

M55 Hub Growth Point Stakeholder Consultation

Feedback Report

December 2008

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Town Planning and Urban Design



INTRODUCTION

Welcome to the feedback report of the M55 Hub Growth Point Conceptual Master Plan stakeholder workshop. It is prepared by David Lock Associates who are leading the consultant team

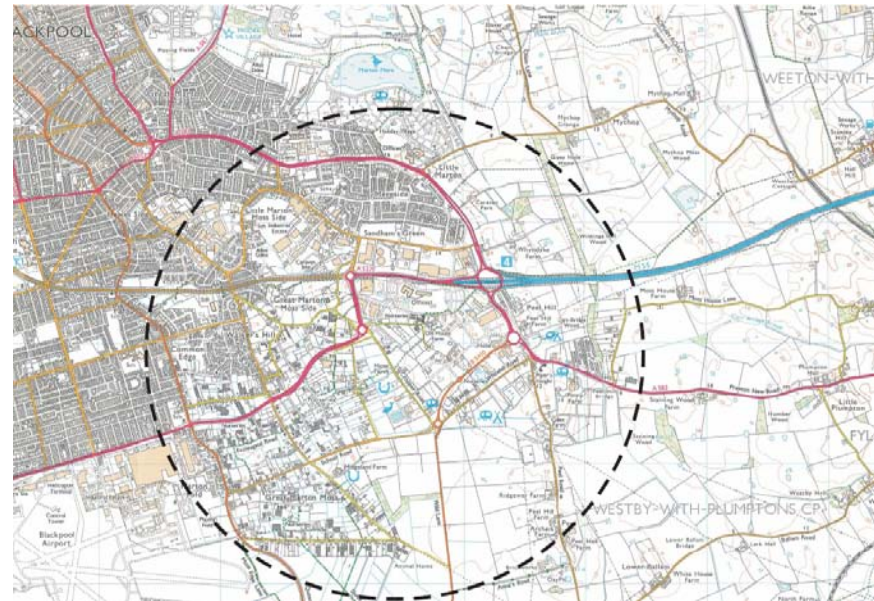
Following a desk based assessment of the M55 Hub area, around 40 stakeholders with technical expertise and / or local interests in the area and its development were invited to participate in a half day workshop.

Held on 17th November 2008 at the Solaris Centre, Blackpool, the aim of the workshop was to elicit those key issues which stakeholders considered important to the future development of the M55 Hub and to encourage people to think creatively about what sort of place the M55 Hub Growth Point could be.

Over 20 stakeholders attended the workshop and took part in round table discussions of the key issues. A group design workshop session explored how these issues might be best incorporated into a conceptual master plan for the site.

Stakeholders from the following organisations participated:

- Blackpool Council
- Fylde Borough Council
- Lancashire County Council
- Environment Agency
- United Utilities
- ReBlackpool
- GVA Grimley
- St Anne's on the Sea Town Council
- Blackpool Transport Services
- Fire Service
- Blackpool Primary Care Trust



M55 Hub Growth Point Location

This report provides a record of the discussions and workshop sessions. It draws out some of the key issues which are to be explored further by the consultant team as part of its ongoing work on the project.

WORKSHOP 1 EXPLORATION OF ISSUES

GROUP 1

Key Issues

1. infrastructure
2. community facilities
3. integration – physical density, character areas
4. land use mix, land ownership
5. long term boundaries



Points Raised in Discussion

- service costs: Piling sewers and preloading roads – around 1k/ sqm
- Cropper Road and St Annes Way are impermeable hard clays which will affect drainage;
- there needs to be consideration of drainage catchments and drainage directions;
- green networks should tie the extension together and allow the surrounding landscape to feed into the new development towards Blackpool;
- flight path will be a constraint to development;
- understanding what needs to be provided within each Authority boundary in terms of electricity, drainage, sewage etc.;
- position of radar station and electricity sub station as constraints;
- there is a lack of information regarding ground conditions and this must be made certain due to flood zones;
- 2010 – new sewage works to be completed;
- lack of schools and existing secondary school is poor quality – funding issues. This will signify a need for new schools to be provided;
- needs to be careful consideration of the retail offer – contradiction between making new neighbourhoods successful and encouraging use of Blackpool town centre;
- need to make connections between modes of transport ;
- need to make social connections between new and existing neighbourhoods;
- it is easier to make north south connections rather than east west connections;
- need to pull people into Blackpool town centre instead of them heading to Preston;
- what type of employment will be created and where should it be put?
- issues of displacing existing residents and land ownerships / land assembly – where will we put them?
- the market garden tradition is ‘held dear’ by people and it may be difficult to disrupt this area’s way of living;
- Whyndyke likely to be the easiest site for development;
- new developments should have their own character but have links to Blackpool.

