registered in England & Wales No. 2366678
Registered office: Haweswater House,
Lingley Mere Business Park, Lingley Green Avenue,
Great Sankey, Warrington, WA5 3LP

for applicants to discuss and agree strategies. Enquiries are encouraged by contacting:

Developer Services – Wastewater

Tel: 03456 723 723

Email: WastewaterDeveloperServices@uuplc.co.uk

Website: <http://www.unitedutilities.com/builder-developer-planning.aspx>

Developer Services – Water

Tel: 0345 072 6067

Email: DeveloperServicesWater@uuplc.co.uk

Website: <http://www.unitedutilities.com/newwatersupply.aspx>

United Utilities would like to request that there is reference made to SUDs within the Masterplan. We would like to highlight that any specific site policy would make reference to those parts of current planning policy, along with drainage principles set out within the Surface Water Hierarchy within paragraph 80 of the National Planning Practice Guidance (NPPG): Flood Risk and Coastal Change. Developers should be aware that surface water discharge to a combined sewer would be strongly discouraged, and that on large development sites within the Masterplan, a drainage proposal will be expected to be part of a site wider strategy to avoid piecemeal development and demonstrate how the site delivers sustainable drainage as part of interconnecting phases.

Moving forward, we respectfully request that Fylde and Blackpool Council continues to consult with United Utilities on any further documents in connection to the Blackpool Airport Enterprise Zone. We are keen to continue working in partnership to ensure that all future growth can be delivered sustainably, and with the necessary infrastructure available, in line with delivery targets. If you have any queries or would like to discuss this representation, please do not hesitate to contact me.

Yours faithfully

Adam Brennan

Developer Services & Planning United
Utilities Ltd



Page 2 of 2

United Utilities Water Limited
Registered in England & Wales No. 2366678
Registered office: Haweswater House,
Lingley Mere Business Park, Lingley Green Avenue,
Great Sankey, Warrington, WA5 3LP

Response 52

From: leanne western [REDACTED]
Sent: 19 December 2017 22:40
To: planning@blackpool.gov.uk
Subject: Blackpool Airport Enterprise Zone (BAEZ) - Public consultation

For the attention of the Chief Planning Officer / Head of Planning

I wish to formally raise very serious concerns regarding the Draft Masterplan proposals relating to the siting and scale of the proposed industrial units. These are currently indicated immediately at the rear of houses along the west side of Oakwood Close, Blackpool.

My concerns are set out below:

1. The proposed industrial units will dominate the rear view from our property.
2. The existing open view and green space will be substantially taken by industrial units.
3. Direct sunlight will inevitably be reduced, particularly during middle / late afternoon and early evening.
4. Rear gardens will be overshadowed by industrial buildings located very close to the rear boundary to our property.
5. The level of noise will be increased due to production within industrial units.
6. The location of the large scale industrial units is totally inappropriate in a position immediately alongside private houses.

As an alternative, it would seem reasonable that any new industrial units should be located in the area of the site already used for industrial type activities.

I understand that at this stage proposals are not "set in concrete" and it is possible to make suitable revisions in light of feedback received. I trust that these serious concerns can result in amendments which avoid a conflict between the proposed industrial use of the BAEZ and the existing residential areas situated directly alongside the airport site.

Yours sincerely
Mrs L Grugel

Response 53

From: kim wilkinson [REDACTED]
Sent: 18 December 2017 15:29
To: Planning
Subject: Blackpool Airport Enterprise Zone

Subject: Blackpool Airport Enterprise Zone

To whom it may concern,

Looking at the consultation on the Blackpool Airport Enterprise Zone masterplan, the option of 13/31 runways in addition to 28/10 is essential to maintain otherwise we will lose more days to wind. Other airfields that have turned around and started making money again have preserved their secondary runways. This is the case with Blackpool.

Thank you,
Kim

Response 54



BLACKPOOL AIRPORT
ENTERPRISE ZONE
LANCASHIRE
PART OF THE LANCASHIRE ADVANCED
MANUFACTURING & ENERGY CLUSTER

BLACKPOOL AIRPORT ENTERPRISE ZONE - MASTER PLAN CONSULTATION

Comments can be submitted to planning@blackpool.gov.uk or planning@fylde.gov.uk

Full Plans can be seen at www.blackpool.gov.uk/airportez or www.fylde.gov.uk/airportez

Comments can be left below, please provide appropriate contact details;

Comments

Dear Sir/Madam,

I would like to raise some objections regarding the development of Blackpool airports enterprise zone master plan. The points I would like to raise are relating to Phase 1 of the development.

Relocation of the helicopter pad from Squires Gate too within 200 yards of Westgate Road.

As you will be aware that over the years you will have received a number of complaints regarding the helicopter noise on Squires Gate from local residents. Due to the running up of the helicopters and they can be on run up for up to 30 minutes.

The air ambulance is located very close to Westgate road at present and is very noisy. I have complained regarding the noise at times.

We also now have a new housing development built closer to the airport that is not shown on your plan, this would be less than 150 yards from the new helicopter pad and only 75 yards from the air ambulance pad.

Another concern is safety. At present the gas rig helicopters fly very low over our properties at times rather than going the correct way. Having the helicopter pad in this location will encourage them to take the short cut even more than at present.

On the plan it shows the small runway being closed I do not think that it will be possible to shut this runway due to the light aircrafts landing into wind. If this stays open then the helicopter pads will be directly under the flight path which I feel is also a very dangerous situation.

If you want residents to support the development please listen to the local residents concerns regarding the helicopter pad location and noise issue

Moving this issue even closer to a residential area is unacceptable when they could be located much further away than they are at present.

I fully understand that we would get noise from aircraft as we live near the airfield however it looks like we want to make airfield smaller and not consider local residents.

Blackpool council over the years have ignored the airfield and never supported the local residents to any concerns we have had over land been sold off for development I hope their position changes this time.

Fylde council have been supportive of local residents regarding development and hope this will continue with this issue.

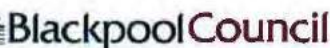
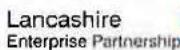
Name

Wayne Brandon

Contact details

[REDACTED]

Closing date for comments is 21st December 2017, if returning by post please send to Planning Department, PO Box 17, Corporation Street, Blackpool FY1 1LZ



Response 55

From: victoria holden [REDACTED]
Sent: 20 December 2017 20:51
To: Planning <planning@fylde.gov.uk>
Subject: Blackpool Airport Enterprise Zone Consultation

Blackpool Airport Enterprise Zone Consultation

Dear Sirs,

I attended the recent consultation events at AFC Fylde and at the Energy College and have perused the proposed plans for the Enterprise Zone, and I would like to comment as follows:

1. I appreciate the long-term nature of the EZ plans, however I believe it is essential that the strongest priority should be given to the airport and its businesses in the short-term, having been sorely neglected by Balfour Beatty over many years. The uncertainty under which they have all been operating for so long has been completely unacceptable.
2. I believe it is essential that the cross-wind runway should remain. RW31/13 has been removed on the plans and it is simply unacceptable to lose another runway. I appreciate the argument that other airports run successfully with a single runway, however unless they do so in comparable conditions (i.e. on an extremely windy western coast) and also operate businesses such as flying schools that rely on light aircraft who cannot take off with strong cross-winds, then such comparisons are neither useful nor relevant.
3. I would like to see the return of flights to Ireland and the Isle of Man at the earliest opportunity.
4. I appreciate the return of larger airlines is unlikely in the foreseeable future, however please ensure that the main runway is retained at (at least) its present length and width. Please do not allow the runways to deteriorate; they should remain capable of accepting larger aircraft to keep as many operating options open as possible.
5. Please ensure that the proposed football pitches which are extremely close to the runway do not represent any danger to aircraft operations. How are stray footballs to be prevented from entering the airfield? Are the two floodlit pitches liable to cause confusion to a landing aircraft?
6. This airfield is important infrastructure for the north west of England and should never have been allowed to fall into the hands of developers. I am glad to see it back in the hands of the local authority, however after so many years of neglect, Blackpool Council has some catching up to do. Please ensure investment for the airport immediately – not just dependent upon the success of the EZ itself.

Yours faithfully,

Victoria Holden (FY8 2DR)

Response 56

From: Susanne Johnson [REDACTED]
Sent: 13 November 2017 22:28
To: Planning
Subject: Blackpool Airport Enterprise Zone Consultation

Dear Sir

I would like to express my support for an extension to the tramway to support the Enterprise Zone, so that it does not end at Squires Gate, but continues to St Annes and Lytham.

I would also like to continue to see flights from the airport, and even see these improve to be more international in nature, so that Lancashire has a regional airport again.

Kind regards, Susanne

--

Susanne Johnson
Mrs Johnson's Emporium of Wool and Haberdashery
29 - 31 Bond Street
Blackpool
FY4 1BQ

Tel: 01253 404550

Email: [REDACTED]

Response 57

From: K and V Eastham [REDACTED]
Sent: 20 December 2017 17:11
To: planning@fylde.gov.uk
Cc: Planning
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 attached note as I retired from being the Mayor of Fylde and Vice Chair of its Planning Development Committee. The Masterplan prepared 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?

Kevin Eastham
December 2017

BACKGROUND

THE BLACKPOOL AIRPORT GREEN BELT

A proposal has been put forward by Lancashire Enterprise Partnership on behalf of Balfour Beatty, and CBRE the landowners, to create an Enterprise Zone at Blackpool Airport.

Fylde's Green Belt land up to approximately 150 yards north of the main runway, has been included within the Enterprise Zone and is likely to be built upon in due course. (see attached Plan)

Lancashire Enterprise Partnership say the Green Belt will remain, but if so, why do they need to include it within their plan? The reason can only be because Airport Authorities and Undertakings have extensive permitted development rights to carry out 'operational development' within their site boundaries. This loophole is not widely understood, but Balfour Beatty is clearly aware of it and considers terminal buildings, hangars and car parks to be classed 'operational'.

If therefore the development and taxation advantages associated with an Enterprise Zone are brought into being the existing operational uses north of the Airport are likely to be sold and developed for commercial and retail uses. As and when this happens the 'operational development' displaced will gradually be transferred onto the Green Belt land without the need for planning permission, provided it does not exceed prescribed size limitations at any one time.

The EZ plan also includes existing open uses alongside Queensway comprising South Shore Cricket Club and the Blackpool Council sports fields. Whilst these uses could be re-accommodated within the Green Belt without significant intrusion, development of their existing land will have a significant effect upon the open wedge between Blackpool and St Annes.

Fylde Borough Council could seek an Article 4 Direction preventing 'permitted' development being carried out in its Green Belt without the benefit of planning permission. However, unless the landowners are a willing party to this, the legal advice which Fylde is likely to receive is that they may well find themselves open to claims for compensation.

In conclusion, it is worth noting that since 1954 when Hawker Aviation built their works on Squires Gate Lane (later to be Arvin Exhaust Factory), successive owners of the Airport have sold millions of pounds worth of land assets. All green belt land in Blackpool has been rescinded, some since the authority became free of the constraints of the Lancashire County Structure Plan. It is unfortunate that none of the proceeds of such land sales have remained ring fenced for the benefit of the airport.

All in all there seem no benefits, other than to Balfour Beatty, CBRE (and Blackpool Council to a lesser extent) in creating an EZ.

Apart from the Green Belt issues

1. It will reduce the opportunities for any international flights.
2. It will have an adverse effect on development at the Marton Peel Industrial site.
3. It will minimise the importance of the one approved EZ within Fylde Borough at the Warton airfields

RKE June 2015.

Response 58

Blackpool Squires Gate former Vickers 'Dispersal/Shadow Factory'

The following comments relate specifically to the proposed demolition of the former Vickers, Hawker, Cheswick and Wright and TI factory.

1 Proposals:

Documentation supporting Blackpool Airport Enterprise Zone (BAEZ) (end date 21 December 2017) shows the complete loss of the former factory in phase 2 (2023-2030).

The masterplan states that the Enterprise Zone will build upon 'its legacy, as an operational airport, to connect Blackpool globally'. But all the Vickers buildings (referred to the Wellington Bomber Factory in the masterplan) are to be replaced entirely to make new buildings for 'the innovation gateway' and 'industrial heart' (page 2).

A key part of the masterplan is to create a new link road that cuts right through the Vickers buildings (page 9). There is an existing junction at Sycamore Ave, but this is to be closed. Alternative layouts that allow the retention of the factory are possible: they need to be tested and demonstrated.

The demolition of the Vickers buildings is to allow for 'a statement building at the new gateway entrance to create a sense of arrival and define the site as a landmark business park' (page 13). The gateway will 'improve perception and visibility of the site through high quality architecture, active frontages and landscaping' (page 15). The visualisation on page 18, however, shows a generic business park type building that lacks the significance of 'Progress' and the site's cultural importance.

An 'initial review of the condition' of the Vickers buildings has been carried out (page 20) but there is no reference to poor condition requiring demolition. The asbestos roofing would be an equal problem for demolition as well as retention. The proposals do not appear to take the buildings' significance into account.

2 Historic significance:

Military:

The factory was built by the Ministry of Aircraft Production 1939-1940 in the north-east corner of the airfield to enable Vickers-Armstrong to operate an aircraft production facility at Squires Gate. This produced 2,584 Wellington medium bombers, several hundred of which were assembled and flown from Stanley Park Aerodrome before landing at Squires Gate for testing and delivery. The first was completed in September 1940 and the last in October 1945, when the factory closed. The factory was reopened by Hawker Aircraft in the mid-1950s to augment the production of Hawker Hunter jet fighters during the Korean War.

They are described in Ferguson's 'Lancashire Airfields in the Second World War' (2004) and Freethy's 'Memories of the Lancashire Aircraft Industry'. Consistent with other significant regional military heritage structures, the factory requires detailed archaeological recording. There are many people with firsthand memories of production on the site and these need to be recorded as a matter of urgency. Funding is available for this.

Architecture:

The factory was built as a 'Dispersal Factory' to the model of earlier Ministry 'Shadow Factories' on the sites of established industries, such as car manufacturers, to assist conversion to aircraft production. The model buildings were sheds up to 2,000 feet (610 m) long lit either by glazed roofs or "north-lit". Office accommodation was brick, and wherever possible faced a main road. These buildings were extremely adaptable and were models of efficient factory layout with wide clear gangways, good lighting and were free of shafting and belt drives.

Such buildings remained part of the British industrial landscape for more than 50 years. While the national gazetteer is incomplete, of the 6 surviving structures the Squires Gate factory is the only complete, original factory and the only one not related to a manufacturer and accessible (the others are: Broughton [BAE], Crewe [Bentley], Belfast [Bombardier], Solihull [Land Rover] and West Bromwich [Jaguar]).

The original core of the Blackpool factory is approximately x 365 metres with 7 north lit bays (with 25m spans) bounded to north and south by elegantly proportioned 'utility' brick structures. There are 3 later **Blackpool Squires Gate former Vickers 'Dispersal/Shadow Factory'**

structures along the south elevation. The internal spaces of the original factory have significant potential for flexible uses.

3 Opportunity:

The current proposals show an outdated 'business park' solution, especially as there is no better symbol for enterprise and 'Progress' than to reuse these rare surviving structures that are unique to Blackpool.

The development plan should explore examples like the Duisburg 'Landschaft Park' (https://en.wikipedia.org/wiki/Landschaftspark_Duisburg-Nord) and the Essen 'Zollverein Ruhr Museum' (https://en.wikipedia.org/wiki/Zollverein_Coal_Mine_Industrial_Complex).

These examples show creative, contemporary uses can be placed within extraordinary historic structures, retaining the cultural and social value of the site physically rather than as a piece of interpretation or a footnote. These would bring additional value to the aspirations for the Enterprise Area. To drop these buildings without considering and demonstrating their reuse would be a staggering lost opportunity.

Charlie MacKeith RIBA
December 2017

Planning Policy
Fylde Borough Council
Town Hall
LYTHAM ST ANNES
FY8 1LW

Phone: ([REDACTED])
Email: [REDACTED]
Your ref:
Our ref: MH/SS/KM
Date: 8 December 2017

Response 59

Dear Sir/Madam

PUBLIC CONSULTATION ON BLACKPOOL ENTERPRISE ZONE MASTERPLAN

Thank you for consulting Lancashire County Council on the Public Consultation on Blackpool Airport Enterprise Zone Masterplan.

At this stage I offer Public Health comments.

Observations and Recommendations

Public Health

- **Introduction**

The *Blackpool Airport Enterprise Zone Masterplan* includes a range of proposals that have the potential to contribute to improvements in health and wellbeing and reductions in health inequalities. For this potential to be maximised it is important that the proposals are considered within the context of Blackpool and Fylde's health needs and the potential benefits to local residents.

The document 'The Marmot Review: implications for Spatial Planning'¹ explains that 'in order to reduce the steepness of the social gradient in health, actions must be universal, but with a scale and intensity that is proportionate to the level of disadvantage. Greater intensity of action is likely to be needed for those with greater social and economic disadvantage, but focusing solely on the most disadvantaged will not reduce the health gradient, and will only tackle a small part of the problem. Action is needed to improve health for all, but must be focussed proportionately more for those lower down the gradient, with the aim that all have the health outcomes of the most advantaged - this is called "levelling-up."

Lancashire County CouncilPO Box 100 • County Hall • Preston • PR1 0LD www.lancashire.gov.uk

In order for the Enterprise Zone to achieve its potential and have a positive impact on the health and wellbeing of the local population, it is important that planning proposals demonstrate consideration of this approach. *'The Marmot Review: implications for Spatial Planning'* recommend this with a specific focus across the social gradient on the policy areas of:

- Improving active travel
- Improving good quality open and green spaces
- Improving the quality of food in local areas
- Improving the energy efficiency of housing
- Support locally developed and evidence-based community regeneration programmes

Recommendations:

As a general principle, areas of the masterplan that relate to the 5 areas above should be written with the aim of improving health outcomes for the local population, with a particular emphasis on the areas of highest need (as evidenced by the Index of Multiple Deprivationⁱ and overarching health indicatorsⁱⁱ).

We recommend that this principle is embedded in the review process as the Master plan is revised and updated.

- **Health Deprivation**

The Health Deprivation and Disability Domain of the Index of Multiple Deprivation (2015) measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.

Figures 1 and 2 show Blackpool and Fylde's health deprivation by ward and decile. 19 of Blackpool's 21 wards are in decile 1 which puts them in the 10% most deprived nationally. Central ward in Fylde also sits within decile 1, and the majority of Fylde sits within the 50% most deprived nationally.

Figure 1ⁱⁱⁱ: Blackpool Health Deprivation and Disability Domain by ward and decile

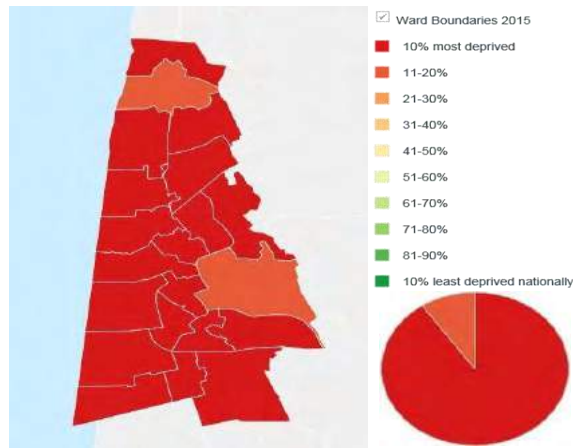
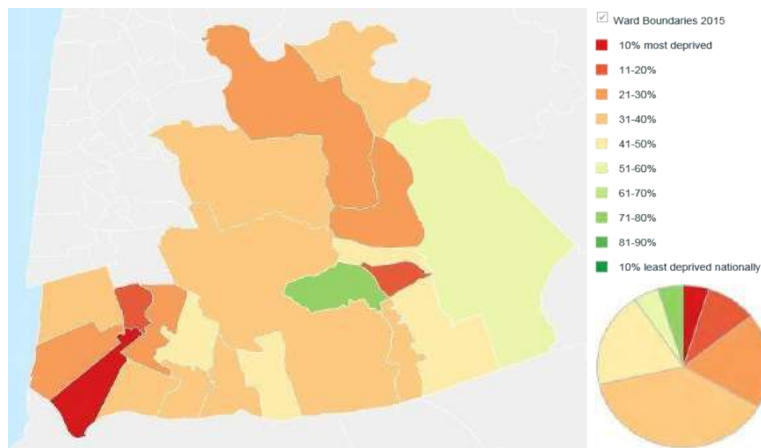


Figure 2^v: Fylde Health Deprivation and Disability Domain by ward and decile



Figures 3 and 4 show life expectancy for men and women in Fylde and Blackpool respectively for 2011-2013.

Figure 3^v: Life expectancy: inequalities in Fylde

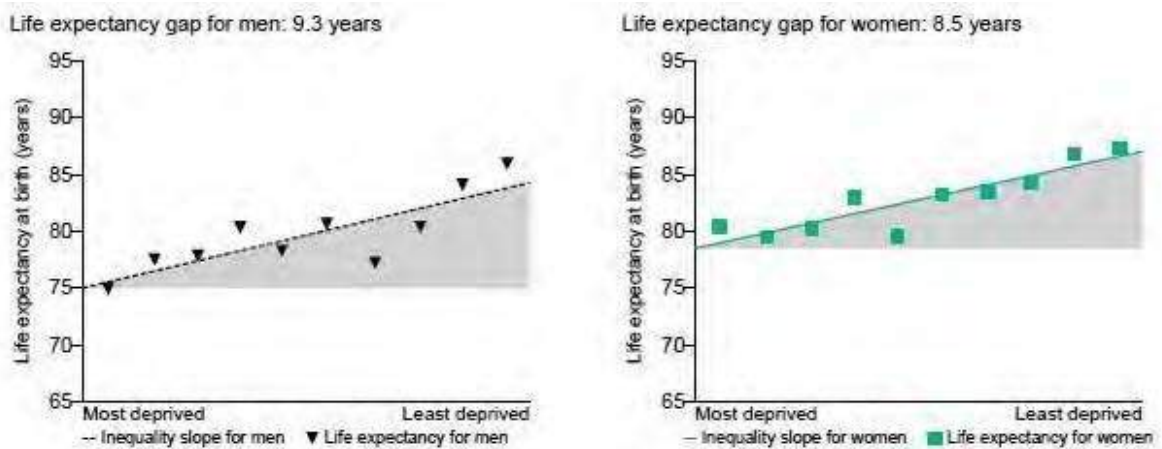
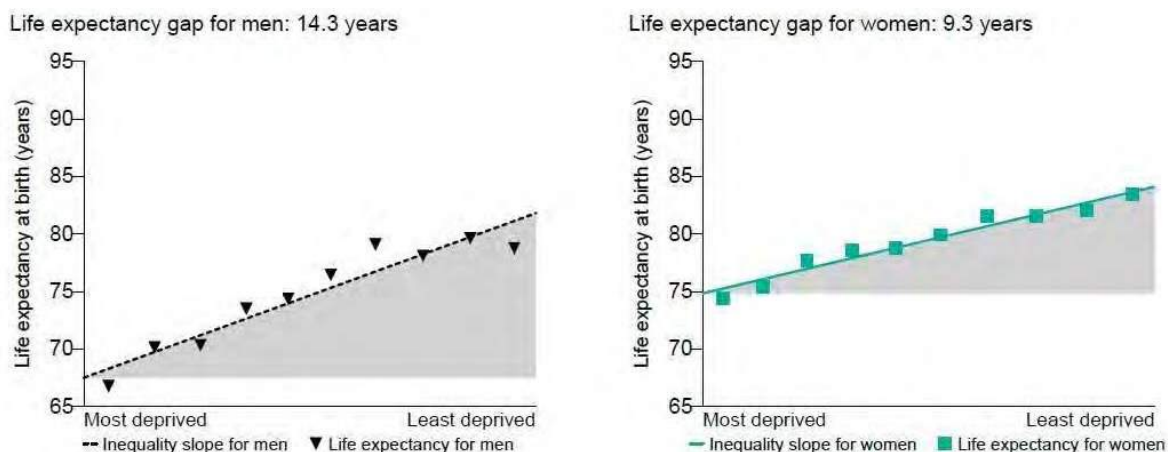


Figure 4^{vi}: Life expectancy: inequalities in Blackpool



The figures above clearly show the extent to which deprivation can be an important determinant of health.

Opportunities for employment, income and education are all key determinant of health and the proposed enterprise zone could have a very positive impact in this respect.

It is commendable that the plan lists 'Create an Active, Productive and Liveable Environment' as an objective:

Objective 6: Create an Active, Productive and Liveable Environment – To deliver a high quality and sustainable urban environment where cutting edge architecture is complimented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business.

It is also commendable that the masterplan states the following as key principles:

'Deliver a 'third-space' at the eastern entrance to the site offering sports, leisure, retail and conferencing facilities to encourage activity, networking and engagement within the Enterprise Zone – as well as acting as a secondary gateway to the site from the east.'

'Achieve high levels of sustainability and well-being through increased active travel, public transport links, sustainable energy production and active uses – as well as responding to and considering the environmental impact of the surrounding area.'

Education

The inclusion of a "Knowledge Quarter" could have a positive impact if it means better access to higher education and apprenticeships for local residents, particularly those living in more deprived areas.

Recommendations

Consideration must be given to demonstrating how proposals will provide opportunities for local residents across the social gradient.

Alongside applications for new businesses uses, the council could request the applicant to undertake and implement an 'Employment and Skills Plan' which will

set out opportunities for, and enable access to, employment and up-skilling of local people.

Active Travel and Green Space

National evidence demonstrates a clear link between deprivation and access to green space. Access to green spaces is unequally distributed across England. People living in the most deprived areas are ten times less likely to live in the greenest areas compared to people living in the least deprived areas¹.

35 per cent of people in the lowest social grade visit green spaces infrequently (less than once a month), which is likely to be due to both the low availability and bad quality of green space in deprived areas².

It is commendable that the plan includes the principle of *active movement through the site via connected pedestrian and cycle networks which link the western and eastern sections of the site to provide sustainable internal and external movement.*

The inclusion of a *High quality environmental setting with green movement corridors and Preservation of green belt and protected open space* are also welcome aspects of the plan.

Access to affordable leisure activities and a low cost gym on the site are also to be commended.

Recommendation

Future versions of the plan should demonstrate connectivity through cycling and walking with the surrounding neighbourhoods of Blackpool and Fylde, particularly from deprived areas.

Where possible the cycle and footpath network should connect with complementary green infrastructure projects.

Food Environment

¹ Mitchell R, Popham F. Effect of exposure to natural environment on health inequalities: an observational population study. *Lancet*. 2008;372(9650):1655-60.

² Allen, J., Allen, M., Geddes, I., Morrissey, L. (2011). The Marmot Review: Implications for Spatial Planning. NICE

Figure 5: Hot Food Takeaway Density by ward – FEAT Tool^{vii}

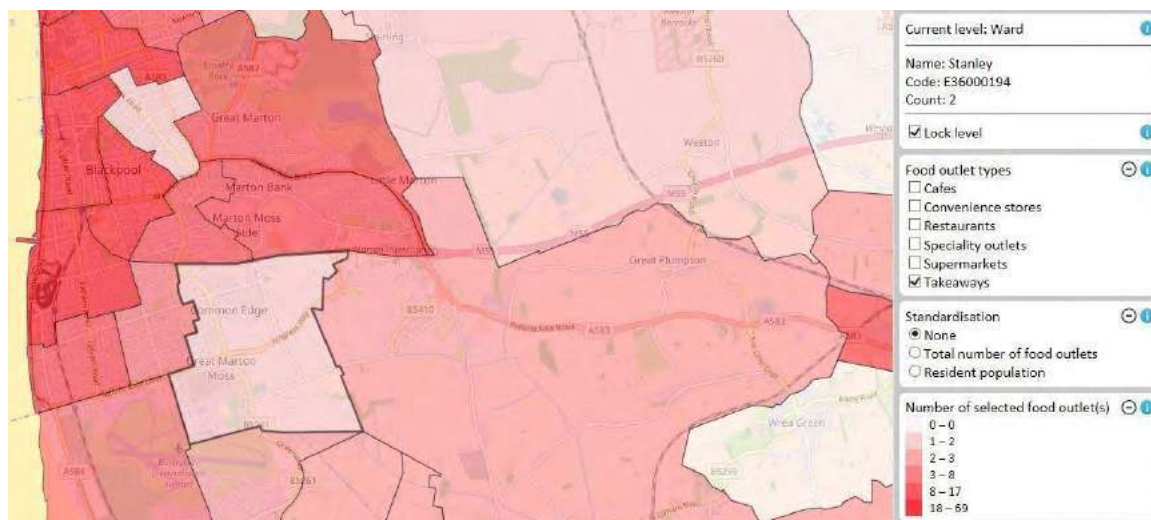


Figure 5 shows that some areas of Blackpool and Fylde already have a high density of hot food takeaways. This raises particular concern when viewed against certain health indicators.

68.6% of Blackpool's adult population are either overweight or obese, which is significantly above the England average: 61.3%.

Figure 6: Reception Year Children who were classified as overweight or obese, 2013/14-2015/16 - source: National Child Measurement Programme, NHS Digital^{viii}

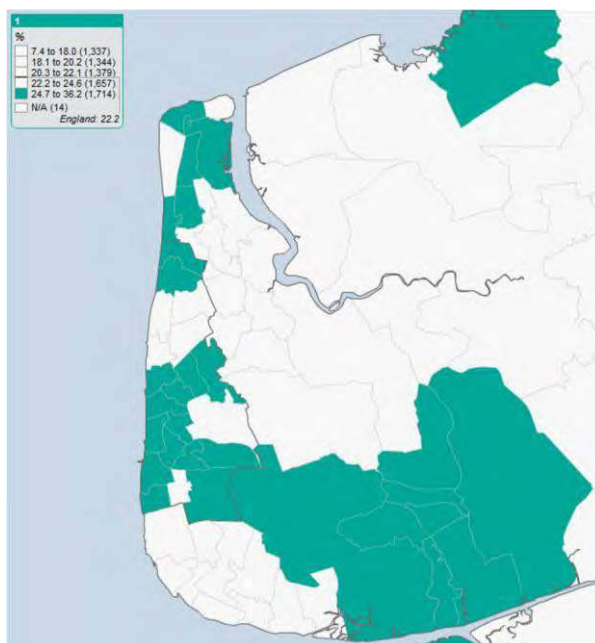


Figure 6 displays wards across Blackpool and Fylde where the percentage of reception children who are either overweight or obese is between 24.7% and 36.2%, putting them in the highest quintile nationally.

recommend these principles to be considered when assigning proportions of business uses.

1. A 400m Restriction Zone Surrounding Secondary Schools

The policy benchmark of a 400m restriction zone surrounding schools (and/or a restriction on A5 use opening hours within the restriction zone) has been tried and tested by an increasing numbers of local authorities at this point. This exclusion approach will help to limit secondary school children's access to unhealthy food at lunchtimes and immediately after school and would work best if implemented alongside healthy eating policies within schools.

2. Refusing New A5 Uses Within Wards where more than 15% of Year 6 Pupils and 10% of Reception Pupils are Classed as Obese

In order for policy such as this to be adopted, there must be evidence in place to demonstrate that there is a problem to be dealt with. This approach is based on targeting those neighbourhoods which have an evident problem because they sit within the top two quintiles nationally for obesity.

Data on child excess weight and obesity at ward level is freely available through www.localhealth.org.uk and is updated every year through the National child measurement programme (which displays an indicator based on the past three years of aggregated data).

3. Prevent the Clustering of A5 uses in Deprived Neighbourhoods

Many local authorities already have policies that seek to prevent A5 clustering from the perspective of the character, function, vitality or viability of an area. However these policies are justified, they are also useful for addressing the issue of obesogenic environments.

A good example of this kind of policy can be found in Gateshead^{ix}, who have adopted policies that restrict A5 uses to just 5% of total commercial uses within an area, and allow no more than two consecutive A5 uses in any one length of frontage.

Road Safety

Figure 7: Public Health Outcomes Framework Indicator 1.10 'Killed and seriously injured (KSI) casualties on England's Roads' in Fylde compared to England rate per 100,000 population^x

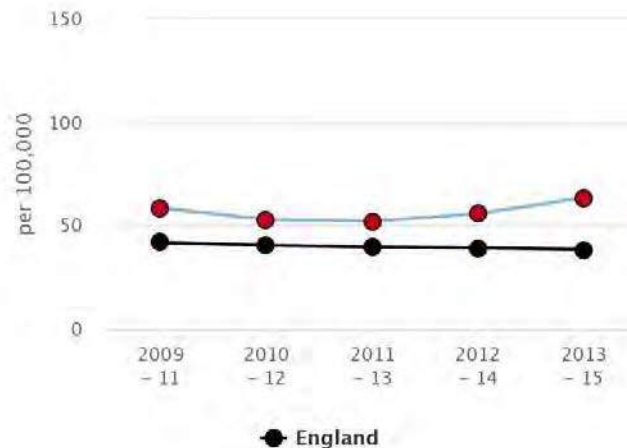


Figure 7 shows that Fylde's rate of killed and seriously injured (KSI) casualties has been significantly above the England average since at least 2009 – 2011.

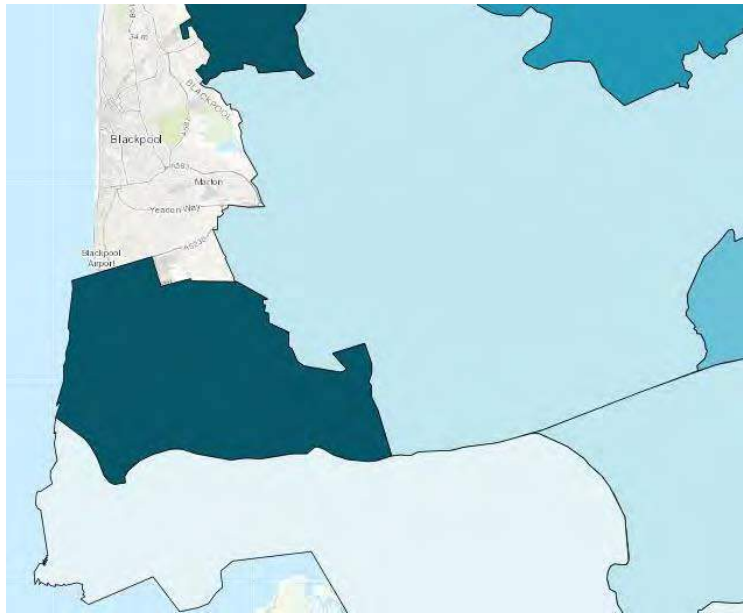
Recommendation

Roads throughout the site need to be safe for all users especially the elderly and young children, with routes designed with good natural surveillance and sustainable lighting. All pedestrian and cycling routes should be direct and logical, so they are navigable and clearly legible and accessible for people with disabilities. Resting places should be included along active travel routes to encourage elderly and the less active residents to go out unassisted.

Social Isolation

With changing family and community structures and an ageing population, increasing numbers of people, especially older adults, are becoming socially isolated or lonely. Chronic social isolation is increasingly recognised as having far reaching consequences for the health and wellbeing of both individuals and wider communities.

Figure 8^{xi}: Households in Fylde at risk of Social Isolation



Using Mosaic to model social isolation, Lancashire County Council estimates that currently there are approximately 2,300 socially isolated households in Fylde.

Along with Wyre and Lancaster, Fylde is estimated to have one of the highest proportion of affected households.

As the Figure 8 illustrates, these households are concentrated around the Lytham and St Anne's areas.

In October 2016, Lancashire County Council published a public health report called *Hidden from View: Tackling Social Isolation and Loneliness in Lancashire*^{xii}. The report explains why social isolation is an important determinant of health.

Recommendation

Future developments in Fylde should give consideration to how the design of environments promotes physical activity in older people and reduces isolation. Consideration should also be given to how older residents can access leisure facilities and green space.

I trust these comments are helpful in the public consultation on the Blackpool Enterprise Zone Masterplan.

Should you have any queries please do not hesitate to contact me.

Yours faithfully

Marcus Hudson
Planning Manager

ⁱ <http://www.lancashire.gov.uk/lancashire-insight/deprivation/indices-of-deprivation-2015.aspx>

ⁱⁱ<http://www.phoutcomes.info/public-health-outcomes-framework#page/4/qid/1000049/pat/6/par/E12000002/ati/101/are/E07000121>

ⁱⁱⁱ<http://dashboards.instantatlas.com/viewer/report?appid=f0a67bbccd9c41349a53cb6e3f1c038c&authid=6ZAJsrc5Wqcblfj>

^{iv}<http://dashboards.instantatlas.com/viewer/report?appid=f0a67bbccd9c41349a53cb6e3f1c038c&authid=6ZAJsrc5Wqcblfj>

^v <http://www.apho.org.uk/resource/item.aspx?RID=171661>

^{vi} <http://fingertipsreports.phe.org.uk/health-profiles/2017/e06000009.pdf>

^{vii} <http://www.feat-tool.org.uk/>

^{viii} <http://localhealth.org.uk/#l=en;v=map13>

^{ix}<http://www.gateshead.gov.uk/DocumentLibrary/Building/PlanningPolicy/SPD/Hot-Food-Takeaway-SPD2015.pdf>

^x<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/qid/1000041/pat/6/par/E12000002/ati/101/are/E07000119/iid/11001/age/1/sex/4>

^{xi}<http://dashboards.instantatlas.com/viewer/report?appid=e9bcb8c9de844337a4b494a9974ff0ff&authid=0q3FrYe08MRGuwL>

^{xii}<http://www.lancashire.gov.uk/media/900037/hidden-from-view-tackling-social-isolation-and-loneliness-inlancashire-oct-2016.pdf>

Response 60

From: [REDACTED]
Sent: 18 December 2017 10:23
To: planning@fylde.gov.uk
Cc: Planning
Subject: Blackpool Airport Enterprise Zone Masterplan

My comment is as follows.

It is essential that the proposed access point roundabout onto Queensway, opposite Boundary Lane, should not be built until the link road across the Moss, from the end of Kilnhouse Lane, has been completed and is fully operational, otherwise there will be unbearable disruption to traffic flow. The current closure of the bridges at Squires Gate Lane and Harrowside are already causing long traffic tailbacks at the busy commuting times.

Robert M.G. Fielding. [REDACTED] :

Response 61

From: Hilton, Warren [REDACTED]
Sent: 10 November 2017 15:41
To: Planning <planning@fylde.gov.uk>
Cc: Wild, David <[REDACTED]>
Subject: Blackpool Airport Enterprise Zone Masterplan

FAO: Planning Support Team, Fylde Council

Thank you for inviting Highways England to comment upon the Blackpool Airport Enterprise Zone Masterplan.

Highways England is supportive of the approach that is being taken by steering the future growth of the Enterprise Zone (EZ) through the development of a Masterplan, which enables the site to be developed in structured and phased manner.

