

Report to Blackpool Council

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an Inspector appointed by the Secretary of State

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Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

Report on the Examination of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies

The Plan was submitted for examination on 18 June 2021

The examination hearings were held between 6 and 10 December 2021

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Abbreviations used in this report

BAEZ	Blackpool Airport Enterprise Zone
CS	Blackpool Local Plan Part 1: Core Strategy (2012-2027)
HRA	Habitats Regulations Assessment
LCC	Lancashire County Council
MM	Main Modification
NDSS	National Described Space Standard
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SADMP	Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (Proposed Submission) Regulation 19 January 2021

Non-Technical Summary

This report concludes that the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (Proposed Submission) Regulation 19 January 2021 (SADMP) provides an appropriate basis for the planning of Blackpool, provided that a number of main modifications (MMs) are made to it. Blackpool Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal (SA) and habitats regulations assessment (HRA) of them. The MMs were subject to public consultation over a six-week period. I have recommended their inclusion in the Plan after considering the SA, HRA and all the representations made in response to consultation on them.

The MMs can be summarised as follows:

- Deleting land safeguarded for future development needs in the Green Belt, deleting other minor Green Belt boundary alterations and reducing the amount of land released from the Green Belt for development at the Blackpool Airport Enterprise Zone (BAEZ).
- Rewording policies to ensure they are positively prepared, effective and consistent with the Council's Core Strategy and the National Planning Policy Framework (NPPF); and
- A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This report contains my assessment of the SADMP in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether SADMP's preparation has complied with the duty to co-operate. It then considers whether the SADMP is compliant with the legal requirements and whether it is sound. Paragraph 35 of the NPPF makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound and legally compliant plan. The SADMP, submitted in June 2021 is the basis for my examination. It is the same document as was published for consultation in February 2021.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested (EL1.002a) that I should recommend any MMs necessary to rectify matters that make the SADMP unsound and /or not legally compliant and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM01**, **MM02** etc, and are set out in full in the Appendix.
4. Following the examination hearing, the Council prepared a schedule of proposed MMs and carried out SA and HRA of them (EL5.002 to EL5.006). The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the plans identified as Blackpool Local Plan 2012-2027 Publication Policies Map Blackpool Borough

(SD002) and Blackpool Local Plan 2012-2027 Publication Policies Map Blackpool Town Centre (SD003).

6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies are effective.
7. These further changes to the policies map were published for consultation alongside the MMs (EL5.004). When the SADMP is adopted, in order to comply with the legislation and give effect to the SADMP's policies, the Council will need to update the adopted policies map to include all the changes proposed in that document.

Context of the Plan

8. The SADMP is a Part 2 Plan, its purpose is to meet the aims of the strategic Blackpool Local Plan Part 1: Core Strategy (2012-2027) (CS) and deliver the development identified within it. The CS sets out the level and distribution of development in the borough. As this is a Part 2 Plan, I am not required to re-examine the strategic issues addressed by and found sound in the CS. The SADMP supersedes all of the saved policies of the Blackpool Local Plan (2006) and will be used to assess development proposals in the borough.
9. Located on the northwest coast, the Plan area comprises the Blackpool resort, Promenade and Town Centre with adjoining urban areas and with relatively small areas of countryside and Green Belt on the inland edges of the borough.
10. Blackpool has good road, rail and air connections with Blackpool Airport located on the southern borough boundary with Fylde. Rapid growth after the arrival of the railway, led to a rich variety of Victorian architecture including the Blackpool Tower, Blackpool Piers' and areas of terraced housing. However, decline in tourism in more recent years has led to significant economic challenges and high levels of deprivation in parts of the borough triggering the need for a number of policy interventions.

11. The BAEZ, designated just after the CS was published under regulation 19 is one such intervention. It represents a significant opportunity to enhance the economic prospects of the borough and the wider Fylde Coast.

Public Sector Equality Duty

12. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination including amongst other things the approach to gypsies and travellers and accessible and adaptable housing.

Assessment of Duty to Co-operate

13. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council has complied with any duty imposed on it by section 33A in respect of the SADMP's preparation. The SADMP seeks to implement the spatial vision, goals and key objectives of the CS. As such, the strategic matters have already been appropriately considered within the CS (where the duty to cooperate was found to be met).
14. The SADMP has been prepared through constructive, active and ongoing engagement with Fylde and Wyre Borough Councils, Lancashire County Council (LCC) and all prescribed bodies. The Council's Duty to Cooperate Statement of Common Ground (DC001) includes an agreed Memorandum of Understanding which has guided on going cooperation on agreed strategic priorities which have informed the SADMP.
15. I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

Assessment of Other Aspects of Legal Compliance

16. The SADMP has been prepared broadly in accordance with the Council's Local Development Scheme (SD013). This was updated (EL4.005) after the examination hearing to provide a more accurate timetable for the adoption of the SADMP and the review of the Council's Development Plan, particularly its strategic policies.

17. Consultation on the SADMP and the MMs was carried out in compliance with the Council's Statement of Community Involvement (SD012). This was updated to reflect challenges and new regulations associated with Covid-19.
18. The Council carried out a SA of the SADMP, prepared a report of the findings of the appraisal, and published the report along with the SADMP and other submission documents under regulation 19 (SD005 and SD005a). An addendum to the SA was produced to assess the MMs (EL5.005).
19. The Habitats Regulations Appropriate Assessment Screening Report May 2021 (SD006) has considered the implications of the SADMP's policies and allocations on European sites in the vicinity of the borough. It sets out why an Appropriate Assessment is not necessary concluding that none of the policies or associated allocation sites would have a likely significant effect on any of the relevant European sites alone, or in combination. Natural England are satisfied with this position.
20. The Development Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the borough. It also includes policies designed to secure that the development and use of land in the borough contributes to the mitigation of, and adaptation to, climate change.
21. CS goal one seeks to achieve sustainable regeneration, diversification and growth. This is supported by key objective six which seeks to address climate change issues by managing flood risk, protecting water quality, reducing energy use and encouraging renewable energy sources. Specific CS Policies which seek to respond to climate change include CS5, CS6, CS9, CS10, CS13. Relevant SADMP Policies include DM1, DM8, DM17, DM21, DM31, DM32, DM33, DM35 and DM41.
22. However, in the interests of effectiveness and legal compliance main modifications (**MM01**, **MM02** & **MM44**) are needed to add an appendix to show how the saved policies will be replaced and include additional text to the introduction which makes clear the SADMP does not include any strategic policies and also make reference to the Climate Change Emergency Action Plan. The SADMP complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

23. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearing, I have identified four main issues upon which the soundness of this Plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the SADMP.

Issue 1 – Is the overall approach to housing, economic growth, the Green Belt, Retail, Gypsy and Traveller Accommodation and Allotments in the SADMP consistent with the CS and national policy?

