

## **South of Blackpool Road Masterplan**

### **Public Consultation - Summary of Main Matters**

Wyre Council's Planning Policy team has been responsible for facilitating the masterplanning process in relation to Wyre Local Plan allocation SA1/6 South of Blackpool Road. The masterplan has involved extensive collaborative working between Wyre Council, landowners and relevant stakeholders. A draft masterplan was the subject of a public consultation period between 16 December 2019 and 24 January 2020, including a "drop-in" session with developers and council officers on 17 January 2020. The council received 119 responses from residents and organisations.

The vast majority of the responses expressed a strong objection to the principle and scale of development. The majority of responses expressed a concern with the impact of existing traffic congestion, considering that the existing highway network around Poulton is not designed to host the scale of development proposed.

Other strongly felt concerns were:

- No need for additional houses.
- Loss of green belt.
- Potential to increase existing flooding incidents in the local area, including on Blackpool Road.
- Negative impact on the local environment including ecological impacts.
- Increase in pollution and deterioration in air quality and increase in carbon footprint.
- Increased pressure on existing services and facilities.
- Lack of employment in the local area and impact on existing congestion.

Compared to comments relating to the principle of development and its local impact, there were relatively few comments on the content of the masterplan itself. Key themes that have emerged are:

- Highways and movement
- School provision
- Green infrastructure and ecology
- Design and layout
- Heritage

### **Highways and movement**

- Concern that the proposed spine road will be used as a cut-through to avoid Carleton Crossing. The spine road should be removed and alternative arrangements put in place - splitting of the highways network within the site.
- Too many entrance/exit points onto Blackpool Road/Tithebarn Street (noting existing congestion and potential safety concerns).
- Car park will become an overflow for the railway station.
- Car park will create more traffic and congestion in the town centre. Money would be better spent improving the public transport to the area. Also given

the distance from the town centre it is not a viable options for those with mobility issues or with children.

- Important that appropriate provision for pedestrian access across Tithebarn St is put in place.
- Moving the car park out of the flood zone would create an area of green infrastructure (Environment Agency).
- The proposed car park is too far from the centre of Poulton which will discourage use.
- The proposed car park is not needed – spaces in existing car parks.
- No information on how the car park will be managed.
- Public Right of Way proposed to be diverted should be upgraded as is in poor condition or un-walkable at some points.

### **School provision**

- The school is proposed to be outside of the allocation boundary, suggesting the allocation is not capable of accommodating 300 houses.
- Adequate parking at the school will be required.
- Existing schools have sufficient capacity.
- Question of how the school will be funded and timescales for delivery.
- Question of whether or not a two form entry school is required.
- Funding would be better allocated to improve/extend the existing primary schools.
- The LEA expressed concern at the location of the proposed primary school considered to be on boggy land, in a location that would encourage driving with no visible presence in the community. Also expressed concern at access (need to navigate a cul-de-sac), proximity to a balancing pond and foul pumping station, and presence of a ditch across the site. Preferred location in the north east of the site.
- Current expectation is that a one form entry primary school is required rather than two (LEA) (note - the Infrastructure Delivery Plan designed to support the Local Plan requires a two form entry school as previously advised by the LEA).

### **Green infrastructure and ecology**

- Loss of views and need for landscape buffers to protect the amenity of existing occupiers who bound the site.
- Green Infrastructure proposed needs to incorporate appropriate seating, lighting and bins for dog waste.
- No need for additional green infrastructure so close to Tithebarn Park.
- Need to ensure any impact – including pollution - on Horse Edge Dyke is mitigated (Natural England).
- More trees required. Hedgerows should be improved and maintained.
- Should be a woodland walk.
- Should be a community garden.
- Bat, bird (inc. owl) boxes should be provided.
- Should be an objective to reduce congestion and pollution caused by vehicles

- Would like the masterplan to reiterate the advice given in the local plan policy regarding the requirement for mitigation for recreational disturbance impacts (on the Wyre Estuary) (Natural England).
- Would like to see reference within the masterplan to developments linking existing habitats through green corridors and/or wildlife networks (Natural England).

### **Design and layout**

- Development design should create a healthy and pleasant environment and density kept to a minimum.
- There should be more emphasis placed on the standard of design and quality of construction of the houses themselves
- Design should be of good quality with regard to architectural styles.
- Development on the south side of Blackpool Road should respect the nature of existing dwellings (bungalows and dormer-bungalows) adjacent to the house – avoid 2 story dwellings.
- Proposed siting of the sub-station obtrusive and inconsiderate.
- The Vision should reference the need for affordable housing.
- Pleased with the approach to surface water drainage within the Masterplan. The Masterplan outlines the opportunities for sustainable drainage within the allocation and indicates how the proposed green infrastructure can be utilised to discharge surface water. It is useful that the opportunities are referenced within the document. Reference to SuDS could be expanded on (United Utilities).
- Design principles should reflect the need for co-ordinated network of sustainable drainage techniques (United Utilities).
- Should refer to the linkage between green infrastructure and surface water strategy as part of integrated green/blue infrastructure strategy with reference to Natural Flood Management techniques (United Utilities/Environment Agency).
- Welcome the approach and principles set out in the draft masterplan in terms of active design. The masterplan should set out the indicative linkages throughout the site to ensure that the vision, objectives and the principles set out in the draft document are clearly articulated (Sport England).
- Development should contribute to the provision of indoor sports provision and take into account the impact on the demand for sports pitches (Sport England).

### **Heritage**

- The area has archaeological value and proper safeguards should be put in place (LCC Historic Environment Team provided details of archaeological and historic importance).
- Heritage impact on the setting of the conservation area – the whole of the boundary on Tithebarn St/Poulton Road forms the setting of the conservation area. Development must demonstrate how the setting of the Conservation Area will not be unacceptably impacted.

The questionnaire included a question on preferred house types. Of the 60+ responses, there was a clear preference for the development of bungalows, with starter homes and home for the elderly/mobility also strong preferences.

## **Key Amendments**

As noted above, many of the concerns raised through the consultation relate to the principle of development and the impact of development on the local area. However, save for area identified for educational use, the masterplan area is allocated for development in the Local Plan and hence the principle of development and its scale is already established. The area set aside for a primary school (if required) is of similar character to the allocated area and has not special or specific designation that would prevent its development based on known information. Hence there has been no major amendments arising from the consultation affecting the principal uses and their location within the masterplan area. However, a number of detailed amendments have been made to the final document to provide a clearer structure and more substantial explanation of the masterplan strategy involving:

- Additional wording on ecology (site appraisal) regarding the need for detailed assessments at the planning application stage to identify any impact on Great Crested Newt populations.
- Additional wording on heritage (site appraisal) and the need to take into account potential archaeological remains.
- Additional objective to ensure that climate change is a development consideration.
- Additional wording in the masterplan framework to make it clear that there should be appropriate fencing to separate any new school and attenuation ponds.
- More detailed expression of the requirement for green infrastructure including a stronger emphasis on the link between green and blue infrastructure and the link between green infrastructure and the movement network.
- A more detailed expression of the drainage strategy including the incorporation of new drainage principles.
- A more detailed introduction to the access and movement section to provide a clearer and more detailed explanation of the strategy.
- Additional wording to clarify the expected internal road hierarchy.
- The inclusion of a section on infrastructure and delivery that establishes key infrastructure principles.

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