In considering the draft, we make the following comments:

- We support the commitment (enshrined in Objective 2) to give an emphasis to sustainable transport to and within the EZ itself. However, whilst it is acknowledged that (due to the scale and anticipated timescale of the Masterplan to 2041) there is some fluidity as to exactly how the site will develop, it would be useful for the Masterplan to give some further details and vision as to how it sees 'sustainable transport' being enacted and supported within the site, but more importantly to and from the site itself for visitors who may normally travel by car along the M55. How will sustainable transport measures be promoted and achieved?
- Whilst it is noted that Highways England is supporting the development of the Heyhouses to M55 Junction 4 Link Road as part of the Government's Growth & Housing Fund, we would welcome further clarity as to how the development set out within the Masterplan for the EZ is likely to result in increases in traffic on the M55 motorway. For clarity, the strategic road network that we manage as part of the M55 motorway does not include the roundabout of Junction 4, the west-facing sliproads or the mainline carriageway to the west of the junction. Consequently, we would not anticipate the EZ to generate any significant access issues in terms of the M55 mainline carriageway, we would welcome future discussions and data as to what additional traffic the development is likely to generate on the SRN over its lifetime (particularly at peak times) and how they may affect the future usage and performance of M55 Junction 4.

Please contact me if you would like to discuss anything about this email.

Kind regards,

Warren Hilton, Assistant Asset Manager

Highways England | Piccadilly Gate | Store Street | Manchester | M1 2WD

Tel: +44 (0) 300 470 5226

Response 62

From: antony webster <[REDACTED]>
Sent: 21 November 2017 14:37
To: Planning
Subject: Blackpool Airport Enterprise Zone Masterplan

What the people of Blackpool & Lancashire want
is a passenger terminal for the north west,

with big operators like jet2 returning
with a airport managed an marketed correctly not like the past shambles,

Manchester is getting to big and unreliable to travel to,
there is a big market in the north of Lancashire for this facility,

transport should to the airport should be improved for tram ,train, bus connections.

This would be big for Blackpool, filling its hotels with pre flight holidays etc

That is what the people want

Response 63

From: Barrie R [REDACTED]
Sent: 01 December 2017 20:23
To: Planning <planning@fylde.gov.uk>
Cc: Cllr Tony Ford <[REDACTED]>
Subject: Blackpool Airport Enterprise Zone Masterplan

Hi,

I would like to make comments on the plan if I may as follows:

Page 1

Introduction:

1st paragraph – there is a specific emphasis on the increase in job numbers over the 25year life-span, but there is no balancing off in terms of expected job losses over the same period? It's ok to make it "pink and fluffy" describing the benefits but we also need to understand the negative aspects. There needs to be a Costs Benefit Analysis (CBA) or Benefits Cost Analysis (BCA) so that readers and decision makers understand the wins/losses associated with any project in order to deflect criticism.

Page 2:

The Vision

– I think the 3rd **bullet point** needs to include "other Fylde towns" because we are "all" involved in providing *links to skills, knowledge and services* – that includes Fleetwood, Poulton, Cleveleys, Warton, Freckleton and Kirkham.

The 5th **bullet point** – not sure how it is going to improve public transport connectivity via tram, rail and bus as there is nothing in the plan that mentions Squires Gate Station which has to be integral to bringing commuters, shoppers, workers and services into the Enterprise Zone. There is a lot of emphasis on tram/train connectivity but what about Squires Gate becoming a "rail hub" for freight into the area? Whilst building the link road to M55 from Lytham and a link road to Queensway will help, we need to be future proofing and assuming based on increased use they will soon become gridlocked with traffic over the next 10-15 years because the infrastructure leading off those new roads will still not be able to cope with the amount of traffic flowing over them especially with the traffic management methodology which reduces two lane road into one lane.

Page 2:

Objectives:

Ok, so we have Objectives for delivery of the plan, but how are they to be delivered? How do we measure the outcomes? Surely there needs to be some indication of what steps are going to be taken to deliver the outcomes?

Pages 4-8:

Planning Considerations:

There seems to be a lot of "manipulation" of Green Belt areas most of which makes sense, but is there going to be some indication or measure to ensure that what is changed is completely balanced in terms of "like for like"? We don't want to be losing out on Green Belt at any cost as it is too valuable a resource for constituents to lose for sport and leisure purposes in this area.

**Page 9:
Access & Movement**

What would the timescales of any tram extension to Squires Gate or better still to the Enterprise Zone/Retail Outlets take to deliver? It would seem logical to avoid any tram/train development and concentrate on running trams to the Enterprise Zone directly. Perhaps a study needs to be completed to identify patronage to the Enterprise Zone/Retail Outlets just to see from where the user population density is derived? That in turn would feed into any scope for the tram/train linkage to Lytham etc.

**Page 12:
Utilities**

This is where the **cost benefit analysis** would be useful in order to identify everything associated with investment in such things as utility services and infrastructure developments etc.

**Page 13:
Masterplan Principles and Character**

12th bullet point

I am not sure from the plan I have read so far how this will be delivered in terms of *“achieve high levels of sustainability and well-being through increased active travel, public transport links* (I assume this is across all modes?). There seems to be an unwillingness to invest in the South Fylde Line by the Great North Rail Project (GNPR) and the Government made a policy decision based on “rail industry” figures (prior to 2009) not to include it in the electrification process. Lancashire County Council have identified it as a “key weakness in the Fylde Coast public transport network”, but no one seems to be doing anything about it. The South Fylde Line has lots of scope and with the development of the Blackpool Airport Enterprise Zone Masterplan it will bring more people and visitors to the area and could as I say be a rail freight hub for moving goods across the area and reducing road freight.

**Page 20:
Next Steps**

There needs to be engagement with Network Rail, Lancashire County Council, Rail Delivery Group (formerly ATOC) and Northern on developing the South Fylde Line infrastructure to support the Masterplan as one of its key transport delivery components.

Rgds

Barrie Russell



Response 64

From: antony webster [REDACTED]
Sent: 17 December 2017 12:36
To: Planning
Subject: Fwd: Blackpool Airport Enterprise Zone Masterplan

----- Forwarded message -----

From: **antony webster** <[REDACTED]>
Date: Tue, Nov 21, 2017 at 2:37 PM
Subject: Blackpool Airport Enterprise Zone Masterplan
To: planning@blackpool.gov.uk

What the people of Blackpool & Lancashire want
is a passenger terminal for the north west,

with big operators like jet2 returning
with a airport managed an marketed correctly not like the past shambles,

Manchester is getting to big and unreliable to travel to,
there is a big market in the north of Lancashire for this facility,

transport should to the airport should be improved for tram ,train, bus connections.

This would be big for Blackpool, filling its hotels with pre flight holidays etc

That is what the people want

Response 65

From: gavin devine [REDACTED]
Sent: 24 November 2017 09:39
To: Planning
Subject: Blackpool Airport Enterprise Zone queries

Dear Sir/Madam

Having read the Masterplan document for the Airport Enterprise Zone, I am keen to understand some points which I can't find clarity on within the plans.

The document mentions on P19 that "infrastructure investment...(will be)..funded by retained business rates." Please can you clarify if this relates to infrastructure improvement of the airport itself (new terminal, car park, etc) and, if so, at what point in time funds will be made available to make those improvements?

Also, on P17 it states that the plan is to "relocate and consolidate airport operations to the south." Please can clarity be provided on whether this means south of its current position nearer to Squires Gate Lane, but still north of the main runway, or is it to relocate it to south of the main runway?

The diagram on P14 shows that existing runway 31/13 has ceased to exist. Is that correct? For an airport which is dealing with private ("GA") flying a great deal, having a cross runway is important, so it is concerning that one of the two runways seems to have disappeared.

I feel that the document doesn't provide sufficient clarity on the plans for the airport itself. While a large scale terminal is not needed at present, a smaller scale facility capable of handling commercial aircraft (the airport can handle CAT4 aircraft, so around 50 seats) is needed. Isle of Man, Belfast, Dublin and Jersey flights could operate at this size, at a basic, small-sized terminal, with limited staffing levels in order to reduce costs. I am concerned that there is nothing in this masterplan about how the airport can be profitably developed, and would welcome your views on this matter.

many thanks for your time]

Gavin Devine

Response 66

From: Dave Stewart [REDACTED]
Sent: 18 December 2017 17:12
To: Planning
Subject: Blackpool Airport Enterprise Zone

As I'm sure others have pointed out, the current vision shows the deletion of runway 31 / 13 at Blackpool airport.

I see this as both a safety issue and a reduction in the number of days when aircraft can fly.

A crosswind of 12 knots or more means we can't fly and losing runway 31 /13 would limit the times the wind is favourable.

Flying to another airfield and then returning to Blackpool to find the wind is out of limits because we have no suitable runway would be worrying to say the least.

When I learned to fly (many years ago!) we had 4 runways. Now we are facing the prospect of it being reduced to one.

I'd like to ask the planning department to take into account the concerns of pilots like myself that regularly fly out of Blackpool.

Regards

Dave Stewart

BAe Flying Club

Response 67

From: Vivienne Ruscitti [REDACTED]
Sent: 21 November 2017 11:16
To: Planning
Subject: Blackpool Airport Enterprise Zone
Importance: High

Hello,

I write regarding the consultation process for the above and I have several points I require an urgent response on please:

1. I have today found out (through word of mouth) that consultation on this significant development commenced on 9th November 2017. As a resident of Oakwood Close I have not, nor have several of my neighbours, received any notification of this. Why is this the case and at what point were the council going to do this?
2. I understand that a public consultation event is planned for 1st December. The timing of the event i.e. during typical working hours will have a significant detrimental effect on the numbers of people who can attend. In addition, given the event is to take place halfway through the consultation period, it presents limitations on residents and the amount of due consideration that can be given to the plans. I trust an additional event will be arranged at a more suitable time?
3. The above points amount to a feeling that the council is attempting to circumnavigate true public consultation. Given the lack of direct contact, will the council consider extending consultation so a true process can take place?
4. Can you please confirm if St Nicholas Primary School on School Road have been directly engaged from a pupil/road safety perspective?

Given the time restrictions, thank you in advance for a speedy response.

Many thanks,
Vivienne Ruscitti

Response 68

From: Zena Baxter [REDACTED]
Sent: 18 December 2017 20:02
To: Planning <planning@fylde.gov.uk>
Subject: Blackpool Airport Enterprise Zone

I am writing in relation to the Masterplan Consultation, I believe there is a proposal of moving the Helicopter Terminal to the area of the airport that is at the end of Westgate Road where there are a lot of existing and newly built properties.

Currently this operation is situated on Squires Gate Lane and I know the residents have complained about the noise from the helicopters sitting on "tick over" in the past. Siting it closer to the properties on Westgate Rd will make it considerably noisy for residents here. We have lived next to the airport for 19 years so we aware that planes and helicopters are noisy but feel that consideration should be made for the affect this would have on residents. There could be an alternative site that is within the "Airport Zone" that is a distance from the houses to reduce the level of noise for residents. Also we have a concern around safety of helicopters taking off and landing so close to houses.

Thanks

Mr & Mrs Baxter
[REDACTED]



St. Anne's on the Sea Town Council

West Lodge, 5 St George's Road, St Anne's on Sea Lancashire FY8 2AE

Town Clerk Sally Taylor 01253 781124

Email townclerk@stannesonthesea-tc.gov.uk

Response 69

21st December 2017

Mr Steve Smith
Blackpool Airport Enterprise Zone Delivery Manager
Blackpool Council Ground Floor
Number One Bickerstaffe Square
1 Talbot Rd
Blackpool
FY1 3AH

Dear Steve

Re: Blackpool Airport Enterprise Zones Masterplan - Public Consultation

Please find attached the formal response from St. Anne's on the Sea Town Council as part of Blackpool Airport Enterprise Masterplan public consultation process.

If you require any further information, please do not hesitate to contact me personally. Yours
sincerely

Sally Taylor – Town Clerk
On behalf of St. Anne's Town Council Enc

Response from St Anne's Town Council (SATC)

Thank you for offering the opportunity to comment on the proposed Blackpool Airport Enterprise Zone Masterplan. SATC shares the energy and enthusiasm depicted in the Masterplan and fully support what is proposed overall. The Plan has much to commend it and if successful see it bringing significant economic and social benefits to the area.

The Town Council would like to see Masterplan link more closely elements of the recently completed and agreed Neighbourhood Plan (NP). It receives little attention in Masterplan, yet a considerable area of the proposed Enterprise Zone is located within the St. Anne's boundary.

Governance

SATC would like to be provided with representation in relation to the Governance/implementation of the Masterplan at an appropriate level so that the TC can be appraised of what is being implemented. The Masterplan is a key activity that will impact on the town for many years to come and it is important that the council are part of the decision-making process – even if only at observer level.

Reference to SATC Design Guide

The purpose of the Design Guide is intending to assist in realising the vision of the St Anne's Neighbourhood Plan as *'a garden town by the sea'* and with the intention of achieving the highest possible quality of design in the town.



The Plan identifies key corridors and gateways where specific design and environmental interventions could assist in enhancing the distinctiveness of the town.

Whilst the NP was written and agreed before the demise of some of the airport functions and the demolition of the Terminal buildings improvements could include:

- boundary treatment of Squires Gate Lane
- landscaping and public realm
- thematic signage/public art & lighting

Similarly, the NP also identifies corridors and gateways around Amy Johnson Way, Squires Gate Lane & Clifton Drive and North & Queensway/Division Lane.

The TC would expect developers within the EZ to take significant account of the Design Guides where they can be applied to buildings, corridors, gateways, energy generation and sustainability.



Energy generation

The TC would like to see energy generation form a key component of the EZ, particularly since the phrase 'energy coast' has been used linking developments at Heysham, Sellafield, the proposed Hillhouse power generation scheme, the possible development of a fuel source arising from fracking and the fact that an Energy College is already established. Whilst 'glare/electronic disturbance from solar panels may be an issue close to a functioning airport there are other energy generation roof

mounted solutions which the Town Council would like to see implemented so that the EZ is a cutting edge, sustainable location which is investing in the future.

Transport Infrastructure

Whilst the TC can see the need for investment in transport infrastructure and fully support road building prior to development the proposals focus solely on road transport.

The TC would like to see the South Fylde Rail Line feature more strongly as a sustainable transport method supporting the EZ – if 4,000 jobs are envisaged then offering alternative forms of transport is crucial.

If the EZ cannot allocate funding for enhancements of the rail route, then the Town Council would like to see the EZ not only promoting the line amongst its clients but also supporting the campaign for an increased frequency on the route in support of sustainable transport options for current and future site users

- 1. Will there be a requirement for car charging points to be installed to encourage the use of cleaner forms of transport?*

Greening up St Anne's

The Town Council notes the planting areas/landscaping proposals in the Masterplan and would welcome buffers of suitable planting, (included smaller tree species) to break up the visual impact of a built environment.

The Town Council acknowledges the potential difficulties created by wildlife and its impact on aviation activities. However, consideration should be given to margins of the site where water collection/retention/management features could be incorporated.

Impact on existing businesses

The Town Council is concerned about the pull the Enterprise Zone may exert on existing business which may impact negatively on the viability of the town centre and its retail offer. If some businesses chose to relocate then the loss of local trade on transport, local shops and businesses could reduce footfall in the town centre. (The loss of 300 staff at Petros House two years ago when they relocated had an impact on footfall and retail food economy in the town centre)

- 1. What plans exist to mitigate such impact on existing retail & business areas?*
- 2. Proposals for out of town retail developments include Section 106 monies to mitigate impact on existing retail areas – will the EZ offer anything in this way?*

Response 70

From: Debra Watson [REDACTED]
Sent: 24 November 2017 08:34
To: Planning
Cc: [REDACTED]
Subject: Blackpool Airport EZ Masterplan (Application Number 17/0760)

Dear Sir/Madam

I am writing to express my deep concerns over the proposed plans for the BAEZ.

I live at [REDACTED] with my family and have since the house was built in 1993. Our home is a 5 bedroom detached house with a lovely garden and Juliet balcony which is not overlooked and enjoys a sunny disposition. Currently AFC football club is directly behind us and playing fields which is very pleasant for us to view from the back of our house.

The new proposal for a huge 4 storey industrial unit to be built right behind houses 1-19 is horrific for all residents concerned.

It will overshadow our homes, block out our current views and destroy our sunny gardens. Not to mention decrease the value.

I have to strongly object to this proposal and cannot understand the logic in siting this building so close to residential properties. Surely the design could be changed to house this unit further into the site.

I would appreciate your response on this matter.

Regards
Debra Watson

[REDACTED]

Response 71

From: Susan Bolton [REDACTED]
Sent: 16 November 2017 09:19
To: Planning
Subject: Blackpool Airport EZ masterplan

Thank you for the "bombshell" of a letter referring to the above that was sent to ALL the residents of Oakwood Close. We take it that this information was intended to get some hearty disapproval from us. To this end, or should I say beginning, are there any plans to hold a meeting with us, and perhaps our unconcerned, never to be seen, Councillors?. Also the plans are SO SMALL it is impossible to get a picture of the boundary line and distances - it looks as though the largest unit is in our back garden and 4 storeys high - will you be providing daylight bulbs to compensate for the lack of daylight? Can the plans be viewed and where are they - Bickerstaff building?

I/we look forward to your reply.

Mrs Susan Bolton, [REDACTED]

Response 72

From: Robert Smith [REDACTED]
Sent: 02 December 2017 10:53
To: Planning
Subject: BLACKPOOL AIRPORT EZ

Hello,

Blackpool Airport is an excellent asset for the north west.

The EZ should do all they can to attract aviation related industries. With a specialist aerospace workforce already in the region and an existing and fully operational airport it could be an ideal location for an operation such as a Maintenance, Repair and Overhaul (MRO) aviation company to locate.

Some regional commercial flights eg London, Dublin or Amsterdam would also improve connectivity for the EZ and wider northern area of the North West .

I know holiday flights were popular and a limited offering could possibly return in the future. However, !it is not just about taking people **out** of Blackpool, more to the point, it is about bringing them **in**!

Good luck and regards,

Robert Smith (an interested spectator!)

Response 73

-----Original Message-----

From: Triciawalker [REDACTED]

Sent: 17 December 2017 11:04

To: Planning

Subject: Blackpool airport master plan

I am delighted to see that there is provision for a new terminal for the airport. A town like Blackpool, a premier holiday resort with "progress" as the motto needs a functioning airport to put it properly on the map. How can you expect visitors from say, the rest of Europe and beyond and from places further afield in the UK to make a tortuous journey when it is so much easier to get to other resorts. The residents would also like to be able to fly away on holiday rather than have to undertake the journey to either Manchester or Liverpool and be treated like cattle when they eventually get there. Blackpool airport was a joy to fly from and to.

I am convinced there is the demand and airlines would come if the facility was there. Invite them to see and tell them your plans.

Response 74

From: Mike Healey
Sent: 16 November 2017 12:54
To: Planning
Subject: Blackpool Airport Master Plan

Just been looking at the proposals for sports facilities and the football pitch facilities in particular.

Can I suggest that if there are going to be new 4G pitches that you also have flood lights otherwise you are not going to make the best use of the facilities.

I notice that because of the airport location that this could cause problems and would therefore suggest that the positioning of any 4G pitches are reviewed.

I would be more than happy to discuss and explain further my reasoning.

Kind regards,

Mike Healey CMIOSH, AaPS

[Redacted signature block]

Response 75

From: [REDACTED]
Sent: 10 December 2017 11:34
To: Planning
Cc: Chris Birkett
Subject: Blackpool Airport Masterplan - Consultation

Dear Sir/Ms

Firstly may I applaud the Council's foresight and actions in protecting the Airport as a viable fully functioning airport. This is very much needed in the Town and the Northwest more generally and in particular for the needs of General Aviation, flight training and recreational flying activity. I am a pilot sharing ownership of a small hanger based at the airfield very familiar with the operational needs of the airfield. In particular how these needs relate to smaller light aircraft including typical training aircraft such as Piper Warrior (PA28) types and Cessna aircraft – which are the predominant types using the airfield.

In examining the draft plans **I do have a concern regarding the proposal for the existing RW 13/31.** The section to the SE of RW10 seems to have been removed. On enquiry I am led to believe that there is a proposal to remove the concrete surface and perhaps replace with a grass strip. This is of considerable concern on grounds of safety as follows:

The location of the airport directly on the Coast makes it very susceptible to rapid changes in wind direction, especially though not exclusively involving the Sea Breeze front. The wind direction can change quite dramatically and very quickly - often not entirely forecastable. Large cumulus clouds and thermic activity can switch the wind direction very dramatically. All aircraft, but more particularly smaller aircraft, have crosswind component limits – commonly around 15 Knots or so, requiring considerable skill and training to land safely at or beyond these limits. Although larger commercial aircraft continue to use RW RW28/10 in much stronger crosswind conditions, smaller aircraft must use RW13/31 as appropriate i.e. the RW most into wind. It is also wise to be aware of the limited options in the local area regarding the lack of diversion airfields should unforeseen significant wind directions require use of RW13/31.

Removal of this RW would be highly detrimental to safety, and reductions in the possible volume of training and overall activity at the airfield. The provision of a grass RW (should this have been envisaged) would not be a satisfactory alternative. Maintaining satisfactory standards of grass strips is fraught with problems, weather related limitations and ongoing costs - as Barton airfield can testify. This includes to my own cost a damaged nose-leg sustained at that airfield.

I would urge the planning officers to reconsider this proposal.

Yours sincerely
Peter Ronfell
Joint Owner "PFA Hanger"

[REDACTED]

Response 76

21 December 2017

Ms Jane Saleh
Head of Development Plans and Projects
Planning Department
Blackpool Council
Municipal Buildings
Corporation Street
Blackpool
FY1 1NF

67–69 George Street
London, W1U 8LT
henrik.dorbeck@portaplanning.com
020 7148 5625

Our reference: I-hjd-masterplan rep-181217

Dear Madam

REPRESENTATION ON BEHALF OF SPIRIT ENERGY LIMITED TO THE BLACKPOOL CITY COUNCIL BLACKPOOL AIRPORT ENTERPRISE ZONE MASTERPLAN CONSULTATION

We are instructed by Spirit Energy) to submit representations to Blackpool Council draft Blackpool Airport Enterprise Zone Masterplan in respect of its current operations at Blackpool Airport.

Background

On 8th December 2017, a subsidiary of Centrica Plc, GB Gas Holdings Limited and SWM Gasbeteilligungs GmbH & Co. KG ("SWM"), the majority shareholder of Bayerngas GmbH, combined their European E&P activities and created a new joint venture company, Spirit Energy. Spirit Energy is ultimately owned by Centrica Plc and by SWM.

Spirit Energy has a lease for the use of the heliport terminal, helipad and apron, Hanger 43, access roads and associated car parking at Blackpool Airport. The lease expires in October 2023. Spirit Energy currently sublet these buildings/areas to Bond Offshore Helicopters Ltd, who have the current contract to provide helicopter travel to and from Spirit Energy's offshore platforms. Helicopters fly from early in the morning to late in the evening 7 days per week. The site is of critical importance to the business, being the landward link to its offshore assets and must be protected.

Spirit Energy is a leading independent oil and gas operator in Europe, with operated and non-operated interests in the UK, Norway, the Netherlands and Denmark, with over 27 producing fields and more than 70 exploration licenses. It also owns and operates the Barrow Gas terminals in the UK. Spirit Energy employs more than 700 staff and is headquartered in the UK, with offices in Windsor, Aberdeen and Sevenoaks in the UK; Oslo and Stavanger in Norway; Hoofddorp in the Netherlands, and Copenhagen in Denmark.

Representations

Spirit Energy welcomes the recognition given in the Masterplan to supporting the ongoing operation and expansion of the Airport and the importance of the energy sector to the Fylde Coast.

However, having reviewed the Masterplan we note that it proposes a number of zones across the site which anticipate certain types of development coming forward in clusters. Spirit Energy's office, helipad and apron and car parking is located within the area proposed as a 'Knowledge Quarter', which we understand to be focused on expanding office, research and development and industrial floor space with a focus on key aviation and energy industries. Hanger 43 is located outside, but on the border of the 'Airport Zone', where we understand Airport related operations will be consolidated.

Partners: J C Bowles BSc(Hons) DipTP DipSurv MRTP E J Andrews BA(Hons) MTP MRTP MRICS M D Washbourne BSc(Hons) MRICS
Registered in England: No OC356165 Registered Offices: St Bride's House, 10 Salisbury Square, London, EC4Y 8EH

Our interpretation of the Masterplan is that Spirit Energy's operations will need to be relocated to within the operational Airport area, which on the face of it seems to conflict with the general support expressed in the Masterplan for the energy sector. The Masterplan provides no reassurance that Spirit Energy's existing operations will be protected.

We are concerned about the interface between the existing and proposed uses on the Airport Masterplan and with existing residential and other neighbours, particularly if Spirit Energy's operations had to move to an area of the Airport that is closer to residents and could raise concerns about noise complaints. It appears there are also changes planned to the runway arrangement, which may lead to delays in taxi-ing at peak times. Spirit Energy currently enjoys access to fuel provision (located to the north of its existing hanger), fire services (adjacent to the facility), parking and facilities, which may also be impacted.

Spirit Energy does not want to be in a situation whereby if they are moved to a new location at the Airport, further built development or changes in Airport operations are unduly restrictive. Spirit Energy therefore has a strong interest in understanding the implications of the Masterplan proposals and we request clarification of the following:

1. How will existing businesses and operations be protected?
2. Why Spirit Energy's existing leased areas are not identified as 'airport zone'?
3. How the interface between existing Airport uses and new development will be managed, particularly as new development comes forward over the life of the Masterplan?

Whilst we appreciate that the Masterplan is a draft for consultation, it is imperative the questions and issues raised above are addressed at an early stage so that existing operations can be protected and certainty can be provided. The need to take account of the operational needs of existing businesses is a clear policy imperative and is supported by the National Planning Policy Framework (paragraphs 19-21), but in addition in this instance there are other health and safety considerations to take into account.

We object to the draft Masterplan, in so far as the implications for existing airport occupiers has not been clearly demonstrated and for the reasons set out above. We request a meeting be arranged between Blackpool Council, Blackpool Airport and Spirit Energy to enable a more detailed discussion on operational and health and safety considerations and to expand on the points raised above.

We would be grateful if you could acknowledge receipt of this letter and we reserve the right to amend or supplement these comments at a later date. Please do not hesitate to contact Emma Andrews or myself on the details above should you have any queries.

Yours faithfully

Henrik Dorbeck
For and on behalf of Porta Planning LLP

Response 77

-----Original Message-----

From: Peter Steeden [REDACTED]
Sent: 01 December 2017 22:55
To: Planning
Subject: Blackpool Airport Masterplan comments

Hello

I was fortunate to be able to attend the display of the Enterprise Zone plan at the Energy College today.

There was certainly plenty of talking points, but the staff appeared to be prepared to listen and take on board suggestions.

My own comments would be:

The removal of the tarmac runway 13/31 seems a retrograde step. As was mentioned during the event, the small aircraft used by the training schools are at the mercy of the wind. If that runway was closed, the planes would be unable to fly when wind direction is North/South, leading to loss of income to them and loss of landing fees and fuel income to the airport.

The suggestion that the runway be (partially) replaced by grass would also make things more difficult for student pilots who prefer hard runways which are less challenging.

One of the attendees stated that Balfour Beatty had been imposing conditions on the use of runway 13/31 (e.g. only available under certain wind conditions) so that they could later present a case for closing it, due to lack of use.

There is now a shortage of hangar space for light aircraft - there is potential for attracting more based aircraft but the only hangar with spare space will be the "old Westair" hangar after their relocation to Hangar 8. Westair apparently charge around double the rate which the existing tenants of Hangar 8 pay (plus the Westair hangar has asbestos issues), so the dozen light aircraft displaced have nowhere else to go. The new hangars planned to replace the "old" Westair hangar group should provide sufficient capacity to accommodate these aircraft.

I think the planners understand the importance of retaining the existing runway in full. This is a very valuable asset.

It is unlikely that any new runways will be built in this country, in the next few years at least, due to concerns over green belt land, noise, traffic etc.

Between the North Midlands and Carlisle, west of the Pennines, the only other airfields with hard runways of reasonable length are Manchester and Liverpool plus BAe private airfields at Hawarden, Warton and Barrow and the RAF airfield at Woodvale.

The airline fleets are increasing rapidly to meet the insatiable desire for foreign travel and these aircraft frequently have to travel to Ireland or Eastern Europe for maintenance. This is a golden opportunity to provide facilities at Blackpool for maintenance of airliners and executive jets. This would provide much needed highly skilled work to the area compared to warehouses which can be built anywhere, but generally provide only minimum wage/low-skilled jobs.

Aircraft maintenance needs access to a runway, so Blackpool should be in pole position when seeking this type of investment, given the advantages of the enterprise zone.

Peter Steeden

Response 78

From: Alban Cassidy

Sent: 21 December 2017 15:06

To: 'planning@blackpool.gov.uk' <planning@blackpool.gov.uk>

Subject: FW: Blackpool Airport Masterplan Consultation

To whom it may concern

We act on behalf of Zonex Group Ltd of Glasdon House, Preston New Road, Blackpool, FY4 4WA.

Zonex Group are the owners of an area of land at Blackpool Airport and have been involved in discussions regarding the preparation of the Masterplan with both Mott MacDonald and representatives from the respective local authorities.

Overall, Zonex support the proposals for new economic development at the airport and hope to play a valid role in this. Although ambitious, the proposals generally seem to be realistic although, Zonex would hope the timescale for new investment to be brought forward as quickly as possible in order to allow the full range of sites to be developed.

In terms of their specific site, given its location betwixt the main economic development area and the airport based uses, it would make sense to keep potential uses flexible in order that if a suitable economic use came forward, there would be access available to the public highway. Similarly, if an airport related use came forward, there would be access maintained to the runway and other facilities, whilst retaining access as far as possible to the public highway.

Our client's principle concern is that other developments are able to proceed which could prejudice the future use of the Zonex owned site, either by preventing access to the public highway or preventing full use of the site.

Zonex would be pleased to continue their dialogue with the relevant parties and look forward to refining plans for the site in due course, prior to the completion of the final masterplan.

Regards

Alban

Alban Cassidy BA (Hons) Cert. Ecol. MSc MIEMA MRTPI C.Env
Director
Chartered Town Planner and Environmental Consultant

Response 79

From: Graham Woodward [REDACTED]
Sent: 20 December 2017 19:26
To: Planning
Subject: Blackpool Airport

Changes to Blackpool airport

The airport is important in the region as it is the only site available in the whole of Lancashire for use by business traffic and General Aviation. It is also still large enough to be used by airline traffic when the demand is there, either on a regular basis or for charter traffic.

The airport used to enjoy the use of three runways. The sighting of the airport next to the coast does mean that wind strength and direction is a key factor in operations from the site. A further reduction to a single runway would considerably restrict the ability to use the facility. Rather than reduce to one runway (28/10) it would be far better to consider reinstating the old runway 25/07.

At the very least, and as someone who has flown himself out of Blackpool almost weekly for some 30 years, I do implore you to keep the two current runways in full use.

Graham Woodward MSc CEng FAPM RPP CPM
PPL holder

Response 80

-----Original Message-----

From: R Boyce [REDACTED]
Sent: 01 December 2017 21:12
To: Planning
Subject: Blackpool Airport

Good evening.

I would like to throw my support behind the council and first of all would like to thank them for purchasing the airport from Balfour Beatty who were just dreadful owners who had all but killed the airport.

I have been working in aviation all my life having recently retired after 35 years working for BAE Systems at Warton during that time I ran our commercial airline with flights across many parts of the UK and Germany and handled much of our GA traffic so I would like to think I know a thing or two when it comes to aviation operations.

I used to fly from Blackpool at least twice annually on holiday both with Ryanair and Jet2 and living locally (Thornton) it was just fantastic either to be dropped off by family or leave the car there for free it was just great as opposed to driving to Manchester or Liverpool.

I am sure if the council did a survey you would find at least 250,000 people (possibly more) from the Fylde coast area/Cumbria are flying out of Manchester and Liverpool both on holiday and business if Blackpool airport owned it's doors once again to commercial traffic the potential could be massive I recently did a Manchester airport trip in just under 4 hours and almost missed my flight it's just a joke considering how close it really is as the crow flies.

So come on guys build it and the customers will come get the right people running it (unlike Balfour Beatty) and the potential is just massive we're supposed to be the UK's No1 holiday resort are we? If so then let's start showing it by putting the airport back on the map and start flying people in both from home and abroad and getting holiday jets in.

Finally I think it's important to keep GA at Blackpool airport therefore it's important to keep the second runway I also think in order to keep up with an ever changing aviation world the main runway at Blackpool will need to be both strengthened and extended by least 1,500ft thus going over Queensway and needless to say a terminal we can all be proud of and in return seeing a million passengers a year passing through its gates.

Regards.

Robert Boyce

Response 81

From: [REDACTED]
Sent: 01 December 2017 22:34
To: Planning
Subject: Blackpool Airport

Blackpool Airport needs a tram link, a terminal, international flights back.
I've noticed you want to shut the cross wind runway completely, that would be a bad move for the future of the smaller GA aircraft. Why not if possible shorten the cross wind runway to the north and extend it to the south. That would keep the runway the same length but give the new airport the room it needs. Please make our airport great again.

Response 82

From: Simon Waterhouse [REDACTED]
Sent: 02 December 2017 17:04
To: Planning
Subject: Blackpool airport

Hi,

A good area must be reserved for general aviation to continue and also, the history of the airfield must be promoted.

Best regards

Simon Waterhouse

Response 83

-----Original Message-----

From: LYNDA GOUPIL [REDACTED]
Sent: 17 December 2017 10:56
To: Planning
Subject: Blackpool airport

Dear sir,

I'm writing re the public's opportunity to comment on the future of Blackpool airport.

I think the airport was a massive asset for Blackpool, which was under utilised as I am of the opinion Balfour Beatty's only intention was to obtain planning permission and therefore never made the most of it's possibilities.

I also believe smaller airports are the future as they alleviate road congestion to the larger ones.

I also think that security is much easier and, strangely, more secure in a smaller airport. When I now attend Manchester airport the one thing I do not feel is safe. I feel Manchester has now become so large that security is costly and impossible to maintain and is prime for an attack.

I always used to say I will go abroad, but only to resorts that fly out from Blackpool and I maintained that. It is only this year that I have once again started to fly from Manchester and I detest it. I am one of the lucky ones though whose daughter, this year, has bought a property in Hale, next door to Manchester airport, and so I am able to leave the car there for free and she drives me to the airport & collects me, otherwise I would not have started flying from Manchester again.

I think Blackpool airport needs more investment and a lot more advertising. My other daughter and I, about 5yrs ago, flew to Majorca & bumped into a group on a stag do from Blackpool who, when asked, said they'd flown out from Manchester and were shocked when we said we'd flown from Blackpool as they were totally unaware they could have done that?

I hope you will consider the points I have highlighted and that Blackpool airport is once again restored and improved upon and becomes the valuable asset to the area that I know it could be.

Regards,

Mrs Lynda Goupil

Response 84

From: Lancashire Activists [REDACTED]
Sent: 19 December 2017 11:34
To: Planning
Subject: Blackpool Airport

Dear Sirs,

Whilst I see we have a chance to put out comments forward about the planning for Blackpool Airport I thought I would take 2 mins to do just that. When the airport shut we were assured of the terminal being saved alas this is now a fracking college with no pupils... We need to make room for a terminal and all the stuff they sold ie; baggage scanners, check inn desks and the like... I would like to see the aprons protected and a taxi way for the jets created... The runways should be protected as promised and we should look to open up the airport to commercial jets as soon as possible... We should also be looking to future proof the airport by installing new tram terminals and tracks whilst this current work is being done to Squires Gate Bridge...

Regards

Danny Nicholson

--

Daniel Nicholson

[REDACTED]

[REDACTED]

Response 85

Dear Sir or Madame,

With regards to the above, I must congratulate the local councillors on their sterling efforts to return Blackpool to its historic position as the forward looking number one leisure resort and economic centre of the north.

However as a local pilot with 25+ years who has flown many hours from Blackpool airport (and still is), I am disappointed to learn that retaining runway 13/31 is not in the consultation plans.

The financial benefits of having two runways at Blackpool is clear to see.

a) If a strong wind is blowing across the runway and the limits are exceeded then a second runway is the only solution

b) Blackpool airport is a major flight training centre and to lose training opportunities simply because students are outside of their cross wind limits is demoralising for them and costly for the operators, if this happens too often it may deter students from continuing or even looking elsewhere.

c) availability of two runways essentially means flying can be undertaken whichever way the wind is blowing, this is a safety point and indeed the cautious pilot will always divert to an airport with two runways. This is a safety issue and a source of income from landing fees.

d) When runway maintenance is required a second runway can keep the airfield operational, or any other incident occurs which could close a runway.

All these points are valid in order for the airfield to be financially viable in generating landing fees, if the runways are inoperable, all the overheads still need funding i.e. ATC staff and Fire service.

Having a second runway of 1000 metres is a significant asset, in fact several years ago Manchester City airport (Barton) had plans to lay a 800 metre hard runway, this was shelved due to costs, now if Peel Holdings with its financial clout shied away from building a new runway, what price can be placed on runway 13/31. What an asset!

I believe that Blackpool will be successful in its aims in the years ahead, and retaining runway 13/31 will prove to be a very good decision in the years ahead.

Yours sincerely
Joe Lynden

Response 86

From: Jan Cresswell
Sent: 12 December 2017 17:32
To: Planning
Subject: Blackpool Enterprise Zone consultation

The former Wellington Bomber factory forms part of the site and is of high local, or even wider geographical, historical significance, and its retention and re-use should be given some consideration if possible. Squires Gate was also home to flying schools, and navigation and reconnaissance training went on throughout the war. Blackpool played an important part in preparing for war with thousands of men being trained in the air and on the ground.

Blackpool Airport was also previously the site of a racecourse, and the King's Lancashire Military Convalescent Hospital during the First World War, which had links to the practice trenches under Watson Road Park.

Heritage interpretation recounting the historical importance of the site should be considered to inform the public of the zone's important history.

Jan Cresswell
Conservation Officer



Response 87

-----Original Message-----

From: Phil Raynor [redacted]
Sent: 19 December 2017 20:27
To: Planning
Subject: Blackpool Enterprise Zone

I am very concerned about the plan for the redevelopment of the airport and the fields surrounding my house on Oakwood Close. My neighbours will have a massive warehouse immediately behind their houses, which will restrict light and be an awful view from their gardens. I fail to understand why it would be considered appropriate to place the largest building behind houses and other smaller units in the centre of the development.

There are many commercial properties around the area not being used or in a sorry state that could be re developed. If commercial properties are in such demand, why is this not being done. The fields produce natural drainage for the area. Has any consideration been given to the drainage of water once on our fields are gone and replaced with all weather pitches?