Changes in circumstances since the adoption of the CS (the BAEZ)

24. The BAEZ is located in South Blackpool and centred around Blackpool Airport. It became operational in 2016 after the CS was published under regulation 19. As such its implications and opportunities are not fully reflected in the CS.
25. However, the BAEZ Topic Paper (EL4.002a) notes it is one of the largest enterprise zones in the UK. With business incentives such as rate relief and enhanced Capital Allowance, it provides a major opportunity to encourage existing business expansion and attract new businesses to the area.
26. The BAEZ aims to be the premier business location in the northwest as part of the Lancashire Advanced Manufacturing and Energy cluster as noted in the Northern Powerhouse Industrial Strategy. It is expected local business growth at the BAEZ will deliver much needed local long-term sustainable employment opportunities positively transforming the overall economic prospects of Blackpool and the Fylde Coast.
27. If this is to be achieved, accessible high-quality buildings with large footprints are needed (EL4.002a). However, suitable serviced developable land for such buildings is not currently available in the borough or the BAEZ. The evidence (EL4.002a, EL4.002b, EL4.002c, EL4.002d and EL4.003) also shows that significant access and highway infrastructure improvements are needed to relieve congestion and improve overall accessibility in and around the BAEZ

to enhance its attractiveness to enterprise.

28. The Council's Infrastructure Delivery Plan (EL4.003) and EL4.002a shows that accessibility issues could be overcome by a number of local highway upgrades. However, the most substantial of these is the provision of a new link road connecting Amy Johnson Way with Common Edge Road. This would create a new BAEZ Eastern Gateway which would improve connectivity to the strategic road network.
29. Highway infrastructure investment and the associated provision of new suitably sized accessible serviced employment land in a timely manner are both integral to achieving the aims and objectives of the BAEZ and boosting the Blackpool economy.

CS, National Policy and the SADMP's Approach

Spatial Strategy

30. Policy CS1 of the CS makes clear that development will be focussed on inner area regeneration with supporting growth at South Blackpool. The justification text of Policy CS1 of the CS, states that the town centre must be a focus for future economic growth, development and investment in order to successfully position it as the first-choice shopping destination for Fylde Coast residents and an attractive place to visit and do business.
31. CS Policy CS3 identifies land in South Blackpool as a strategic priority and opportunity. Policy CS24 of the CS promotes employment development in South Blackpool focussed on development at the Blackpool Airport Corridor which is now part of the BAEZ. It identifies the opportunity for the redevelopment of existing employment sites within South Blackpool to provide high quality modern business / industrial facilities and proposals for major new business / industrial development to support sub-regional economic growth.

Housing

32. Between 2012 and 2027, CS Policy CS2 requires the provision of 4,200 new homes on sites in the urban areas and within the South Blackpool Growth Area.
33. Policy HSA1 of the SADMP allocates a range of sites to deliver 1,419 dwellings up to 2027. Nine of the Council's housing allocations are located in the inner areas, with three allocations in South Blackpool.

These are added to by other sites in the urban area which became available since the CS was adopted, such as surplus public open space and commercial and educational sites which are no longer needed for those purposes. Overall, the distribution of housing proposed in the SADMP accords with the CS spatial strategy.

34. However, a number of the sites allocated and listed in Policy HSA1 have now either been completed or have had permission granted for a different capacity. Thus, **MM03** is necessary to amend the table in Policy HSA1 and the justification for effectiveness, to remove sites which have been completed and to reflect the most up to date evidence on site capacity and supply generally as detailed in the Council's latest Housing Topic Paper (EL4.006).

Employment Development, the BAEZ and the Green Belt

35. CS Policy CS3 seeks to strengthen the local economy by safeguarding around 180 hectares of land in Blackpool for employment use. Informed by the Employment Land Study (2013) 31.5 hectares of employment land was found to be needed for development up to 2027. This was based upon a take up of 1.75 hectares per annum (including a 20% flexibility allowance). However, the same evidence found the realistic supply in Blackpool was only around 17.8 hectares. This left a shortfall of around 13.7 hectares which was met in neighbouring Fylde.
36. Policy CS6 of the CS makes clear that national policy will be used to protect the Green Belt and states that there will be no planned strategic review of the existing Green Belt boundary during the plan period. However, as set out above, the BAEZ was not operational at the time the CS was published and the BAEZ boundary adjoins and overlaps the Green Belt to the south of Blackpool.
37. Policy DM7 of the SADMP identifies the sites which would meet the need for employment land set out in the CS. Those sites provide for around 21 hectares of available land and are located in accordance with the spatial strategy. However, the sites include an allocation of 9 hectares of employment land in the BAEZ, in addition to that planned for in the CS and that provided for in Fylde.
38. This proposed employment land allocation of 9 hectares is dealt with in detail in Policy DM8. It is directly linked to an adjacent housing allocation of some 1.4 hectares (HSA1.13). Both form part of a wider 14 hectare parcel of the land which is within the BAEZ which is proposed to be removed from the Green Belt to facilitate its development as part of the overall delivery objectives for the BAEZ.

39. Paragraph 140 of the NPPF states Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of Plans.
40. The additional 9 hectare of employment land would compensate for the losses of employment land to other uses in Blackpool over the plan period. It would also provide land for serviced plots in a desirable location and of a size not available anywhere else in the borough or the BAEZ having the potential to increase annual employment land take up for the remainder of the plan period (EL4.002a).
41. Furthermore, the specific parcel of land is essential to facilitate the creation of the link road connecting the BAEZ to Common Edge Road and the creation of the new Eastern Gateway. The proposed 1.4 hectare housing allocation is necessary to support the viability of the required infrastructure investment.
42. Therefore, without this specific proposed release from the Green Belt of land at the BAEZ for employment, housing and associated infrastructure, the ability to achieve the overall aims and objectives of the BAEZ would be significantly compromised. This would have significant negative economic consequences for Blackpool, one of the country's most deprived boroughs and the wider Fylde Coast.
43. Therefore, in the absence of reasonable alternatives, and given the benefits associated with local housing and economic growth at this particular location, it is concluded that exceptional circumstances exist in principle to justify the release of land from the Green Belt at the BAEZ. I go on to consider environmental capacity and site-specific exceptional circumstances under issue 2 below.
44. However, part of the land proposed for release from the Green Belt at the BAEZ would not deliver housing, employment or highway infrastructure and instead would accommodate sports facilities, which already have the benefit of planning permission and are under construction (discussed in detail under issue 2). There are no exceptional circumstances for this land to be removed from the Green Belt, instead this should remain part of the Green Belt and form the new permanent Green Belt edge of the settlement.
45. Therefore, overall, I am satisfied, having considered the evidence, exceptional circumstances exist to justify altering the Green Belt boundary to facilitate the proposed employment, housing and infrastructure development in the BAEZ although it's necessity should be more explicitly explained in the SADMP. However, the

same exceptional circumstances do not exist with regard to the land proposed to be used for recreational purposes at the BAEZ.

46. MMs are therefore necessary to Policies DM7 and DM8 and their associated justifications to explain why it is essential to remove land from the Green Belt to facilitate the delivery of economic development at the BAEZ and reduce the amount of land to be removed from the Green Belt at this location from around 14 hectares to approximately 10 hectares. **MM10** and **MM11** would address these issues and are necessary in the interests of ensuring consistency with national policy, appropriate justification and effectiveness.
47. The adjusted Green Belt boundary at the BAEZ as reflected in the EL5.004 will need to be detailed on the Council's policies map. Furthermore, in the interests of clarity and effectiveness, the extent of the Green Belt release and its relationship with the BAEZ should also be detailed on a map appended to the SADMP (**MM46**).