WORKSHOP 1 EXPLORATION OF ISSUES

GROUP 2

Key Issues

1. type of employment
2. inner Blackpool regeneration
3. transport links to Blackpool / Lytham
4. drainage / surface water / water table
5. lack of brownfield land / retention of green areas



Points Raised in Discussion

- link road planned to Lytham St Annes via Wild Lane;
- Bennets Lane, 624 high density housing schemes;
- drainage a major issue. Sewage and foul water is being catered for with the expansion of the Fleetwood sewage works (by 2011). The main problem is surface water which is entering the combined system. All new developments will have to look after their own surface water - SUDS;
- geology and underlying soil conditions? Ground water is quite close to the surface but also sand is prevalent;
- Marton Moss comprises of low lying areas prone to flooding;
- some areas characterised by low quality ribbon development;
- need to be alert of coalescence with Lytham St Annes;
- there is not enough supply of brown field land and so new green belt development is required to meet housing demand;
- no bridge link across the motorway between retail uses and Whitehills;
- mix of uses, phasing, public transport;
- M55 may be a mixed blessing; it attracts the business to Blackpool but also allows quick travel to Preston (out migration). The answer to this is to provide a comparable office /employment offer and be complementary to the regeneration of central Blackpool,;
- transport links, potential for northern link with new junction of M55, but needs to accommodate multi-modal uses, bus lane?
- windbreaks and woodlands need to be protected and enhanced;
- eco credentials are important;
- infrastructure in terms of access and sustainable transport is vital;
- community facilities, school provision, retail provision, healthcare, open space networks, infrastructure contributions (community levy);
- integration, physical integration how will it relate internally within itself but also with its surroundings?
- density, on site constraints, bad ground conditions, land fill, sand, water table, nature conservation, green links and greenways. Perhaps use these features as clues to develop character areas?
- land use and mix, housing and ancillary support retail, employment, large commercial land release required for strategic employment? Employment could be located as a buffer between airports and residential;
- land assembly and ownership are issues CPO may well be required.



WORKSHOP 1 EXPLORATION OF ISSUES

GROUP 3

Key Issues

1. meeting Fylde / Blackpool needs (political constraint)
2. deliverability on individual sites
3. critical mass, mixed use and phasing
4. public transport
5. surface water strategy



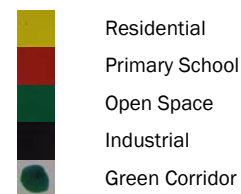
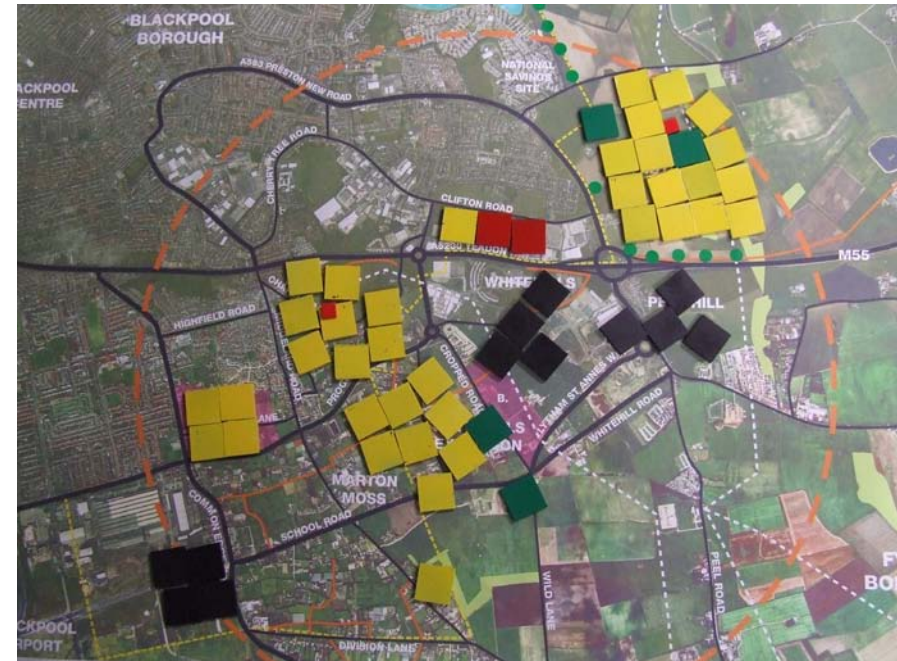
Points Raised in Discussion