A surveyor has already suggested that these developments will adversely affect the price of the houses in the Close. I always thought that the council would protect the field and that is why we purchased our property. I feel saddened that all the green land will be taken from us.

I strongly object to the plans and to the need for more housing when houses in the Close are going to auction to secure a sale.

I hope you will reconsider or amend the plans to be fair to the residents of our Close, many of whom are unaware of the plans, as we were until a neighbour informed us.

Janet Raynor
[redacted]

Response 88

From: Nick Dean [REDACTED]
Sent: 12 November 2017 19:55
To: Planning
Subject: Blackpool EZ Masterplan

Dear Sir, Madam,

How will the implementation and development of the EZ be offered to local businesses to provide services?

We are a local SME (based in FY8) providing professional services to developers and business owners.

Our concern would be that local businesses are sidelined by bigger nationals and internationals when constructing and developing the site.

The development of the site should be procured through a framework whereby local SMEs and consortiums are given priority.

Kind regards,

Nick

Nick Dean MRICS

Director 44 CONSULT

[REDACTED]

[REDACTED]

[REDACTED]

Response 89

-----Original Message-----

From: John Hurrell [REDACTED]

Sent: 21 December 2017 12:02

To: Planning

Cc: [REDACTED]

Subject: Blackpool Runway 13/31

Dear Sir/Madam

I am the owner of High G Ltd operating out of Hangar 2 East and am currently responsible for approximately 20 aircraft many of which are tail wheel and very susceptible to the effects of wind.

To enable me to continue operations it is essential to have continued access to Runway 13/31. It would also be highly advantageous to have access to the proposed grass runway.

I would therefore be grateful if you could bear this in mind with your future planning.

Kind regards

John Hurrell
Managing Director
High G Ltd

Response 90

From: Michael Brown [REDACTED]
Sent: 19 December 2017 00:29
To: Planning
Cc: 'gervais henderson'; [REDACTED]
Subject: Comments on BAEZ - Retention of secondary runway 31/13

Dear Sir,

I would very much like to add my voice to the many that are seriously concerned about the future viability of the airport as a money making and self sufficient enterprise centred on aviation. I am a regular user of the airport in my capacity as the flying instructor, I have operated out of Blackpool airport since 1981 and remember the runway 02/20 making way for Morrison's and more recently 07/25 being withdrawn.

The option of a secondary runway that favours the southerly strong winds that can beset the airport for days on end is essential if the airport is to continue to thrive as a flying training airfield. Student pilots are very much limited in the conditions they are able to operate in, particularly cross winds. Strong Southerly's preclude the use of 10/28 for light aircraft as they can even be outside the manufacturers certificated limits, never mind student capabilities. Flying training makes up a significant proportion of home and visiting aircraft movements, you would be denying yourselves a significant revenue stream.

The airport looks like it is on the edge of a resurgence with the increasing General Aviation (GA) presence and activity, the value of GA to the airport has long been overlooked when big decisions have been made to the detriment of GA operations and attractiveness of the airport to visiting aircraft and home based aircraft.

It would be a very short sighted step to withdraw the runway 13/30, most GA airfields these days are going out of their way to protect their runways, once gone they are very hard if not impossible to recover. They recognise that all the most robust industry and commerce predictions involve a massive increase in air travel in the UK and the EU and the need for local access to business centres under all conditions.

Manchester Airport is a congested, expensive and overly bureaucratic behemoth of an operation which does not lend itself to user friendliness and fast efficient access, never mind the very congested road infrastructure.

I hope you have been able to read this far and give the above due consideration.

Best regards,
Michael Brown

Response 91

From: Peter Steeden <[REDACTED]>
Sent: 09 November 2017 21:56
To: Planning
Subject: Comments on Masterplan for Squires Gate enterprise zone

I was interested to read about the proposed 25-year masterplan for the airport enterprise zone site.

My own feeling is that there will eventually be demand for a reintroduction of passenger flights as the only two passenger airports in the NorthWest, Manchester and Liverpool have a finite runway capacity which will eventually be reached, probably within the 25 year scope of this masterplan. When further expansion, such as new runways, becomes necessary, Blackpool would have the ready made runway solution to absorb some of the demand.

In the meantime I feel that the focus from the airport side should be on seeking to provide maintenance facilities for airline fleets. Ryanair and Easyjet alone operate a combined fleet of around 650 aircraft with further orders planned.

Maintenance of these aircraft takes up valuable space at large airfields which could be more profitably used for car parking etc.

This has led to a fair amount of airliner maintenance being done at quieter airfields such as Bournemouth and Lasham (Hants).

This is where I feel that Blackpool, with it's 6,000 foot runway, is well placed to take advantage, particularly as it is in an area with a highly skilled aviation workforce. In order to provide such a facility, some sizeable hangar space would need to be set aside. I would hope that the masterplan would provide enough space for such facilities.

Peter Steeden



Response 92

From: gervais henderson [REDACTED]
Sent: 17 December 2017 10:50
To: Planning; Henderson, Gervais (UK); Gervais Henderson
Subject: Consultation on Blackpool Airport

Dear Planning,

Whilst I congratulate you on your bold and excellent move to purchase the Airport. Which I believe is a great sign for its future and safety. I am very concerned that the plans seem to show us losing 13/31 runway.

This is an essential part of the Airport.

I am the Secretary of BAE flying club which has 120 members 50% of which I would describe as active on our 4 aircraft.

GA (General Aviation) has kept the Airport afloat and we are part of that. Those runways are essential to that otherwise you limit us "small" aeroplanes to the wind limits of the larger 28/10 runways.

Turn your head to other airports that have turned the corner and they have maintained secondary runways.

Clubs and training schools like mine kept the Airport busy and vibrant and the ability to use smaller runways in different directions is essential to us and our training.

Your predecessors were ruthless land developers and did everything to prove the Airport was a failure. Restrictions of use on 13/31 was one of their tactics and ruined a very high number training days and then also flying days because the wind was unsuitable for 28/10.

Not being allowed to use is very different to not being used.

There are many of us that are ready to help you rebuild an amazing airport.

You have shown intelligence in buying a valuable asset show it by ignoring their poisoned data.

It would be utter madness to get rid of 13/31. Utter insanity. I don't use those words lightly. Please reconsider the loss of these runways.

Kind regards,
Gervais Henderson.
[REDACTED]

Ps if you require further details of me or the above statement.

Thanks for listening and for buying such a valuable asset

Response 93

From: Bob Feechan [REDACTED]
Sent: 21 December 2017 00:32
To: Planning
Subject: Consultation on the Blackpool Airport Enterprise Zone Masterplan

Dear Consultation Committee

I am writing as a general aviation pilot to express my deep concerns regarding the apparent closure of runway 13/31 which I believe will have an adverse effect on 'safe' airport operations. I currently fly with the BAE Systems flying club based at the High G hanger complex. BAE Systems flying club motto and aims are to promote 'Safe and Affordable' flying for its members and I am echoing the concerns of all members when I write this email.

I have been flying at Blackpool Airport for nearly 20 years and have increasingly used runway 13/31 as the wind dictates. I am concerned as the prevailing winds are gradually becoming more to the north west (especially during winter periods) that removing the option to choose a more suitable 'into wind' runway even during a single sortie will have an inevitable impact on safety. This is because the wind can change unexpectedly without warning over short periods which the weather forecasters simply may not have predicted.

In light of this, I am asking for you to feedback my concerns and reconsider the closure of runway 13/31 in favour of continued use without threat or prejudice to 'normal' runway operations.

I respectfully await your reply

Yours Sincerely

Robert Feechan
[REDACTED]

Response 94

From: Simon Bradley [REDACTED]
Sent: 14 November 2017 12:47
To: Planning
Subject: Consultation on the Blackpool Airport Enterprise Zone Masterplan

Good afternoon

I am a worker at one of the current businesses that operate from the enterprise business park and I have serious concerns regarding the new plans that they will remove a lot of areas where workers can currently park, without offering an alternative.

Due to the number of smaller units in the park, there is not enough parking spaces attached to these building as it is, forcing a lot of workers, including myself, to park on the roadside or unused accessible wasteland. Under the proposed plans these areas will no longer be suitable or available for parking as they will either be built on or become unviable due to the increase in traffic flow.

Is there no ability to include a multi-story car park that businesses could either purchase passes for or spaces to allow their workers somewhere to park safely. This would I feel increase the appeal to a number of smaller operations to move their businesses to the park, as their staff would be able to park close to their place of work easily and freely.

If the issue of parking for the smaller unit is not addressed, it could result in businesses having to leave the park damaging the reputation of it and in whole what you are looking to achieve here. I am aware of a number of units that are empty and have remained so for a long time due to issues similar to this. As well as a number of businesses whose staff are having to park in the Morrison's car park, risking their cars being clamped or towed due to the lack of parking available in the park

Please can you advise me if you are willing to look into this issue

I look forward to your response

[REDACTED]

[REDACTED]

[REDACTED]

Response 95

From: Paul Hyatt [REDACTED]
Sent: 13 December 2017 14:21
To: Planning
Subject: Consultation on the Blackpool Airport Enterprise Zone Masterplan

Dear Sir/Madam,

Please take account of my comments below.

I am against the BAEZ Masterplan unless, or until, an extension of the Blackpool Tramway to Lytham is included as an integral part of the plan from the very beginning. An extension from Starr Gate could make use of the exiting rail line from Blackpool South station and improve the commuting links from Lytham and St Annes to the Enterprise Zone (and on in to Blackpool itself.)

Blackpool Council has stressed the importance of an integrated transport policy in support of the Talbot Road tramway extension and the same argument should be applied to the Airport Enterprise Zone.

Improving bus routes in to the Zone is not the answer to providing quick and easy public transport access to the Enterprise Zone - which must be a priority when it is expected that 3,000 jobs will be created. The planned improvements to the road system and access routes to the Enterprise Zone will only encourage more car drivers in an area which already suffers from congestion.

Extending the Tramway from Starr Gate would also provide a direct link to the BAEZ from Blackpool North railway station via the Talbot Road Tramway extension (currently under construction.) Not only would this help justify the cost of the Talbot Road extension but it would also encourage more business visitors to use the rail/tram link once the electrification work on the railway line in to Blackpool North is completed.

The vague references to the possibility of extending the tramway in future are not good enough and I would therefore ask you to register my opposition to the BAEZ Masterplan as it currently stands.

Paul Hyatt

Response 96

From: [REDACTED]
Sent: 10 November 2017 11:40
To: Planning; Planning
Subject: Consultation on the Blackpool enterprise zone

To whom it may concern
I wish to ask that the Trams to Lytham campaign should be included and supported.

David Wilson
[REDACTED]

Response 97

From: Rob McLintock [REDACTED]
Sent: 20 December 2017 10:37
To: Planning
Subject: Enterprise Zone 17/0760

Regards proposed development of recreational area adjacent to Jepson Way

I am a resident of Oakwood Close and have carefully studied the plans for the proposed Enterprise Zone Redevelopment.

Quite frankly I am disgusted that this has been drawn up without residential consultation and protection of the environment.

We moved to Oakwood Close because of its quiet cul-de-sac feel and adjacent recreational fields. You are about to destroy this area and I object strongly to the recreational area being carved up for development (I find adding three football fields on to the airport land narrow minded; a token gesture – and potentially dangerous). Surely you should be promoting recreation for the residents and not redeveloping it. We value our green spaces; there are children, sports teams and dog walkers that rely on this space.

Furthermore I do not want towering industrial units blocking out our daylight (even with 'landscaping') and think this is a violation of our right to light.

The residents of Oakwood Close have set up an action committee – as I am sure you are no doubt aware – but I am addressing this in person to you and pleading that you do not develop this area but in fact improve the recreational facilities with this money. This area could be a flagship recreational zone.

Finally, I also ask you do not develop land at the corner of School Road as the traffic and access is already at critical levels and we are often marooned if incidents occur on Queensway. There is development in all directions and the roads simply will not cope – especially with the addition of 3000 new commuters getting to work in the Enterprise Zone and several hundred new families from residential developments.

Please understand that I am fully in favour of the Enterprise Zone but hope you address the concerns of residents and find a way to keep this space and improve it so it benefits everyone.

Rob McLintock
[REDACTED]

Response 98

-----Original Message-----

From: Ann Wragg [REDACTED]
Sent: 22 November 2017 15:46
To: Planning; (Cllr) Jason Roberts
Subject: For the attention of Steve Smith re application 17/0760

Dear Mr Smith

Having studied your proposal and our recent telephone conversation regarding Blackpool Airport Enterprise Zone (BAEZ) plans I wish to make the following comments:-

My neighbours and I understand the need for additional housing in line with Government policy and also welcome commercial developments which will hopefully result in more investment and employment in the area.

However insofar as your plans are concerned our major and important concerns are as follows:-

Access

School Road is already and increasingly being used regularly by HGV s despite signs which are totally unsuitable. Drives from European countries and old Satellite Navigation equipment daily use this road plus local HGV s drivers from the M55.

As I am sure you are aware the Junction at School Road/Common Edge Rd is of major concern, with daily radio reports informing the public of the congestion . With the increased building of new homes in the Fylde area this situation will only increase . It remains to be seen i the proposed construction of the New Link Road improves the situation?

One would have to question why would drivers use the new link road from the M55 to the BAEZ via Queensway and Common edge Road when a shorter route via School Road is available

Your plans will inevitably increase traffic resulting in further difficulties for resident , the school and others local users. Whilst I appreciate these plans are in their early stages I do not see where you have allowed parking for the parents who deliver and collect their children from the school

Jepson Way will become a route for drivers accessing the BAEZ unless your plans change

Regarding the commercial building proposal, Our homes are in an established residential semi rural area , residents have enjoyed aspects of open ground , if large industrial units are to be constructed on the West Side of Common Edge Road I believe they should be no higher than two storey and sited at the very least 200 metres from the road,

WITH NO ACCESS FROM JEPSON WAY.

I hope that serious consideration will be given to these concerns and look forward to your acknowledgement

Sincerely

Ann Wragg (Mrs)

[Redacted]

[Redacted]

[Redacted]

Response 99

From: Jason Wells [REDACTED]
Sent: 18 December 2017 21:16
To: Planning
Subject: Master plan for Blackpool Airport Enterprise Zone

Hi

My name is Jason Wells and I'm a private pilot involved in a general aviation at Blackpool Airport. I understand from the master plan on the Enterprise zone development that there is a plan to remove runway 13/31 at Blackpool Airport.

Having learnt to fly at Blackpool Airport and being a regular pilot from the airfield, I wanted to highlight my concern about this particular aspect of the plan. Although a large main runway at an airfield such as Blackpool can handle a lot of traffic, it is vital for both safety and for increased capacity to have the option of another runway which runs at a different angle to the main runway. This is particularly the case for the inexperienced pilot or for other pilots who may wish to retain a larger margin for error when deciding on takeoff and approach.

It is also a key factor for maintaining general aviation traffic when weather conditions change. As a result this will increase utilisation of the airfield as a whole.

As a result I would strongly encourage the retention of runway 13/31 as part of the configuration of the airfield when the Enterprise zone plan is agreed.

Thanks

Jason

Response 100

-----Original Message-----

From: Madeline Cook [REDACTED]
Sent: 19 December 2017 18:40
To: Planning <planning@fylde.gov.uk>
Subject: Masterplan Consultation

We are residents of Westgate Rd (4th house from the end of the road) and have lived here for 43 years. We have received a copy of the plans for phase 1 of the changes to the Blackpool airport site. I am sure you will understand our total devastation at the planned position for the new heliport. Our concerns are many, Safety, Noise, pollution. I am sure looking at the plans there are many other places the heliport could be sited that are much further away from residential properties.

Regards
Madeline & Grenville Cook

Response 101

From: Andy [REDACTED]
Sent: 03 December 2017 16:20
To: Planning <planning@fylde.gov.uk>
Subject: New proposed location for helicopter landing base

Dear Sir

As a resident of Westgate Road, I would like to express my concerns about the proposed plans to relocate the Helicopter landing base within 150 yards of my back garden.

Anybody living close to the airport knows exactly just how loud the helicopters are when they fly overhead, but the main problem is when they land. They sit there with the engines running on what sounds like full throttle for at least 10 to 15 minutes. The engine noise can be heard inside my house from where they currently land and I'm shielded by various buildings and hangars, so to locate the landing base in it's proposed position (a stone's throw from a residential area) with no buildings to block the sound would render half of Westgate Road inhabitable!

If you think that last sentence is a bit of an exaggeration, then please arrange to land an AS365 Dauphin type Helicopter in the proposed location and leave the engines running for 15 minutes, you are welcome to pop round to my house for Tea & Biscuits in the garden, but we will have to talk in sign language!

The Airport covers a large area and I'm sure there would be space for the landing base to be sited in a more central part of the Airport, away from residential areas.

Yours sincerely

Andrew & Julie Milner

[REDACTED]

Response 102

SOUTH SHORE CRICKET AND SQUASH CLUB

(incorporating Blackpool Scorpions Amateur Rugby League Club)

Mad Nook, Common Edge Road, South Shore, Blackpool, FY4 5DY

Tel (01253) 763636

Blackpool Council
Fylde Borough Council

South Shore Cricket, Squash and Rugby Club
Common Edge Road,
Blackpool,
FY4 5DY

18 December 2017

Consultation on the Blackpool Airport Enterprise Zone Masterplan: Objection from South Shore Cricket, Squash and Rugby Club

South Shore Cricket, Squash and Rugby Club is a long established community club that provides sports facilities for adults and children in Blackpool and Fylde. More than 10,000 participants and visitors enjoy the club's facilities each year.

We support the aims of the EZ, and welcome the potential economic benefits that it can bring. But as they stand, in this version of the masterplan the proposals unacceptably damage our facilities and the club has no option but to object to the scheme.

We are very concerned about the spine road and roundabout proposal in the masterplan, particularly its impact on our facilities and the adjacent green belt.

Impact on Sports Facilities

The proposed spine road and roundabout cuts through part of our front pitch, much of our car park, and the majority of our rear training pitch. The rear pitch is floodlit and is a particularly important asset for the community because it facilitates training and participation in a range of sports for much of the year when the evenings are dark.

Our rear fence and floodlights was supported by a grant of £60,000 from Sport England and was complemented by local fund raising efforts. Loss or damage of these facilities would represent an unacceptable impact for the community. We are not aware of any proposals that would guarantee a like for like replacement, including the exclusive access to pitches currently enjoyed by the club's members.

Impact on Green Belt

The roundabout and first section of the spine road (approximately 120 metres) are located within the current green belt boundary. Relaxing the green belt boundary to accommodate the roundabout and road is an unnecessary policy change, and will damage the openness of the green belt.

This is because there are alternatives available to the Council. The spine road could join Common Edge Road via Jepson Way. Or it could form a junction further north of the proposed roundabout given the availability a very wide highway verge and other Council land. Both options are not within the green belt.

'Section 3, Zone D, (b) Infrastructure' (page 8) of the draft masterplan suggests that local transport infrastructure may not be inappropriate development in the green belt. Paragraph 90 of the NPPF is cited to support this suggestion.

However, the citation misses a fundamental statement from paragraph 90, namely: *"provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt"*.

Paragraph 80 of the NPPF sets out the five purposes of the green belt. The spine road and roundabout would conflict with three of these purposes (to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment).

Further, the exemption for transport infrastructure provided by paragraph 90 applies to development that preserves the openness of the green belt. Case law has established this means small scale infrastructure (such as bus or tram stops and shelters). A 6.0 to 7.3 metre wide carriageway for over 120 metres (assuming Manual for Streets standard widths), together with footway or cycle track, lighting columns, signage and drainage infrastructure will not preserve the openness of the green belt. Nor will a kerbed and signed central island roundabout that is at least 4 to 6 metres in diameter (Design Manual for Roads and Bridges).

Finally, the exemption for transport infrastructure provided by paragraph 90 of the NPPF only applies if that infrastructure *"can demonstrate a requirement for a Green Belt location"*. Given the availability of alternative locations outside the green belt in which the spine road can connect to Common Edge Road, there is no evidence that demonstrates a requirement for the green belt location that is proposed, particularly in light of the great importance the government attaches to green belt (paragraph 79 of the NPPF).

Impact on Pedestrian Safety

The first section of the spine road beyond its intersection with Common Edge Road is shown to bisect sports pitches from changing facilities and two clubhouses.

A road carrying significant volumes of traffic will increase safety hazards for children and adults crossing the road from the changing facilities to the pitch and vice-versa.

There is also a risk of balls (soccer, rugby and cricket) striking passing vehicles. When children are playing on the pitches adjacent to the road, there is an increased road safety risk for children that may chase stray balls that are accidentally kicked into the carriageway from the adjacent pitch.

Impact of Pollution

The spine road will introduce vehicles to the land that is currently more than 100 metres away from the nearest road (Common Edge Road). In turn this will result in elevated air pollution levels compared to current levels.

This means that children playing on the proposed new pitches will be exposed to poorer air quality than is currently the case, breathing in oxides of nitrogen and particulate matter while they exercise and their respiration rate is increased.

Impact on Club Income

Construction activity will have a significant impact on income for the club. Income from caravan pitches will not be realised because of the construction. Bar and squash income will be reduced substantially during the construction period posing a direct threat to the sustainability of the club. The loss of a large section of our car park will damage function trade, including room hire and bar income.

Yours sincerely



David Ratcliffe,
Chairman
South Shore Cricket, Squash and Rugby Club

Response 103

From: Suzanne Waymont [REDACTED]
Sent: 20 December 2017 12:00
To: Planning <planning@fylde.gov.uk>
Subject: PA 17/0923 - Ecology Response

Dear Sir or Madam

Thank you for your consultation on the Blackpool Airport Enterprise Zone Master Plan.

European Sites

As you are aware the Enterprise Zone is within less than 500m from the Ribble Estuary SPA. As such we presume that a Habitats Regulations Assessment was undertaken prior to the Zone being allocated and that the Master Plan design has followed any recommendations within the HRA. If not the Master Plan should be subject to a HRA at this stage and any development that is brought forward should reflect the findings of the Assessment.

BHS

As you are aware the Enterprise Zone includes a small part of St Anne's Old Links Golf Course and Blackpool South Railway line BHS. Development should be avoided in this area but where this is not possible appropriate compensation should be provided for any impacts. Indirect Impacts on the BHS should also be considered and any necessary mitigation measure provided in any development that is brought forward.

Should you have any queries relating to this advice, please do not hesitate to contact me again.

Yours faithfully

Suzanne

Response 104

From: Knowles, Elizabeth D (NE) [REDACTED]
Sent: 28 November 2017 09:59
To: Planning
Subject: RE: Public Consultation on Blackpool Airport EZ Masterplan - 17/0760

Application Number: 17/0760

Proposal: Public Consultation on Blackpool Airport EZ Masterplan

Location: Blackpool Airport Enterprise Zone, Squires Gate Lane, Blackpool

Thank you for your consultation on the above dated and received by Natural England on 10 November 2017

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We have reviewed the masterplan and have the following comments to make.

Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) Adopted January 2016 made a commitment through the key objectives to 'Create well-designed places for people to enjoy with high quality buildings, streets and spaces, whilst conserving and enhancing Blackpool's rich heritage and natural environment' therefore we would request the following is added to the masterplan to help achieve this key objective;

- References to the nearby designated sites and their importance. The development site is within close proximity to Liverpool Bay Special Protection Area (SPA), Ribble & Alt Estuaries SPA and Ramsar site, Ribble Estuary Site of Special Scientific Interest (SSSI) and Lytham St Annes Dunes SSSI. The proposals could have a significant impact on these designated sites and we therefore advise that the Masterplan document cites these designations and the need to protect them and possibly provide mitigation from significant impacts.
- References to providing ecological provisions within the site. This could include green infrastructure (as per Local Plan Policy CS6), multi-functional greenspace and appropriate landscaping. There is also an existing issue with recreational disturbance on this section of the coast caused by walkers and dog walkers and this additional development could exacerbate this existing problem. Therefore we would encourage any additional greenspace created within the development and other measures appropriate to the development to help to mitigate this impact (as per Local Plan Policy CS25 supporting text para 8.22).

For any queries relating to the specific advice in this letter only please contact Elizabeth Knowles on [REDACTED]. For any new consultations, or to provide further information on this consultation please send your correspondences to [REDACTED]

Elizabeth Knowles
Lead Advisor, Planning Casework
Coast and Marine Team
Cheshire, Grtr Manchester, Merseyside & Lancashire Area Team
Natural England

2nd Floor, Arndale House
Manchester, M4 3AQ
Tel: 0208 225 7506

www.gov.uk/natural-england

Response 105

From: Nicky Todd
Sent: 13 November 2017 15:07
To: Planning
Subject: RE: Public Consultation on Blackpool Airport EZ Masterplan - 17/0760

Hi,

Will a contaminated land survey be carried out prior to any development occurring. The land has a long use of heavy industry and activities that have the potential for land contamination.

Regards
Nicky Todd
Environmental Protection Officer



Response 106

R011-17

20th December 2017

Blackpool City Council
Planning Department
PO Box 17
Corporation Street
Blackpool
FY1 1LZ

By e-mail

Dear Sirs

BLACKPOOL AIRPORT ENTERPRISE ZONE MASTERPLAN REPRESENTATION ON BEHALF OF RELIANCE ENERGY

I am responding to your consultation on the Blackpool Airport Enterprise Zone Masterplan on behalf of my Client, Reliance Energy Ltd.

Background to Reliance Energy

Reliance Energy are a UK based professional services company that helps organisations develop and construct facilities that provide **back-up power and balancing services to the National Grid ('NG')**.

Reliance Energy contracts with NG in the FlexGen market and with the Government through the Capacity Mechanism ('CM') auction. These arrangements, developed by the National Grid and the Department for Energy and Climate Change ('DECC') ensure that there is always sufficient power provided to meet the UK's energy needs.

Reliance Energy install fast response generators on its partners' sites, designed with the capabilities to reliably provide FlexGen services to feed the UK electricity network.

The benefits of FlexGen facilities are widespread and can be realised at both local and national levels.

Reliance has secured planning permission for a number of FlexGen facilities across the UK.



Local Benefits of FlexGen

Sourcing electricity locally allows for a focused management of the network, benefitting local residents and businesses:

- Having a generation facility embedded in the local network means the area is less likely to experience power shortages and blackouts caused by the loss of a major generator.
- FlexGen facilities reduce demand on the national network as a whole, which in turn makes the local network less volatile.
- Provision of locally produced power during times of stress, reduces the risk of power outages to the immediate locality.

Deficits in national electricity generation can be avoided or tempered by instead providing power locally:

Local generation avoids the use of the wider power network, resulting in:

- Savings on usage charges. These savings may be reflected in customer savings.
- Excess frequency variations in the area can be instantly corrected, protecting vital local infrastructure from damage.
- Generation of power near to the point of use reduces power line transmission losses that are experienced when power is generated centrally. This helps to reduce CO₂ emissions further.

While FlexGen is embedded at a local level, it also benefits the UK nationally in the following ways.

National Benefits of FlexGen

Supporting the UK in achieving its CO₂ emission reduction targets:

- FlexGen facilities smooth the effect of the more volatile power supply that are the result of an increase in solar and wind power generation.
- **FlexGen therefore supports the UK 's transition away from fossil fuels to reliable renewable power generation, thus supporting CO₂ emissions reduction targets.**
- FlexGen units use relatively clean and efficient gas turbines - the alternative is far less **environmentally friendly 'semi-retired' coal or even oil-fired power stations.**
- Reducing the distances that electricity travels, reduces losses as it travels through the cables. This minimises electricity wastage, further helping to reduce CO₂ emissions.

Commercial benefits to consumers and businesses:

- Security of electricity supply is an essential requirement for any stable economy. FlexGen supports this by being able to respond quickly when more generation is required.
- At times of national system imbalance, the alternative to increasing supply is for large businesses **to radically reduce usage at short notice. FlexGen's quick response to increasing supply enables** businesses to continue production through periods when the electricity network is under stress.

Enabling NG to meet its regulatory obligations:

- During the peak times of national electricity demand - generally between 16:00 and 18:00 in the winter months - FlexGen facilities will turn on to alleviate stress on the network.
- NG is mandated by the UK Government to provide what is known as a '**balancing service**' whereby they must ensure that the network has the ability to deal with any fluctuations in the electricity demand.
- **NG awards Capacity Mechanism ('CM') contracts to FlexGen facilities that puts an obligation on them** to turn on and supply electricity when required. NG uses this to help it deal with managing short-term fluctuations in demand and helping avoid blackouts. More information about the CM can be **found on NG's website at:** <https://www.emrdeliverybody.com/cm/home.aspx>.
- **Firm Frequency Response ('FFR')** requires an instantaneous response to increase supply, to keep the electricity supply at a consistent standard and to prevent harmful fluctuations in power frequency. For more information:
<http://www2.nationalgrid.com/uk/services/balancingservices/frequency-response/firm-frequencyresponse/>.

FlexGen Requirements and Attributes

Reliance has secured a point of connection to the National Grid in this general location. It is necessary to ensure that the land is proximate to a grid connection that has capacity through which power can be exported to the local distribution network. This is a key consideration when sourcing a piece of land upon which to develop a FlexGen Facility.

This connection would facilitate the development of a 20MW FlexGen facility that would comprise around 9 generators and associated infrastructure. 20MW of electricity is enough to meet the needs of 40,000 homes. The land area required is circa 1 hectare.

In summary, a FlexGen facility would operate for approximately 2-3,000 hours per year at an average 5-8 hours per day, expected between 07:00 and 23:00 hours. Construction of the facilities takes around 68 months. There are no HGV movements associated with an operational facility. Vehicular movements are restricted to those associated with site maintenance. The facilities have direct and indirect employment opportunities associated with servicing, maintenance. Typically, a plant would be expected to operate for 25 years at the end of which it would be decommissioned safely.

Blackpool Airport Enterprise Zone Masterplan

The Company has been engaged with Blackpool City Council during the latter half of 2017 in connection with site finding for a flexible energy generation facility in this general location.

In particular, there was interest in a site on Amy Johnson Way. That particular site was deemed **unacceptable in planning terms, largely as a result of the site's prominence in the Masterplan area.** A number of other sites have been explored in the locality.

As a result, Reliance Energy is particularly interested in the emerging Masterplan for the area and the approach to future development and the potential opportunity for land to be released for this type of use.

It is noted that targeted sectors for jobs growth are, inter alia, in energy. The Consultation accepts that the Masterplan will respond to the needs of businesses and developers.

Reliance Energy wholly supports the intent of the Masterplan and appreciates that access and movement within the Enterprise Zone needs to be improved so that additional land can be released for development.

The use of land for FlexGen development is sui generis but the attributes are similar in nature to a B2 use and tie in with the market opportunities, location characteristics and potential unit sizes identified. There is a more pressing need for these types of facilities, in terms of timing.

Reliance supports the character area approach to the Masterplan, the visualisation and the industrial heart. The key principle of setting back industrial properties from boulevard and public space accords entirely with the outcome of recent discussions.

Reliance supports the proposed phasing and delivery which will see the industrial heart developed from 2018, as Phase 1 of the delivery of the Masterplan.

Reliance supports the principles and framework of the Masterplan and seeks reassurance through the Masterplan process that this type of development can be accommodated on back land sites.

We trust that the text to the Masterplan can be modified accordingly to support such development coming forward in the future.

Please do not hesitate to contact me if you require any further information.

Yours faithfully

Maureen Darrie Director

Response 107

From: david.shone [REDACTED]
Sent: 18 December 2017 16:27
To: Planning
Subject: Runway 31/13 Blackpool Airport.

To whom it may concern.

While I appreciate the benefits of an Enterprise Zone to the local community, the heart of the Zone has to nurture an aviation focus.

Reducing to a single runway will significantly reduce day to day options for usage of the airport.

I wholeheartedly feel that losing RW 31/13 leaving only RW 28/10 is a retrograde step which will limit the development potential for both the airport and enterprise zone.

David Shone

Response 108

From: Kosogorin, Peter (UK) [REDACTED]
Sent: 18 December 2017 15:52
To: Planning
Subject: Runways and Facilities

Sir, Madam,

I feel that it is important to state the following:

The cross runways are needed to provide flexibility for aircraft during times of strong winds and the plan seems to show that RWY 31/13 will no longer be available.

As well as offering more training benefit and flexibility, this is also a safety feature to allow fixed wing aircraft an alternative landing surface during emergency situations.

There is also a need for a "grass Strip" which should be parallel to the main runway direction and I believe is currently being planned.

Best regards

Peter Kosogorin BSc(Hons) FRAeS

Response 109

Planning Department
Fylde Borough Council

10th November 2017

NATS: SG25373, LPA: 17/0923

Sent via email: planning@fylde.gov.uk

Dear Sir/Madam,

BLACKPOOL AIRPORT ENTERPRISE ZONE, SQUIRES GATE LANE, LYTHAM ST ANNES,
BLACKPOOL FY4 2QS

I refer to the application referenced above for the Blackpool Airport Enterprise Zone Masterplan. Following a technical assessment, NERL has determined that the development has the potential to affect the operation of its combined Primary and Secondary radar at St. Annes (PSR/SSR).

The technical assessment shows the potential for a loss of cover on the Primary radar (PSR) due to the obstruction presented by the development. However, insufficient details are currently available in order to accurately model the impact.

The technical assessment for the co-located Secondary Radar (SSR) however shows significant potential for the development to cause reflections and give rise to duplicate radar plots on the **air traffic controllers'** display. Analysis of the radar configuration shows that there are existing obstructions further away than the proposed development, currently causing reflections. As such, this impact could be mitigated by a further configuration of the radar parameters. In order to do so however, more accurate details of the proposal would be required.

Accordingly, NATS is satisfied that it can conditionally withdraw its objection to the development, subject to the imposition of the planning condition and informative quoted overleaf. This planning condition essentially protects its operation by requiring the developers to engage with NATS and provide further details on the development, or to agree to mitigation measures.

Condition 1]

No development shall take place in any individual phase of the development hereby approved, unless there has been submitted to and approved in writing by the planning authority and by the radar Operator - NATS (En-route) plc, either:

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the St. Annes Radar; or,
- details of a scheme to mitigate any detrimental impact upon the St. Annes Radar.

Development shall not take place other than in complete accordance with such a scheme as so approved unless Fylde Borough Council and NATS (En-route) plc have given written consent for a variation.

Reason: – in the interests of aircraft safety.

For the purpose of condition 1 above;

“Operator” means NATS (En-route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hant, PO15 7FL or such other organisation licensed from time to time under section 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Informative 1]

“Developers and applicants are advised that the application site is within the safeguarding zone of the St. Annes Radar Installation, operated by NATS (En Route) plc (“NERL”). On receipt of an application related to this granting of planning permission in principle (PPiP)/Outline consent, the planning authority will consult NERL to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar installation and if mitigation to any impact is possible.

If an unacceptable impact and a viable mitigation is identified, the developer will be expected to agree with NERL a mitigation package prior to determination of an application.

I trust this is acceptable to Fylde Borough Council, should you have any further queries however, do not hesitate to contact us.

In order to minimise delays, I would also like to take this opportunity to request that all consultations are sent to the Safeguarding Office as detailed on our letterhead.

Yours faithfully

Alasdair Auld

NATS Safeguarding Office

natssafeguarding@nats.co.uk

Response 110

From: Jackson, Christopher (UK) [REDACTED]
Sent: 21 December 2017 08:10
To: Planning
Subject: The Future of Runway 13/31

I have been an Flying Instructor at Blackpool Airport since 1991 and have to say with the prevailing winds being Westerly or North Westerly have found the alternate use of Runway13/31 extremely important for student training when the wind often favours that direction.

Without the commercial operations at the Airport anymore it is even more important to preserve the flying training community and minimise the number of flying training days lost due the wind being out of limits for light aircraft using the main runway 28/10.

Runway 31 is also useful in the event of an incident that may close the main runway and has in the past provided a useful parking area for visiting aircraft to events such as the Open golf and Airshows.

Please make every effort to retain this additional runway for the future.

Regards
Chris

Response 111

From: mikejanet2026 [REDACTED]

Sent: 01 December 2017 21:35

To: Planning

Subject: We need to encourage and use it as an airport. Get the jets flying in to holiday destination.

Response 112

On 6 Dec 2017, at 13:36, Lindsay Clarke <[REDACTED]> wrote:

Hi Rob

It was good to see you last week and I am pleased to hear that you are on the mend.

As discussed we have issues with the master plan proposal to close off the entrance onto the Sycamore Site from Squires Gate Lane.

- As you are aware this is the only entrance/exit and has been used since the site was established.
- The access you have allocated on the plans is the car park for our office block and there are no other places these parking spaces can be relocated to and we are struggling for parking as it is.
- We have a number of large tenants on site who have articulated vehicles delivering/collecting on a regular basis and the noise and vibrations would cause disruption to the offices and Gledhill offices.
- Our reception office is sited at the front of the estate as around 60% of our business is walk ins who see the signage on the main road – this would have to be re sited and we would lose this business as we would not be visible from any main road.
- The storage business is completely based on the ease of access for the clients

We have been based on the site for a number of years and there have never been any issues with the entrance – clients and their staff can gain entry and exit the site easily and traffic does not back up blocking traffic on Squires Gate Lane.

There seems to be nothing to gain from moving the access and it will cost us a considerable amount and just add to the traffic on the access roads you are installing for no reason.

Can you please keep me up to date with any plans and changes which affect both sites and I have copied in my Directors for their information.

I look forward to hearing from you.