Other Green Belt Proposals

48. Policy SLA1 seeks to remove land from the Green Belt for it to be safeguarded for development beyond the plan period. However, neither the SADMP nor the evidence in the Council's Local Green Belt Review Assessment (EB021) demonstrates what it would be safeguarded for. The exceptional circumstances identified above are specifically related to the BAEZ. EB021 is not a comprehensive strategic review of the borough's Green Belt and contains no justification for why this location has been selected when considered against other areas of the borough's Green Belt. Thus, the selection of this location for removal from the Green Belt is not justified without fully considering other alternatives and how they compare in terms of the Green Belt purposes. The same applies to the proposed Green Belt boundary changes referred to as "several minor anomalies" in paragraph 2.23 of the SADMP. Exceptional circumstances also do not exist to justify these changes.
49. Therefore, Policy SLA1 and the justification text is not justified or consistent with national policy. **MM05** is therefore necessary to delete Policy SLA1 and paragraphs 2.20 to 2.24 as they are not sound. The Council will need to reflect these changes on its policies map.

Retail

50. The SADMP allocates a mixed-use site in Blackpool Town Centre for new retail development, a car park and other uses appropriate for the Town Centre location, following the recommendations in the Council's retail study (EB017), and subject to an impact assessment (EB015) which found no harmful impact on Blackpool Town Centre overall. This allocation is justified.

Gypsy and Traveller Accommodation

51. The Fylde Coast Authorities agree that the need identified in the Blackpool, Fylde and Wyre Gypsy and Traveller Accommodation Assessment Update (2016) (EB008) has been met by granting planning permissions and there is therefore no need to identify a site for such purposes in the SADMP. I concur.

Allotments

52. The Council's Open Space Assessment (EB022) identifies a deficiency in allotment provision to the north of the borough. Policy ASA1 addresses this by allocating land for this purpose and in that location. However, **MM04** is necessary in the interests of effectiveness to ensure the policy makes reference to the geographical application on the policies map.

Conclusion

53. In summary, it is concluded that subject to the above MMs the overall approach to housing, economic growth, the Green Belt, retail, gypsy and traveller accommodation and allotments in the SADMP is consistent with the CS and national policy.

Issue 2 - Are the sites allocated for employment and housing justified and deliverable and do they provide a sufficient supply?

54. The SADMP includes one employment allocation (Policies DM7 and DM8). For the reasons discussed at length above the allocation of this site is justified.
55. Policy HSA1 allocates 29 sites for housing development. Of those, at the time of the regulation 19 consultation 14 were without planning permission. Site proformas to guide the development of

such sites are included in Schedule 1 of the SADMP. The Council has carried out an assessment of potential housing site options based on its Strategic Housing Land Availability Assessment (EB004) which is explained in the Housing Topic Paper (EB003) and is reasonable and proportionate. Robust reasons for selecting the allocated housing sites and rejecting others are set out in section 4 of EB003.

56. The site assessment process has been informed by relevant technical evidence, SA and the need to locate development in accordance with the spatial strategy. I consider that the site selection process is robust and has led to an appropriate selection of allocations. All of the site allocations in the SADMP have landowners and or developers who are engaged with the Council to bring them forward for development.
57. Having considered all the evidence and representations, I am satisfied that the site allocations within the SADMP are soundly based and capable of being developed, subject to some site-specific modifications. These are necessary to ensure that the Policies adequately reflect the evidence, would be effective and accord with national policy. On this basis it is not necessary for me to refer to every site, only those that require modifying, which I deal with below.
58. Policy DM8 – BAEZ – This policy seeks to support and guide the delivery of development in the BAEZ over the plan period. However, the BAEZ also includes land in Fylde and it is not clear from the policy or its justification that Policy DM8 relates only to land within the BAEZ which is within Blackpool.
59. The delivery of the BAEZ is guided by a detailed masterplan and relies on a number of items of critical infrastructure improvements for it be delivered. However, the relationship of the Local Plan with the masterplan for the BAEZ and the dependence on critical infrastructure should be specified in Policy DM8 and explained in the justification for effectiveness.
60. The boundary of the BAEZ is detailed on the submission policies map and covers existing commercial premises and mainly playing fields, some of which would be removed from the Green Belt to accommodate new development necessary to realise the economic growth potential of the BAEZ as detailed above. However, the

Council have granted planning permission¹ for schemes which would collectively provide a new sports and social facilities building, carparking and a range of sports pitches leading to improved provision overall. These facilities are on the southern extent of the BAEZ and would effectively form the new Green Belt edge, as I have already found their removal from the Green Belt is not justified in principle.

61. Nevertheless, the Council's Local Green Belt Assessment (EB021) did recommend the site at the BAEZ is released from the Green Belt. It notes the relevant section of the Green Belt punches into Blackpool's urban area and is surrounded by established business / industrial sites including an airport. I concur, and subject to appropriate mitigation and detailed design, the harm to the Green Belt associated with the removal of the land from the Green Belt to facilitate development at the BAEZ could be reduced to acceptable levels through landscaping and other mitigation. Furthermore, the presence of Blackpool Airfield will inevitably ensure that a significant amount of land surrounding the proposed Green Belt release remains open. Thus, when balanced against the economic development need discussed above, I am led to conclude that the proposed development can be accommodated without having significant effects on the purposes of the Green Belt and the overall integrity of the Green Belt within the Borough. Overall, I find exceptional circumstances exist to justify the site's removal from the Green Belt.
62. Green Belt compensatory improvements would be required and there are a number of opportunities for Green Belt enhancement nearby specifically as part of a package of measures associated with the sports facilities, within the BAEZ to be retained within the Green Belt. However, to ensure consistency with national policy and in the interests of effectiveness these measures will need to be specified in Policy DM8.
63. **MM11** would address all these issues, thus subject to such, the allocation is effective, justified and consistent with national policy. With this allocation as detailed under Issue one, the SADMP would provide a sufficient supply of employment land increasing the prospect of achieving the economic growth objectives of the CS and the BAEZ.

¹ Council Reference 20/0564 & 20/0108

64. HSA1.1 – Former Mariners Public House, Norbeck Road – Planning permission has been granted for a scheme including 34 dwellings, and **MM35** is therefore necessary to adjust the site capacity in Schedule 1, in the interests of effectiveness.
65. HSA1.2 - Former Bispham High School, Bispham Road, Blackpool – This site consists of a demolished school with associated playing fields. It is located in the Greenlands Ward where the Council's Open Space Assessment (EB022) notes a quantitative surplus of this type of open space. The Council have worked with Sport England on a Playing Pitch Strategy which contains measures to compensate for playing pitch losses to result in an overall improved provision in the area. However, **MM36** is necessary to add wording to ensure the loss of playing fields is replaced by equivalent or better provision in the area in the interests of effectiveness and to ensure consistency with national policy.
66. HSA1.4 - Land rear of 307-339 Warley Road, Blackpool - An area of open land to the rear of existing dwellings in a residential area. For effectiveness the development considerations in Schedule 1 should make clear that access to the rear of the existing dwellings must be retained (**MM37**).
67. HSA1.5 - Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park – Since submission, planning permission has been granted for a development including 131 dwellings. Part of the site is playing fields and open space. However, there is a quantitative surplus of the relevant types in the Park Ward. Subject to **MM38** which would update the delivery details to reflect the planning permission and make clear that open space must be replaced with equivalent or better provision, the allocation is effective and consistent with national policy.
68. HSA1.6 – Land at Coleridge Road / George Street, Blackpool – Planning permission has been granted for a scheme including 8 dwellings, and **MM39** is therefore necessary to adjust the site capacity in Schedule 1, in the interests of effectiveness.
69. HSA1.7 – 190 – 194 Promenade, Blackpool – This site is within the setting of a number of heritage assets. **MM40** is necessary for effectiveness and consistency with national policy to ensure a heritage impact assessment is undertaken and taken into account in any scheme.