- integration with wider Blackpool and Fylde planning and regeneration aspirations is vital;
- relationship with Blackpool and St Anne's town centres is also relevant, so the provision of local facilities in the M55 Hub must be carefully managed;
- housing should support inner core regeneration and this should be reflected in housing typologies;
- the majority of the site is in flood zone 1. However surface water drainage is a key issue. Existing systems cannot accommodate further loading and diffuse pollution should be prevented. SUDS will be required throughout to ensure no increase in surface water drainage than at present and to control infiltration;
- large areas (particularly in the Moss) are made up of successive layers of sand and peat;
- power supply and infrastructure need to be investigated although United Utilities have confirmed that water supply is not an issue in the area;
- existing highways and their potential for adaptation (particularly the Yeadon Way) are an issue;
- enhancements to Wild Lane as the main link to St Anne's form part of the Queensway proposals;
- airport flight patterns may represent a constraint in terms of land use, building heights and large water bodies;
- radar station on Fylde Lane (possibly owned by the Civil Airforce Authority or RAF) also has important sight lines which shouldn't be disturbed;
- existing properties and landownership constrain the type of development appropriate e.g. employment uses are unlikely in Marton Moss;
- Appropriate Assessments may be necessary if protected species are found in the area;
- green belt is located south of division lane. The RSS requires a wholesale review of the green belt which may form part of the Core Strategies;
- coalescence of Blackpool and Lytham St Anne's would be strongly resisted at a political level. However integration is a key strategic issue;
- public transport is currently poor, doesn't reach Lytham St Anne's and serves only Tesco;
- the National Savings Site has the potential for some further development;
- the Tesco site could form part of a retail hub;
- on-site energy and sustainability are key.

WORKSHOP 2 – SCALE / MIX / DIRECTION OF GROWTH POINT

GROUP 1

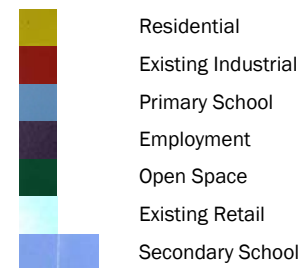
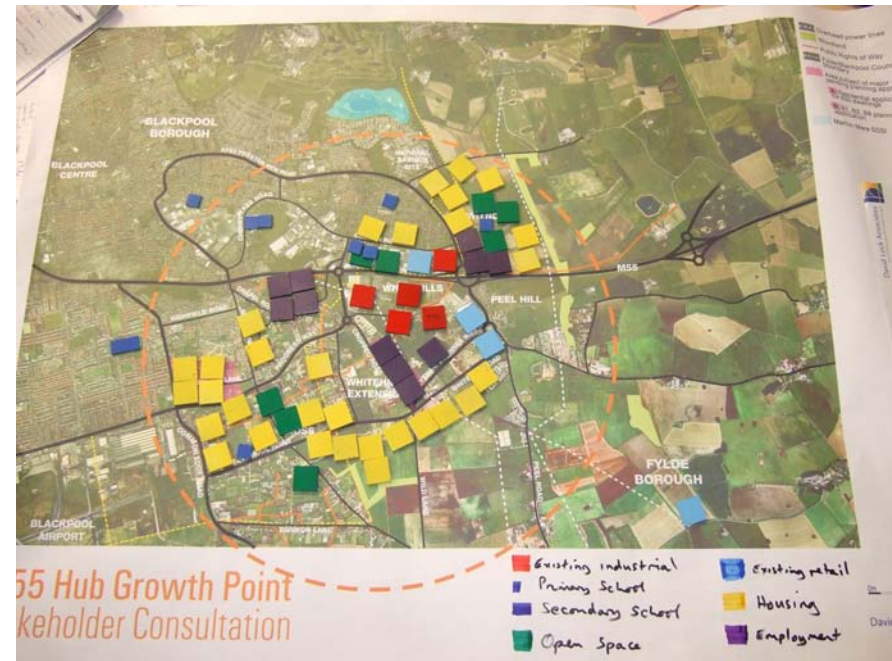
- Yeadon Way severance
- local centre hub at Tesco's?
- employment to edge of airport, M55 junction and existing
- green belt corridor
- 1 large open space not possible?
- consolidation existing employment areas
- quadrants / hybrid urban extension