Regards

Lindsay Clarke
Regional Manager
North West Region

[REDACTED]

<image001.jpg>

www.flexspace.co.uk

Unit 2

Sycamore Trading Estate

Squires Gate Lane

Blackpool

FY4 3RL



Response 113

BLACKPOOL AIRPORT ENTERPRISE ZONE – MASTERPLAN CONSULTATION

Comments can be submitted to planning@blackpool.gov.uk or planning@fylde.gov.uk

Full Plans can be seen at www.blackpool.gov.uk/airportez or www.fylde.gov.uk/airportez

Comments can be left below, please provide appropriate contact details;

<p>Comments</p> <p>ROUNDAABOUT NEEDS AT JUNCTION OF SCHOOL ROAD + COMMON EDGE + QUEENSWAY, TO HELP FLOW OF TRAFFIC, TO HELP CURRENT TRAFFIC ISSUES.</p> <p>WOULD BE NICE TO SEE COMMERCIAL HOLIDAY FLIGHTS RETURN TO AIRPORT</p>
<p>Name</p> <p>BREWSTER HOWE</p>
<p>Contact details</p> <p>[REDACTED]</p>

Closing date for comments is 21st December 2017, if returning by post please send to Planning Department, PO Box 17, Corporation Street, Blackpool FY1 1LZ



Response 114

BLACKPOOL AIRPORT ENTERPRISE ZONE – MASTERPLAN CONSULTATION

Comments can be submitted to planning@blackpool.gov.uk or planning@fylde.gov.uk

Full Plans can be seen at www.blackpool.gov.uk/airportez or www.fylde.gov.uk/airportez

Comments can be left below, please provide appropriate contact details;

Comments
<p>Great to see a 25 year vision. Great to have council ownership of facility. Please engage directly with airfield businesses for specific feedback on plans. Westair has a long history at the airport & is the largest flying school operating with most movements. We have invested strategically in Hangar 8 & are committed to success of the airport. We are growing our commercial & private pilot training proposition. Retaining Runway 13 is important for this.</p>
<p>Name</p> <p>PETER ECKERSLEY</p>
<p>Contact details</p> <p>[REDACTED]</p>

Closing date for comments is 21st December 2017, if returning by post please send to Planning Department, PO Box 17, Corporation Street, Blackpool FY1 1LZ



14 DEC 2017

Response 115

BLACKPOOL AIRPORT ENTERPRISE ZONE – MASTERPLAN CONSULTATION

Comments can be submitted to planning@blackpool.gov.uk or planning@fylde.gov.uk

Full Plans can be seen at www.blackpool.gov.uk/airportez or www.fylde.gov.uk/airportez

Comments can be left below, please provide appropriate contact details;

Comments I agree with the broad sweep of what is proposed. Some aspects might cause me some concern. Zone D for instance with its potential loss of South Shore Cricket Club or Colliers Park or the Common edge playing fields is a loss of green belts no matter how clearly it is delineated into the new piles.

In a main area headed ACCESS & MOVEMENT I can see the benefit of a spine road through the Enterprise site and additional entrances & exits.

There is a logic to BLACKPOOL TRANSPORT SERVICES moving to this site from NIBBY RD. for bus storage though I would be concerned as to what happened to the HERITAGE TRAMS kept at RIBBY RD. if the whole site is proposed for housing! B.T.S. may find it advantageous to have its staff at the Enterprise Zone as it is near the NEW TRAM depot at STARR GATE as the more SKILLED members of staff work on TRAMS AND BUSES!

However as regards "interface" with trams and trains on the HEAVY RAIL line from Blackpool South to Lytham St Anne's any loss of BLACKPOOL SOUTH PLEASURE BEACH AT SQUIRES GATE STATIONS would be totally wrong to me. It may be possible to bring back into use the DISUSED side of SQUIRES GATE STATION NEAREST to the Enterprise zone with access to Squires Gate Lane and extend the platform length at the St. Anne's end by means of a pathway into the site.

Another idea would be to have TWO PARALLEL SINGLE lines one for HEAVY RAIL AND one for LIGHT RAIL FROM SQUIRES GATE to ST. ANNE'S BUT NEVER ONE INSTEAD OF THE OTHER.

The final two points I would like to make is NONE of the local ENTERPRISE ZONES IN BLACKPOOL BT. will make any attempt to promote the use of RAIL FREIGHT into the sites.

At least BUCKSHAW PARK WAY NEAR LEYLAND does have a splendid RAILWAY STATION there to make up for the freight omission. The AVIATION aspect of BLACKPOOL affects me less than most as I believe in supporting BRITISH HOLIDAY REPAIRS FIRST and "SWANLIFT OFF" second is of secondary importance to me!

Name MB MALCOLM RICHARDSON

Contact details

Closing date for comments is 21st December 2017, if returning by post please send to Planning Department, PO Box 17, Corporation Street, Blackpool FY1 1LZ



Planning Department
PO Box 17
Corporation Street
Blackpool
FY1 1LZ

13th December 2017

Dear Sir/Madam,

Response 116

Blackpool Airport Enterprise Zone Masterplan
CONSULTATION



last Monday a neighbour told me about a letter he had received regarding the BAEZ consultation procedure.-Unfortunately I didn't get one!

I have now quickly looked at the Masterplan, which I got from the Internet, and wish to make the following comments.

The Enterprise Zone Boundary coincides with my rear garden boundary fence beyond which is shown a large building which, I understand from a neighbour, is to be an Aircraft Museum.

My main concern is the effect this building will have on my property -visually and market value. It would be appreciated if this building could be located as far away from the rear of the Oakwood Close properties as possible. Also the height of the proposed building kept to single storey to minimise its impact.

I notice the Masterplan shows buildings further north of my property having a green space between the proposed building foot print and the rear of the Oakwood Close gardens.

A similar treatment would be welcomed and go some way to meeting my concerns.

I would like to know if the individual sites are subject to the normal Planning procedures.to enable the public to be consulted on matters of detail

On a wider issue I'm concerned the impact the extra traffic from this development and "kensington Estates" Queensway site will have on the main traffic routes.

The highway system is already chocked at peak periods and measures need to be taken to ease traffic flow. The wider traffic impact from present and future development should to be addressed in the BAEZ proposals.

Yours Sincerely

A large black rectangular redaction covering the signature of Peter Cherry.

Peter Cherry

To: Fylde Council
(copy sent to Blackpool)

Response 117

04 DEC 2017

~~22 NOV 2017~~

Page 1 of 2.

AIRPORT ENTERPRISE ZONE MASTERPLAN
DRAFT CONSULTATION DOCUMENT

Dear Sirs,

My observations are listed under 4 headings, with 2 supplements.

HEADINGS: Concepts agreeable; Concepts applauded; Cautious progress, and Concept rejected.

SUPPLEMENTS: TRAM or TRAIN station potential, and Queensway to Spine Road.

I am happy to attend any meetings to discuss the following, as appropriate.

CONCEPTS AGREEABLE: Page 9 - Highways concepts of Queensway/Division Lane roundabout (1) and Spine (2+3 notional), and TRAMS into airport site.

also Page 9 - New or re-located TRAM or TRAIN station in E.Z. boundary. (SEE SUPPLEMENT BELOW).

CONCEPTS APPLAUDED: Page 1 - "The runway not included... commercial op'n"

Page 2 - "improving public transport connectivity", and

Page 9 - "bus routes through the site".

CAUTIOUS PROGRESS: Page 20 - The bomber factory is part of the airport and town heritage, and likely to be very solidly built, so any demolition should be minimal; it appears to end itself as is, to a bus garage.

CONCEPT REJECTED: Page 7 - Common Edge playing fields to leave Green Belt.

The cricket and football facilities are well established community facilities, and are in Green Belt within Blackpool Borough. For both reasons they should not be affected - thus the E.Z. boundary must be re-drawn to exclude them. (SEE SUPPLEMENT BELOW)

cc BLACKPOOL COUNCIL

Yours faithfully

(MR. VERNON SMITH)

SUPPLEMENTS

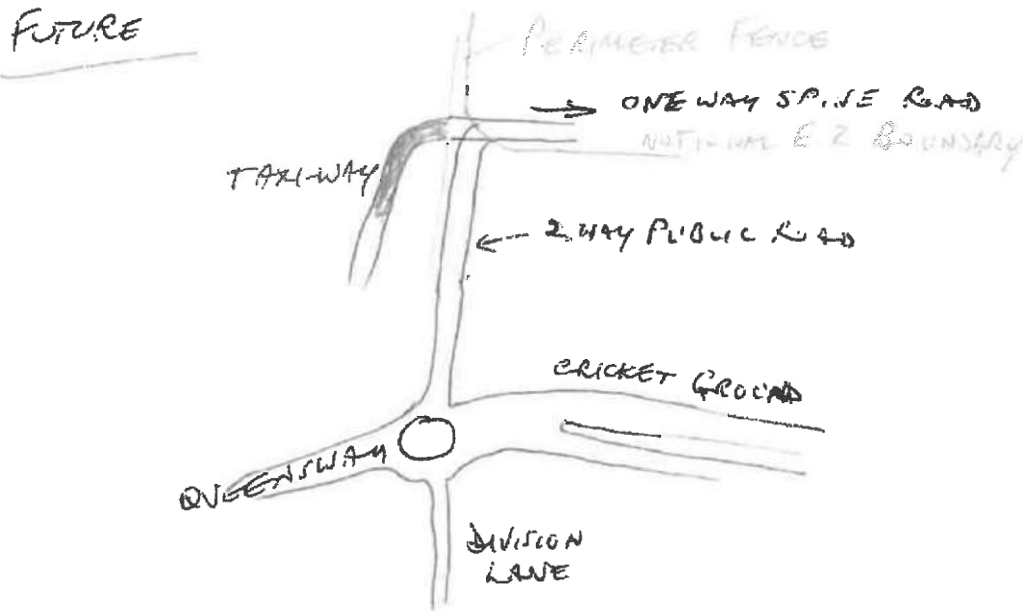
TRAM or TRAIN station in E.Z. Boundary: - In March 2017, Fylde granted planning permission for the former POWERS site, now being built on. That site layout will preclude any tramway crossing POWERS and the rail line to enter the E.Z. at the only boundary with the railway fence. However, if the E.Z. boundary was re-drawn to include the BFC training ground; it should be sufficiently adjacent to the inland (presently unused) platform at Squires Gate station. That should enable maximum benefit to be made of any future upgrades for TRAM or TRAIN at that station.

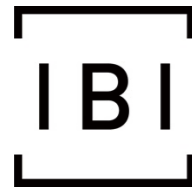
Continues Page 2. →

QUEENSWAY SPINE into E.Z.

Redefining the E.Z. boundary to exclude playing fields/Green Belt, will mean re-routing the intended spinal access from Queensway roundabout. I propose therefore that the roundabout and route into the E.Z. be built wholly within Fylde Borough. It should use the route of the existing extension to Division Lane, but be widened throughout its length to the width of Queensway. This will continue to give 2-way access to the Cricket Club, and vehicle access to the seaward football pitches. At the point where the airport perimeter fence now meets the existing road terminus, the Spinal access should turn right towards Squires Gate Lane, notionally using the former taxiway. This Spinal access within the E.Z. should be ONE WAY only into the E.Z.

Sketches below will "Illustrate" "NOW" and "FUTURE".





Blackpool Airport Enterprise Zone Masterplan

Draft for Consultation

November 2017

Mott MacDonald
Ground floor
Royal Liver Building
Pier Head
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Blackpool, Fylde and Wyre
Economic Development
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Blackpool Airport Enterprise Zone Masterplan

Draft for Consultation

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1 Introduction

Blackpool Airport became an Enterprise Zone in 2016 and the status remains active until 2041. Financial incentives, in the forms of Business Rates Relief (until March 2022) and Enhanced Capital Allowances (until November 2023), are in place to encourage businesses to invest and expand, with the aim of increasing the number of jobs on the site by 3,000 over the 25-year lifespan of the Enterprise Zone, in addition to the 1,800 jobs already on the site. There will be over 260,000 sq m of potential floor space available on the site for development, conversion or repurposing.

The targeted sectors for jobs growth are in Energy, Aviation, Advanced Manufacturing, Food and Drink Manufacturing and Digital and Creative sectors and back office administration. The runway itself is not included within the Enterprise Zone so as not to preclude future development of this for larger commercial aircraft.

The first stage in developing the Masterplan was to undertake a baseline assessment of the existing site, covering land use, planning policy considerations, environment, utilities, drainage, access and movement, and an initial structural assessment of the large former Wellington Bomber Factory which occupies 102,000 sq m at the prime north-eastern corner of the site. The baseline assessment identified key issues and constraints at the Enterprise Zone.

The Masterplan has been developed at the inception of the Enterprise Zone status period to act as a guide for the delivery of the Enterprise Zone during its lifespan. As the site evolves, updated iterations of the Masterplan will be produced every five years to ensure the Masterplan accurately reflects and supports Enterprise Zone development. The Masterplan presented here is an indicative vision of the scale and nature of the Enterprise Zone in 2041. It will not all be delivered immediately but will be done gradually throughout the lifetime of the Enterprise Zone. In reality it is likely that some elements of the Enterprise Zone site will be delivered differently from how they are presented here, according to the needs of businesses and developers on the site.

Alongside the Masterplan there will be a Delivery Plan to ensure Blackpool Airport Enterprise Zone, along with its sister site at Hillhouse International

Enterprise Zone, fulfil their potential in transforming the economy of the Fylde Coast. The Enterprise Zone at Blackpool Airport is more generalised in its sectors and purpose than other Enterprise Zones in Lancashire, which puts it in a strong position to attract growing businesses from a wide sectorial and geographical range.

It should be understood that this Masterplan is not set in concrete. Rather it provides a framework to maximise the delivery of the potential of the Enterprise Zone to provide confidence for businesses and investors. It also gives plenty of scope for stakeholders and potential businesses to engage with the Masterplan and contribute to the final shape of this extraordinary site.

Phasing and Delivery

Blackpool Airport's Enterprise Zone status is valid for 25 years, from 2016 to 2041 and its delivery will not happen overnight. The implementation of the Masterplan is to be done in three distinct and overlapping phases:

- Phase 1 (2016 – 2021)
- Phase 2 (2021 – 2031)
- Phase 3 (2031 – 2041).

Infrastructure investment, funded by retained business rates, will be front-loaded towards the beginning of the programme in order to support the development of the site by unlocking parcels of land which are currently undevelopable or inaccessible, and to demonstrate to potential tenants or developers that the Enterprise Zone is a high quality strategic and suitable location for investment.

The first phase of the Masterplan, up to 2021, will see the south-eastern part of the site delivered, spear-headed by a new roundabout and the first part of the new spine road. This will open up access of the Industrial Heartland of the Enterprise Zone and create a gateway into the Third Space (Leisure and recreation), and connect from here through to the Business Hub – see Chapter 7 for details on character areas. Some changes will also occur at the north-western part of the site, and over time development will work its way inwards from these two corners to all parts of the Enterprise Zone site. Up to 20 individual parcels of land could be brought forward during Phase 1, in the south-eastern and north-western parts of the Enterprise Zone.

2 Blackpool Airport Enterprise Zone Masterplan

This section sets out the vision and objectives of the masterplan for Blackpool Airport Enterprise Zone. The objectives focus on the key pillars of urban design and masterplanning; namely use, form, space and movement.

The Vision

Our masterplan has been formed with the aim of realising the following vision:

“To make Blackpool Airport Enterprise Zone a premier business location in the North West, where high quality businesses facilitate economic growth and employment, and further develop the strong skills and knowledge base of the Fylde Coast.”

The Enterprise Zone will build upon:

- its location within one of Europe's leading City Regions and within the Lancashire Advanced Manufacturing and Energy Cluster – a key part of the Northern Powerhouse
- its legacy, as an operational airport, to connect Blackpool, the city region, globally
- its proximity to Blackpool town centre and links to skills, knowledge and services
- a growing knowledge base delivered from the state of the art Blackpool and Fylde College Lancashire Energy HQ within the Enterprise Zone
- its excellent accessibility from the M55 and improving public transport connectivity (via tram, rail and bus)
- its proximity to an internationally significant energy and chemical industries cluster (the Energy Coast)

- its coastal setting and links to both Blackpool and Lytham St Annes.

Objectives

The following objectives have been set out to help deliver the Vision. These are:

- **Objective 1: Meeting the Demand from a Diverse Range of Sectors** - To continually adapt the masterplan in a planned manner through the promotion of distinct character areas which meet the demand of modern businesses and industries from a diverse range of sectors.
- **Objective 2: Improving Accessibility** - To provide a fully connected business and industrial park which provides enhanced transport infrastructure with an emphasis on sustainable transport, which increases accessibility to, and navigation in, the Enterprise Zone.
- **Objective 3: Delivering Critical Infrastructure** - To ensure that utilities and other business critical infrastructure is competitive with the premier business locations nationally and internationally and seeks out low carbon alternatives.
- **Objective 4: Marketing and Promotion** - To maintain high levels of new investment in Blackpool and Fylde through strong branding and marketing which promotes the Enterprise Zone and the City Centre as a leading location for inward investment.
- **Objective 5: Supporting Competitive Businesses, Knowledge and Innovation** - To provide supporting actions which help existing and new companies to improve their competitiveness and create an environment for exchange of ideas where future knowledge is captured for sustainable growth within the region.
- **Objective 6: Create an Active, Productive and Liveable Environment** – Deliver a high quality and sustainable urban environment where cutting-edge architecture is complimented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business.



3 Planning Considerations

The following provides a summary of the existing planning position in Fylde and Blackpool, a summary of the key planning issues for the wider airport site and an overview of the proposed planning strategy.

Development Plan

The Development Plans and Planning Policy Framework that are relevant for the entire Blackpool Airport Enterprise Zone consists of:

1. The Blackpool Part 1 Core Strategy (January 2016) and the 'saved' policies of the Blackpool Local Plan 2001-2016 (June 2006); and
2. The Fylde Borough Local Plan (altered October 2005) comprising the Fylde Borough Local Plan 1996-2006 and the Fylde Borough Local Plan Alterations Review 2004-2016.

Blackpool and Fylde Councils are at different stages of progressing new Development Plan Documents that will replace some existing and saved policies. A summary of these are as follows:

- **Blackpool Local Plan Part 2 'Site Allocations and Development Management' document ("SADPD")** – the SADPD is in the early stages of preparation and was subject to public consultation for 6 weeks which ended on 24th July 2017. The Council is currently considering responses made to this consultation.
- **New Fylde Local Plan 2032 ("FLP")** – the new FLP which is at advanced stage of preparation. On 9th December 2016, a submission version of the FLP was submitted to the Secretary of State for Independent Examination. The Examination into the Local Plan commenced in March 2017, with a second round of hearing sessions in June 2017. A third round of hearing sessions is due to take place on 12th December 2017.

Key Planning Issues and Strategy

There are several planning policy issues which have informed the evolution of the masterplan and which will drive a more practical planning strategy as the

masterplan is implemented via a series of future planning applications. These are summarised below in relation to each zone of the masterplan.

Zone A

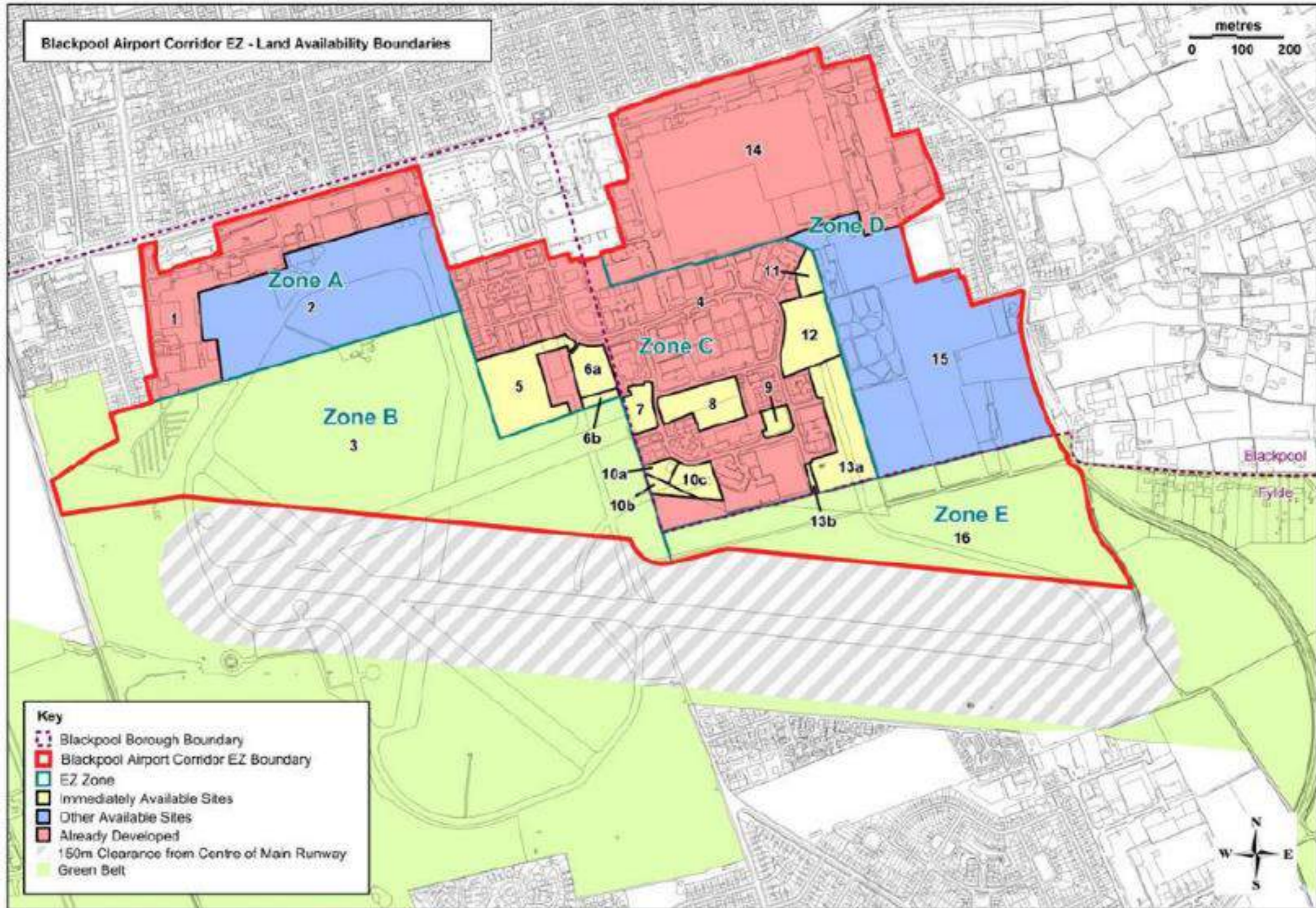
The emerging Fylde Local Plan is proposing to introduce a Blackpool Airport Enterprise Zone (Policy EC4), a Blackpool Airport policy (Policy T3) and site-specific employment policy (Policy EC1, Site ES5); which will form the framework within which detailed planning applications for development will be brought forward in this zone. The Fylde Local Plan to 2032 is at an advanced stage of preparation and, following Public Examination and the publication of an Inspectors Report, will carry significant weight for the implementation of the Airport Masterplan.

These policies seek to safeguard Zone A for predominantly employment use, however, Policy EC1 could support 'enabling development' where alternative uses such as retail, employment and leisure may be appropriate; where it can be demonstrated that they meet a number of policy tests – including supporting the delivery of aviation uses, minimising the impact other town/retail centres and where there are no sequentially preferable sites (as set out in NPPF policy). As such, any non-employment uses in Zone A will need to demonstrate that it addresses these policy tests in the new FLP as detailed applications for planning are brought forward.

Zone B

Zone B is in the Green Belt in both the current and emerging Fylde Local Plan. Whilst the Green Belt is subject to significant protection, the area of Green Belt to the north of the existing runway is well contained and does not significantly contribute to the openness or character of the Green Belt to the south of Blackpool.

The emerging Airport related policies in the FLP, including Blackpool Airport Enterprise Zone (Policy EC4) and a Blackpool Airport policy (Policy T3) could support applications for 'airport related development' where Very Special



Circumstances (“VSC”) for Green Belt development can be demonstrated. The VSC case would need to be built around the relocation of airport operations being critical to the ongoing and future operation and growth of the Airport.

The strategy for the development of this area could be two-fold (dependent on the scale and phasing of development):

- **Permitted Development Rights** – there are some limited Permitted Development Rights, under Part 8 (Class F) of the General Permitted Development Order (2015), related to Airport Development which allows for **“the carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport”**. Therefore, there could be the scope to bring forward some limited operational development that falls under Class F of the GPDO. However, whilst this may be applicable to some limited airport operations, more substantial airport or other (non-essential) development would likely require planning permission.
- **Planning permission on Green Belt land (with a case for VSC)** – this would include operational development which extends beyond the provisions of the GPDO but it can be demonstrated that it is required for the continued growth and success of the Airport and a where a strong case could be made for Very Special Circumstances (as set out in Policies TS3 and EC4).

In summary, given the scale of development of Airport operations proposed in the Green Belt, a planning application which makes the case for VSC would likely be the most appropriate strategy to bring forward a comprehensive relocation of airport related operations in Zone B.

Zone C

Part of Zone C, to the west adjacent to the current taxiways is proposed to be safeguarded for Airport operational uses under Policy T3 of the emerging Fylde Local Plan. A small part of Zone C (in the south westernmost corner) is designated as Green Belt, but this is not proposed for development in the masterplan.

The remainder of Zone C is designated for employment uses in the extant Blackpool Local Plan and planning applications would need to be brought forward which consider the provisions of these employment policies. Given the early stage of preparation of the Blackpool SADPD, there may be a potential to further define and shape the type of uses in this area as the SADPD is developed.

Zone D

The timing and implementation of Blackpool SADPD will be critical to the implementation and phasing of the masterplan in Zone D. It will be important for planning policy to support the masterplan and remove or amend restrictive planning designations where necessary. The key issues in relation to Zone D are as follows:

a) Green Belt and Protected Open Space

The entirety of the Common Edge Playing Fields are designated as Green Belt land under saved Policy NE1 (Green Belt) of the Blackpool Local Plan and Policy CS6 (Green Infrastructure) of the Blackpool Core Strategy. They are also designated as protected public open space including Policy CS6 (Green Infrastructure) of the 2016 Core Strategy and saved Policy BH5 (Protection of Public Open Space) of the Blackpool Local Plan 2001-2016.

It is important that, as the new Blackpool SADPD is developed, that this land is promoted for release from the Green Belt through this development plan document. A case can be made that this land does not currently fulfil the purposes of including land in the Green Belt (as set out in the NPPF) and the existing playing field provision is proposed to be re-provided on land to the south of the existing playing fields (to an equivalent or better standard); in line with the requirements of both Sport England and the NPPF. In line with the masterplan this land should be promoted in the SADPD for:

- Employment uses;
- Residential use (on the parcel of land adjacent to Common Edge Road); and
- Playing fields (to the south of the current site, within the Green Belt).

The current timetable for the adoption of a new SADPD (and when this land could potentially be released from the Green Belt) is late 2019.

b) Infrastructure

Providing enabling infrastructure (i.e. access) in the Green Belt if the designation remains/prior to any removal of its Green Belt status may be acceptable under the provisions of Paragraph 90 of the NPPF, which states that “*local transport infrastructure which can demonstrate a requirement for a Green Belt location*”. Therefore, a planning application for a first phase of development could include the required road infrastructure required to act as a catalyst for the development.

c) Employment uses

Land to the north of Zone D is designated for employment uses in the extant Blackpool Local Plan and there may be a potential to further define and shape the type of uses in this area through the emerging policies in the emerging Blackpool SADPD.

Zone E

Zone E is in the Green Belt in both the current and emerging Fylde Local Plan. The masterplan proposes new sports provision (i.e. relocated from Zone D) in

this location. This is in line with the provisions of Paragraph 89 of the NPPF which allows in the Green Belt “*provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it*”.

In accordance with the NPPF and Sport England guidance, any lost provision at Common Edge should be replaced by equivalent or better provision in terms of quantity and quality in Zone E (and partially in Zone D).

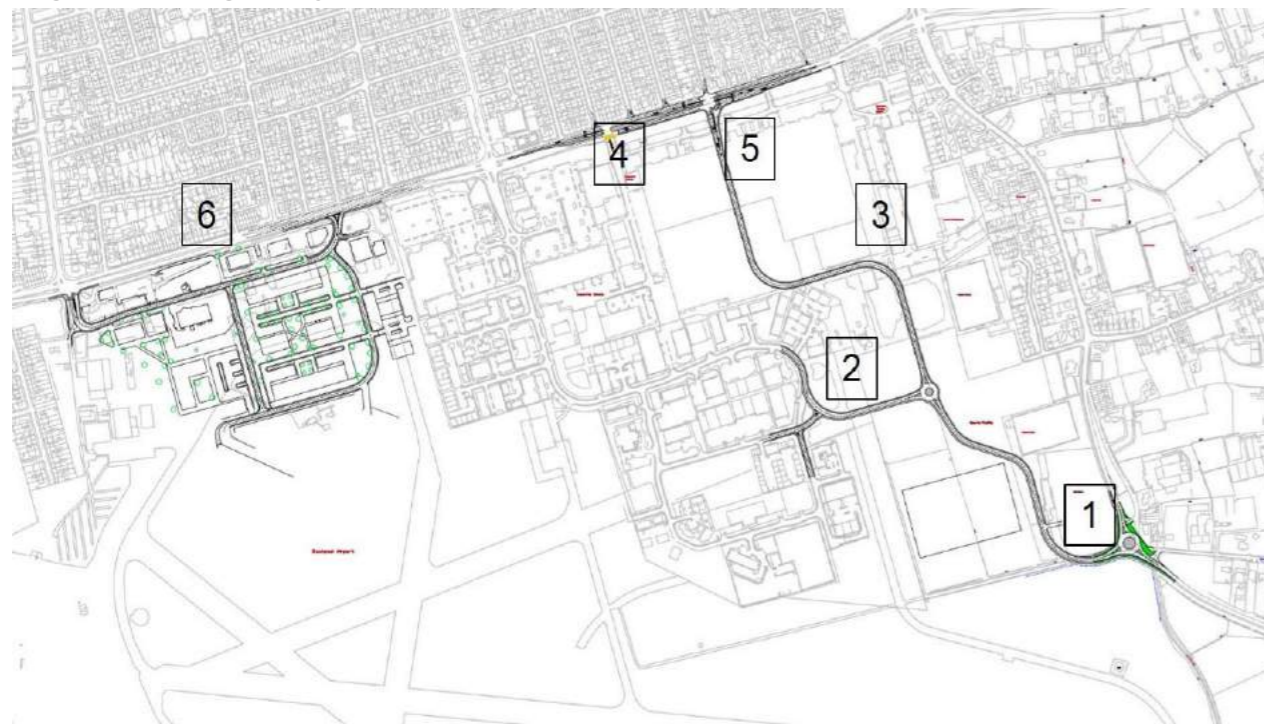
It should be noted that any proposed lighting / structures may impact on the openness of the Green Belt and may also impact on regulations in relation to Aerodrome Safeguarding that seek to protect the safety of airport operations.

4 Access and movement

At present, access into and movement within the Enterprise Zone site is constrained due to a small number of access points into the site and no connecting roads between different parts of the site. Therefore, the key aim of the access and movement strategy is to open up access to all parts of the site to unlock parcels of land which are currently not accessible so that they can be developed.

Key highways interventions at Blackpool Airport are shown in Figure 1 and explained below.

Figure 1: Highways interventions



Source: Mott MacDonald

1. New roundabout at Queensway
2. Link from new spine road to Amy Johnson Way
3. New spine road from roundabout to Squires Gate Lane
4. Remodelling of junction to allow right turns

5. New junction for spine road with Squires Gate Lane, and closure of existing Sycamore Avenue junction
6. New access point into western end of site and loop road

The new spine road through the site will create a through-route for traffic, thus reducing pressure on the surrounding highways network. Crucially, it will also make public transport (bus) routes through the site more viable due to removing the need for buses to turn around within the site. There is potential for the Blackpool Transport Services' bus depot to be housed on the site in the short term, further increasing the viability of bus routes serving the site.

Access to the Enterprise Zone will be further enhanced by a new highway which is planned to be built between Junction 4 of the M55 and Lytham St Annes, which will have a second section of road running westwards to Queensway, thus facilitating direct access between the Enterprise Zone and the motorway network. The phasing of the Enterprise Zone Masterplan works will complement the construction of this new highway, which is expected to begin in 2018 and could open in late 2019 or early 2020.

The improvements to the highway network around the Enterprise Zone will not only benefit access into and movement within the Enterprise Zone; there will be benefits for the wider highway network, through reduced pressure on pinchpoints and junctions and improved access to the existing retail park. Additionally, Enterprise Zone infrastructure will support development of airport and accommodate additional developments in the business park.

In the longer term, there is scope for the Blackpool tram network to be extended beyond its current terminus at Squires Gate and connect in to the heavy rail line which runs to Lytham St Annes. This could interface with the airport and Enterprise Zone through the provision of a new or relocated tram/train station.

To improve pedestrian and cycle movements within the Enterprise Zone, new linkages between the airport business park (western part of site) and the existing retail park are included in the Masterplan.

5 Land uses

The study team has examined the potential land use opportunities within the Blackpool Airport Enterprise Zone, through researching the current and potential markets in and around the Airport, which are summarised below:

Land Use	Market Opportunities	Location Characteristics	Potential Unit Sizes (sqm)	Timing
Office	Complements EZ target sectors. Short to medium term prospects for serviced office. Longer term opportunities for larger, corporate occupiers. Limited developer interest in building on a speculative basis.	Throughout EZ Close to services/ public transport Green space desirable	Large buildings: 1,500 - 2,500 sqm with individual units at 50-200sqm.	Short term for small units. Ongoing requirement for small to medium premises
Industrial/ Warehouse	Strong interest in B2 manufacturing High quality, clean industrial space. Hybrid office/industrial spaces. Limited activity in warehousing/ storage Positive market for manufacturing and engineering. Open air/storage areas for large plant and equipment	Throughout EZ 24/7 operations Capacity for oversized vehicles.	<1,000 sqm units available for lease Design and build opportunities for larger industrial units 2,000 – 3,000 sqm & 5,000 - 10,000 sqm 0.5-1.5 ha open storage plots	Immediate industrial growth Ongoing demand for premises in EZ Plots for larger requirements needed immediately Medium term for open storage
Bus Depot	Essential relocation of bus depot EZ identified as one of few locations for depot	Easy access to Squires Gate Ln Large vehicle turning access/ capacity	3-4 ha Storage for ~120 buses	Medium term, temporary requirement One-off requirement
Retail	Targeting worker population. Further retail should be provided within/adjacent to EZ. Long retail opening hours (24 hour). No supermarket requirement. Take away, Fast food and small specialists desired	High visibility and accessibility. On main thoroughfares of EZ. Car Parking	Takeaway: 100 sqm Fast food/ coffee: 200-300 sqm Anchor stores: 200-500 sqm	Medium Term.
Gym/ Other Leisure	Demand for budget gym. High performance gyms in longer term.	Require residential population Support working population Standalone facilities 24-hour operation Co-location with complementary uses.	200-400 sqm High performance: up to 1,200 sqm	Immediate opportunity for budget/small format gym May be preferred to wait until sporting fields are established.

Gym/ Other Leisure	<ul style="list-style-type: none"> • Demand for budget gym. • High performance gyms in longer term. 	<ul style="list-style-type: none"> • Require residential population • Support working population • Standalone facilities • 24-hour operation • Collocation with complementary uses. 	<ul style="list-style-type: none"> • 200-400 sqm • High performance: up to 1,200 sqm 	<ul style="list-style-type: none"> • Immediate opportunity for budget/small format gym • May be preferred to wait until sporting fields are established.
Car Showroom	<ul style="list-style-type: none"> • Sufficient presence of established showrooms along Amy Johnson Way, though potential for relocation to a more prominent site 	<ul style="list-style-type: none"> • Main arterial locations • Heavily trafficked • Squires Gate Ln frontage 	<ul style="list-style-type: none"> • 0.3 - 1.5 ha 	<ul style="list-style-type: none"> • Medium • Medium to long term requirement for relocation/ upgrade of existing showrooms
Pubs/ Restaurants	<ul style="list-style-type: none"> • Strong prospects on eastern side of EZ in longer term • To serve residential market and passing trade/ workers 	<ul style="list-style-type: none"> • High footfall required (close to retail). • Stand-alone premises • Car parking essential 	<ul style="list-style-type: none"> • 200-600 sqm 	<ul style="list-style-type: none"> • Medium to longer term
Residential	<ul style="list-style-type: none"> • Existing dwellings near EZ boundaries • Residential demand in area is solid, though not recommended as a core component on the EZ • Targeting family market 	<ul style="list-style-type: none"> • Fringes of EZ • Quiet, low traffic streets • East of EZ, south of existing residential 		<ul style="list-style-type: none"> • Short to Medium term
Training college	<ul style="list-style-type: none"> • Potential for FE training college (positioned differently to Energy HQ) targeting industry sectors of the EZ 	<ul style="list-style-type: none"> • Close to core EZ uses • Good public transport access 	<ul style="list-style-type: none"> • Up to 3,000 sqm • Engineering, lab, teaching spaces 	<ul style="list-style-type: none"> • Long term
Hotel	<ul style="list-style-type: none"> • Positioned for the business market in the area. • Would require significant further growth to support, given there is an existing hotel near the EZ. 	<ul style="list-style-type: none"> • Major road frontage • Car parking • Connectivity to core EZ areas 	<ul style="list-style-type: none"> • 50-80 rooms 	<ul style="list-style-type: none"> • Long term

This review of potential land uses at the Enterprise Zone has been used as input into the development of the masterplan, including phasing of its development. Key findings are:

- There is a need for a range of unit sizes suitable for B2 manufacturing. While traditionally the majority of the B2 market is for units of less than 1,000 sqm, there is emerging interest from businesses requiring larger unit sizes, spurred by the Enterprise Zone designation. There is a need to provide land plots that would be suitable for a range of manufacturing unit sizes up to 25,000 sqm.

- The demand for office space in the local market will remain focused on smaller units. Therefore, the masterplan includes provision for plots that allow for the development of multi-unit office buildings. It is considered there is a longer-term opportunity for larger, single-occupier office schemes as the Enterprise Zone achieves more momentum.
- The need for the provision of further employment land is immediate, with serviced sites within the Enterprise Zone being very limited.
- The range of supporting facilities identified above would improve the overall vitality and mix of the Enterprise Zone, making it more attractive to potential core occupiers and investors.

6 Utilities

The assessment of the baseline conditions at Blackpool Airport Enterprise Zone found that the site is well serviced by utilities, with gas, electricity, water, telecommunications and drainage all present. Water supply and drainage, and electricity were identified as in need of investment in expansion to sufficiently meet the extra demand generated by development at Blackpool Airport Enterprise Zone.

With energy generation being one of the key employment sectors on the Fylde Coast, there is potential for a dual purpose to be achieved, through creating new employment opportunities and generating increased energy to meet the needs of the businesses on the site.

The minimum utilities requirements to cater for the increased demand generated by expansion and development on the site are:

- One primary sub-station to serve new development on former playing fields (Zone D)
- Two secondary sub stations
- Reinforcement of existing utilities within business park
- Two new utility ring mains to serve redeveloped airport and expansion of business park to east. The utility ring mains will provide gas, water, drainage, and telecoms.



3D Visualisation of Blackpool Airport Enterprise Zone after full Implementation of Masterplan

7 Masterplan Principles and Character

The proposed masterplan offers a premier environment to do business; arriving at Blackpool Enterprise Zone you will encounter an accessible business park with a mixture of business tenants. The high quality public realm and optimised highway network will deliver an enhanced place to do business, attend seminars and work, or simply pass through. The state of the art buildings within the Enterprise Zone will be responsive to the business needs of the new tenants and the surrounding retail, education, leisure and residential context – making the most of what Blackpool has to offer.