70. HSA1.9 – Car Park, Bethesda Road, Blackpool – MMs are necessary to adjust the schedule text to recognise the site's existing car park use in the interests of effectiveness (**MM41 & MM42**).
71. HSA1.13 – Land at Jepson Way / Common Edge Road, Blackpool – This site is enabling housing associated with the BAEZ also referenced and directly related to Policy DM8 as discussed above. However, a MM is needed to add wording to ensure the loss of playing fields is replaced by equivalent or better provision in the area in the interests of effectiveness and to ensure consistency with national policy (**MM43**).
72. Including all these housing sites, the SADMP would provide the borough with way in-excess of 5 years of deliverable housing land supply as detailed in the Council's updated housing topic paper (EL4.006). At least 10% of the housing requirement has been provided to date on sites no larger than one hectare, particularly from windfall conversions and changes of use sites as required by Policy CS2 of the CS and the evidence (EB003 & EL4.006) indicates this is likely to continue.

Conclusion

73. In conclusion, subject to the aforementioned modifications, the sites allocated for employment and housing are justified and deliverable and provide a sufficient supply.

Issue 3 - Are the SADMP's development management policies justified, effective and consistent with national policies

Housing

74. Policy DM1 seeks to secure 20% of any new housing to meet the needs of elderly or disabled residents or be easily adaptable in line with the Optional Standard M4(2) or M4(3) of the Building Regulations.
75. Blackpool has an above average percentage of households which include persons with a form of disability and the Council's housing register shows a disproportionate amount of housing need among elderly and disabled residents. Whilst the Plan would still not meet the need estimated for such accommodation, the requirement for

20% has been shown generally to not prejudice the viability of development through the Council's Viability Assessment (EB002) and will therefore optimise delivery without being a barrier to development.

76. The needs for adaptable housing and the mix of M4(2), M4(3) a and b will be informed by the Council's housing strategy with advice from relevant Officers sought on a scheme-by-scheme basis. However, this is not made clear in the SADMP and it will require evidence to be provided in support of proposals. Furthermore, the costs associated with meeting each of these standards can vary significantly and thus the Council will need to apply this policy requirement flexibly based on exceptional site-specific circumstances so as not to prejudice the delivery of development.
77. Policy DM1 also seeks to ensure 20% of all new homes meet the national described space standard (NDSS). The relevant Planning Practice Guidance (PPG) says evidence should be provided on the size and type of dwellings currently being built in the area, to ensure the impacts of adopting space standards can be properly assessed.
78. The CS notes there is an extremely unbalanced and dysfunctional housing supply, with significant over supply of small, poor-quality bedsits, flats or housing in multiple occupation, with much of the accommodation in the inner area unsuitable for families and undesirable to anyone who can afford to choose better. Therefore, internal space and reasonably sized rooms, such that they offer quality family accommodation, is clearly a particular issue in Blackpool.
79. The Council assessed all housing schemes granted planning permission since 2013 (some 30 schemes) and found that only 3.1% of all those dwellings met the NDSS. This is a reasonable sample irrespective of when the NDSS was introduced, and it shows that without intervention the types of homes delivered in Blackpool could result in cramped living accommodation and fail to address the need for quality family accommodation noted in the CS.
80. On this basis, a proportion of 20% of all new housing would go some way towards ensuring at least some properties are delivered which meet the NDSS and is justified. However, for effectiveness a threshold of five dwellings is needed because this is the minimum

number for a site to deliver one dwelling to the required standard. Furthermore, for the same reasons as the adaptable standard, flexibility is also needed to ensure that the requirement is applied exceptionally subject to site specific viability. **MM06** would address all these issues, subject to it, Policy DM1 is justified, effective and consistent with national policy.

81. Policy DM3 seeks to ensure supported accommodation and housing for older people is appropriately designed and located. The approach is justified in terms of seeking to achieve balanced communities where housing provides an appropriate quality of life for its intended occupants. However, **MM07** is needed for effectiveness, to clarify the definition of a block in part 2 a of the policy and to make clear in the justification how the Council will determine the level of accessibility, as referred to in part 1 c of the policy. Amendment is also necessary for effectiveness to the justification text to explain how 400 metres will be measured in relation to part 2 b of the policy. Thus, subject to **MM07**, Policy DM3 is justified and effective.
82. The Council's approach to managing development involving student accommodation is set out in Policy DM4. However, part b of the policy requires proposals for such accommodation to be within 800 metres of a learning centre or, if not, a sequential approach is to be applied considering sites close to public transport routes.
83. However, clarification is necessary as to what is meant by a public transport route, how 800 metres would be measured and how a sequential assessment would be undertaken. Furthermore, part 1 e of Policy DM4 seeks to deal with the effect of limited floorspace by requiring proposals to accord with the Council's Student Advice Note. Additionally, that note does not form part of the Development Plan and instead, the policy should be amended to address the issue, which is to ensure developments provide internal spaces which through their layout and size lead to acceptable living conditions. **MM08** would overcome these issues and is therefore necessary for effectiveness.
84. In Blackpool there are many buildings, particularly older holiday accommodation which have the potential to be converted to dwellings. Policy DM5 seeks to ensure such conversions deliver high quality accommodation and do not lead to over concentrations of small poor-quality housing in the inner area. However, part b of

Policy DM5 should be amended to require proposals to provide internal spaces which through their layout and size lead to acceptable living conditions, removing reference to adhering to the NDSS and the Council's adopted floorspace and amenity standards. The justification should be amended to only have regard to these standards as they do not form part of the development Plan. **MM09** would address these issues and make clear this policy applies only to conversions and sub-divisions and is therefore needed to ensure Policy DM5 is justified and effective.

Economy

85. Policy DM9 sets out a positive framework for development at Blackpool Zoo as identified on the submission policies map. However, whilst it is justifiable to seek to ensure any new development does not harm the setting of the adjoining Stanley Park Conservation Area, **MM12** is necessary in the interests of effectiveness and consistency with national policy to ensure the policy also recognises Stanley Park is a registered park and garden.
86. The Promenade and Seafront are the focal point for tourists and the Promenade is the town's largest outdoor recreational space. Policy DM10 seeks to improve the appearance and economic function of the Promenade and Seafront including among other things supporting development that involves new high quality landmark features. However, a MM is necessary in the interests of effectiveness to clarify that a landmark feature is one which is easily recognised and can assist with way finding. It is also necessary to ensure the policy wording is consistent with paragraph 197 of the NPPF and to note the geographical application of the policy on the policies map. **MM13** would address all these issues in the interests of consistency with national policy and effectiveness.
87. Policy CS4 of the CS identifies Blackpool Town Centre as defined on the policies map as the focus for new retail and other town centre uses. Policies DM11 and DM12 specify the uses which will be permitted in the primary and secondary frontages consistent with paragraph 86(b) of the NPPF. The primary and secondary frontages are defined on the Council's submission policies map and follow the recommendations of the Council's Retail Study (EB017 and EB017a). Policies DM11 and DM12 are soundly based.
88. The Council's evidence (EB010) shows high concentrations of betting shops, adult gaming centres and pawnbrokers in parts of

Blackpool. This evidence demonstrates this can have negative consequences for the vitality and viability of centres and the well-being of communities. Policy DM13 therefore, justifiably seeks to manage these concentrations outside of the defined primary and secondary frontages. However, for effectiveness a MM is needed to make clear that 400 metres would be measured as the crow flies to clarify how the policy would be applied. Subject to **MM14**, Policy DM13 is justified, effective and consistent with national policy.