WORKSHOP 2 – SCALE / MIX / DIRECTION OF GROWTH POINT

GROUP 2

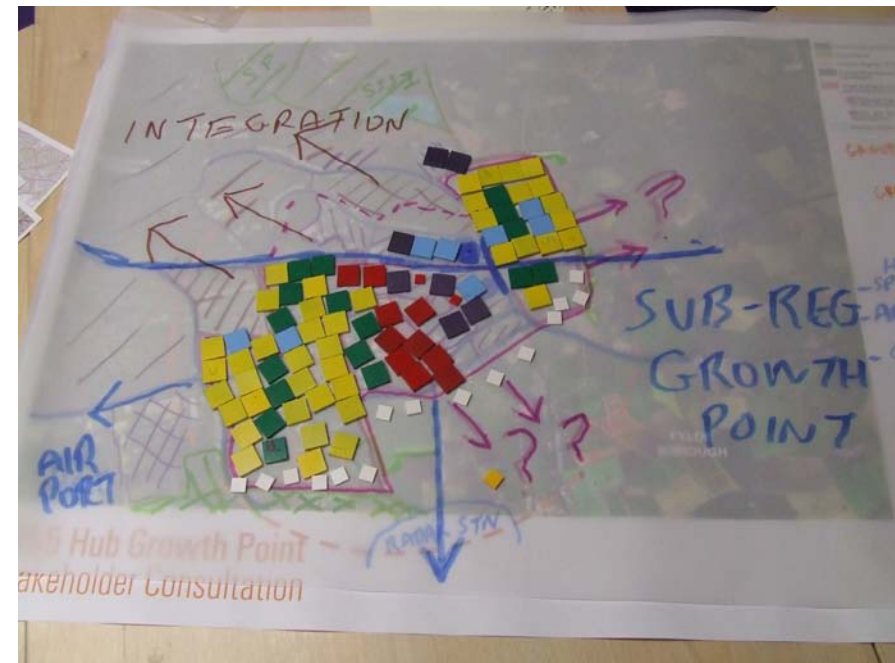
- neighbourhood of its own
- severance of road network
- lower density urban form
- secondary school around district centre
- NE quadrant – open space, employment, school
- buffer to airport
- improved public transport
- over concentration?



WORKSHOP 2 – SCALE / MIX / DIRECTION OF GROWTH POINT

GROUP 3

- integration with Blackpool and wider sub-regional housing market;
- M55 / Yeadon Way barrier;
- employment uses in core and expansion outwards;
- possible future expansion;
- low densities preferred;
- linear green grid.



Yellow	Residential
Red	Employment
Blue	Community / Retail
Purple	Employment intensification
Green	Open Space
Grey	Future Growth

KEY CONSIDERATIONS

As a result of the workshop sessions, we have identified key considerations raised by stakeholders relating to how the M55 hub could be successfully designed and delivered.

- relationship and connections with the regeneration of Blackpool centre and with Lytham St Anne's are critical to any development's success;
- a robust surface water drainage strategy is essential;
- existing main roads create separate / isolated land parcels;
- ownership patterns may impact on delivery;
- improvements to public transport are needed;
- green links / corridors can structure development;
- an urban extension could be based on quadrants and independent neighbourhoods.

We will explore these elements further as part of the conceptual master plan process.

NEXT STEPS

Having consulted stakeholders and key landowners within the M55 Growth Point Area, David Lock Associates will generate a number of master plan options for evaluation.

Through a workshop process involving Blackpool Council, Fylde Borough Council and Lancashire County Council, the options will be narrowed down and tested.

A preferred option master plan will then be subject to rigorous technical testing and development appraisal. The refined master plan will be published in conjunction with a full report to explain the process, outcomes and resulting conceptual master plan. This will then inform Blackpool and Fylde's emerging Local Development Frameworks.



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