Key Principles

The key overall principles of the masterplan are:

- Create an enhanced frontage along Squires Gate Lane defined by a new gateway entrance opposite Lindale Gardens
- Deliver a statement building at the new gateway entrance to create a sense of arrival and define the site as a landmark business park
- Prioritise the creation of a new access off Queensway/ Common Edge Road (B5261) to improve connectivity through the site
- Deliver a double-sided, tree lined boulevard through the eastern section of the site connecting Common Edge Road and Squires Gate Lane to increase movement and act as multi-modal primary corridor through the Enterprise Zone
- Deliver active movement through the site via connected pedestrian and cycle networks which link the western and eastern sections of the site to provide sustainable internal and external movement
- Optimise the existing business park at Amy Johnson Way through enhanced connections to the wider transport network and the delivery of currently vacant or inefficient sites



- Relocate the existing airport operation to the south to make way for a new business and industrial offer based around the Lancashire Energy HQ
- Deliver a 'third-space' at the eastern entrance to the site offering sports, leisure, retail and conferencing facilities to encourage activity, networking and engagement within the Enterprise Zone – as well as acting as a secondary gateway to the site from the east
- Deliver a common theme of quality in buildings, landscape, public realm and highway design
- Connect the Enterprise Zone to the city centre and the surrounding context with permeable edges communicating the site is open for business and knitting the site into its surroundings
- Safeguard the future operation of the airport and establish future development trigger based on passenger/operator demand
- Achieve high levels of sustainability and wellbeing through increased active travel, public transport links, sustainable energy production and active uses – as well as responding to and considering the environmental impact of the surrounding area

3D Visualisation of Blackpool Airport Enterprise Zone after full implementation of Masterplan



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Masterplan Character Areas

The masterplan has been defined into six distinctive but interconnecting character areas which define the future of the Enterprise Zone.

- **Innovation Gateway** – Advanced manufacturing and business at the primary entrance to the Enterprise Zone
- **Industrial Heart** – Growth of industry and storage at the heart of the Enterprise Zone
- **Third Space** – Secondary gateway to the site offering active leisure, sport, amenity and networking based uses to offer services and activities for businesses and the community
- **Business Hub** – Development and optimisation of the existing business operation on Amy Johnson Way
- **Airport Zone** – Re-establish Blackpool Airport as a consolidated and active airport offering business, freight and commuter travel to a global client base
- **Knowledge Quarter** – A premier business park and knowledge park offering links to education (B&F College) and business (the energy and airport sectors).

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Innovation Gateway

Key principles:

- Create a sense of arrival and clearly identify the Enterprise Zone as a premier business park
- Improve perception and visibility of the site through high quality architecture, active frontages and landscaping
- Maintain existing set-backs to make way for drainage service lines but increase visual link to site through reduced tree line and improved public realm at Squires Gate Lane
- Connect to Industrial Heart, Business Hub and Third Space via a new central boulevard and connect to the retail park and Knowledge Quarter via legible pedestrian and cycle corridors.

Industrial Heart

Key principles:

- Deliver an active and efficiently designed industrial centre within the business park offering logistics, industrial and support services
- Locate within easy reach of retail, leisure and amenity (within Third Space)
- Set back large industrial properties from boulevard and public space
- Establish a pedestrian link to the east linking new and existing communities into the Enterprise Zone

Third Space

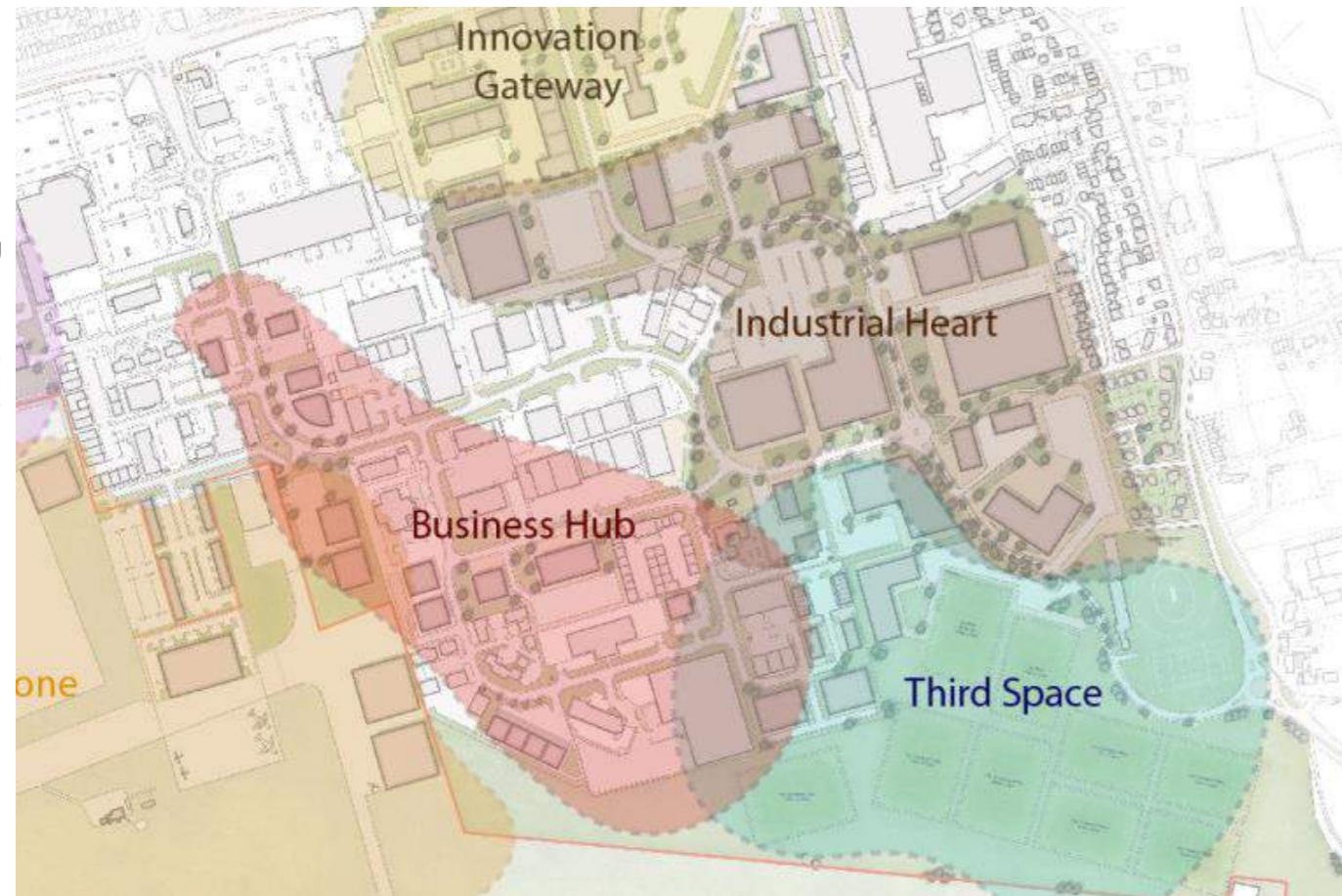
Key principles:

- Relocate existing playing fields to south and create two new 3G pitches (including potential relocation of AFC Blackpool)
- Create a small high street adjacent to a new roundabout at the centre of the Enterprise Zone offering retail, cafes and other amenities to businesses and local communities
- Establish a new sports club adjacent to 3G pitches with changing, events and conferencing facilities (including a café/ bar) to act as a hub for business and other users of the site
- Delivery a 'softer' edge to the site to address the surrounding semi-rural context

Business Hub

Key principles:

- Deliver high quality development within existing vacant sites on Amy Johnson Way
- Optimise existing plots and highway layout to maximise the potential of the site
- Increase connectivity with the growing Enterprise Zone and the retail park to the north.



Airport Zone

Key principles:

- Relocate and consolidate airport operations to the south
- Deliver high quality business, commuter and energy focused airport service
- Establish clearly defined airport edge with a new airport terminal and car park
- Clear signage and building orientation to increase visibility of the site and mark its position within the Enterprise Zone.



Knowledge Quarter

Key principles:

- Grow a high quality office, R&D and industrial offer around the existing Blackpool and Fylde College Lancashire Energy HQ
- Focus growth around key aviation and energy industries, as well as educational facilities
- High quality environmental setting with green movement corridors linking Squires Gate Lane to the airport
- Create a new entrance off Squires Gate Lane to improve movement through the site and define a gateway into the Knowledge Quarter
- Reduce set back to Squires Gate Lane to address the frontage with active business operation and improve the sense of arrival into the site.

3D Visualisation of Business Hub, Industrial Heartland, and Innovative Gateway



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8 Next Steps

Following the finalisation of the Masterplan, with delivery phases, infrastructure requirements and costings drawn up, this section outlines the next steps which should be undertaken to progress the delivery of the Masterplan.

Detailed Airport Masterplan

The airport area, at the western end of the site, has only been drawn to a highly indicative level in the Masterplan. A more detailed masterplan and business case for the airport specifically should be developed, which address the requirements for the regeneration and development of the airport. Now that Blackpool Council own the airport, there is greater scope for managing the growth and expansion of the airport.

Detailed building conditions surveys

An initial review of the condition of the former Wellington Bomber Factory has been carried out as part of the baseline study of the Blackpool Airport Enterprise Zone site. In addition, there are other buildings on the Enterprise Zone site which have not been reviewed to establish their condition. More detailed examinations of the buildings should be undertaken, to identify any which are no longer fit for purpose, or require significant improvements.

Planning permission applications

Highways network interventions, such as the new roundabout and spine route on the eastern side of the Enterprise Zone, and the new and remodelled junctions on Squires Gate Lane, will require planning permission to be granted. These highways interventions are necessary for the delivery of other elements of the Masterplan, by making parcels of land accessible and therefore developable.

Engagement with Lancashire County Council

The new link road from Junction 4 of the M55 towards Lytham St Annes will significantly improve access to the eastern part of the Enterprise Zone, and relieve pressure on the A5230 / Squires Gate Lane. Whilst the link road is not directly a part of the Masterplan, it is still important that Blackpool, Fylde and Wyre Economic Development Company proactively and positively engage with Lancashire County Council, who are the scheme sponsors, to ensure highways interventions at Blackpool Airport Enterprise Zone align with and complement the M55 link road. The M55 link road is progressing at speed and construction could begin as early as 2018 and be ready for opening in late 2019/early 2020.

Five-year review

Whilst the Masterplan has been developed at one point in time, the Enterprise Zone status at Blackpool Airport is valid for 25 years, to 2041. Inevitably the site will evolve over this period, and so the Masterplan should be reviewed and updated every five years, to ensure it remains a useful framework for developing the site.



Blackpool Airport Enterprise Zone Masterplan

Masterplan

November 2017

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Blackpool Airport Enterprise Zone Masterplan

Masterplan

November 2017

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1 Background

Following the temporary cessation of passenger services operating at Blackpool Airport, Central Government invited Blackpool Airport to put a business case forward for the creation of an Enterprise Zone. In November 2015, Enterprise Zone status was approved, and it became operational in April 2016. The Enterprise Zone status is valid for 25 years, and in line with national policies on Enterprise Zones, business incentives include business rate relief of up to £275,000 over a period of five years, and Enhanced Capital Allowances which allows businesses to recuperate their investment in fixed plant and machinery by reductions in Corporation Tax up to €125m.

Blackpool Airport Enterprise Zone has a wide range of sectors which it is targeting, including food and drink manufacturers, energy, aviation, creative and digital, advanced manufacturing and professional services. However, there is potential for other commercial activity to operate on the site, whether in existing or new buildings. It is envisaged that the designation of Blackpool Airport as an Enterprise Zone will attract over 180 new businesses and create 3,000 new jobs over the lifespan of the Enterprise Zone. This is in addition to the 260 businesses and 1800 employees already based on the site.

The site is dominated by two key features – the airport at the western end of the Enterprise Zone, and the large former Wellington Bomber Factory at the north-eastern corner of the site. The runway itself is excluded from the Enterprise Zone, so as not to preclude future development of this with larger commercial aircrafts.

Blackpool, Fylde and Wyre Economic Development Company commissioned Mott MacDonald, in conjunction with multi-disciplinary partners, to produce a practical Development Masterplan for the Blackpool Airport Enterprise Zone, which will provide a framework for shaping the future delivery of the site. This report serves as the final Masterplan document, which explains the process which has been undertaken in constructing the Masterplan, and the decisions and areas of consideration which have been included in the development.

1.1 Baseline

An initial report was produced, which provided an assessment of the baseline conditions at the site, covering transport, utilities, environment. The main findings from each discipline are summarised here.

Transport

Key findings:

- More highways access from Squires Gate Lane and Common Edge Road are required, along with an improved pedestrian environment within the Enterprise Zone to improve access and safety;
- Roads within the Enterprise Zone do not allow vehicles to easily move from one zone to another;
- Walking and cycling access to and within the site is poor due to little suitable infrastructure;
- New link roads are planned to provide a direct connection from J4 of the M55 to Common Edge Road for access to the eastern side of the Enterprise Zone as part of other developments;

- Public transport services adjacent to the Enterprise Zone are adequate, but ideally bus services should be encouraged to directly access the Enterprise Zone.

Planning

Key findings:

- Areas of the Enterprise Zone are allocated for specific purposes in Blackpool Development Plan and Fylde Local Plan to 2032, such as employment, airport development, and public open space;
- Common Edge Playing Fields (Zone E) are designated as Green Belt land, as is Zone B and a small part of Zone C, however there may be scope for reviewing of the green belt;
- Zone A is restricted to employment purposes, Zone B and E are in the Green Belt which restricts the development of them, Zone C is safeguarded for airport/aviation uses. The northern part of Zone D is designated for employment purposes while the playing fields are largely currently Green Belt, although this status may be removed;

Land Use

Key findings:

- Industrial and warehousing is a key sector, driven by interest in manufacturing and engineering, particularly in the Enterprise Zone's core sectors of energy, advanced engineering, aviation and food and beverage manufacturing.
- Office space is a key requirement for the development of the Enterprise Zone, to serve the target market sectors, but there is currently a lack of developer interest in office space which could stall the development of the Enterprise Zone;
- Blackpool Council need to relocate their bus depot, and the Enterprise Zone may offer a suitable site in terms of space available and location in relation to the town centre – further feasibility study should be carried out;
- Further facilities to support the core uses of the Enterprise Zone should be provided, including for retail serving the workforce across the Enterprise Zone, eating and drinking establishments, gym facilities, car showrooms, and residential usage on the eastern boundary of the Enterprise Zone;
- The Former Wellington Bomber Factory presents a particular issue; it requires significant investment to bring it up to a high standard, but would be highly costly to demolish. There is scope for some refurbishment and improvement to the exterior of the building;

Aviation Market and Operations

Key findings:

- Commercial passenger numbers are low and are unlikely to increase significantly due to the close proximity to 3 major regional airports;
- The main potential for future growth lies around offshore helicopter operations, aviation training, pleasure flying/general aviation, and private aircraft, particularly for aircraft under the Air Passenger Duty limit of 5.7 tonnes;
- The layout of the airport can be re-modelled to improve efficient usage of space; the air traffic control tower and other airport facilities can be moved closer to the runway to allow the space currently used by these to be used for other purposes. Considerations around

building heights do need to be factored into plans for changes to the airport buildings and any other structures such as wind turbines;

- The provision of a full passenger terminal would be uneconomical due to relatively low number of passengers at the airport, although there may be options relating to development to make it more commercially attractive to small airline operators.

Environmental

Key findings:

- There are very few environmental constraints at the Enterprise Zone, with no AQMAs, conservation zones, ecological designations, or high risk flood areas within or close to the Enterprise Zone site;
- There are two grade II listed buildings to the north-east of the Enterprise Zone, two areas of historic landfill within the site, one Noise Important Area within the study area and another located to the north east of the site, and a Flood Zone 3 to the west of the site at the coast. All of these should be taken into account, and may require further investigation, in the development of the Masterplan.

Utilities

Key findings:

- Gas, electricity, water supply, telecommunications and drainage are the main utilities on the site;
- Water drainage system has limited capacity for additional flow and foul water flooding is a risk in the Fylde area;
- Water supply is also limited and capacity increases may be necessary to accommodate increased demand at Blackpool Airport Enterprise Zone;
- Existing maximum demand for electricity is 14MVA, capacity is 23MVA meaning 9MVA is currently spare; if demand exceeded 23MVA a new substation (£2M circa) would be required; electricity of up to 7MW could be generated within the Enterprise Zone and fed into national grid;
- Gas supply pressure varies across the site, and the network is able to sufficiently meet demands within Fylde;
- There are 12 telecommunication masts around the site which provide good 4G coverage,

Infrastructure Costings

Key findings:

- Total cost for the main elements of Masterplan Option 1 access and movement strategy is approximately £17m
- Budget costings have been developed for altering the structure of the former Wellington Bomber factory. However, we would recommend further more detailed investigation is undertaken before a final decision is made.

2 Development Method

The first stage in developing the Blackpool Airport Masterplan was to undertake a baseline review of the existing conditions, to identify key issues, constraints and opportunities. This was done through a mixture of site visits and desktop research. The key issues identified were presented above in Chapter 1. Following this, three concept options were drawn up. Some key interventions were agreed from the beginning which are common across all plans. These include some of the highways changes, the retention of the airport runway in its current form, the long-term removal of the Former Wellington Bomber Factory, and some residential uses on the eastern perimeter.

2.1 Vision

Our masterplan has been formed through the aim to realise the following vision:

“To make Blackpool Airport Enterprise Zone a premier business location in the North West, where high quality businesses facilitate economic growth and employment, and further develop the strong skills and knowledge base of the Fylde Coast.”

Blackpool Airport Enterprise Zone will be one of the **North West's Premier Business Locations** offering connected, high quality business and industrial premises within an excellent setting.

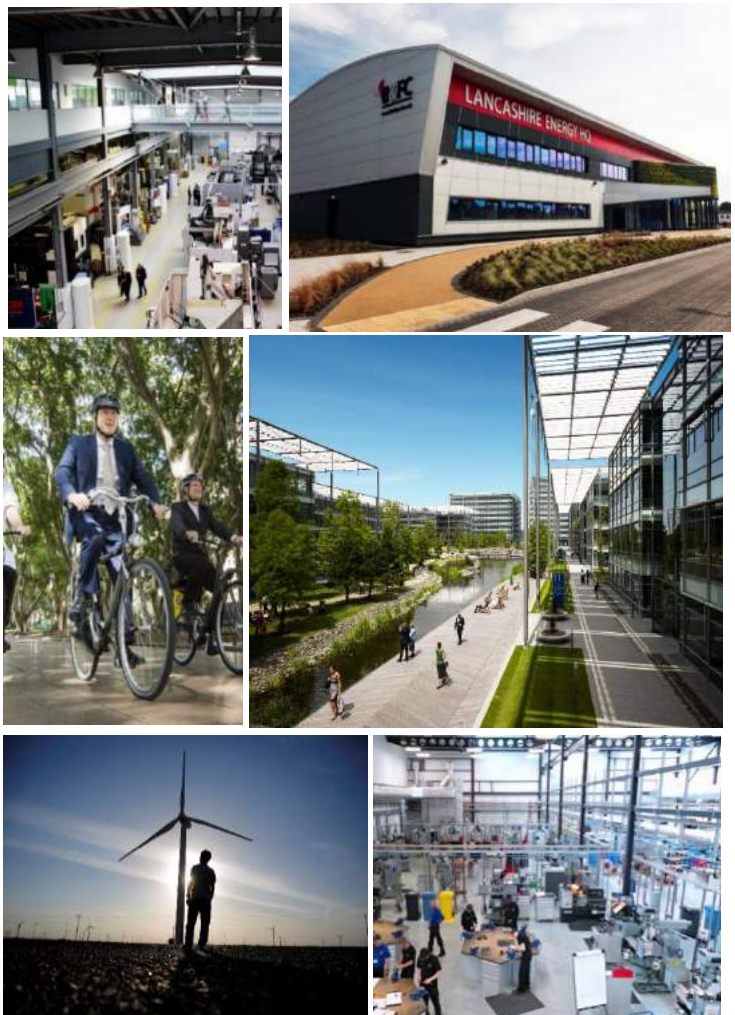
The Enterprise Zone will build upon:

- its location within one of Europe's leading City Regions and within the Lancashire Advanced Manufacturing and Energy Cluster – a key part of the Northern Powerhouse
- its legacy, as an airport, to connect Blackpool, the city region, globally
- its proximity to Blackpool city centre and links to skills, knowledge and services
- a growing knowledge base delivered from the state of the art Blackpool and Fylde College within the EZ
- its excellent accessibility from the M55 and improving public transport connectivity (via tram and bus)
- its proximity to an internationally significant energy and chemical industries cluster (the Energy Coast)
- its coastal setting and links to both Blackpool and Lytham St Annes.

2.2 Objectives

The following objectives have been set out to help deliver the Vision for Blackpool Airport Enterprise Zone. These are:

- **Objective 1: Meeting the Demand from a Diverse Range of Sectors** – To continually adapt the masterplan in a planned manner through the promotion of distinct character areas which meet the demand of modern businesses and industries from a diverse range of sectors.
- **Objective 2: Improving Accessibility** – To provide a fully connected business and industrial park which provides enhanced transport infrastructure with an emphasis on sustainable transport, which increases accessibility to, and navigation in, the EZ.
- **Objective 3: Delivering Critical Infrastructure** – To ensure that utilities and other business critical infrastructure is competitive with the premier business locations nationally and internationally and seeks out low carbon alternatives where feasible.
- **Objective 4: Marketing and Promotion** – To maintain high levels of new investment in Blackpool and Fylde through strong branding and marketing which promotes the Enterprise Zone and the City Centre as a leading location for inward investment.
- **Objective 5: Supporting Competitive Businesses, Knowledge and Innovation** – To provide supporting actions which help existing and new companies to improve their competitiveness and create an environment for exchange of ideas where future knowledge is captured for sustainable growth within the region.
- **Objective 6: Create an Active, Productive and Liveable Environment** – Deliver a high quality and sustainable urban environment where cutting-edge architecture is complimented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business.
- **Objective 7: Protect the Airport’s Future** – To support the ongoing operation and expansion of the airport which acts as a catalyst for the rapidly growing energy sector, a significant contributor to the economy of the Fylde Coast.



2.3 Masterplan Brief

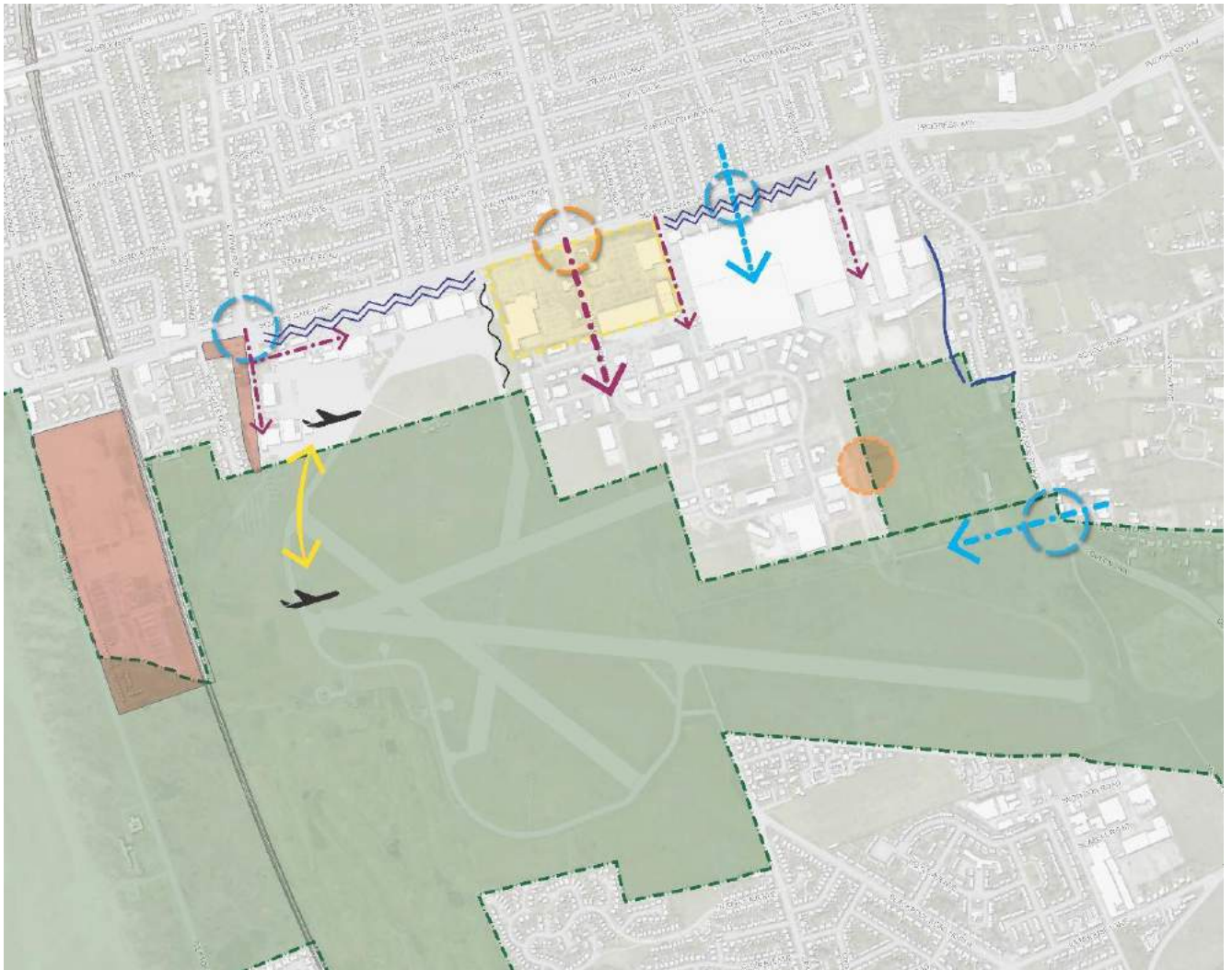
The masterplanning process involved a considered analysis of the constraints and opportunities which formed an overall land uses strategy and in turn allowed the team to develop a set of

concept outline proposals. These options were then refined to create a preferred masterplan approach.

The key brief for the masterplan derived from a SWOT analysis which identified the following key aspirations of the site:

- Improve access into and out of the site by creating a secondary eastern access into the site from Common Edge Road
- Improve the perception and visibility of the site from Squires Gate Lane
- Enhance the sense of arrival through landmark development and high quality public realm at existing and new gateways into the site
- Consider the potential to move the airport and playing fields to maximise potential for business and industrial growth within the EZ
- Improve the built and public environment within EZ to attract investment and business to the area
- Ensure the long term operation of the airport based on projected demand
- Create an integrated employment, retail and leisure offer for the city region
- Reduce reliance on Amy Johnson Way for vehicular access to the site
- Respect the site's location within and adjacent to the Fylde green belt and airport operation – considering views, height restrictions and landscaping within the site
- Unlock development potential on vacant sites and/ or sites currently underutilised within the EZ
- Create enhanced business and industrial park setting with improved pedestrian and vehicle links
- Deliver space for a mix of industrial, leisure and business uses with a variety of scales

Figure 1: Urban Design Analysis



- Existing Access
- Potential New Access
- Existing Gateway
- Potential Gateway
- Inactive / Poorly Defined Frontage
- Green Belt
- Housing Development
- Area Backed Onto
- Sensitive Edge / Land Use
- Potential Ancillary / Secondary Commercial Centre
- Potential Relocation of Airport Operations

Source: IBI Group

2.4 Developing the Masterplan

The masterplan is developed through a series of stages.

Figure 2: Masterplan development stages



Source: IBI Group

2.4.1 Masterplan Concept

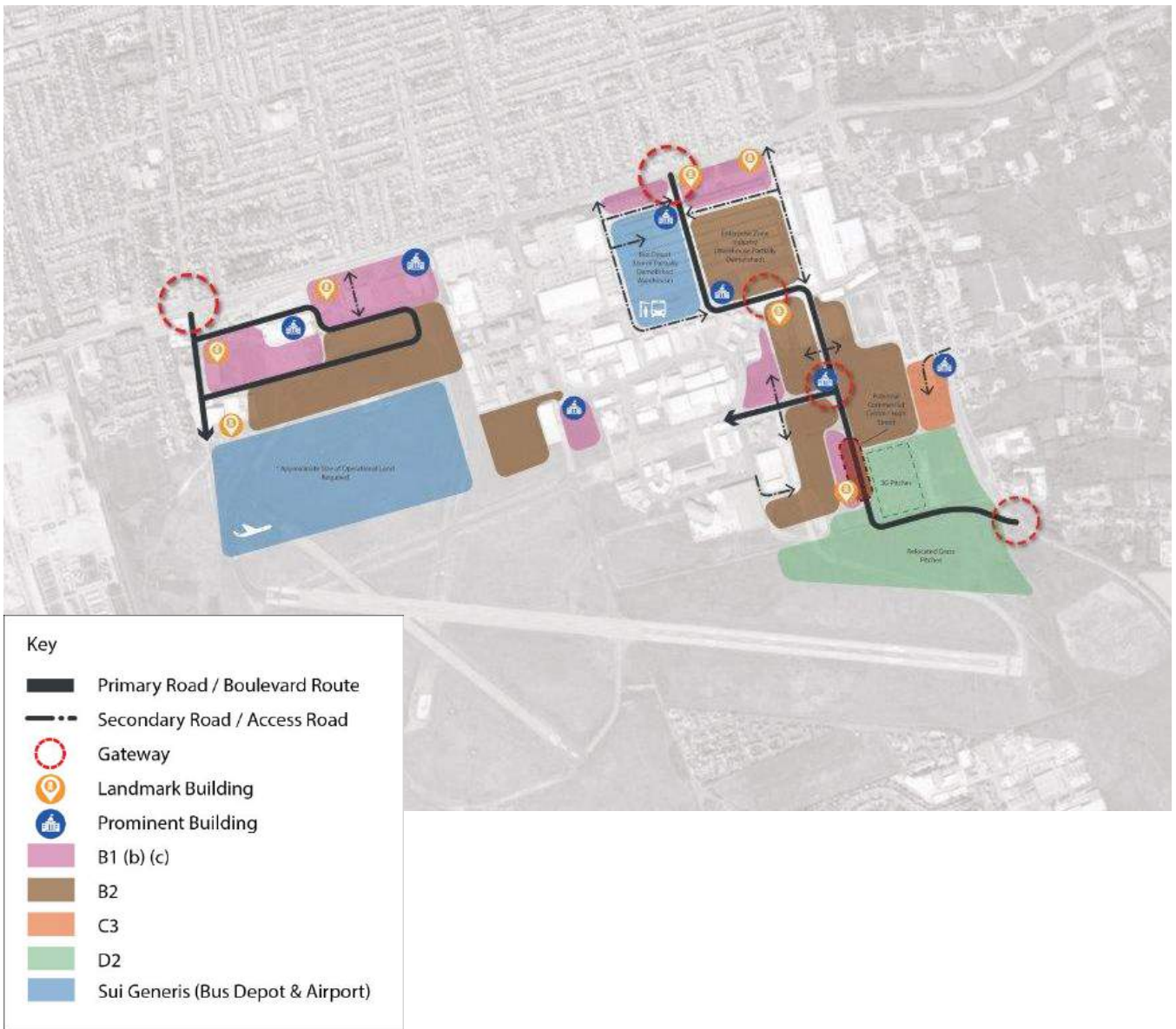
A number of concepts were developed with variations in land use zoning, access location, highway layout and orientation of landmarks. The masterplan concepts all delivered the following key aspects:

- A new dedicated eastern gateway access into the EZ at Lindale Gardens defined by a gateway development to provide a positive sense of arrival
- New access into EZ from Common Edge Lane adjacent to Division Lane and South Shore Cricket Club
- Creation of a boulevard route through the eastern section of the EZ linking Squires Gate Lane and Common Edge Lane
- Creation of link from new boulevard route to Amy Johnson Way to create clear links between new and existing EZ sites
- Creation of a commercial centre within the southern eastern edge of the EZ to provide small scale retail, food & drink and related commercial offer (i.e. business support services). This area, potentially in a high street form, would provide a destination within the EZ and create
- An enhanced gateway access at Lytham Road providing access to the relocated Airport and a newly developed employment area

- A well-defined and active commercial frontage to Squires Gate Lane with setbacks reduced to address the road more positively
- Landmark and prominent buildings located at key frontages and junctions along Squires Gate Lane, as well as throughout the site, to improve the setting of the EZ and improve perception of the space
- Development of playing field area following their relocation to the south (within green belt)
- Residential development along Common Edge Road frontage adjacent to Jepson Way with associated landscape buffer to separate from EZ
- Development of a 3G pitch complex adjacent to new eastern access with potential club house complex (see below)
- Relocation of airport to green belt to unlock development potential of site. Particular opportunity to develop energy focussed businesses and industry related to Blackpool & Fylde College

Following the development of the three concept options, the masterplan was refined towards a preferred option based on feedback from the client group.

Figure 3: Preferred Concept Option

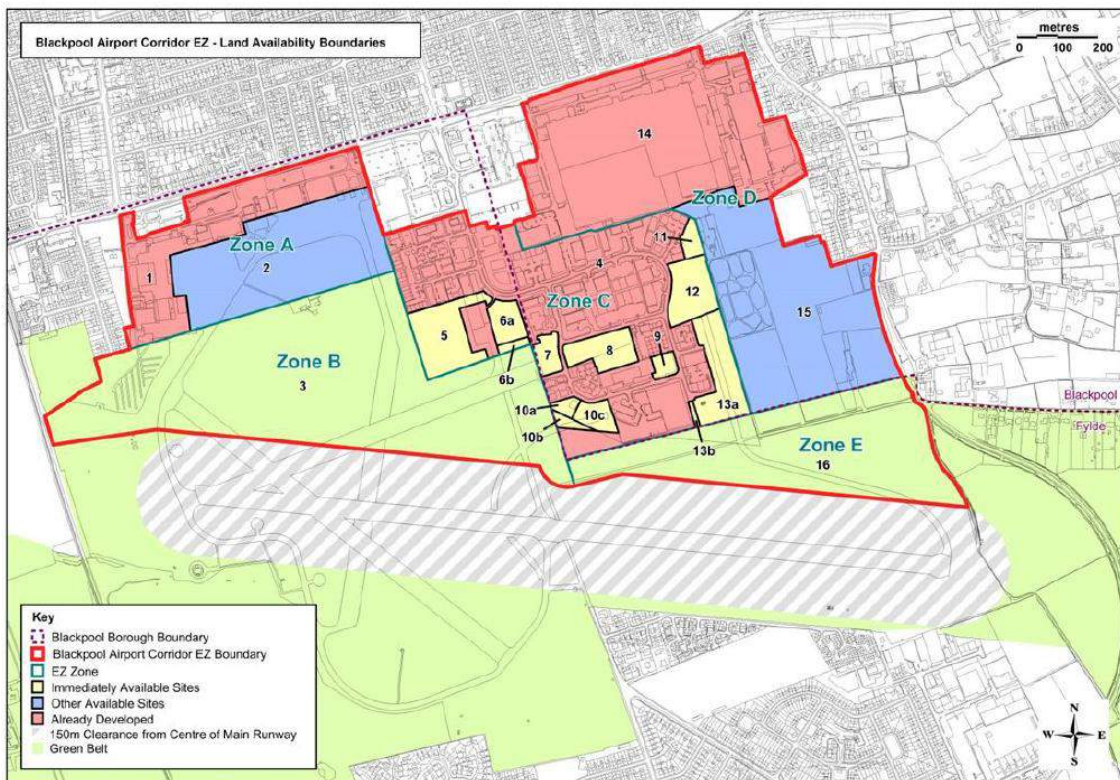


Source: IBI

3 Planning policy alignment

The key planning issues and considerations, based on the policy context provided, are summarised below in the context of different Enterprise Zone zones. These are identified on the plan below and include:

- **Zone A** – adjacent to Squires Gate Lane and identified broadly as the emerging ‘Knowledge Quarter’ in the Enterprise Zone Masterplan;
- **Zone B** – sitting within the Green Belt to the north of the existing Airport runway and identified within the ‘Airport Zone’ in the Enterprise Zone Masterplan;
- **Zone C** – forming the hub of business and commercial uses within the Enterprise Zone and identified at the ‘Business Hub’ in the Enterprise Zone Masterplan;
- **Zone D** – lying within the jurisdiction of Blackpool ad including the Sycamore and Squires Gate estates, and the Common Edge Playing fields. Zone D is broadly identified as part of the ‘Innovation Hub’ and the ‘Industrial Heart’ in the Enterprise Zone Masterplan; and
- **Zone E** – largely within the Green Belt to the south of Common Edge Playing Fields and broadly identified within the ‘Third Space’ in the Enterprise Zone Masterplan.



3.1 Zone A (Knowledge Quarter)

Zone A is part of the emerging Knowledge Quarter in the Enterprise Zone Masterplan, which will build on existing knowledge industries and seek to utilise new space that is released by relocating Airport related operations closer to the runway and apron.

The emerging Local Plan is proposing to introduce a Blackpool Airport Enterprise Zone (Policy EC4), a Blackpool Airport policy (Policy T3) and site-specific employment policy (Policy EC1, Site ES5); which will form the framework within which detailed planning applications for development will be brought forward in this area. The Fylde Local Plan to 2032 is at an advanced stage of preparation and, following Public Examination and the publication of an Inspectors Report, will carry significant weight for the implementation of the Airport Masterplan.

These policies seek to safeguard Zone A for predominantly employment uses, however, Policy EC1 could support 'enabling development' where alternative uses such as retail, employment and leisure may be appropriate; where it can be demonstrated that they meet a number of policy tests – including supporting the delivery of aviation uses, minimising the impact other town/retail centres and where there are no sequentially preferable sites (as set out in NPPF policy). As such, any non-employment uses in Zone A will need to demonstrate that it addresses these policy tests in the new FLP as detailed applications for planning are brought forward.

3.2 Zone B (Airport Zone)

Zone B is in the Green Belt in both the current and emerging Local Plan and is proposed to form part of the Airport Zone with expanded and relocation Airport related operations. Whilst the Green Belt is subject to significant protection, the area of Green Belt to the north of the runway is well contained and does not significantly contribute to the openness or character of the Green Belt to the south of Blackpool.

The emerging Airport related policies in the FLP, including Blackpool Airport Enterprise Zone (Policy EC4) and a Blackpool Airport policy (Policy T3) could support applications for 'airport related development' where Very Special Circumstances ("VSC") for Green Belt development can be demonstrated. The VSC case would need to be built around the relocation of airport operations being critical to the ongoing and future operation and growth of the Airport.

The strategy for the development of this area could be two-fold (dependent on the scale and phasing of development):

- **Permitted Development** – Operational development that falls under the permitted development rights of Class F of the GPDO, which allows for *"the carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport"*. Whilst this may be applicable to some limited airport operations, more substantial airport or other (non-essential) development would likely require planning permission.
- **Planning Application that demonstrates the case for VSC** – Operational development which extends beyond the provisions of the GPDO but it can be demonstrated that it is required for the continued growth and success of the Airport and a where a strong case could be made for Very Special Circumstances (as set out in Policy EC4 and TS3) that support Green Belt development.