89. In line with Policy CS4 of the CS Policy DM14 of the SADMP sets out a positive framework for managing new development in Blackpool's District and Local Centres. Clifton Retail Park does not fulfil the same function as either a Local or District Centre and therefore does not need to be explicitly recognised in Policy DM14. Policy DM14 is sound.
90. Policy DM16 seeks to promote healthier communities by restricting new hot food takeaways in or within 400 metres of wards where there are more than 15% of year 6 pupils or 10% of reception age pupils which are classified as obese by Public Health England.
91. The 2015 and 2019 Indices of Deprivation ranked Blackpool as the most deprived local authority area in the country (EB001). This is based on data indicators used from seven domains which include income and health and is compelling. The Local Authority Health Profile 2019 shows the health of people in Blackpool is generally worse than the England average. It shows life expectancy for men is 12.3 years lower and for women 10.1 years lower than the national average with obesity among the local population being a contributory factor. The Blackpool Joint Strategic Needs Assessment confirms that 75% of adults in Blackpool are overweight (compared to 63% in England) and 31% of adults in Blackpool are obese (compared to 27% in England) and confirms that obesity is an important factor contributing to the inequality gap in life expectancy in Blackpool residents.
92. The Council's Healthy Weight Declaration (EL4.001) commits the Council to working with other bodies on a range of actions including reducing unhealthy weight in Blackpool. It also recognises the potential for the planning system to contribute towards such as part of a broad multi-disciplinary package of measures.

93. Paragraph 92 of the NPPF states that planning policies should aim to achieve healthy places which enable and support healthy lifestyles through a range of measures including access to healthier food. The PPG says planning policies may need to have regard to issues which include evidence indicating high levels of obesity, deprivation, health inequalities and general poor health in specific locations and over-concentration of certain uses within a specified area.
94. Public Health England has identified on average that there are around 96 hot food takeaways per 100K population, whereas EB009 shows 217 or 196 (excluding the Promenade) per 100K population in Blackpool with 12 of its 21 wards having more than 10% more hot food takeaways than the national average. However, that evidence indicates there is no direct correlation or clustering around schools and therefore supports the Council's approach. Setting thresholds based on the obesity of reception age and year 6 children is reasonable as the choices and behaviours learned are more likely than not to be carried through to later adult life.
95. Public Health England maintain data on child excess weight and obesity at ward-level which is freely available and updated annually, the thresholds are reasonably set at a level that should Policy DM16 be effective alongside other measures, obesity levels could reasonably be expected to fall below the threshold making hot food takeaways permissible in some wards over the plan period. In any event, the evidence shows the borough is already very well served. Moreover, Policies DM11, DM12 and DM14 permit restaurants and cafes within use class E(b) within the primary and secondary frontages of Blackpool Town Centre, District Centres and Local Centres.
96. However, the effects of Policy DM16 will need to be closely monitored to understand whether or not the policy is effective and the monitoring framework does not currently include clear mechanisms for achieving such. **MM15** and **MM45** are therefore necessary for effectiveness to include clear indicators necessary to measure its effectiveness over the plan period and to inform any review of the policy approach. **MM15** is also needed for effectiveness to make clear how 400 metres is to be measured. Subject to these main modifications Policy DM16 is justified by the unique challenges facing Blackpool. Subject to these MMs it is effective and consistent with national policy.

Design

97. The Council's key design principles for development in the borough are set out in Policy DM17. However, **MM16** is necessary to ensure proposals have regard to heritage assets and their settings to ensure consistency with national policy.
98. Policy DM18 seeks to ensure new development facilitates high speed broadband connections where possible. However, the reference to commercial development is unclear. **MM17** would address this by specifying the relevant use classes and is therefore necessary in the interests of effectiveness.
99. Views, such as those of Blackpool Tower, shape the unique identity of the borough. Policy DM19 justifiably seeks to protect and enhance such views and others which give Blackpool its distinctive character. However, MMs are needed to the justification text and policy to clarify what constitutes a strategic view and remove reference to a number of specific features so as to ensure each scheme responds to its context. Furthermore, criteria c, d and e unnecessarily duplicate the provisions of Policies DM26, DM27 and DM28. **MM18** would resolve all these issues in the interests of effectiveness.
100. Policy DM21 aims to ensure new development provides appropriate landscaping to contribute towards enhancing the borough's green and blue infrastructure network where practicable. However, for reasons already given requiring development to accord with a supplementary planning document is not justified. **MM19** would address this and subject to such Policy DM21 is sound.
101. Criteria for development involving shopfronts and advertisements are set out in Policies DM22 and DM24 respectively. However, the display of advertisements is regulated by The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) with considerations of such confined to issues of amenity and public safety. MMs are therefore needed to fully recognise the advertisement consent regime in both these policies and their justifications to ensure Policies DM22 and DM24 are legally compliant, justified, effective and consistent with national policy (**MM20** and **MM21**). **MM20** would also clarify, in the interests of effectiveness, what is meant by principal signage in part 1 d of Policy DM22.

102. Policy DM25 requires new appropriate development to deliver or make contributions to public art projects. However, flexibility through the addition of a viability and feasibility clause is needed to ensure that such does not prejudice the delivery of development. **MM22** would address this in the interests of effectiveness.
103. Policies DM27, DM29 and DM30 set out requirements for proposals which affect Conservation Areas, Stanley Park a grade II registered historic park and garden and archaeology respectively. However, MMs are needed to ensure the detailed wording of Policies DM27 and DM30 reflect national policy and legislation with regard to heritage assets and that Policies DM27 and DM29 note their geographical application on the policies map. **MM23, MM24** and **MM25** would overcome these issues and are necessary to ensure legal compliance, consistency with national policy and effectiveness.

Environment

104. Much of Blackpool is served by combined sewerage systems of some age. This means sewerage infrastructure regularly reaches capacity, leaving water unable to drain and other problems such as drainage into the sea affecting bathing water quality among other things. Policy DM31 justifiably seeks to ensure new development is designed following the surface water drainage hierarchy. However, the maximum surface water run-off rates specified in the justification text are development requirements which should be clearly set out in policy for effectiveness (**MM26**).
105. Policy DM32 identifies the borough as an area of search for small scale wind turbines (up to 20 metres tall) subject to a number of criteria which is justified by the evidence (EB030 and EB031) and consistent with the approach in the CS. However, criteria d and g only require developers to assess impact on heritage assets and air traffic safety and radar. Instead, for effectiveness, these criteria should also require mitigation if any harmful impacts are identified following assessment. **MM27** would address these issues and is therefore necessary in the interests of effectiveness.
106. Policy DM33 seeks to protect Blackpool's coast and foreshore from harm. However, **MM28** is necessary to reference the associated geographic application on the policies map as well as to clarify the relationship with the Marine Plan in the justification text, in the interests of legal compliance and effectiveness.

107. Policy DM35 aims to ensure development proposals appropriately assess and mitigate any biodiversity impacts. However, the Policy should make reference to best and most versatile agricultural land and biodiversity net gain both to ensure consistency with national policy and legislation and effectiveness (**MM29**).
108. The Council's approach to controlling pollution and contamination is set out in Policy DM36. However, the policy should make reference to and clarify the extent of the existing Blackpool Air Quality Management Area in the interests of effectiveness. It should also make reference to biodiversity impacts off site and make clear that impacts must not be to unacceptable levels after mitigation. **MM30** and **MM47** would address these issues for effectiveness.
109. Policy DM37 seeks to guard against the unnecessary loss of valued facilities and services where loss would reduce the ability to meet community day to day needs subject to specific criteria. This is consistent with paragraph 93 of the NPPF. However, criterion b requires proposals for redevelopment to non-community facilities to be supported by a demonstration that there is no longer a need for such without explaining the type and detail of the evidence the Council will require. **MM31** would address this by adding further detail to the justification text and is therefore necessary for Policy DM37 to be effective.
110. Policy DM38 applies to proposals which would result in the loss of allotments or community gardens. However, both are identified on the policies map which should be referenced in the policy in the interests of effectiveness (**MM32**).

Transport

111. Transport requirements for new development are set out in Policy DM41. However, there may be circumstances where new development cannot meet all specific requirements. For example due to site-specific constraints. In which case some flexibility will be required on a case-by-case basis so as to ensure the policy does not prejudice the delivery of development in the interests of effectiveness (**MM33**).
112. Policy DM42 makes clear proposals within the aerodrome safeguarding area will be subject to consultation with the Ministry of Defence. However, it is ineffective as it does not specify that

account should be taken of such consultation and that there should be no adverse impact on safety or interference with communication systems. **MM34** would address this by adding further detail to the justification text and policy.

Conclusion

113. In conclusion, subject to the aforementioned modifications, the SADMP sets out positively prepared development management policies which are consistent with the CS, justified, effective and consistent with national policy.

Issue 4 - Is the SADMP based on a robust assessment of required supporting infrastructure, does it set out effective mechanisms for monitoring and implementation and is it viable?

Infrastructure

114. The Infrastructure Delivery Plan Update (2020) and the 2022 update (SD008 and EL4.003) set out a range of projects which can reasonably be expected to be delivered when envisaged to support the delivery of the development proposed in the SADMP. The delivery of infrastructure projects will be closely monitored over the plan period through the arrangements which govern the BAEZ and the Council's overall approach to monitoring the delivery of its Local Plan. Overall, the Council's approach makes sufficient provision for infrastructure, and is justified, effective and consistent with national policy, particularly paragraph 20(b) and (c) of the NPPF.

Monitoring

115. In accordance with paragraph 33 of the NPPF, the Monitoring and Implementation section of the Local Plan sets out clear performance indicators against which the effectiveness of the policies will be monitored. It also clearly explains the need to keep the SADMP under review and what actions will be taken if policies are not being implemented as expected. Reasonable targets and trigger points for action are specified where practicable. The actions identified if policies are not being implemented as expected are reasonable and proportionate. Subject to **MM45** which would add additional indicators necessary to monitor the effectiveness of Policy DM16 (see issue 3) the Council's monitoring framework is effective.

Viability

116. The Local Plan Viability Assessment (2020) (EB002) assesses a range of appropriate housing sites and development scenarios which are reflective of the sites included in the SADMP. It shows a mixed picture, particularly that residential development is generally viable in the urban edge, but less so in the urban inner core with variation between brownfield and greenfield sites in the urban edge. It also demonstrates through sensitivity analysis that modest changes to value and / or cost will result in significant changes to viability and any potential surplus for planning policy requirements or planning contributions.
117. The findings also identify that commercial development in the borough also has viability challenges. However, the unique circumstances of the BAEZ with incentives for businesses such as rate relief and enhanced Capital Allowance will assist viability. The Council is also committed to seeking public sector funding to enhance the viability of sites over the plan period. On this basis, subject to flexibility on site-specific requirements where necessary and proactivity in seeking public sector funds, I am satisfied the development sites proposed in the SADMP could be viably developed over the plan period.
118. Overall, the SADMP's policies, incorporating the MMs discussed above are sufficiently flexible in that they will allow requirements to be relaxed if they are shown to be undermining the delivery of development in the borough. The Council's viability assessment robustly demonstrates based on reasonable and available information that the cumulative impact of the policies in the SADMP will not compromise development viability.

Conclusion

119. In conclusion, subject to the aforementioned modifications, the Plan is based on a robust assessment of required supporting infrastructure, it sets out effective mechanisms for monitoring and implementation and is viable.

Overall Conclusion and Recommendation

120. The SADMP has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance

with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

121. The Council has requested that I recommend MMs to make the SADMP sound and/or legally compliant and capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended MMs set out in the Appendix, the SADMP satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

L Fleming

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Blackpool Local Plan Part 2: Site Allocations and Development Management Policies

Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strike through~~ for deletions and **bold underlining** for additions of text.

The paragraph numbering below refers to the submission local plan and does not take account of the deletion or addition of text.

Ref	Policy/ Paragraph	Main Modification						
MM01	1.1	The Site Allocations and Development Management Policies Document is Part 2 of the Blackpool Local Plan and is a key planning document which allocates sites for development, safeguarding or protection and sets out a suite of development management policies to guide appropriate development. <u>This document does not contain any strategic policies and supersedes all saved policies within the Blackpool Local Plan 2006, as detailed in Appendix A.</u>						
MM02	1.15	The Local Plan Evidence Base helps us to develop a detailed understanding of key issues and characteristics of Blackpool and the Fylde Coast, and is used to inform and justify the policies in the plan. Additional evidence base has been developed to support the allocations and development management policies set out in the Local Plan Part 2. These documents along with other supporting documents are listed at Appendix A and can be found at evidence base [opens a new window]. In addition other Council strategies and declarations have been taken into account including: <ul style="list-style-type: none"> • Blackpool Council Plan 2019-2024 • Green and Blue Infrastructure Strategy (2019) • Blackpool Council Declaration on healthy weight (2016) • Blackpool Council Declaration of a climate emergency (2019) • <u>Blackpool’s Climate Emergency Action Plan (2021)</u> 						
MM03	HSA1	<table border="1"> <thead> <tr> <th>Site Reference</th> <th>Site Area (ha)</th> <th>No. of dwellings expected to be delivered 2021-19 -2027</th> </tr> </thead> <tbody> <tr> <td>HSA1.1 Former Mariners Public House, Norbreck Road</td> <td>0.20</td> <td>34 35</td> </tr> </tbody> </table>	Site Reference	Site Area (ha)	No. of dwellings expected to be delivered 2021-19 -2027	HSA1.1 Former Mariners Public House, Norbreck Road	0.20	34 35
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HSA1.1 Former Mariners Public House, Norbreck Road	0.20	34 35						