In summary, given the scale of development of Airport operations proposed in the Enterprise Zone Masterplan, a planning application which makes the case for VSC would likely be the most appropriate strategy to bring forward a comprehensive relocation of airport related operations in Zone B.

3.3 Zone C (Business Hub)

Zone C is proposed to be the Business Hub of the Enterprise Zone Masterplan, building on the established business and commercial uses that have been successfully developed along Amy Johnson Way.

Part of Zone C, to the west adjacent to the current taxiways is proposed to be safeguarded for Airport operational uses under Policy T3 of the emerging Fylde Local Plan. A small part of Zone C (in the south westernmost corner) is designated as Green Belt, but this is not proposed for development in the masterplan.

The remainder of Zone C is designated for employment uses in the extant Blackpool Local Plan and planning applications would need to be brought forward which consider the provisions of these employment policies. Given the early stage of preparation of the Blackpool SADPD, there may be a potential to further define and shape the type of uses in this area as the SADPD is developed.

3.4 Zone D (Innovation Gateway and Industrial Heart)

Zone D is proposed for a mix of industrial, commercial and innovative uses that improve the arrival experience into the Airport and build on the industry and innovation strengths of the Enterprise Zone.

The timing and implementation of Blackpool SADPD will be critical to the implementation and phasing of the masterplan in Zone D. It will be important for planning policy to support the masterplan and remove or amend restrictive planning designations where necessary. The key planning considerations in relation to this area are as follows:

a) Green Belt and Protected Open Space

The entirety of the Common Edge Playing Fields is designated as Green Belt land under saved Policy NE1 (Green Belt) of the Blackpool Local Plan and Policy CS6 (Green Infrastructure) of the Blackpool Core Strategy. They are also designated as protected public open space including Policy CS6 (Green Infrastructure) of the 2016 Core Strategy and saved Policy BH5 (Protection of Public Open Space) of the Blackpool Local Plan 2001-2016.

It is important that, as the new Blackpool SADPD is developed, that this land is promoted for release from the Green Belt through this development plan document. A case can be made that this land does not currently fulfil the purposes of including land in the Green Belt (as set out in the NPPF) and the existing playing field provision is proposed to be re-provided on land to the south of the existing playing fields (to an equivalent or better standard); in line with the requirements of both Sport England and the NPPF. In line with the masterplan this land should be promoted in the SADPD for:

- Employment uses;
- Residential use (on the parcel of land adjacent to Common Edge Road); and
- Playing fields (to the south of the current site, within the Green Belt).

The current timetable for the adoption of a new SADPD (and when this land could potentially be released from the Green Belt) is late 2019.

b) Infrastructure

Providing enabling infrastructure (i.e. access) in the Green Belt if the designation remains/prior to any removal of its Green Belt status may be acceptable under the provisions of Paragraph 90 of

the NPPF, which states that “*local transport infrastructure which can demonstrate a requirement for a Green Belt location*”. Therefore, a planning application for a first phase of development could include the required road infrastructure required to act as a catalyst for the development.

c) *Employment uses*

Land to the north of Zone D is designated for employment uses in the extant Blackpool Local Plan and there may be a potential to further define and shape the type of uses in this area through the emerging policies in the emerging Blackpool SADPD.

3.5 Zone E (Third Space)

Zone E is in the Green Belt in both the current and emerging Fylde Local Plan. The masterplan proposes new sports provision (i.e. relocated from Zone D) in this location. This is in line with the provisions of Paragraph 89 of the NPPF which allows in the Green Belt “*provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it*”.

In accordance with the NPPF and Sport England guidance, any lost provision at Common Edge should be replaced by equivalent or better provision in terms of quantity and quality in Zone E (and partially in Zone D).

It should be noted that any proposed lighting / structures may impact on the openness of the Green Belt and may also impact on regulations in relation to Aerodrome Safeguarding that seek to protect the safety of airport operations.

Any enabling infrastructure (i.e. access) in the Green may be acceptable under the provisions of Paragraph 90 of the NPPF, which states that “*local transport infrastructure which can demonstrate a requirement for a Green Belt location*”. This infrastructure would need to demonstrate the requirement for a Green Belt location.

3.6 Summary

In summary, the Enterprise Zone Masterplan has been developed in full recognition of existing and emerging planning policy and, as development comes forward and the Masterplan is implemented, will need to be cognisant of the key policy requirements and responsive to emerging local plan processes. The key planning challenges will be to:

- Ensure that the new Blackpool SADPD reflects the aspirations of the Blackpool Airport Masterplan and, importantly, removes Common Edge Playing fields from the Green Belt and provides the policy framework that will support the medium-term development of Zone D.
- Relocate playing field provision to an equal and better standard that satisfies Sport England Policy.
- Deliver a robust case for VSC to relocate Airport related facilities into the Green Belt.
- Provide a robust case for the need for early infrastructure deliver (road access) in the Green Belt.
- Ensure that uses that are not policy compliant (such as retail or leisure uses) in employment areas of the Enterprise Zone meet the tests of relevant planning policy.
- Prepare a phasing strategy that aligns with emerging planning policy (such as the Blackpool SADPD).
- Ensure that any development is brought forward that considers the wider planning framework and localised issues, such as highways, amenity, environmental impacts, design etc.

4 Final masterplan

The plan on the following page provides an indicative vision for the development of the Blackpool Airport EZ in 2041. The final masterplan has been developed through an iterative process of concept and framework design.

The scheme is framed around the creation of a place focussed business and industrial park for Blackpool. This section describes the key features of the masterplan through shaping the form, movement and space within the site.

4.1 Form

The form of the masterplan is focussed around creating a useable and active economic context.

4.1.1 Urban Grain

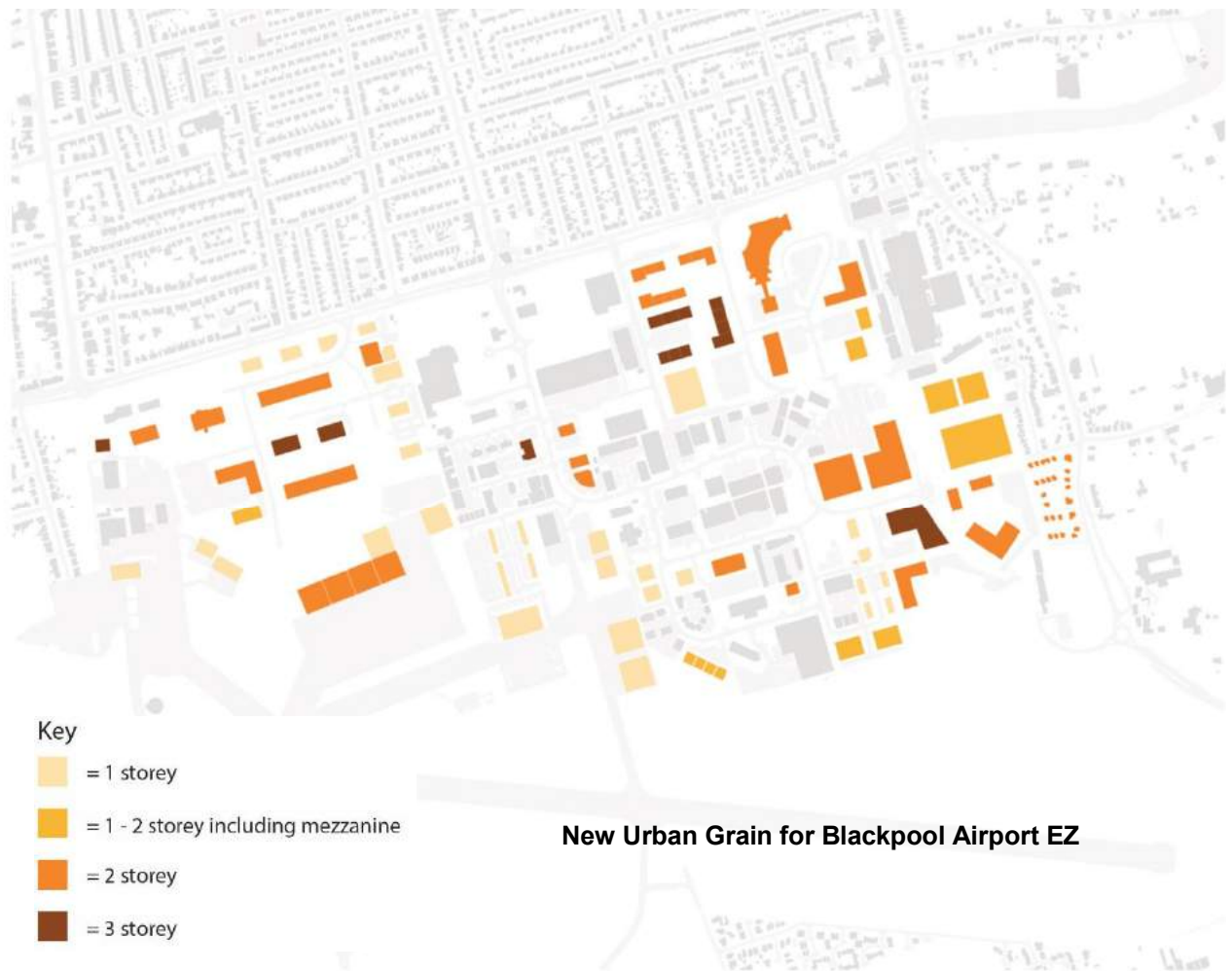
The open grain with large footplates reflects the need to provide large employment spaces, whilst also reflecting its urban edge setting. This is done by reducing the density of the urban grain from the tight grain of the residential areas to the north. This, coupled with a strong frontage which addresses Squires Gate Lane and defines new primary gateways into the site.

4.1.2 Scale and Massing

The scale and massing of the proposed site further defines the sites operation as a business and industrial park, distinguishing it clearly from the surrounding context.

The massing strategy is to increate scale at the key gateways (Squires Gate Lane and off Common Edge Road) and along the key eastern boulevard in order to define key uses of manufacturing and business.

Generally massing then seeks to increase scale to the centre of the site with building to the edge restricted to mitigate impact to surrounding residents and airport operation.



4.1.3 Built Form

The proposed built form is to create modern and efficient industrial and business premises within the Enterprise Zone. The building design, materials and scale will be sensitive to residential uses and airport operations surrounding the site.

4.2 Movement

The proposed masterplan has been developed to facilitate efficient movement of employees, visitors and goods through the site. The layout has sought to encourage active travel through multi-modal streets which are punctuated by attractive and strategically located public spaces.

Two primary corridors are created to encourage movement along these corridors and to focus activity within the site. These corridors will serve secondary roads to provide each plot with its own dedicated access.

Proposed Road Hierarchy and Vehicle Movement



The creation of a network of streets



The development of multi modal corridors



Connecting important places & destinations



Green routes & corridors



Spatial Planning



Defining zones & establishing legibility

4.3 Space

The adjacent plan outlines the generous provision of green space within the EZ masterplan. The place driven approach to the site design has been shaped on the principle of creating an enhanced place to do business for investors and visitors to the site.

The proposed masterplan, therefore, establishes a “green gateway” to the south east which provides sports pitches and leisure based uses, supplementing the businesses within the site.



4.3.1 Public Space Approach

The public space approach is to deliver high quality urban environments which frame the new properties within the site. Three key zones will act as landmarks for the site and define the character of the place.

4.3.1.1 High Street

A new high street type arrangement will be created at the centre of the EZ. This area will provide enhanced public realm which will activate café and retail frontage, as well as slowing traffic.

A single level will run through this area to blur the lines between pedestrian and vehicular. This will give a greater sense of space to the retail frontage and improve street experience. It could either be different defined materials using a change of colour or a continuous material with a tactile element and street furniture to provide protection. This area would avoid a standard engineered street feeling and increase interest and quality, potentially supporting the retail units by encouraging people to linger and gather.

Outdoor seating could help activate the frontage and provide protection to the pedestrian and cyclist area.



The following provide precedent images for the High Street Zone.



Seating and planting

Selective seating placed in locations to help inform traffic of the presence

street furniture



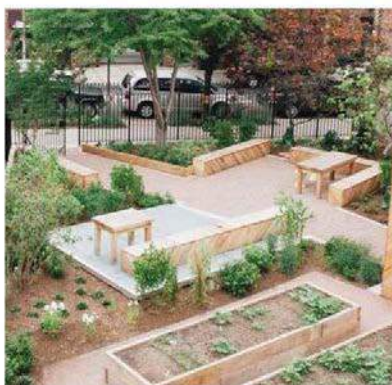
4.3.1.2 Road Junctions

Alternative to the standard tarmac junction arrangement such as shared space and alternate materials will help visually reduce the scale and impact of the road on the approach from the north and reduce acceleration leaving the High Street Zone and throughout the site.

4.3.1.3 Pedestrian Link

A new pedestrian link is proposed to connect existing and new residents on Common Edge Road to the new EZ high street zone and sports hub. This connection will be defined by native planting to provide clearly defined corridors of pedestrian and cycle activity.

Public art should be considered to provide a landmark and navigation point within the site.



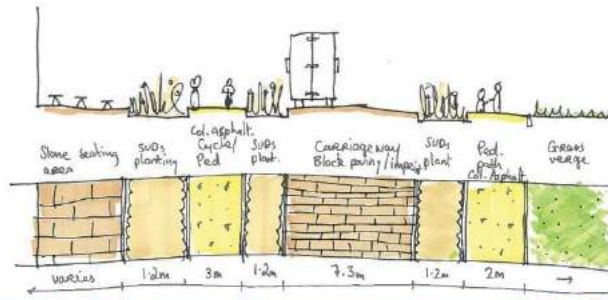
4.3.2 Street Types and Hierarchy

The road hierarchy of the EZ will clearly define vehicular and active movement through the site. Landscape treatment and material selection will be used to provide appropriate scale and character to these streets (defined adjacent) and facilitate connection through the site.

The following pages provide indicative street sections to illustrate how the streets through the site could be designed and given their defining characteristics.



Primary Routes
Typical High Street Section



Outdoor cafe seating



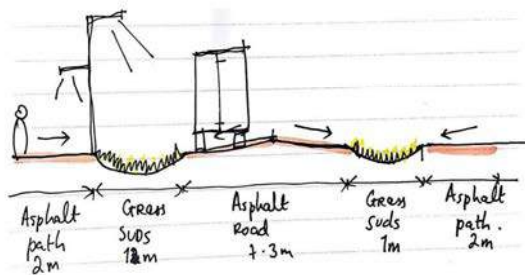
Swale buffer planted



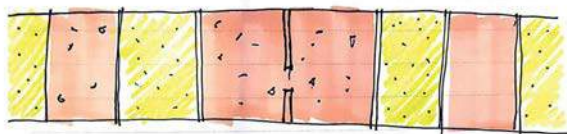
Textured road surface, Chester



Secondary Routes
Typical Section with grass verge



Grass swale



Planted swale



4.4 Character Areas

The proposed masterplan can be defined as six interconnected character areas which each contribute to the wider area, whilst serving their own function.

1. Knowledge Quarter
2. Airport Zone
3. Business Hub
4. Innovation Gateway
5. Industrial Heart
6. Third Space

The above character areas are shown and described on the following pages.



4.4.1 Knowledge Quarter

The Knowledge Quarter will be the home of business, research and development and education creating an active, accessible and high-quality employment and development zone within the EZ. Key principles:

- Grow a high-quality office, R&D and industrial offer around the existing Blackpool and Fylde College and Energy Centre.
- Focus growth around key aviation and energy industries, as well as educational facilities
- High quality environmental setting with green movement corridors linking Squires Gate Lane to the airport
- Create a new entrance off Squires Gate Lane to improve movement through the site and define a gateway into the Knowledge Quarter.
- Reduce set back to Squires Gate Lane to address the frontage with active business operation and improve the sense of arrival into the site
- Delivery connections to adjacent retail site
- Define clear corridors to adjacent bus and tram routes into Blackpool
- Create visual and physical connection to airport terminal and operations beyond

The Knowledge Quarter will couple high quality architecture and public space to create a connected and attractive business park for investment, exchange and knowledge in Blackpool.



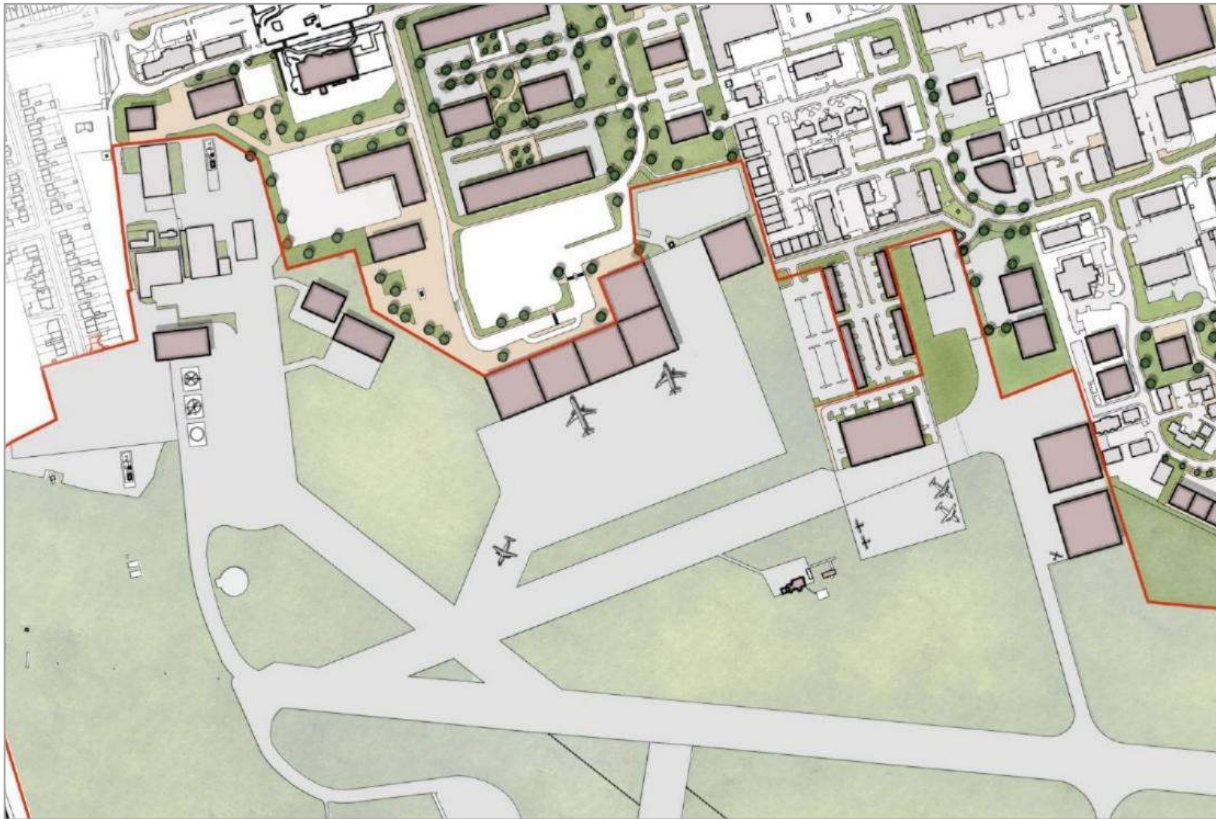


4.4.2 Airport Zone

The Airport Zone will focus on the delivery of viable and high-quality airport operation within a consolidated airport area.

Key principles:

- Relocate and consolidate airport operations to the south
- Deliver high quality business, commuter and energy focused airport service
- Establish clearly defined airport edge defined by a new airport terminal and car park
- Clear signage and building orientation to increase visibility of the site and mark its position within the EZ.



4.4.3 Business Hub

As well as defining new development to the east and west of Amy Johnson Way the masterplan defines key development sites on vacant or inefficiency plots along Amy Johnson Way itself.

Key principles:

- Deliver high quality development within existing vacant sites on Amy Johnson Way
- Optimise existing plots and highway layout to maximise the potential of the site
- Increase connectivity with the growing EZ and the retail park to the north
- Enhance the environmental quality of the highways network and rationalise on street parking.



4.4.4 Industrial Heart

The masterplan will deliver state of the art industry at its heart which provides a mix of advanced manufacturing, light industry and logistics to service the industrial needs of the region.

Key principles:

- Deliver an active and efficiently designed industrial centre within the business park offering logistics, industrial and support services
- Locate within easy reach of retail, leisure and amenity (within Third Space)
- Set back large industrial properties from boulevard and public space
- Establish a pedestrian link to the east linking new and existing communities into the EZ from Common Edge Road
- Deliver high quality and state of the art properties that meet the needs of modern industrial practice



4.4.5 Sports Hub/ Third Space

A new 'third space' will provide a key eastern gateway into the site. The third space will provide space for activity, engagement and networking for businesses and employees to come together alongside local communities.



Key principles:

- Deliver a new eastern entrance and gateway from Common Edge Road
- Relocate existing playing fields to south and create two new 3G pitches (including relocation of AFC Blackpool)
- Create a high street adjacent to a new roundabout at the centre of the EZ offering retail, cafes and other amenities to businesses and local communities
- Establish a new sports hub adjacent to 3G pitches with changing, events and conferencing facilities (inc. café/ bar) to act as a hub for

business and other users of the site

- Delivery a 'softer' edge to the site to address the surrounding semi-rural context



South-eastern approach to the Enterprise Zone with landmark manufacturing buildings, sports hub and community high street in the distance. Structured and natural landscaping help define active public spaces which reflect the open and useable nature of the site.

4.4.6 Innovation Gateway

A new gateway will be created off Squires Gate Lane on the site of the existing former bomber factory. Through the creation of a new landmark building and active business hub the site will draw people and businesses into the area through delivery of architectural quality and high-quality business operation.

Key principles:

- Create a sense of arrival and clearly identify the EZ as a premier business park through high quality built form
- Improve perception and visibility of the site through high quality architecture, active frontages and landscaping
- Maintain existing setbacks to make way for drainage service lines but increase visual link to the site through reduced tree line and improved public realm at Squires Gate Lane
- Connect to Industrial Heart, Business Hub and Third Space via a new central boulevard and connect to the adjacent retail park and Knowledge Quarter via legible pedestrian and cycle corridors
- Deliver high quality public space throughout to create a sense of character and place embraced by the surrounding community and businesses





Visualisation of Blackpool Airport Enterprise Zone

4.5 Floorspace

The attached table (Appendix A) provides an illustration of the potential mix of uses by plot for the masterplan area. It provides an indication of the unit sizes that could be located by location and potential planning use classes that are appropriate for each area.

The table should not be read as a proscriptive document controlling uses for each plot. Rather it shows an indicative distribution of uses throughout the Enterprise Zone and provides a solution for the location of the larger requirements currently in the market. Overall, the masterplan as proposed provides the potential for about 260,000 sqm of additional floorspace if built to capacity.

4.6 Phasing

The delivery of the Enterprise Zone Masterplan is portioned in to three distinct phases, although in reality, these will be overlapping. The time periods are:

- Phase 1 (2018 – 2023)
- Phase 2 (2023 – 2030)
- Phase 3 (2031 – 2038)

The figure here shows the phases in which each area will be delivered.



Infrastructure investment, funded by retained business rates, will be front-loaded towards the beginning of the programme in order to support the development of the site by unlocking parcels of land which are currently un-developable or inaccessible, and to demonstrate to potential tenants or developers that the Enterprise Zone is a high quality strategic and suitable location for investment.

The first phase of the Masterplan, up to 2023, will see the south-eastern part of the site delivered, spear-headed by a new roundabout and the first part of the new spine road. This will open up access of the Industrial Heartland of the Enterprise Zone and create a gateway into the Third Space (leisure and recreation), and connect from here through to the Business Hub – see Chapter 7 for details on character areas. Some changes will also occur at the north-western part of the site, and over time development will work its way inwards from these two corners to all parts of the Enterprise Zone site. Up to 25 individual parcels of land could be brought forward during Phase 1, in the south-eastern and north-western parts of the Enterprise Zone.

Table 1 outlines the amount of space which could be made available during each phase of the Masterplan delivery.

Table 1: Potential plot sizes and floor space (sqm)

Phase	Plot sizes	Floorspace
1	2,100 – 40,300	800 – 21,600
2	3,800 – 43,700	2,500 – 22,700
3	2,000 – 10,000	1,500 – 9,600

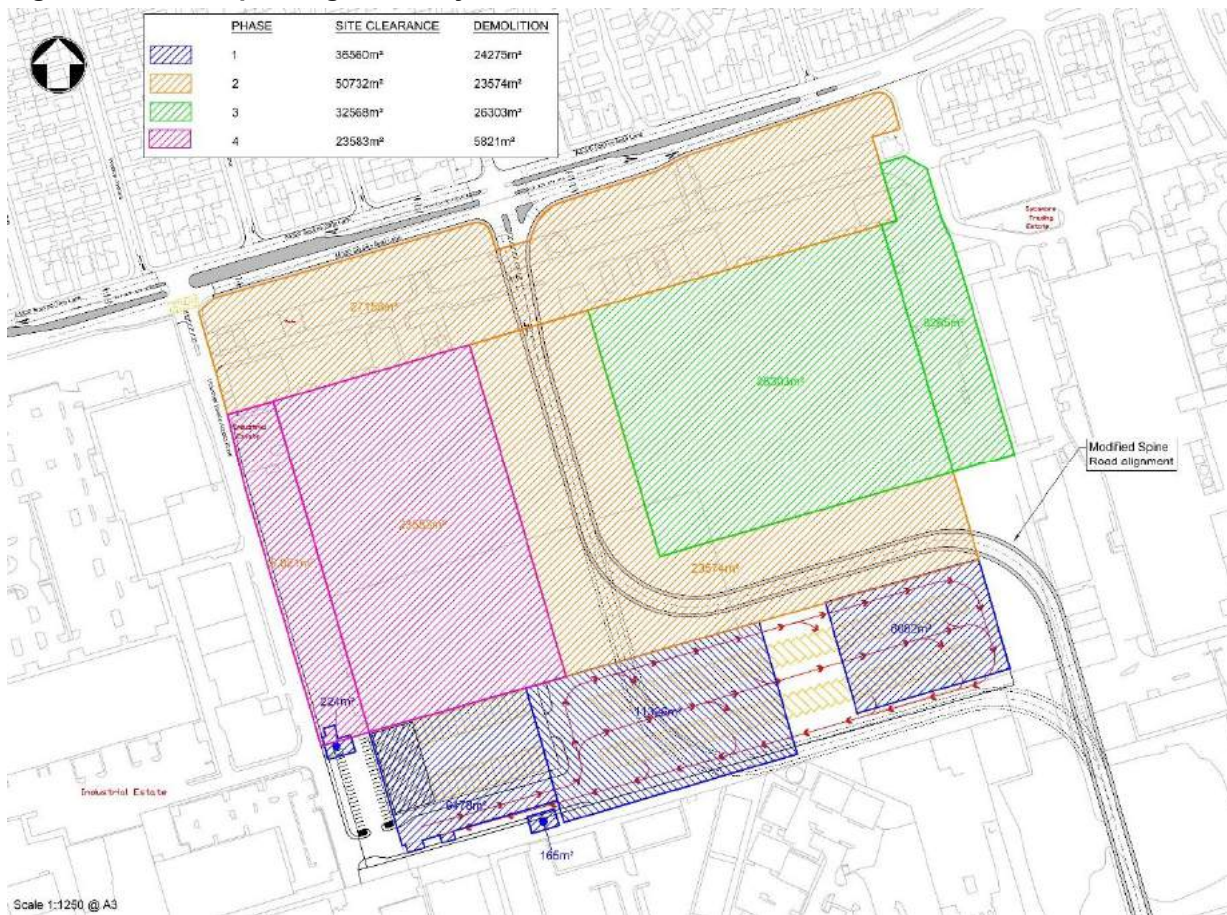
Source: BE Group

4.6.1 Wellington Bomber Factory

The former Wellington Bomber Factory occupies 102,500 sqm at the north-eastern corner of the masterplan site. A basic visual inspection has been carried out and found that while the overall condition of the building's structure is reasonable, however, the building has reached the end of its lifespan and requires significant repairs to the roof. The decision has been made as part of the Masterplan development process to eventually completely remove the building to create space which can be used more flexibly. The structure of the building is such that it is relatively easy to break down in phases which would allow existing uses to be retained, whilst also introducing new uses. A possible clearance strategy is discussed below.

The first part to be removed could be the three sheds on the southern side of the factory, followed by parts of the core structure, and finally the part on the western side. This is shown in Figure 4. The estimated costs for removing the factory are presented in Section 8.3.

Figure 4: Planned phasing of factory demolition



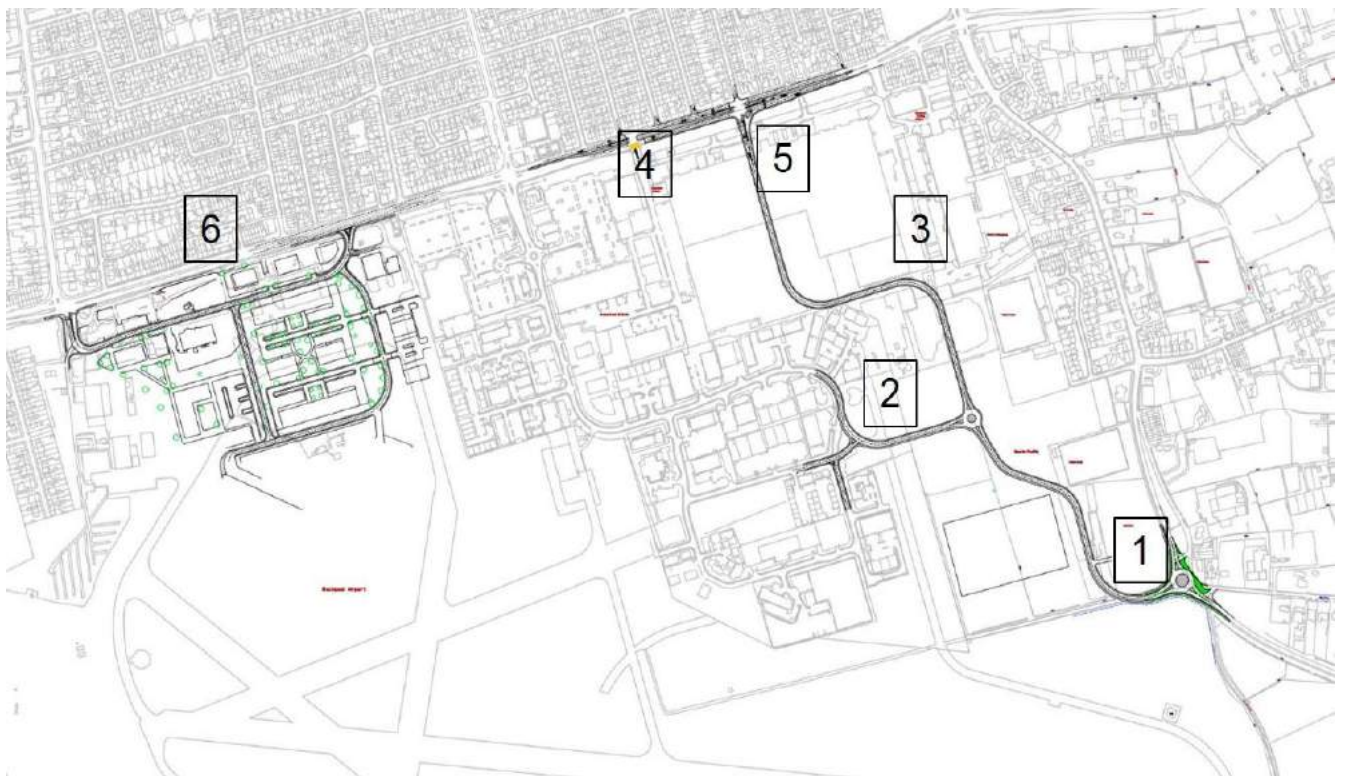
Source: Mott MacDonald

5 Access and Movement

The baseline report identified that Blackpool Airport Enterprise Zone is well located in terms of its connections to the wider highway and motorway network, making the site highly accessible by road. However, access into and movement within the site is much more constrained due to the small number of access points into the site and no connecting roads between different parts of the site. Therefore, the key aim of the access and movement strategy is to open up access to all parts of the site to unlock parcels of land which are currently not accessible. This will make investment at the site a more attractive prospect for potential investors, and will relieve pressure on the surrounding highway network.

The key highways interventions proposed at Blackpool Airport are shown in Figure 5 and explained below.

Figure 5: Highways Interventions at Blackpool Airport



Source: Mott MacDonald

The highways interventions at Blackpool Airport are as follows (numbers correspond to figure above):

1. New roundabout at Queensway
2. Link from new spine road to Amy Johnson Way
3. New spine road from roundabout to Squires Gate Lane
4. Remodelling of junction to allow right turns

5. New junction for spine road with Squires Gate Lane, and closure of existing Sycamore Avenue junction
6. New access point into western end of site and loop road

The roundabout at the south-eastern corner of the site will provide direct access in to the 'Third Space' recreational gateway, and serve as a replacement of the existing junction at Common Edge Road / School Road, which is a low capacity junction experiencing high demand. An added benefit of the new roundabout access is the opportunity to connect with a new link road proposed to be built by Lancashire County Council between the M55 Junction 4 and Lytham St Annes. A secondary element of this will run east-west to Queensway, thereby providing direct access between the Enterprise Zone and the motorway network. This will relieve pressure on the A5230 and provide a more streamlined route to the Enterprise Zone. The phasing of the Enterprise Zone Masterplan works will complement the construction of this new highway, which is expected to begin in 2018 and could open in late 2019 or early 2020.

The new spine road through the site will create a through-route for traffic, thus reducing pressure on the surrounding highways network and make movement within the site easier for users. At present there are no routes between the different areas of the site which forces people to exit the site, use external highways, and re-enter the site, which puts additional strain on the surrounding highway network. Therefore, the spine road, with a connection through to Amy Johnson Way, will make internal movement within the site possible. The eastern spine road will be delivered in four parts spread across phases one and two of the delivery period.

An added benefit of the spine road is it will also make public transport (bus) routes through the site more viable due to removing the need for buses to turn around within the site. There is potential for the Blackpool Transport Services' bus depot to be housed on the site in the short term, further increasing the viability of bus routes serving the site.

On Squires Gate Lane, there will be a remodelling of several junctions. The new spine, which will run through the middle of where the former Wellington Bomber Factory is currently located, will have a dedicated junction on Squires Gate Lane. Following this, the existing junction at Sycamore Avenue will be closed. These works are scheduled to be carried out in Phase 2 of the Masterplan delivery (2021-2031).

Interventions which are scheduled to take place in earlier phases are the remodelling of the junction to the immediate west of the former Wellington Bomber Factory, to enable right turns in to the site from Squires Gate Lane. The purpose of this junction is to serve any vehicles which access the west and southern parts of the area currently occupied by the factory. There is a strong possibility that Blackpool Transport Services will be relocated to occupy the land at the back of the factory building, which will generate reasonably high levels of bus movements between the site and the town centre, thereby necessitating a junction which supports right in movements without impeding on the rest of the highway network.

A new left in only junction will also be created further west, to service the airport and commercial units at the north-western corner of the Enterprise Zone site. In Phase 3, a loop road within this part of the site will be created, to serve the airport and associated facilities. To enable quick and safer pedestrian and cycle movements within the Enterprise Zone, new linkages are included in the Masterplan, between the airport business park (western part of site) and the existing retail park.

The improvements to the highway network around the Enterprise Zone will not only benefit access into and movement within the Enterprise Zone; there will be benefits for the wider highway network, through reduced pressure on pinchpoints and junctions and improved access

to the existing retail park. Additionally, Enterprise Zone infrastructure will support development of airport and accommodate additional developments in the business park.

In the longer term, there is scope for the Blackpool tram network to be extended beyond its current terminus at Squires Gate and connect in to the heavy rail line which runs to Lytham St Annes. This could interface with the airport and Enterprise Zone through the provision of a new or relocated tram/train station.

The estimated costs for each element of the access and movement strategy are provided in Section 8 of this report.

In addition to highways interventions around the Blackpool Airport Enterprise Zone site, the Masterplan includes pedestrian and cycle link improvements between different parts of the site, to promote and facilitate safe and easy movement by these modes, and therefore reduce short vehicular trips within the site. Prime examples include links between the Knowledge Quarter and the existing retail park, and between the Third Space and the Business Hub areas of the site. Good walking and cycling access to the Third Space will be vital to support and encourage the usage of these new facilities.

6 Land use / property

The study team has examined the potential land use opportunities within the Blackpool Airport Enterprise Zone, through researching the current and potential market in and around the Airport. In particular, the following have been considered:

- Property transaction data, which reveals the types of employment units in demand in recent times
- The viewpoints of commercial property agents active in the area, gathered through one-to-one consultations
- The key factors and issues of the Blackpool commercial property market
- The current key enquiries for land and premises within the Enterprise Zone
- The overall vision for the Enterprise Zone, including the intent to target the Enterprise Zone to businesses in the energy, aviation, food and drink manufacturing, advanced manufacturing, creative and digital and professional services sectors
- The quality and availability of built premises within the Enterprise Zone
- The locations of potential redevelopment sites with the Enterprise Zone

The below discussion assesses the opportunities for different land uses within the Enterprise Zone site from a property market perspective. The masterplan that is detailed in Chapter 4 reflects these opportunities for the Enterprise Zone. The masterplanning process is an iterative process in which the market requirements inform the drafting of the masterplan and refinements of the masterplan can help illuminate potential opportunities for businesses.

6.1 Current Interest

The declaration of the area as an Enterprise Zone in 2016 has spiked interest from businesses looking for sites and premises in the region. The incentives of business rate relief or tax rebates for plant and equipment purchases has led to renewed investment and construction in the Amy Johnson Way area, which is now limiting choices for further growth in the market. In addition to current or recent development activity, there is further interest in the Enterprise Zone from a range of businesses, predominantly industrial/manufacturing enterprises.

Specifically, current requirements that have come to the Blackpool Fylde and Wyre Economic Development Corporation have included:

Table 2: Current Interest Seeking Sites or Premises

Type of Business	Preferred Unit Size (sqm)	ECA/Business Rates Area Preference
Food manufacturer	8,000-10,000	ECA
Aviation engineering	7,000	ECA
Advanced engineering	3,000	ECA
Advanced engineering	3,000	ECA
Food/beverage packaging manufacturer	20,000	ECA
Pathology laboratory	6,000	ECA
Beverage manufacturer	3,000	ECA
Painting workshop	500	Business Rates

Type of Business	Preferred Unit Size (sqm)	ECA/Business Rates Area Preference
Wire mesh products	1,000	Business Rates
Signage/events furniture manufacturer	500	Business Rates
Car repairer	2000	Business Rates
Auto parts distributors	1000	Business Rates
Publishers	250	Business Rates
Archiving	5000	

Source: BFWEDC

Not all of these requirements will come to fruition for the Blackpool Airport Enterprise Zone, or indeed for the Fylde Coast more generally. However, they do provide a strong indication of the types of interest in the market and the size requirements that will need to be accommodated in the Enterprise Zone.

6.1.1 Industrial/Warehousing

This will be the key and defining market for the growth of the Enterprise Zone. Most of the sectors targeted by the Enterprise Zone are aligned with industrial uses.

Current occupier interest is strongest in the B2 manufacturing sector. Interest is generally generated by businesses already in the Blackpool and Fylde area, looking for alternative premises as their requirements change. However, there has also been interest from businesses outside of the Fylde Coast. The strength of the B2 interest is evidenced in the table above. However, this has been corroborated by discussions with commercial property agents and a review of the local market dynamics. One key difference between the interest highlighted above and the typical local transactions in the market, is that the bulk of transactions in Blackpool and the Fylde Coast of industrial/warehousing units is for premises less than 1,000 sqm (approx. 10,800 sq ft). This will remain an important component of growth and demand for the Enterprise Zone. The larger requirements as evidenced above represent the higher profile, design and build requirements in the market. However, there will remain an on-going demand for small industrial units. This demand will be for built premises, likely to be leased out, rather than sites for bespoke built premises. Therefore, the rolling out of the masterplan would need to reflect both markets.

The expectation will be for high quality, clean industrial space, with a significant office component, comprising a hybrid of industrial and office premises.

Warehousing/storage uses are less active and due to the “end of the line” location of Blackpool, the logistics sector is not a substantial market in the town. There may be demand for some equipment storage uses of Blackpool businesses or small, “final mile” satellite logistics/warehousing uses.

The market has yet to see a significant surge in demand for industrial/warehousing units from the energy sector, although there is considerable potential for a sudden uptick in demand due to the nature of this sector having considerable changes in demand and requirements in a short period. Uses that would be required would be for energy manufacturers (e.g. componentry manufacturers, engineering, maintenance of equipment, etc.). Furthermore, there is likely to be a requirement for storage of plant and equipment that would be used by energy producers. Examples of such storage would be the lay-down of wind turbines prior to constructing on-site, lay-down of drill rigging for gas exploration and production and storage of construction equipment.

Some energy production uses (e.g. wind turbines, solar) are likely to conflict with the functioning of the Airport. However, there may be interest in on-shore gas drilling within the Enterprise Zone area in coming years (if height restrictions can be adhered to), which would be relatively land intensive (2-3 ha sites). It is recognised that such uses have very low operational employment levels and thus may not be preferred for the Enterprise Zone in trying to achieve employment targets.

Aviation industrial/warehousing uses would be a mix of engineering of aircraft components, maintenance of aircraft and storage of aircraft. Therefore, there should be airside and non-airside units. The location and design of the units should be such that there could be flexibility to allow for growth in the airside and non-airside sectors as the market dictates.

Redevelopment of the former Wellington Bomber factory site would require relocating the current occupiers of the space, which are predominantly warehousing/storage operations. The current uses are there due to the very cheap space available and are unlikely to be interested in new build storage premises with the subsequent higher rents. Therefore, redevelopment of this site may result in the loss of some businesses from the Enterprise Zone area.

The likely industrial/warehousing requirements are summarised below.

Table 3: Industrial and Warehouse Requirements

Criteria	Comments
Unit sizes	<p>The most common requirement for industrial units will be in the smaller end of the market (250-1,000 sqm). These will be local Blackpool businesses looking for additional or alternative space. The expectation would be that these would be built premises and available for lease (i.e. not commissioned and purpose built for the occupier).</p> <p>However, there would also be demand for larger industrial units within the Enterprise Zone at around 2,000-3,000 sqm, 5,000-7,000 sqm and 8,000-10,000 sqm. One recent enquiry has been for about 20,000 sqm. These units would be a mix of built and design and build premises. The masterplan has incorporated plots that could accommodate a mix of larger premises. If it is seen that larger plots are not required, these could be further subdivided. However, in the short to medium term it is recommended that such further subdivision is resisted.</p> <p>Flexibility should be incorporated into the masterplan to accommodate start-up workshop spaces (<100 sqm) to attract micro-businesses looking to locate within a significant industrial node.</p> <p>Lay-down space for plant and equipment of the energy sector will require open, hardstand areas, with associated workshop space. Such sites are likely to be 0.5-2 ha.</p>
Location characteristics	<p>Units should be provided throughout the Enterprise Zone, providing choice of subarea within the Enterprise Zone. High visibility locations are not generally required.</p> <p>Access and turning points for heavy vehicles would be required, although it is unlikely that heavy vehicle traffic movement levels will be large as the logistics sector is not anticipated to be a substantial component of the occupier mix. Capacity for oversized vehicles hauling large plant and equipment should be provided.</p> <p>A redevelopment of the aircraft factory should include a range of industrial unit sizes, with improved connectivity to the existing industrial uses to the east of the factory site and links to the emerging areas to the south.</p> <p>Locations should allow for 24/7 operations without undue impacts on sensitive uses or the Airport.</p> <p>Some units would be required in airside locations for servicing and storage of aircraft. Furthermore, units would also be required in easy access to the airport (but not necessarily airside) for businesses that service the aviation sector.</p>
Timing	<p>There is demand for immediate growth in industrial premises within the Enterprise Zone, across a range of unit sizes. Furthermore, there will be on-going demand for the roll-out of premises over the lifetime of the Enterprise Zone.</p> <p>The response to the Enterprise Zone has been strong and resulted in an upturn in development and interest in the area. There appears to be a level of market frustration as businesses cannot obtain adequate sites in the Enterprise Zone. Early rollout of a range of plot sizes will relieve this tension and deliver early growth for the Enterprise Zone.</p>
Market prospects	<p>The market prospects for the industrial sector in Blackpool and in particular the Enterprise Zone are reasonably positive. While it will always be a relatively small market and founded on growth of local businesses, rather than attracting larger outside operators, there appears to be positivity in the market with manufacturing and engineering businesses looking to expand.</p>

Criteria	Comments
	The on-going fortunes and performance of the energy sector should be closely monitored and would have considerable implications for the uptake of premises in the Enterprise Zone.

Source: BE Group

6.1.2 Office

The Blackpool Business Park is one of the key destinations for office space in the Blackpool and Fylde area. It has a reputation for quality premises in the Blackpool market and achieves above average rental levels.

Further office stock of a similar quality and size would be required within a short timeframe to ensure the continued orderly growth of the Enterprise Zone. This would be the dominant unit form for the Enterprise Zone’s target sectors of digital and creative and professional services and a significant proportion of the energy sector. However, speculative development of office buildings is not occurring to any significant degree in the region, even in larger office markets (e.g. Preston). Therefore, there is a risk of the office market being stalled in the Enterprise Zone, without a change in the market dynamics.

The market for office space will be for smaller units, which therefore necessitate office schemes of multiple units available for lease. In the longer term, with momentum and reputation built in the Enterprise Zone over several years, there would be opportunities for larger units for individual occupiers.

The table below summarises the key requirements for further office premises in the Enterprise Zone as input into the masterplan options.

Table 4: Office Requirements

Criteria	Comments
Unit sizes	The most common unit requirement would be for 50-200 sqm. Such units are not built in isolation but as part of larger buildings (e.g. 1,500-2,500 sqm, 2-3 storey buildings). This would provide flexibility for larger operators to enter the market, combining two or more of the units as required. Such buildings would require 0.2-0.5 ha, depending on layout, car parking provision, etc. Serviced offices, including units up to 100 sqm, desk-spaces and shared facilities would be a desirable element of the Enterprise Zone, allowing new businesses to enter the market and should be collocated with conventional office space.
Location characteristics	Office units should be located in several sites throughout the Enterprise Zone. The next phase of office units should be adjacent to the Blackpool Business Park, as an expansion of this area. Some office units should be provided in proximity to the aviation uses to allow for office-based aviation businesses to locate in appropriate premises with strong links to the Airport. Main road frontage is not essential, although links to public transport routes is desirable. Businesses would expect an adequate level of dedicated car parking space to be available. Services for workers (e.g. lunch options, retail, personal services, etc.) should be within a comfortable walking distance. Landscaping and adjacent green spaces would add to the amenity of the office space and thus would be compatible with the sporting fields. Offices have low impacts on residential uses.
Timing	Short term requirement for further office buildings providing a range of small unit sizes. On-going requirement for small and medium premises.
Market prospects	The main limiting factor on the office market is the lack of developer interest in building such space on a speculative basis. There appears to be a moderate and steady office demand that is starting to be limited by a shrinking of choice of premises. Of the Enterprise Zone’s target sectors, professional services and digital and creative are footloose sectors, not having a strong need for particular locations. Therefore the Enterprise Zone will be in competition with other employment locations in the Blackpool and Fylde area and further afield for these businesses. The Enterprise Zone has a strong potential to attract office-based energy sector operators, and can be marketed on the basis of the multi-faceted energy sector around Blackpool, as well as the Enterprise Zone benefits for the target sectors.

Criteria	Comments
	<p>There appear to be good prospects in the short to medium term for further serviced offices in the Enterprise Zone. Such a scheme should be broadly available to the market (i.e. not sector specific), although marketing should be targeted towards the key Enterprise Zone sectors.</p> <p>There may be a need for public sector intervention in the market to deliver office schemes on a speculative basis in order to ensure that supply of space is maintained.</p>

Source: BE Group

6.1.3 Bus Depot

A specific requirement of the Blackpool Council is for a site to accommodate the relocation of the bus depot from its current central Blackpool location. It is understood that this relocation is required in the medium term and the Enterprise Zone is one of few areas currently identified as having sufficient capacity to accommodate the depot.

Table 5: Bus Depot Requirements

Criteria	Comments
Unit sizes	A site area of 3-4 ha is required, including hardstand area for the storage of 120 buses, wash-down bays, maintenance workshops, back-office and driver resting areas. Associated staff car-parking would be required.
Location characteristics	<p>Easy access to Squires Gate Lane would be desirable. However, high visibility would not be required nor preferred from an amenity perspective. Large vehicle turning areas and capacity for a significant number of large vehicle movements would be required.</p> <p>The depot should be separated from sensitive uses.</p>
Timing	Short to medium term, one-off requirement. The use may be for only 5-10 years, enabling further reuses in the longer term.
Market prospects	It is understood that the bus depot must relocate and that the Enterprise Zone has been identified as a short-listed site for its relocation.

Source: BE Group

6.1.4 Retail

The retail park fronting Squires Gate Lane provides a function as a lunch-time location and top-up shop facility for the Enterprise Zone workforce. However, it is not primarily positioned as such, comprising two major supermarkets, comparison shopping retailers and one fast food operator. It is positioned to attract the local resident population. There is an opportunity for further ancillary retail within the Enterprise Zone area that is more targeted to the worker population.

Choices for lunch options for the large worker population are currently inadequate. Furthermore, the significant and growing shift worker population in the Enterprise Zone would have a requirement for retail options that are open long hours, preferably 24-hour operations. Therefore, further retail should be provided within or adjacent to the Enterprise Zone to offset this undersupply.

It is not anticipated that further supermarkets would be required in this locality, with Morrisons, Aldi and the recently opened Lidl providing significant supply of grocery retailers. Rather, it will be take-away retailers, cafes, fast-food operators and small specialists that would be required.

Retail development can provide funding for the delivery of other, core uses within the Enterprise Zone, including potentially speculative office and industrial units.

Table 6: Retail Requirements

Criteria	Comments
Unit sizes	Individual unit sizes for take-away outlets and specialities will be typically less than 100 sqm. Standalone units for fast food or coffee shops (including drive through facilities) are typically 200-300 sqm. An anchor convenience store might be 200-500 sqm. Units are not provided in isolation, rather they benefit from collocation, with common parking.
Location characteristics	Retail to service the Enterprise Zone population should be in highly visible and accessible locations, at the gateway to the Enterprise Zone or within a centralised hub. The existing retail park is at the main gateway to the Enterprise Zone and further short-term retail units for the worker population would be appropriate in this location. Once the eastern portion of the Enterprise Zone is opened up, a separate site for small retailers would be appropriate. A small quantity of further retail uses would be appropriate around the Airport entry, serving the western Enterprise Zone, including the Energy HQ. There would be an opportunity to collocate with sporting and leisure uses, particularly redeveloped and enhanced sporting facilities in the east of the Enterprise Zone. While not essential to the viability of the retail units, it would help to support a distinctive and desirable place of recreation and community uses in this locality. However, the primary consideration for the location of retail to serve the worker population would be access and convenience for the worker population. Collocation of retail units is appropriate and desirable.
Timing	Further retail to specifically target the worker market in the short term should be located within the existing retail park. Timing of retail to the east of the Enterprise Zone is dependent on the opening up of entry-points at this location, and should be developed upon opening of the road infrastructure. Further retail along the western frontage with Squires Gate Lane, near the Energy HQ and airport entrance, is a medium to long term option and would benefit from further development and intensification of uses at this locality.
Market prospects	The Enterprise Zone is under-serviced by retail uses that specifically target the worker market and thus there is an identified market need for further retail uses. In particular, retail services that offer long opening hours would be beneficial for this workforce. Therefore market prospects for appropriate retail are good.

Source: BE Group

6.1.5 Pub/Restaurant

There is an existing pub/restaurant at the north-western edge of the Enterprise Zone, at the entrance to the Airport. This pub/restaurant would be serving the residential market and passing trade, as well as providing a venue for workers of the Enterprise Zone, primarily on the western side.

There is the potential for another pub/restaurant to provide choice to this market, preferably located more centrally or in the east of the Enterprise Zone. This would be closer to the higher concentrations of existing and anticipated workers, improving convenience and accessibility for these workers.

Pub/restaurants provide several benefits for major employment locations. They are higher value uses and thus can help drive and fund development of the site. They broaden the array of uses, which can help attract potential core occupiers of the employment area. Pub/restaurants can add character and identity to the location. They can also shield sensitive areas from higher impact uses.

Table 7: Pub/Restaurant Requirements

Criteria	Comments
Unit sizes	Unit sizes would be dictated by the operator’s business model. However, typically such units are approximately 200-600 sqm.
Location characteristics	Pub/restaurants require high profile, visible sites. There is a preference for junction locations and adjacent to other high footfall uses, such as retail. They generally have standalone buildings with surrounding car-parking, although the car parking may be shared with retail or other complementary uses. A pub/restaurant serving the Blackpool Airport Enterprise Zone workforce should be collocated with existing retail or future retailing in the east of the Enterprise Zone. In the short term, it is likely that a pub/restaurant use would look to collocate with the retail park (if a site is possible). However, a preferred option is likely to be as part of further retail development to the east of the Enterprise Zone, which would provide more separation between it and the existing facility and represents a longer term option, which is likely to be a better fit with the demand for such a use.
Timing	The existing pub/restaurant is sufficient for the demand of the Enterprise Zone at present, although is not ideally located for the majority of the Enterprise Zone workers and would require vehicle trips for most workers. However, further growth of the Enterprise Zone, including the opening up and intensification of employment uses along the eastern areas of the Enterprise Zone would support a further facility in the medium to longer term. This is most likely to be developed in concert with further retail and timing would be driven by the growth of the retail.
Market prospects	Market prospects for a pub/restaurant at the eastern side of the Enterprise Zone are relatively strong in the medium to longer terms. Immediate prospects are less positive, due to the surrounding catchment size.

Source: BE Group

6.1.6 Gym and Other Leisure

Some leisure uses seek industrial estate premises as they require cheap and large units. Such examples include play centres, trampolining centres, indoor sports, dance centres, etc. The units that are required often are high ceilinged with basic cladding and fit-out. Such uses require a nearby residential population with a large pre-school and school age cohort. Leisure uses such as these have been used to provide occupiers and therefore income from otherwise vacant industrial uses.

Specifically for gyms, they occupy a wider variety of premises, including standalone facilities, integrated leisure/community centres, retail parks and town centre/high street locations. The gym market is disaggregated and includes national brands that target the budget, high performance, full service or premium markets. Furthermore, there is a wide variety of independent operators in the market. It is considered that there is an opportunity to attract an operator that services the budget or high performance markets. Such a gym would primarily service the worker market of the Enterprise Zone. It is recommended that the gym would have a 24 hour operation/access to accommodate the needs of shift workers.

While it is considered that there would be a sufficient market for other leisure uses within the Enterprise Zone, with a play centre or trampolining centre likely to be supportable and perform well, it is not recommended that such uses be accommodated within the Enterprise Zone. This is due to the need to retain industrial sites and premises for core industrial uses.

There is a clear opportunity to collocate with the existing (including relocated) sporting fields in the south of the Enterprise Zone. This would provide mutual benefits to the sporting clubs and the gym operator, broadening the visibility and attractiveness of both. As part of a consolidated sporting club and fitness complex, there could be further opportunities to provide a broader facility, including meeting/conferencing spaces, bar and club restaurant. This would require investment from the sporting clubs, which should be the focus of the facility. A gym facility as part of this complex could be used by club members and the wider public.

The requirements for a gym within or adjacent to the Enterprise Zone is outlined below.

Table 8: Gym and other Leisure Requirements

Criteria	Comments
Unit sizes	A budget gym is typically 200-400 sqm, depending on the size of the catchment, facilities, etc. High performance gyms are typically larger to incorporate an array of cross-fit, weights and specialist rooms for classes. High performance gyms are up to 1,200 sqm.
Location characteristics	While a high profile site is desirable, cost pressures usually mean that gyms cannot compete with retail or dining options for the higher profile sites. Therefore secondary sites, still with some profile and at the edge of higher value uses are often sought. Budget gyms have a broader appeal but also less of an affiliation/ connection with their client base. Therefore, these operators have a higher desire for sites with good profile to encourage clients to sign up to the gym. High performance gyms are more of a destination business, drawing from a wider catchment. While they have a smaller client base they have more frequent visitations. Site profile is not as important to this market. In regards to the Enterprise Zone, potential sites for the gym would be at intermediary uses between retail and industrial uses or as part of a dedicated sporting node connected to the sporting fields and clubs in the east of the site (preferred option).
Timing	The workforce is currently undersupplied for nearby gym options. The current workforce is considered to be large enough to support a gym, complemented by the surrounding residential population. Therefore there would be immediate opportunities for a gym development. However, it may be preferred to wait until the sporting fields are relocated and a new node is established.
Market prospects	It is considered that there is sufficient demand at present for a budget gym. This sector of the gym market has been particularly active in recent time in acquiring sites and rolling out new branches. A high performance gym would require further investigation of the local support and interest in order to determine if it is supportable.

Source: BE Group

6.1.7 Car Showrooms

There are currently successfully operating car showrooms along Amy Johnson Way, which represent an intermediary use between the retail park and the Blackpool Business Park. Car showrooms benefit from collocating with other car showrooms, creating a node with a collectively higher profile and allowing potential buyers to compare products at one location. However, there are not any available sites adjacent to the existing showrooms which could be used for expansion of this auto retailing node.

Further growth of this market would be independent of the growth and performance of the Enterprise Zone and reliant on the residential population growth of the Blackpool and Fylde and the overall performance of and confidence in the economy.

Table 9: Car Showroom Requirements

Criteria	Comments
Unit sizes	Site area requirements vary depending on dealership, presence of support services (e.g. servicing and parts) and site availability. Sites typically are 0.3-1.5 ha.
Location characteristics	Car showrooms prefer highly trafficked, main arterial locations. Collocation with other showrooms is desirable. Within the Enterprise Zone it is unlikely that further retail showrooms would be able to locate alongside the existing showrooms. Therefore, further car showrooms would need to be provided in a second location, with a redeveloped Squires Gate Lane frontage being a clear preference. A more substantial redevelopment option would be to move all vehicle showrooms to one dedicated, new node within the Enterprise Zone. This would maximise the benefits of clustering for both operators and buyers. This would also free up the existing showroom sites, which are prominent and large sites on Amy Johnson Way, the most desirable location within the Enterprise Zone.
Timing	It is considered that the provision of car showrooms within this corridor is sufficient at this stage. Further car showrooms may be required in the medium to longer term.
Market prospects	The high profile of the Enterprise Zone, the established showroom presence and the passing traffic along Squires Gate Lane suggest that the market prospects for car showrooms within the Enterprise Zone are reasonable.

Source: BE Group

6.1.8 Residential

Residential dwellings are located very near to the boundaries of the Enterprise Zone to the east, west and north. The employment and housing uses have coexisted for many years.

Residential land uses are higher value land uses and can provide a more immediate stream of income than other uses in a mixed-use project. Therefore, there is a strong attraction to incorporating a residential element to major mixed-use projects. Residential development can provide funding for the delivery of other, core uses within the Enterprise Zone, including potentially speculative office and industrial units. Residential development can also improve the overall amenity of boundary sites.

Residential uses of Enterprise Zone land would need to be limited to land deemed excess to core employment uses. Furthermore, residential development would need to not impinge on the operations of existing or potential employment uses, either through limiting hours of operation, access, noise, or business operations of employment uses.

Table 10: Residential Requirements

Criteria	Comments
Location characteristics	On the fringes of the Enterprise Zone, preferably alongside existing residential uses. Quiet, low traffic streets are strongly preferred. Ready access to a range of services and amenities for a residential population, such as public transport, retailing, community uses, education, health services, etc. is desirable. The main potential node for residential dwellings within the Enterprise Zone boundary would be in the east of the sites, south of the existing residential dwellings. This is a quieter area of the Enterprise Zone and is close to the sporting fields and clubs.
Timing	Residential dwellings could be developed and occupied within a short to medium timeframe. However, care would have to be taken to ensure that any land designated for residential uses is surplus to requirements of the Enterprise Zone over its lifetime.
Market prospects	The market prospects for new build housing in this location are solid. The product is likely to be positioned at a family market looking to upgrade from their existing dwelling.

Source: BE Group

6.1.9 Hotel

There is an existing hotel (Premier Inn) at the western fringe of the Enterprise Zone, alongside a Fayre and Square pub/restaurant. There is a significant range of independent hotels and guest houses in central Blackpool, targeting the leisure market.

Hotels for the business market are often found at the fringes to significant business parks and industrial estates. The existing Premier Inn serves this market at present. However, it is not ideally located for the bulk of the Enterprise Zone area, including the Amy Johnson Way area and growth areas to the east. As the Enterprise Zone grows and refocuses towards the eastern area, there may be an opportunity for another hotel to provide additional beds for the business market associated with the Enterprise Zone.

Table 11: Hotel Requirements

Criteria	Comments
Unit sizes	Typically, such hotels in similar locations have approximately 50-80 rooms, though can vary significantly, depending on operator requirements
Location characteristics	High profile site, with high passing traffic volumes. The hotel for the Enterprise Zone would be ideally located at a gateway position and would benefit from collocation with complementary uses, such as retail, dining, leisure, etc. The site would need to be sufficient to provide adequate guest car-parking.
Timing	It is considered that the Premier Inn provides sufficient supply in this corridor in the short to medium term. However, as the Enterprise Zone grows and matures, further bed supply would be required in the longer term.

Criteria	Comments
Market prospects	It is considered that a developed and functioning Enterprise Zone would have sufficient market capacity to support a second hotel serving the business market.

Source: BE Group

6.1.10 Training College

The Energy HQ, run by Blackpool and Fylde College has commenced classes and is an important asset at the edge of the Enterprise Zone. Level 2 and 3 courses have commenced that provide skills for construction, operation and maintenance in the energy sector.

The Enterprise Zone would be an ideal location for further vocation and trade skills development and training. While not wanting to overlap the courses within Energy HQ, it would be of benefit to the Enterprise Zone to have a training facility that would provide skills development in other allied sectors to the Enterprise Zone, such as engineering, creative and digital, food processing and aviation.

Table 12: Training College Requirements

Criteria	Comments
Unit sizes	Similar in scale to the Energy HQ, although the intended end user and types of courses provided would give the most precise indication of the scale of the college. Engineering, creative and digital, food and aviation would each have distinct requirements in terms of workshops, lesson spaces and student facilities.
Location characteristics	Alongside the Energy HQ could provide operational efficiencies (shared student facilities, common areas, etc), although if it is a different operator to Energy HQ this may not be practical. Close proximity to public transport is critical. Linking with existing and emerging businesses will be important so that students can undertake on-site training as well as class based lessons.
Timing	It is considered that this is a long-term proposition. However, further monitoring and consultation with businesses is recommended to understand growth in demand.
Market prospects	Market prospects should be linked to business skills shortages in the Enterprise Zone. Regular monitoring with businesses should provide information in this regard.

Source: BE Group

6.2 Key Development Sites

Distilling the above potential land use opportunities, the following provides commentary on the potential outcomes for key potential redevelopment parcels within the Enterprise Zone.

6.2.1 Former Wellington Bomber Factory – Squires Gate Industrial Estate

This substantial factory building is beyond its useful economic life. It is dilapidated and would require significant investment to refurbish the building to an acceptable standard. As a very large building on a prominent corner site, the factory presents an unacceptable image for the Enterprise Zone.

Full demolition and removal of the building would be a substantial task, complicated by asbestos and the very thick hardstand base. Cost estimates undertaken thus far indicate that a full demolition of the building is unlikely to be economic at this stage.

Therefore, partial or staged removal of the building is likely to be the preferred option. The significant hardstand area of this site appears to be a good match with the requirements of the bus depot and lay-down areas for plant and equipment related to the energy sector. Therefore, there would be an opportunity to retain part of this hardstand area and use for these land consumptive and lower value uses. The bus depot would require good access to Squires Gate

Lane and both uses would require significant turning spaces for heavy vehicles, including oversized vehicles for the lay-down areas. However, frontage to Squires Gate Lane, or visibility from the Lane is not desirable or required.

More attractive, higher value uses would be preferred as the frontage to Squires Gate Lane that present a high quality, corporate and attractive image of the Enterprise Zone. Furthermore, such uses should be used to shield less attractive uses, such as the bus depot and equipment storage, from the main road. It is not envisaged that the outcome for this frontage would result in an effective extension of the existing retail park. Rather it should present its own Enterprise Zone identity.

6.2.2 Playing Fields and Eastern Vacant Sites

The masterplan includes the relocation of the existing playing fields in the east of the Enterprise Zone further south, thereby freeing up significant space for redevelopment. In addition to the vacant sites alongside the playing fields, this represents a significant critical mass of developable space within the Enterprise Zone.

Part of this area would provide for a logical extension of the Blackpool Business Park as the existing Park reaches capacity. The Business Park has been well received in the market, with solid take-up and good returns being achieved. It has been the main driver of growth in the Enterprise Zone in recent years. There is on-going interest from further occupiers seeking space in the Business Park.

However, primarily, this area should be the focus for larger businesses that are unable to find appropriate premises/sites in and around Blackpool at present. This area would provide sites for businesses such as the requirements that have come to Blackpool Fylde and Wyre Economic Development Corporation, some of which are significantly larger than typical businesses in the Blackpool Business Park area.

The masterplan includes another major entry point into the Enterprise Zone, which is required to improve the overall function and market attractiveness of the Enterprise Zone. Once this is opened up, the sites benefiting from this gateway will be some of the premium development sites within the Enterprise Zone.

6.2.3 Aviation Uses Fronting Squires Gate Lane

Moving the existing aviation (administration, hangars, emergency services, etc.) uses further south has been included in the masterplan as a means of freeing up sites with frontage to Squires Gate Lane.

Opportunities should complement and enhance the remaining frontage uses, such as the Energy HQ, hotel and pub/restaurant. Further training services would be appropriate that build on the presence of the Energy HQ. It would not be necessary that any further training facilities would also be provided by Energy HQ/Blackpool and Fylde College. It would be preferred if the training facilities complemented the target sectors within the Enterprise Zone and thus aviation, advanced engineering and creative and digital would be ideal options for further training premises.

Further uses would take advantage of the Squires Gate Lane frontage and is a potential location for commercial offices, car showrooms, drive through food/coffee outlets. It is not considered that an extension of the retail park would be necessary or appropriate.

In the longer term, areas to the south of the frontage sites (currently part of the Airport land) could be developed as a key location for higher standard office products, targeting significant

corporate entities. Design standards should be very high, with the intent of this area to be the corporate face of the Enterprise Zone. This would require a significant maturation in the Enterprise Zone market and may require public sector impetus to help its development.

7 Utilities

The assessment of the baseline conditions at Blackpool Airport Enterprise Zone found that the site is well serviced by utilities, with gas, electricity, water, telecommunications and drainage all present. Extensive studies have been carried out in relation to the projected requirements and possible network capacities within the environs, to understand what upgrades or added infrastructure will be required. At this stage, proposals remain outline only, meaning initial recommendations can be made but these will require further refinement as the requirements of each plot of land are confirmed. This will involve correspondence with the utility companies to determine what their local capacity is currently available and whether off-site reinforcement is required to satisfy this.

The existing utilities serving the area appear to be sufficient for the current demand, however United Utilities are currently looking to increase attenuation in the area due to local flooding issues. Mott MacDonald are co-ordinating United Utilities' design with the proposed changes to the impermeable area within the Enterprise Zone to see if their infrastructure could be designed to accommodate potential surface water outfall from the development.

Potable water and electricity supply will need to be increased to accommodate additional usage, especially the food manufacturer which is proposed for part of the development.

The minimum utilities requirements to cater for the increased demand generated by expansion and development on the site are:

- One primary sub-station to serve new development on former playing fields (Zone D)
- Two secondary sub stations
- Reinforcement of existing utilities within business park
- Two new utility ring mains to serve redeveloped airport and expansion of business park to east. The utility ring mains will provide gas, water, drainage, and telecoms.

It is recommended that demand calculations are carried out for the proposed uses and discussions held with the utility companies to ascertain local capacity and whether off-site reinforcement is required. Furthermore, calculation of the size of apparatus within the site will allow typical highway cross-sections to be produced which will inform the landscape design.

With energy generation being one of the key employment sectors on the Fylde Coast, there is potential for a dual purpose to be achieved, through creating new employment opportunities and generating increased energy to meet the needs of the businesses on the site.

8 Costings

This chapter provides initial budgets for infrastructure associated with proposed masterplan layout. The cost estimate will be refined as more detailed information becomes available, taking account of the findings of the project teams on-going investigations and assessments and further more detailed investigation.

At this stage, budgets are provided for access and movement, utilities and clearance of the Wellington Bomber factory structure.

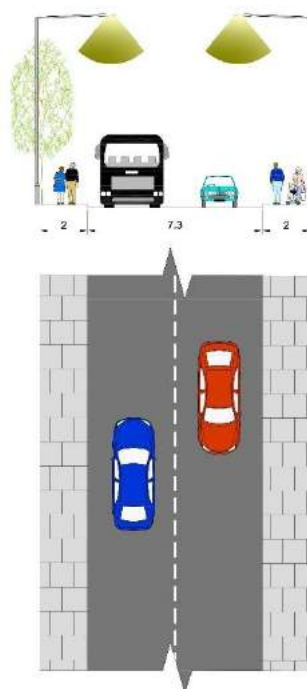
8.1 Access and Movement Infrastructure Costs

Budget costs for the proposed access and movement infrastructure are provided based on the latest IBI Masterplan layout. In developing the cost estimate the following assumptions have been made:

- Generalised rates for the estimates are derived from the Spons Civil Engineering and Highways Price Book;
- The estimates allow for 21% risk and 10% inflation;
- The estimates exclude costs associated with land purchase, utilities and abnormal ground conditions.

The figure below gives the assumed cross-section for new / improved roads within the Enterprise Zone, which comprises a 7.3 metre carriageway, a 2-metre footway and a 3 metre shared use footway / cycleway. Construction would be to adoptable highway standards and will include a system of street lighting.

Figure 16 Typical link road cross-section



8.1.1 Phased Infrastructure Costs

The implementation of the access and movement infrastructure is based on a phased approach. The infrastructure phasing can be summarised as follows:

- **Phase 1** - comprises the creation of the eastern access to the site from Common Edge Road linking with Amy Johnson Way, along with a new road to the west of the site to open the frontage to Squires Gate Lane.
- **Phase 2** - includes the creation of a new signalised junction on Squires Gate Lane completing the eastern link road and additional circulation road opening up further land for development to the west of the site.
- **Phase 3** – completion of highways with new circulation road to improve access to Airport.

8.1.2 Phase One Outline Cost Estimate

A summary of the main transport elements included in Phase One are shown in the below table.

Table 13: Phase One outline costs

Ref	Scheme	Description	Construction	Fees and Risk	Total
1	Eastern Spine Road / Amy Johnson Way Link	New road linking Amy Johnson Way with new eastern spine road including new priority junction (approx. 270m)	£811,768	£332,825	£1,144,593
1b	Squires Gate Industrial Estate Junction	Upgrade Squires Gate Lane signal junction to include right turn lane into site from west	£654,321	£268,272	£922,593
2a	Eastern Spine Road 1	Southern extent of new eastern spine road from new roundabout junction for approx. 150m	£401,887	£164,774	£566,661
2b	Eastern Spine Road 2	Middle part of eastern spine road linking part 1 for approx. 150m.	£365,315	£149,779	£515,095
6a	Common Edge Road / Queensway New Roundabout Junction	New roundabout junction providing new access to site linking with eastern spine road from south	£1,345,326	£551,584	£1,896,909
Total			£3,578,617	£1,467,233	£5,045,850

Source: Mott MacDonald

8.1.3 Phase Two Outline Cost Estimate

A summary of the main transport elements included in Phase Two are shown in the below table.

Table 14: Phase Two outline costs

Ref	Scheme	Description	Construction	Fees and Risk	Total
6b	Eastern Spine Road 3	Third part of new eastern spine road from Queensway roundabout to Squires Gate Lane (approx. 350m)	£823,721	£337,726	£1,161,447
4	Eastern Spine Road 4	Northern extent of new eastern spine road from Queensway to Squires Gate Lane (approx. 200m)	£475,440	£194,931	£670,371
8	Squires Gate Lane / Lindale Gardens Signals	Create new junction at Squires Gate Lane / Lindale Gardens for access to new eastern spine road	£1,625,801	£666,578	£2,292,379
Total			£2,924,962	£1,199,235	£4,124,197

Source: Mott MacDonald

8.1.4 Phase Three Outline Cost Estimate

A summary of the main transport elements included in Phase Three are shown in the below table.

Table 15: Phase Three outline costs

Ref	Scheme	Description	Construction	Fees and Risk	Total
3b	Internal link road		£500,332	£205,136	£705,468
5	Airport Loop Road 1	800m new road linking the new and upgraded junctions, to open up the frontage to Squires Gate Lane and provide loop road for movement	£1,096,770	£449,676	£1,546,445
7	Airport Loop Road 2		£881,773	£361,527	£1,243,300
Total			£2,478,874	£1,016,338	£3,495,212

Source: Mott MacDonald

The total estimated cost for access and movement interventions at Blackpool Airport Enterprise Zone are £12.66m over the lifespan of the Masterplan delivery period.

8.2 Utilities costs

As explained in Section 7, the development of activity on the Enterprise Zone site will warrant increased utilities provision to ensure supply is sufficient to meet demand. The main costs which will be incurred for utilities cover a new primary sub-station to serve south-eastern part of Enterprise Zone site, two new secondary sub-stations, reinforcement of the existing utilities within the business park, and two new utility ring mains to serve airport and expanded business park. Table 16 shows the estimated costs by phase and utility. The total estimated cost for utilities at Blackpool Airport Enterprise Zone is £35.87m over 25 years. This will be front-loaded in Phases 1 and 2 in order to support wider development.

Table 16: Estimated utilities costs

	Water	Drainage and Sewerage	Communi cations	Electricity	Gas	Total
Phase 1	£651,000	£468,600	£0	£3,717,600	£197,700	£5,034,900
Phase 2			£250,000			£250,000
Phase 3	£459,600	£365,100	£0	£222,120	£158,700	£1,205,520

Source: Mott MacDonald

8.3 Bomber Factory phased clearance costs

The former Wellington Bomber Factory could be removed or partially removed in a phased approach as discussed in section 4. The costs for this are estimated to be as follows:

- Phase 1: £3,685,158
- Phase 2: £3,657,087
- Phase 3: £3,956,773
- Phase 4: £3,548,651

This gives a total clearance cost for all phases of approximately £14.85m.



Note: More detailed investigation of the structure of the building is required to gain surety in the above outline cost estimates.

9 Next steps

This section sets out the next steps which should be taken to progress to support the delivery of the Masterplan from being a written document to reality. The Masterplan has been agreed, with delivery phases, infrastructure requirements and costings drawn up.

9.1.1 Detailed Airport Masterplan

The airport area, at the western end of the site, has only been drawn to a highly indicative level in the Masterplan. A more detailed masterplan for the airport specifically should be developed, which addresses the requirements for the regeneration and development of the airport. Now that Blackpool Council own the airport, there is greater scope for the growth and expansion of the airport.

9.1.2 Detailed building conditions survey

An initial survey of the condition of the former Wellington Bomber Factory has been carried out as part of the baseline survey of the Blackpool Airport Enterprise Zone site. In addition, there are other buildings on the Enterprise Zone site which have not been surveyed to establish their condition. More detailed examinations of the buildings should be undertaken, to identify any which are no longer fit for purpose, or require significant improvements.

9.1.3 Planning permission applications

Highways network interventions, such as the new roundabout and spine route on the eastern side of the Enterprise Zone, and the new and remodelled junctions on Squires Gate Lane, will require planning permission to be granted. These highways interventions are necessary for the delivery of other elements of the Masterplan, by making parcels of land accessible and therefore developable.

9.1.4 Engagement with Lancashire County Council

The new link road from Junction 4 of the M55 towards Lytham St Annes will significantly improve access to the eastern part of the Enterprise Zone, and relieve pressure on the A5230 / Squires Gate Lane. Whilst the link road is not directly a part of the Masterplan, it is still important that Blackpool, Fylde and Wyre Economic Development Company proactively and positively engage with Lancashire County Council, who are the scheme sponsors, to ensure highways interventions at Blackpool Airport Enterprise Zone align with and complement the M55 link road. The M55 link road is progressing at speed and construction could begin as early as 2018 and be ready for opening in late 2019/early 2020.

9.1.5 Five-year review

Whilst the Masterplan has been developed at one point in time, the Enterprise Zone status at Blackpool Airport is valid for 25 years, to 2041. Inevitably the site will evolve over this period, and so the Masterplan should be reviewed and updated every five years, to ensure it remains a useful framework for developing the site.