Ref	Policy/ Paragraph	Main Modification			
		HSA1.2	Former Bispham High School & land off Regency Gardens	9.10	176
		HSA1.3	Land at Bromley Close	0.22	12
		HSA1.4	Land rear of 307-339 Warley Road	0.33	14
		HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.62	131 160
		HSA1.6	Land at Coleridge Road/George Street	0.14	8 14
		HSA1.7	190-194 Promenade	0.12	15
		HSA1.8	South King Street	0.59	47
		HSA1.9	Bethesda Road Car Park	0.13	13
		HSA1.10	Whitegate Manor, Whitegate Drive	0.31	16
		HSA1.11	Land off Kipling Drive	0.27	14
		HSA1.12	Land at Rough Heys Lane	0.67	27
		HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	57
		HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	90
		HSA1.15	Land at Warren Drive	3.12	71 86
		HSA1.16	Land at Ryscar Way	2.06	47
		HSA1.17	Land at 50 Bispham Road	0.09	12
		HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.35	16
		HSA1.19	Kings Christian Centre, Warley Road	0.12	15
		HSA1.20	Land off Coopers Way	4.22	45
		HSA1.21	Land at Coleridge Road/ Talbot Road	0.29	25
		HSA1.22	7-11 Alfred Street	0.04	14
		HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	192
		HSA1.24	Site A, Former NS & I Site, Preston New Road	5.11	83
		HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	22 45
		HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.18	10
		HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	12
		HSA1.28	Land at 200 – 210 Watson Road	0.89	39

Ref	Policy/ Paragraph	Main Modification			
		HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88
		Total supply from allocated sites			1153 1419
	2.3-2.5 and Table 1	<p>2.3 In addition to the sites allocated in Policy HSA1, the Core Strategy housing requirement will be met through completions over the period 01 April 2012 – 31 March 2021 <u>19</u>, sites with planning permission including sites at identified South Blackpool Housing Growth locations, apartments as part of mixed use proposals at Town Centre Strategic Sites and a windfall allowance.</p> <p>2.4 Table 1 shows the housing supply position. The identified supply is approximately 4338 <u>4,544</u> dwellings, which exceeds the housing requirement and ensures that there is a flexible portfolio of housing sites that can be delivered throughout the plan period. The Housing Topic Paper provides further detail and includes a housing trajectory, which sets out the expected rate of housing delivery over the plan period.</p> <p>2.5 It is a requirement of the NPPF to identify a five year housing land supply from the intended date of adoption of the plan. A five year supply has been identified for the period 01 April 2021 <u>19</u> – 31 March 2026 <u>24</u> and will be updated annually to ensure that a five year supply is maintained over the plan period.</p> <p>Table 1: Housing Supply Summary</p>			

Ref	Policy/ Paragraph	Main Modification																					
		<table border="1"> <thead> <tr> <th>Source</th> <th>Number of Dwellings</th> </tr> </thead> <tbody> <tr> <td>Completions 1 April 2012 - 31 March 2021¹</td> <td>1803 1,307</td> </tr> <tr> <td>New build dwellings with extant permission at 31 March 2021 (including 541 584 dwellings on allocated sites)</td> <td>1054 1,177</td> </tr> <tr> <td>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</td> <td>175</td> </tr> <tr> <td>Permitted conversions/changes of use (10 or more dwellings) at 31 March 2021</td> <td>119 140</td> </tr> <tr> <td>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</td> <td>105</td> </tr> <tr> <td>Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April 2021¹ - 31 March 2027</td> <td>600 800</td> </tr> <tr> <td>Allocated housing sites without planning permission</td> <td>612 690</td> </tr> <tr> <td>Additional supply from Town Centre Strategic Sites</td> <td>150</td> </tr> <tr> <td>Total Housing Supply</td> <td>4338 4,544</td> </tr> </tbody> </table> <p>¹ Completions during 2020-2021 have been significantly impacted due to the Covid-19 Pandemic</p>	Source	Number of Dwellings	Completions 1 April 2012 - 31 March 2021 ¹	1803 1,307	New build dwellings with extant permission at 31 March 2021 (including 541 584 dwellings on allocated sites)	1054 1,177	New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)	175	Permitted conversions/changes of use (10 or more dwellings) at 31 March 2021	119 140	Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)	105	Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April 2021 ¹ - 31 March 2027	600 800	Allocated housing sites without planning permission	612 690	Additional supply from Town Centre Strategic Sites	150	Total Housing Supply	4338 4,544	
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MM04	ASA1	Land to the north of the Golf Driving Range, accessed from Fleetwood Road is allocated for a new allotment, <u>as identified on the Policies Map.</u>																					
MM05	SLA1	<p>2.20 In order that Green Belt boundaries should be long lasting, land at Faraday Way between the existing urban area and the Green Belt is safeguarded for future development needs beyond the plan period. Paragraph 139 of NPPF states that planning permission for the permanent development of safeguarded land will only be granted following a Local Plan Review.</p> <p>2.21 Paragraph 85 of NPPF require plans to identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period.</p> <p>2.22 This policy identifies one area of Safeguarded Land within Blackpool Borough and outlines the restrictions on development that will be pursued over the period of the Local Plan.</p>																					

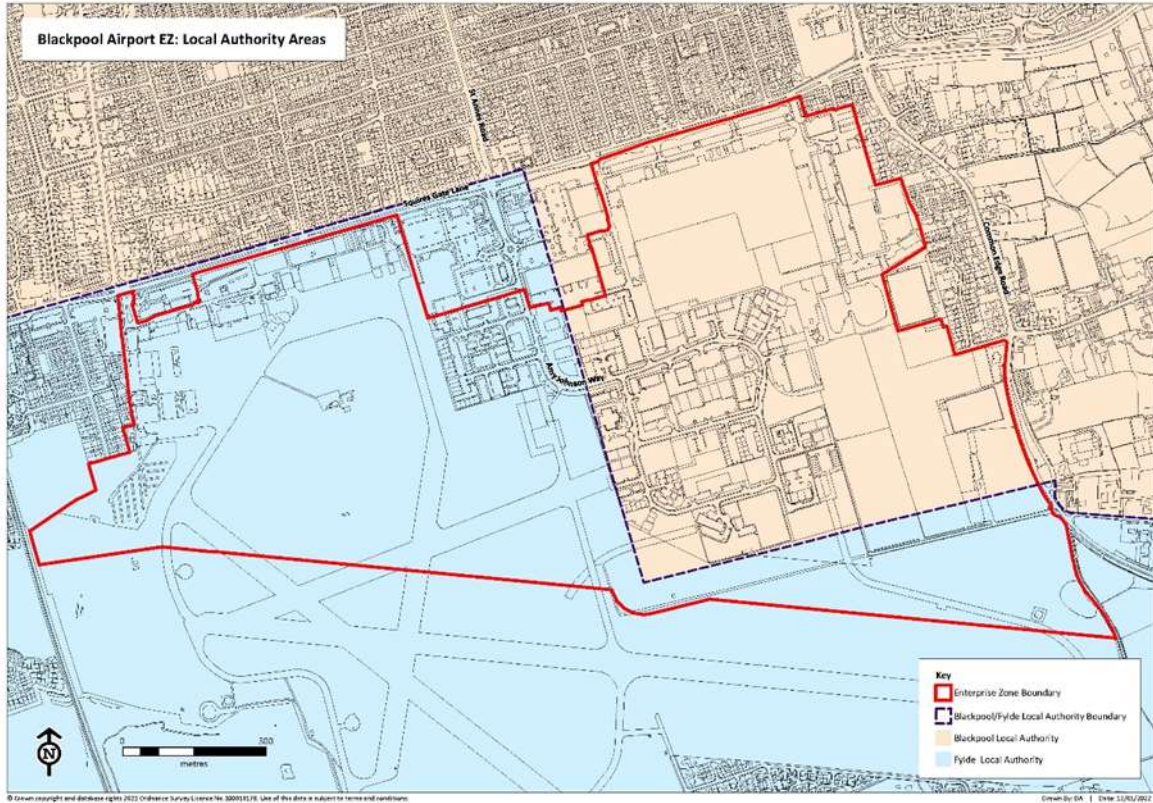
Ref	Policy/ Paragraph	Main Modification
		<p>Policy SLA1: Land Safeguarded for Future Development Needs</p> <p>Development will not be permitted on Safeguarded Land as shown on the Policies Map until a review of the Local Plan is undertaken.</p> <p>2.23 The Local Green Belt Review Topic Paper (2020) highlighted several minor anomalies regarding the detailed local Green Belt boundaries. It recommended some amendments that relate to a very small proportion of the overall green belt across the Fylde Coast and does not amount to any strategic change to the Green Belt.</p> <p>2.24 One such amendment was to existing Green Belt at Faraday Way to follow natural field boundaries. Due to Blackpool's highly constrained nature, there may be a need to allocate this land that is no longer Green Belt for development needs in the future. Therefore it is safeguarded until a review of the Blackpool Local Plan is carried out.</p>
MM06	DM1	<p>1. As a minimum, 20% of all new build dwellings on a site <u>sites of five dwellings or more</u> must meet the Nationally Described Space Standard (or any future successor);</p> <p>2. Housing designs and layouts must:</p> <p>a. respond to the topography, local character and distinctiveness of a site <u>the area</u> and be well integrated into existing development by respecting the established streetscene, building lines and patterns of development, in order to maintain or establish a strong sense of place. Exceptions may be made for housing proposals of high quality and innovative design, which raises the overall design quality of an area and contributes positively to the distinctiveness of a place;</p> <p><u>8. Proposals that are not in accordance with the above measures will only be permitted where there is clear evidence that it would not be feasible or it would directly prejudice viability. In such circumstances an application should be supported by an open book viability assessment.</u></p>
	New sub-heading and paragraph after 3.28	<p><u>Accessible and Adaptable Housing</u></p> <p><u>Accessible and adaptable housing should be provided on schemes of ten dwellings or more, forming at least 10% of housing provision. This housing should be designed to meet technical standards M4(2) or M4(3) of the Building Regulations (or as updated). Housing meeting part M4(3) of Building Regulations should be secured through liaison with the Council's Housing Manager and through developers working with Registered Providers on a case-by-case basis.</u></p>
MM07	DM3	<p>1. Proposals for supported accommodation (falling under Sui Generis or Use Class C2) and housing for older people (falling under Use Class C2 or C3) will be permitted where the development meets all of the following criteria:</p>