Appendices

A.	Schedule of relevant planning policies	54
B.	Potential floorspaces	57

A. Schedule of relevant planning policies

Table 17: Blackpool Local Plan 2001-2016 ‘Saved policies’

Policy Title	Policy Summary
DE1 ‘Industrial and Business Land Provision’	This policy states that land within Blackpool Business Park (14 ha) and Squires Gate/ Sycamore Estates will be retained for industrial/business use. The following uses will be permitted at Blackpool Business Park: offices, research/development, light and general industry. The following uses will be permitted at Blackpool Business Park at Squires Gate/ Sycamore Estates: Offices, research/development, light/ general industry, warehousing Development of retail or other non-class B uses will not be permitted and major B1a office development will only be permitted if there is no suitable available site within or adjacent to Blackpool Town Centre.
Policy DE2 ‘Industrial Improvement Zones’	This policy states that the Squires Gate and Sycamore Estates are designated as an Industrial Improvement Zone, with potential for major redevelopment and enhancement as an integral expansion of the Blackpool Business Park.
Policy DE4 ‘Outside the Defined Industrial/Business Estates’	This policy states that outside the defined industrial/business estates, further development or redevelopment of existing industrial/ business sites/premises or the reuse of appropriate existing buildings or other small-scale industrial/business development will be permitted. However other larger new industrial/ business development outside these areas will not be permitted.
Policy BH4 ‘Public Health and Safety’	This policy states that developments which are considered likely to be detrimental to public health and safety will not be permitted. This policy relates to air quality, noise and vibration, light pollution, and proposals on contaminated land.
Policy BH5 ‘Protection of Public Open Space’	This policy states that the development of public open space will not be permitted unless provision is made for replacement public open space that is accessible and is equivalent in terms of size and quality.
Policy BH7 ‘Playing Fields and Sports Grounds’	This policy states that development that would result in a loss of existing playing fields will not be permitted unless the playing fields that would be lost would be replaced by equivalent or better quantity and quality of provision in a suitable location.
Policy BH8 ‘Open Land Meeting Community and Recreational Needs’	This policy states that Development of land shown on the Proposals Map as other open land meeting important community and recreational needs will not be permitted unless: (a) the development only covers a small part of the site and enhances community or recreational use; and (b) the development maintains the open character of the land.
Policy BH15 ‘Change of use of Premise Outside the Defined Centres’	This policy states that outside the defined town, district and local centres proposals for the change of use from shops to commercial, residential or other appropriate uses will be permitted providing proposals are compatible with nearby uses and would have no adverse impact on residential amenities.
Policy NE1 ‘Development within the Green Belt’	This policy restricts the construction of new buildings or the change of use of existing buildings in the Green Belt.
Policy AS1 ‘General Development Requirements’	This policy states that new development will only be permitted where the access, travel and safety needs of all affected by the development are met as follows: (a) convenient, safe and pleasant pedestrian access is provided (b) appropriate provision exists or is made for cycle access (c) effective alternative routes are provided where existing cycle routes or public footpaths are to be severed (d) appropriate access and facilities for people with impaired mobility (including the visually and hearing impaired) are provided (e) appropriate provision exists or is made for public transport (f) safe and appropriate access to the road network is secured for all transport modes requiring access to the development (g) appropriate traffic management measures are incorporated within the development to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport (h) appropriate levels of car, cycle and motorcycle parking, servicing and operational space are provided, in accordance with standards set out in Appendix B.
Policy AS2 ‘New Development with Significant Transport Implications’	This policy states that new developments which would generate significant levels of travel will only be permitted in locations which have good accessibility. All proposals at or exceeding 2500sqms gross floor area will be required to be supported by a Transport Assessment and Travel Plan.
Policy AS3 ‘Provision for walking and cycling’	This policy sets out the improvements that the Council will make to the pedestrian and cycle network.

Policy Title	Policy Summary
Policy AS5 'Traffic Management'	This policy sets out the traffic management measures the Council will make to primary distributor routes, secondary distributor routes, tertiary distributor routes, local distributor routes and local access roads.
Policy AS7 'Aerodrome Safeguarding'	This policy states that Blackpool Airport will be consulted on all developments within the aerodrome safeguarding area shown on the Proposals Map.

Source: Blackpool Council

Table 18: Blackpool Core Strategy 2012-2027

Policy Title	Policy Summary
Policy CS1 'Strategic Location of Development'	This policy states that the overarching spatial focus for Blackpool is regeneration and supporting growth. Supporting growth in South Blackpool will be promoted to help meet wider housing and employment needs.
Policy CS3 'Economic Development and Employment'	<p>This policy states that sustainable economic development will be promoted to strengthen the local economy and meet the employment needs of Blackpool and the Fylde Coast Sub-Region to 2027. There will be focus on:</p> <ul style="list-style-type: none"> • Safeguarding around 180 hectares of existing industrial/business land for employment use; and enhancing these sites with new employment development on remaining available land and through opportunities for redevelopment; and • Promoting land in South Blackpool as a strategic priority, to help strengthen the Fylde Coast economy and make an important contribution towards meeting the future employment needs of Blackpool residents.
Policy CS5 'Connectivity'	This policy sets out how the Council will achieve a high-quality transport network in Blackpool, such as through the enhancement of public transport and walking and cycling routes. Measures include encouraging the integration of Blackpool Airport with public transport modes, enabling efficient passenger connections and onward journeys to and from the town and wider airport catchment; and supporting improvements to airport parking and the expansion of routes.
Policy CS6 'Green Infrastructure'	<p>This policy seeks to achieve high quality and well connected green infrastructure in Blackpool. Existing green infrastructure and existing areas of Green Belt will be protected.</p> <p>The loss of green infrastructure will only be acceptable in exceptional circumstances where it is allowed for as part of an adopted Development Plan Document; or where provision is made for appropriate compensatory measures, mitigation or replacement; or in line with national planning policy.</p> <p>In terms of existing open space, sports and recreational buildings and land, including playing fields, these will be protected unless the requirements of paragraph 74 of the NPPF are met. In terms of Green Belt areas, the Council will apply national policy to protect their openness and character, and retain the local distinctiveness. There is no planned strategic review of the existing Green Belt boundary during the plan period.</p> <p>All development should incorporate new or enhance existing green infrastructure of an appropriate size, type and standard.</p>
Policy CS7 'Quality of Design'	<p>This policy states that new development in Blackpool is required to be well designed, and enhance the character and appearance of the local area. The policy sets out the following requirements for development, which should:</p> <p>a. Be appropriate in terms of scale, mass, height, layout, density, appearance, materials and relationship to adjoining buildings b. Ensure that amenities of nearby residents and potential occupiers are not adversely affected c. Provide public and private spaces that are well-designed, safe, attractive, and complement the built form d. Be accessible to special groups in the community such as those with disabilities and the elderly e. Maximise natural surveillance and active frontages, minimising opportunities for antisocial and criminal behaviour f. Incorporate well integrated car parking, pedestrian routes and cycle routes and facilities g. Provide appropriate green infrastructure including green spaces, landscaping and quality public realm as an integral part of the development h. Be flexible to respond to future social, technological and economic needs.</p> <p>Development will not be permitted that causes unacceptable effects by reason of visual intrusion, overlooking, shading, noise and light pollution or any other adverse local impact on local character or amenity.</p> <p>Contemporary and innovative expressions of design will be supported, where appropriate.</p>
Policy CS9 'Water Management'	<p>This policy states that to reduce flood risk, all new development must:</p> <p>a) Be directed away from areas at risk of flooding;</p>

Policy Title	Policy Summary
Policy CS10 'Sustainable Design and Renewable and Low Carbon Energy'	<p>This policy states that non-residential developments must follow the following energy hierarchy:</p> <ol style="list-style-type: none"> a. Reduce the need for energy by taking all reasonable steps to locate and orientate buildings to incorporate passive environmental design for heating, cooling, ventilation, and natural day-lighting; b. Minimise energy use by ensuring appropriate energy efficient measures are integral to development proposals; c. Investigate opportunities to include renewable and low carbon energy provision.
Policy CS21 'Leisure and Business Tourism'	<p>This policy relates to tourism development in the town centre and resort core. It also states that outside of these areas, the Council will support new tourism investment that is predominantly focused on existing outdoor leisure and recreation facilities which strengthens the wider resort offer and does not undermine resort regeneration.</p>
Policy CS22 'Key Resort Gateways'	<p>This policy relates to the resort core and the town centre.</p>
Policy CS24 'South Blackpool Employment Growth'	<p>This policy states that the Council will support:</p> <ul style="list-style-type: none"> ● The redevelopment of existing employment sites within South Blackpool to provide high quality modern business/industrial facilities (Class B uses). ● Proposals for major new business/industrial development (Class B uses) in principle at Blackpool Airport Corridor to support sub-regional economic growth

Source: Blackpool Council

B. Potential floorspaces

Table 19: Floorspaces

Site No.	Site Area (sqm)	Phase	Use Types	Potential Individual Unit Types	Potential Plot Sizes (sqm)	Potential Floorspace (sqm)	Individual Unit Floorspace Range (sqm)	Comments
1	11100	3	B1, C1, D1	B1	4300	5160	100-1000	mid to high quality office premises
				C1	6800	4800-9600		hotel - budget to mid
2	20600	3	B1, B2, D1	D1	8000	6400		training college
				B2	9600	3840	500-3700	high quality, clean manufacturing premises
				B1	3000	2400	50-1000	premium, corporate office premises
2A	11000	2	sui generis	sui generis	7000	1500	1500	car showrooms
				sui generis	4000	800	800	car showrooms
3	1700	3		B8 (aviation)		1700	1700	aviation
4	2800	3		B8 (aviation)		2800	1400	aviation
5	30900	3	B1, B2, B8	B1	4000	4800	100-2000	premium, corporate office premises
				B1	4000	4800	100-2000	premium, corporate office premises
				B1	4900	5880	100-2000	premium, corporate office premises
				B2	8000	3200	500-3200	high quality, clean manufacturing premises
				B2	10000	4000	1000-4000	high quality, clean manufacturing premises
6	16500	3	B1, B2, B8	B2	10000	4000	500-4000	mid level manufacturing premises
				B8	6400	2560	250-1000	storage related to aviation, general storage
7	12900	3	sui generis, B1	sui generis	7000	1500	1500	car showrooms
				B1	2000	1600	50-200	mid to high quality office premises
				B1	3900	3120	100-1000	mid to high quality office premises
8	14600	3	B1, B2, B8	B2	10000	4000	500-4000	mid-level manufacturing premises
				B8	4600	1840	250-1000	storage/warehouse units
9	12500	3		B8 (aviation)		2500	2500	hangars
				B8 (aviation)		2500	2500	hangars
				B8 (aviation)		2500	2500	hangars

Site No.	Site Area (sqm)	Phase	Use Types	Potential Individual Unit Types	Potential Plot Sizes (sqm)	Potential FloorSpace (sqm)	Individual Unit FloorSpace Range (sqm)	Comments
				B8 (aviation)		2500	2500	hangars
				B8 (aviation)		2500	2500	hangars
10	2500	3		B8 (aviation)		2500	2500	hangars
11	3800	2	B1	B1	3800	3040	100-1000	mid-level office units
12	9900	1	B2, B8	B2, B8	9900	3960	250-2000	mix of smaller manufacturing and storage units
13	14900	3	B2, B8	B2, B8	14900	5960		storage/warehouse units, connected to aviation; manufacturing
14	11400	2	B1	B1	7000	5600	50-1000	mid-level office units
				B1	4400	3520	50-1000	mid-level office units
15	13400	1	B2, B8	B2, B8	13400	5360	1000-5360	storage/warehouse units, connected to aviation; manufacturing
16	15700	3	B8	B8	15700	6280	1000-6280	storage/warehouse units, connected to aviation; manufacturing
17	7300	1	B1, B2, B8	B2	7300	2920	500-2920	mid-level manufacturing premises
18	3100	1	B1	B1	3100	2480	50-200	mid-level office units, potential starter units
19	10300	1	B2, B8	B2, B8	10300	4120	500-4120	mid-level manufacturing and warehousing premises
20	7000	1	B1c, B2	B1c, B2	7000	2800	100-750	small light industrial and manufacturing premises
21	3100	1	B1c, B2	B1c, B2	3100	1240	100-250	small light industrial and manufacturing premises
22	35600	2	B1c, B2	B1c, B2	15600	6240	250-1000	light industrial/technology park
				B1c, B2	20000	8000	250-2500	assume bus depot as interim use, light industrial/technology park
23	16800	2	B2	B2	16800	6720	3000-6720	larger manufacturing units
24	43700	2	B1, B2	B1, B2	43700	22724	5000-22620	large scale manufacturing with significant corporate office component; signature building
25	38100	2	B1, B2, B8	B2	20000	8000	2000-8000	large single manufacturing unit or several mid-size units
				B2	10000	4000	1000-4000	large single manufacturing unit or several mid-size units
				B2	8100	3240	1000-3240	large single manufacturing unit or several mid-size units
26	39100	1	B1, B2, B8, D1	B1b	27000	21600		Laboratory space
				B2	12100	4840	1000-4840	large single manufacturing unit or several mid-size units
27	7200	1	B1, B2, B8	B1c, B2	7200	2880	100-750	small light industrial and manufacturing premises

Site No.	Site Area (sqm)	Phase	Use Types	Potential Individual Unit Types	Potential Plot Sizes (sqm)	Potential FloorSpace (sqm)	Individual Unit Floorspace Range (sqm)	Comments
28	13700	1	B1, B2, B8	B2	13700	5480	500-5480	large single manufacturing unit or several mid-size units
29	7000	1	B1c, B2	B1c, B2	7000	2800	100-500	small light industrial and manufacturing premises
30	7800	1	B1, B2, B8	B2, B8	7200	2880	500-1500	mid-sized manufacturing and storage units
31	16100	1	B1, B2, B8	B2	8000	3200	500-3200	mid-sized manufacturing, potential food and beverage manufacturing node
				B2	8100	3240	250-1000	smaller manufacturing, potential food and beverage manufacturing node
32	21500	1	B2, B8	B2	21500	8600	2000-8600	large single manufacturing unit or several mid-size units
33	7200	1	B1, B2, B8	B2	7200	2880	500-2160	small to mid manufacturing and storage units, some light industrial
34	19900	1	B1, B2, B8	B2	11000	4400	500-4400	small to mid manufacturing and storage units, high quality, potential entrance statement
				B8	8900	3560	500-3560	small to mid warehousing and storage units
35	13900	1	C3	C3				Housing
36	40300	1	D2	D2	40300			Sports hub, inc gym, bar, changing facilities, conference/function rooms, restaurant, fields

Source: BE Group

Report to:	EXECUTIVE
Relevant Officer:	Mark Marshall, Head of Licensing Service
Relevant Cabinet Member:	Councillor Gillian Campbell, Deputy Leader of the Council (Tourism, Economic Growth and Jobs)
Date of Meeting	5 February 2018

REVIEW OF HACKNEY CARRIAGE/PRIVATE HIRE CRIMINAL CONVICTIONS' POLICY

1.0 Purpose of the report:

1.1 To consider proposed the recommendations amendments to the Hackney Carriage/Private Hire Criminal Convictions Policy.

2.0 Recommendation(s):

2.1 To consider the policy and the proposed amendments as outlined in Appendix 8(a).

3.0 Reasons for recommendation(s):

3.1a The Public Protection Sub-Committee has previously authorised a period of consultation on the proposed changes. All of responses received were supportive of the amendments. At its meeting on 16 January 2018 the revised Convictions Policy was recommended for approval.

3.1b Any amendments to the Policy must be approved by the Executive

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

The Executive could decide to not review the policy after two years. However, this would not be considered good practice.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“The Economy: Maximising growth and opportunity across Blackpool”

5.0 Background Information

5.1 The Hackney Carriage and Private Hire Policy has been in force in its current form since 2015.

5.2 Over time officers noted a number of omissions, anomalies and areas where the criminal convictions section of the policy could be strengthened.

5.3 The Sub-Committee considered proposed amendments to the convictions policy at its meeting on 7 November 2017, made some changes and authorised a period of consultation with the trade. The consultation document is at Appendix 8(a).

5.4 Consultation took place until 3 January 2018. Two responses were received both supporting the changes. The responses are at Appendix 8(b).

5.5 The Public Protection Sub-Committee at its meeting on the 16 January 2018 recommended the revised policy for approval by the Executive as attached at Appendix 8(a) for approval. If approved the convictions policy would be replaced that currently appended to the Hackney Carriage and Private Hire Vehicle Licensing Policy.

5.7 Is the Corporate Delivery Unit aware of this report? Yes

The Corporate Delivery is aware of the report but has no observations to make.

5.8 Does the information submitted include any exempt information? No

5.9 List of Appendices:

Appendix 8(a) Proposed Taxi and Private Hire Vehicle Licensing Criminal Convictions’ Policy.

Appendix 8(b) Consultation responses.

6.0 Legal considerations:

6.1 None.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 None.

9.0 Financial considerations:

9.1 None.

10.0 Risk management considerations:

10.1 None.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 None.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? No

14.2 If so, Forward Plan reference number:

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed:

Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

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Appendix 8(a) Taxi and PHV Licensing Criminal Convictions' Policy

1. Introduction

1.1 The purpose of this policy is to provide guidance on the criteria taken into account by the council when determining whether or not an applicant or an existing licence holder is a fit and proper person to hold a hackney carriage and/or private hire vehicle licence. Whilst criminal convictions will play a significant part in the licensing authority's determination on whether an individual is fit and proper or not, the Council will also take into account other factors such as demeanour, general character, non-criminal behaviour, driving ability, complaints and other police information etc.

1.2 The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:

- That a person is a fit and proper person.
- That the person does not pose a threat to the public.
- That the public are safeguarded from dishonest persons.
- The safeguarding of children, young persons and vulnerable adults.

1.3 The term "fit and proper person" for the purposes of licensing is not legally defined. When determining whether a person is fit and proper to hold a licence, those tasked with determining applications are effectively asking the following question:

"Would you allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?"

If the answer to the question is an unqualified yes, then the person can be considered to be fit and proper. If there are any doubts in the minds of those who make the decision then further consideration should be given as to whether a licence should be granted to that person.

In assessing whether someone is "fit and proper" the Council will consider the following together with any other relevant information:

- Criminality
- Human rights
- Period of holding a driver's licence
- Number of penalty points endorsed on driving licence

- Right to work
- Medical fitness
- **Standard of driving/driving ability**
- Conduct of the applicant in making the application (e.g. whether they have acted with integrity during the application process)
- Previous licensing history of existing and former licence holders
- **Previous complaints about a driver including whether the complaints demonstrate a pattern of conduct which causes concern.**

In addition the Council will also consider further information provided by sources such as the Police (including abduction notices), Children and Adult Safeguarding Boards and other statutory agencies.

1.4 This policy provides guidance to any person with an interest in hackney carriage and private hire licensing. In particular, but not exclusively:

- Applicants for drivers' licenses
- Existing licensed drivers whose licences are being reviewed
- Licensing officers
- Members of the Public Protection Sub-Committee
- Magistrates hearing appeals against local authority decisions

1.5 Where licensing officers have delegated powers to grant licences, they will utilise these guidelines when making a decision to grant a licence. In all other cases applications for licences will be referred to the Public Protection Sub-Committee. Whilst officers and the Sub-Committee will have regard to the guidelines contained in the policy, **each case will be considered on its individual merits and, where the circumstances demand, the committee/officer may depart from the guidelines.**

1.6 **In this policy the word "conviction" is to be defined as including convictions, cautions, warnings, reprimands and other relevant information.**

2. General policy

2.1 ~~There may be occasions where it is appropriate to depart from the guidelines, for example where the offence is a one-off occasion or there are mitigating circumstances or alternatively where there are many or continuous offences which may show a pattern of offending and unfitness.~~

The standards and criteria set out in below are those that will normally be applied to applications and licences. The Council may depart from these criteria however it must only do so in exceptional circumstances. The otherwise good character and driving record of the applicant or licence holder will not normally be considered as exceptional circumstances.

- 2.2 A person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but would normally be expected to:
- a. Remain free of conviction for an appropriate period; and
 - b. Show adequate evidence that her or she is a fit and proper person to hold a licence (the onus is on the applicant to produce such evidence).
(Simply remaining free of conviction may not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence).
- 2.3 **Where an applicant has been convicted of a criminal offence, the licensing authority cannot review the merits of the conviction** [Nottingham City Council v. Mohammed Farooq (1998)].
- 2.4 **Where an individual has had an application refused or a licence revoked the Public Protection Sub-Committee will normally refuse any subsequent application made within 12 months of the previous refusal or revocation unless there has been a substantial material change in the individual's circumstances. Applications received more than 12 months after the refusal/revocation will be considered in accordance with this policy.**

3 Appeals

- 3.1 Any applicant refused a driver's licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal [Local Government Miscellaneous Provisions Act 1976, s 77 (1)].
- 3.2 Any applicant refused an operator licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal.
- 3.3 Any licensee whose licence is suspended or revoked has a right to appeal to the Magistrates' Court within 21 days of the notice of suspension or revocation.

4. Powers

- 4.1 Section 61 and Section 62 of the Local Government Miscellaneous Provisions Act 1976 allow the licensing authority to suspend, revoke or refuse to renew a licence if the application/licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976; or any other reasonable cause.
- 4.2 The Rehabilitation of Offenders Act 1974 (Exceptions)(Amendment) Order 2002, allows the licensing authority to take into account all convictions recorded against an applicant or the holder of a private hire vehicle or hackney carriage driver's licence, whether

spent or not. Therefore the licensing authority will have regard to all relevant convictions, particularly where there is a long history of offending or a recent pattern of repeat offending.

- 4.3 In this policy the term “disqualification” refers to the period served, in order to take account of the fact that a court may reduce the period of disqualification from driving. An applicant must provide evidence in advance to prove that the court agreed a reduction in the period of disqualification.

5. Consideration of disclosed criminal history

- 5.1 Under the provisions of Sections 51, 55, and 59, Local Government (Miscellaneous Provisions) Act 1976, the licensing authority is required to ensure that an applicant for the grant or renewal of a hackney carriage and/or a private hire vehicle drivers’ licence and/or private hire vehicle operators licence is a ‘fit and proper’ person to hold such a licence. However, if an applicant has any convictions, warnings, cautions or charges awaiting trial, the licensing authority will look into:

- How relevant the offence(s) are to the licence being applied for
- How serious the offence(s) were
- When the offence(s) were committed
- The date of conviction
- Circumstances of the individual concerned
- Sentence imposed by the court
- The applicant’s age at the time of conviction.
- Whether they form part of a pattern of offending
- Any other character check considered reasonable (e.g. personal references)
- Any other factors that might be relevant **for example**
 - **The previous conduct of an existing or former licence holder including any complaints received**
 - **Whether the applicant has intentionally misled the Council or lied as part of the application process**
 - **Information provided by other agencies/Council departments**

- 5.2 Existing holders of drivers’ licences are required to notify the licensing authority in writing within seven days of being arrested, receiving a driving licence endorsement, fixed penalty notice or criminal conviction (including cautions).

- 5.3 Applicants can discuss further what effect a caution/conviction may have on any application by contacting the licensing office on 01253 478343 in confidence for advice.

- 5.4 The licensing authority conducts enhanced disclosures from the Disclosure and Barring Service (DBS) of any applicant for a driver licence. The licensing authority follows the

DBS's Code of Practice on the fair use of disclosure information. A copy is available on request.

- 5.5 Applicants applying for the grant or a renewal of a drivers' licence and/or operator licence will be required to obtain an enhanced disclosure at their expense. The licensing authority abides by the DBS's Policy on the secure storage, handling, use, retention and disposal of disclosure information, which is available on request.
- 5.6 The licensing authority is also entitled to use other records and information that may be available to it in determining applications or an entitlement to continue holding a licence. This may include information held by the licensing authority or other licensing authorities, and information disclosed by the police.
- 5.7 It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material particular in giving information required by the application for a licence. Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused.
- 5.8 For renewal applications and current licence holders the policy will not be applied retrospectively where there are no new concerns or convictions. The policy will be applied to existing licence holders if any additional convictions are incurred or they are otherwise brought to the attention of the Council for conduct that would call into question a person's suitability to hold a licence.
- 5.9 Offences not covered by this Policy will be considered by the Council when determining whether the applicant/licensed driver is a fit and proper person.

6 Serious offences involving violence

- 6.1 Licensed drivers have close regular contact with the public. A firm line is to be taken with those who have convictions for offences involving violence. An application will normally be refused if the applicant has a conviction for an offence that involved the loss of life.
- 6.2 In other cases anyone of a violent disposition will normally be refused to be licensed until at least 3 years free of such conviction. However, given the range of the offences that involve violence, consideration must be given to the nature of the conviction.
- 6.3 Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as:
- Murder
 - Manslaughter

- Manslaughter or culpable homicide while driving
- Terrorism offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.4 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 10 years prior to the date of application:

- Arson
- Malicious wounding or grievous bodily harm which is racially aggravated
- Actual bodily harm which is racially aggravated
- Grievous bodily harm with intent
- Robbery
- Possession of firearm
- Riot
- Assault Police
- Common assault with racially aggravated
- Violent disorder
- Resisting arrest
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.5 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 5 years prior to the date of application:

- Racially-aggravated criminal damage
- Racially-aggravated offence
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.6 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the below offences and the conviction is less than 3 years prior to the date of application:

- Common assault
- Assault occasioning actual bodily harm
- Affray
- S5 Public Order Act 1986 offence (harassment, alarm or distress)
- S.4 Public Order Act 1986 offence (fear of provocation of violence)
- S4A Public Order Act 1986 offence (intentional harassment, alarm or distress)
- Obstruction
- Criminal damage
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.7 A licence will not **normally** be granted if an applicant has more than one conviction in the last 10 years for an offence of a violent nature.

6.8 In the event of a licence being granted, a strict warning both verbally and in writing should be administered.

7. Possession of a weapon

7.1 If an applicant has been convicted of possession of a weapon or any other weapon related offence, this will give serious concern as to whether the person is fit to carry the public.

7.2 Depending on the circumstances of the offence, an applicant should be free of conviction for 3 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), before a licence is granted.

8. Sex and indecency offences

8.1 As licensed drivers often carry unaccompanied and vulnerable passengers, applicants with convictions for sexual offences must be closely scrutinized. ~~Those with convictions for the more serious sexual offences will generally be refused. For other offences, applicants will be expected to show a substantial period (normally at least 5 years) free of conviction for such offences before a licence will be granted.~~ **All sexual and indecency offences will be considered as serious**

8.2 Unless there are exceptional circumstances, an application will **normally** be refused where the applicant has a conviction for an offence such as:

- Rape
- Assault by penetration
- Offences involving children or vulnerable adults
- Sexual assault
- Indecent assault
- Exploitation of prostitution
- Grooming, Trafficking for sexual exploitation or other sexual exploitation related offences
- Possession of indecent photographs, child pornography etc.
- Or **any** sex or indecency offence that was committed in the course of employment as a taxi or PHV driver
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

8.3 Before an application ~~is allowed~~, **will be considered** an applicant should be free of conviction for at least 10 years (or at least 5 years must have passed since the completion of the sentence, whichever is longer), if he/she has a conviction for an offence such as:

- Indecent exposure
- Soliciting (kerb crawling)
- Or any similar offences (including attempted or conspiracy to commit).

8.4 In addition to the above the licensing authority will not normally grant a licence to any applicant who is currently on the Sex Offenders Register.

8.5 A licence will not normally be granted if an applicant has more than one conviction for a sexual/indecency offence.

9. Dishonesty

9.1 A licensed PHV or taxi driver is expected to be a trustworthy person. They deal with cash transactions and valuable property may be left in their vehicles. The widespread practice of delivering unaccompanied property is indicative of the trust that business people place in licensed drivers. Moreover, it is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal or agreed fare, etc. Drivers may well deal with customers who are vulnerable or intoxicated and potentially easily confused. For all these reasons, a serious view is taken of any conviction involving dishonesty.

9.2 In general, a minimum period of 3 years free of conviction or at least 3 years from completion of sentence (whichever is longer) should be required before granting a licence. Offences involving dishonesty include:

- theft
- burglary
- fraud
- benefit fraud
- handling or receiving stolen goods
- forgery
- conspiracy to defraud
- obtaining money or property by deception
- other deception
- taking a vehicle without consent
- and any similar offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

9.3 A licence will not normally be granted if an applicant has more than one conviction for a dishonesty offence.

9.4 Applicants or existing licence holders that are found to have intentionally misled the Council, or lied as part of the application process, will not normally be issued with a licence.

10. Drugs

10.1 A serious view is taken of any drug related offence. **Taking drugs and driving poses an obvious risk to public safety, whilst applicants who have convictions for the supply of drugs should be treated with considerable concern.** The nature and quantity of the drugs, whether for personal use or supply are issues which should be considered.

~~10.2 A licence will not normally be granted where the applicant has a conviction for an offence related to the supply of drugs and has not been free of conviction for 5 years.~~ **Because of the nature of a driver's involvement with the public, a licence will not be granted where the applicant has a conviction for an offence related to the supply of drugs.**

~~10.3 A licence will not normally be granted where the applicant has more than one conviction for offences related to the possession of drugs and has not been free of conviction for 5 years.~~

10.4 An applicant who has an isolated conviction for an offence related to the possession of drugs (other than for supply) ~~within the last 3-5 years~~ may be granted a licence **once the following time periods have passed since the completion of any sentence**, but consideration should be given to the nature and quantity of the drugs.

Class B/C 3 years

Class A 5 years

10.5 If there is evidence of persistent drugs use, misuse or dependency a specialist medical examination (in accordance with DVLA Group 2 medical standards) may be required before the licence is granted. If the applicant was an addict then they would normally be required to show evidence of 5 years free from drug taking after detoxification treatment.

10.6 A licence will not **normally** be granted if an applicant has more than one conviction for a drugs related offence.

11 Driving offences involving the loss of life

- 11.1 A very serious view is to be taken of any applicant who has been convicted of a driving offence that resulted in the loss of life.

Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as:

- Causing death by dangerous driving
- Causing death by careless driving whilst under the influence of drink or drugs
- Causing death by driving: unlicensed, disqualified or uninsured drivers
- or any similar offences

12 Drink driving/driving under the influence of drugs/using a mobile phone whilst driving/dangerous driving

- 12.1 As licensees are professional vocational drivers, a serious view is taken of convictions for driving, or being in charge of a vehicle while under the influence of drink or drugs. ~~An isolated incident would not necessarily debar an applicant from proceeding on the restoration of his DVLA driving licence but he should be warned as to the significant risk to his licence status in the event of re-offending. Normally at least 3 years, after the restoration of the driving licence following a drink/drug drive conviction should elapse before an application will be considered. If there is any suggestion that the applicant is alcohol or drug dependent, a satisfactory special medical report must be provided before the application can be allowed to proceed.~~ **More than one conviction for these offences raises serious doubts as to the applicant's fitness to drive the public and a licence will not be granted. In the case of an isolated offence, at least 5 years after the restoration of the driving licence following drink/drug driving conviction should elapse before an application will be granted. If there is any suggestion that the applicant is alcohol or drug dependent, a satisfactory special medical report must be provided before the application can be granted. An application will normally be refused where the applicant has a conviction for driving/being in charge under the influence which does not result in a disqualification within two years of the date of application.**

- 12.2 ~~Applicants should also be aware of the serious risk posed by driving whilst using a mobile phone. There is a substantial body of research (see for instance http://www.rospa.com/rospaweb/docs/advice_services/road_safety/drivers/mobile_phone_report.pdf) which shows that drivers who use a mobile phone suffer physical and cognitive distraction which means they:~~
- ~~• are much less aware of what's happening on the road around them~~
 - ~~• fail to see road signs~~
 - ~~• fail to maintain proper lane position and steady speed~~
 - ~~• are more likely to 'tailgate' the vehicle in front~~

- ~~react more slowly, take longer to brake and longer to stop~~
- ~~are more likely to enter unsafe gaps in traffic~~
- ~~feel more stressed and frustrated.~~

~~12.3 There is evidence to show that drivers who use a mobile phone have slower reaction times than those who have consumed up to the legal alcohol limit. In light of this, an equally serious view should be taken of convictions for driving whilst using a mobile phone as for driving under the influence of drink or drugs.~~

12.4 A licence will not normally be granted if an applicant has more than one conviction for an offence of driving under the influence of drink or drugs ~~or whilst using a mobile phone.~~

12.5 A serious view is also taken of convictions for dangerous driving. A licence will not be granted where an applicant has a conviction for dangerous driving unless the applicant can demonstrate that at least 10 years has passed since the return of the driving licence and that since that date they have been free from conviction (including fixed penalty tickets)

13 Licensing offences

13.1 Certain offences under taxi legislation such as plying for hire, overcharging and refusing to carry disabled persons would normally prevent a licence being granted or renewed until a period of 3 years has passed since the conviction.

13.2 A licence will not normally be granted if an applicant has more than one conviction for a licensing related offence.

14 Insurance, Use of Mobile Phone whilst driving and other motoring offences not otherwise specifically referred to in this policy

14.1 A serious view will be taken of convictions of driving or being in charge of a vehicle without insurance. An isolated incident in the past will not necessarily stop a licence being granted provided he/she has been free of conviction for 3 years however strict warning should be given as to future behaviour.

14.2 A licence will not normally be granted if an applicant has more than one conviction for an insurance related offence.

14.2 An operator found guilty of aiding and abetting the driving of passengers for hire and reward whilst without insurance will normally have his operators' licence revoked immediately and be prevented from holding a licence for at least three years.

14.3 There is evidence to show that drivers who use a mobile phone have slower reaction times than those who have consumed up to the legal alcohol limit. In light of this, an equally serious view will be taken of convictions for driving whilst using a mobile phone.

14.4 As they carry members of the public there is an expectation that applicants/licensed drivers will have good driving records. The driver record will be considered carefully. Consideration will be given to the date, nature and the number of penalty points attached to the offence. Isolated driving offences will not in itself preclude an applicant from being licensed. Applicants whose record discloses 9 or more penalty points will be referred to the Public Protection Sub-Committee for consideration.

15 Outstanding charges or summonses

15.1 If the individual is the subject of an outstanding charge or summons their application can continue to be processed, but the application will need to be reviewed at the conclusion of proceedings.

15.2 If the outstanding charge or summons involves a serious offence and the individual's conviction history indicates a possible pattern of unlawful behaviour or character trait, then in the interests of public safety the application may be put on hold until proceedings are concluded or the licence may be refused.

16 Non-conviction information

16.1 If an applicant has, on more than one occasion, been arrested or charged, but not convicted, for a serious offence which suggests he could be a danger to the public, consideration should be given to refusing the application. The Council will also take into account situations and circumstances that have not led to a conviction. This will include acquittals, circumstances in which convictions were quashed due to misdirection to the jury, circumstances where the decision was taken not to prosecute, situations where the person has been arrested and bailed but not yet charged and complaints from the public. In considering the most appropriate action to take in relation to non-conviction information/complaints the credibility of both the witness/complainant and the licence holder will be taken into account. Consideration will be given to whether complaints received demonstrate a pattern of conduct which causes concern.

16.2 If an applicant/licence holder has been arrested or charged but not convicted of a serious offence which suggests that they could be a danger to the public consideration should be given to refusing the application. Such offences will include violent and/or sexual offences or allegations of driving a vehicle under the influence of alcohol or drugs.

16.3 Licence holders will be referred to the Public Protection Sub-Committee where it is clear that their behaviour is not influenced by verbal or written warnings administered by Licensing Enforcement Officers.

16.4 In assessing the action to take, the safety of the travelling public must be the paramount concern.

17 Cautions

17.1 Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence. **Cautions must be declared on the application form. Existing drivers should notify the Licensing Service within 7 days of a caution being accepted.**

18 Licences issued by other licensing authorities

18.1 Applicants who hold a licence with one licensing authority should not automatically assume that their application will be granted by another. Each case will be decided on its own merits.

18.2 Licensees who are licensed by multiple authorities are expected to inform all such authorities of the authorities that they are licensed by and to advise each authority of any changes in this respect; and should expect those authorities to share information regarding their conduct and to take it into account as appropriate.

19 Summary

19.1 To summarise, a criminal history in itself may not automatically result in refusal and a current conviction for a serious crime need not bar an applicant permanently from becoming licensed. As the preceding paragraphs indicate, in most cases, an applicant would be expected to remain free from conviction for 3 to 10 years, according to circumstances, before an application can be considered. However, there may be occasions when an application can be allowed before 3 years free from conviction have elapsed.

19.2 Any person who has committed an offence and has to wait before an application is positively considered is more likely to value their licence and act accordingly.

19.3 While it is possible that an applicant may have a number of convictions that, individually, meet the above guidelines, the overall offending history must be considered when assessing an applicant's suitability to be licensed. A series of offences over a period of time is more likely to give cause for concern than an isolated minor conviction. Obviously some discretion can be afforded if an offence disclosed is isolated

and there are mitigating circumstances, but the overriding consideration is the protection of the public.

DRAFT

Sharon Davies

From: Licensing
Sent: 05 December 2017 16:47
To: Sharon Davies
Subject: FW: Licensing Policy

From: [REDACTED]
Sent: 04 December 2017 19:13
To: Licensing
Subject: Licensing Policy

To who it may concern,

The amendments to licensing policy written in red signify a more urgent sense of duty to the public to protect people from drivers deemed unfit and improper persons. To safeguard the public the wording of licensing policy is more clear to define the parameters and interpretation of licensing laws.

This raised sense of duty to the public is positive for the innocent victim of soliciting or kerb crawling, for example, a rogue Taxi Driver trying to persuade a potential victim to enter his or her cab. However, the nature of taxi driving has two stories to tell with endless crimes and physical and mental abuse to drivers trying to make a living over the years.

Austerity has decimated public services. Also clamping down on state funds can lead to increased drink and drug abuse.

I hope this increased sense of duty to the public in licensing laws has within it a mechanism; that equal weighting in punishment is given to particular crime scenes, and importantly; the retribution in sentencing serves justice.

At the end of the day anyone can be a victim. Taxi drivers are victims of violence or are the benefactors of violence simply in self defence.

Regards

The amendments are certainly clearer than before to the existing licensing policy which is an improvement and would raise the bar in dealing with unfit or improper people be it taxi drivers or members of the general public.

Sharon Davies

From: Licensing
Sent: 08 December 2017 13:11
To: Sharon Davies
Subject: FW: licensing policy

Hi Sharon

Ryan says we are to send responses to the letter sent re proposed Policy changes on to you.

Regards
Ryan

From:
Sent: 08 December 2017 12:30
To: Licensing
Subject: licensing policy

These amendments are positive the more the better
to protect public and driver alike.

<http://www.blackpool.gov.uk/EmailDisclaimer/> This message has been scanned for inappropriate or malicious content as part of the Council's e-mail and Internet policies.

Blackpool Council on behalf of the Domestic Abuse & Interpersonal Violence Partnership has become White Ribbon Accredited and pledges to never to commit, condone, or remain silent about violence against all victims in all its forms regardless of their gender, age, race, religion, class and sexual orientation. <https://www.whiteribbon.org.uk/>