Ref	Policy/ Paragraph	Main Modification
		<p>c. the site has a good high level of accessibility to public transport, shops, services and community facilities appropriate to the intended occupiers</p> <p>2. In order to protect the character and amenities of residential areas and avoid any undue concentration of Supported Accommodation and/or Housing for Older People (other than older person independent living schemes (use class C3)):</p> <p>a. no more than 10% of any properties within one block will be permitted in such use</p>
3.45		<p><u>Proposals for supported accommodation must have high levels of accessibility, which</u> Depending on the needs of occupiers of specialist accommodation, <u>generally means that</u> they may need to be located close to or on bus routes to essential services such as education, health care and family support, <u>having regard to the accessibility questionnaire in Appendix G3.</u> Therefore it is important that the accommodation provided is situated in an area which will support the needs of the future occupiers.</p>
3.56		<p>A Management Plan should be submitted with all applications to ensure that full consideration has been given to the proper management of the accommodation, in the interests of the future occupants, the residential amenity of neighbouring properties. Details of what should be included in a Management Plan <u>include:</u> can be found in Appendix B-</p> <ul style="list-style-type: none"> ● <u>an emergency contact;</u> ● <u>waste management;</u> ● <u>behaviour and noise management;</u> ● <u>security;</u> ● <u>travel management and cycle parking;</u> ● <u>repairs and maintenance;</u> ● <u>health and safety.</u>
3.57		<p>To support the Council's wider aims to create more balanced and healthy local communities and in order to avoid over-concentrations of Supported Accommodation and/or Housing for Older People (excluding older person independent living schemes (use class C3)) which can impact on the character and function of residential areas, no more than 10% of <u>properties in</u> any one block will be permitted in such uses and no similar specialist uses will be permitted within 400 metres, <u>as the crow flies,</u> of a similar existing premises.</p>
MM08	DM4	<p>1. Proposals for student accommodation will be permitted subject to:</p>

Ref	Policy/ Paragraph	Main Modification
		<p>b. being located within 800 metres walking distance of the relevant learning centre. Where an application site is beyond 800m a sequential approach must be undertaken with preference given to sites on or close to public transport routes which provide a high level of accessibility to the relevant learning centre;</p> <p>e. the proposal providing internal spaces which through their layout and size lead to acceptable living conditions having regard to the relevant guidance; meeting the floorspace standards set out in the Student Accommodation Advice Note;</p>
	3.62	Students tend to spend a significant amount of time in their bedrooms studying and in addition to standard bedroom furniture, a student bedroom requires study space. As such, a standard single bedroom size outlined in the National Technical Housing Standards is not appropriate for student accommodation. Proposals should have regard to the minimum floorspace standards for student accommodation in Blackpool are set out in the Student Accommodation Advice Note and within the New Homes from Old Places SPD (or as updated).
	3.64	The University Centre is predominantly arts based and students often have to carry heavy or bulky equipment to and from their accommodation. With that in mind, 800 metres (1The Institution of Highways and Transportation - Providing for Journeys on foot, 2000 table 3.2) is considered to be a reasonable walking distance for students and this is the walking distance referred to in the Student Accommodation Advice Note which has successfully been implemented in the past. The 800 metres should be measured as the most direct and safe walking route. Where an application is beyond the 800 metres, sites with a high level of public transport accessibility to the University Centre will be prioritised. In accordance with the Residential Accessibility Questionnaire at Appendix G3, sites are considered to have a high level of public transport accessibility if they are within 200 metres of a bus stop.
MM09	DM5	<p>1. Proposals for the sub-division and/or change of use of existing buildings for residential use will only be permitted where:</p> <p>b. the proposed units are all fully self-contained and satisfy the Nationally Described Space Standards (or any future successor) and Proposals should also have regard to the Council's adopted floorspace and amenity standards;</p> <p>2. Within the Inner Area as defined on the Policies Map, development proposals for the sub-division and/or change of use of existing buildings for residential use will not be permitted where:</p>
MM10	DM7 – Policy and supporting text	<p>Policy DM7: Provision of Employment Land and Existing Employment Sites</p> <p>1. Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each employment area as identified on the Policies Map:</p>

Ref	Policy/ Paragraph	Main Modification		
		Employment Area	Available Land (Ha) (as at March 2021 19)	Appropriate Use Classes
		Blackpool Airport Enterprise Zone ^{40.8}	14.15 16.4	B2, B8, E(g)
		Vicarage Lane	0.02	B2, B8, E(g)
		Clifton Road	2.5	B2, B8, E(g)
		Preston New Road (NS&I)	0	E(g)
		Chiswick Grove	0	B2, B8, E(g)
		Mowbray Drive	0.3	B2, B8, E(g)
		Devonshire Rd / Mansfield Rd	0	B2, E(g)
		Moor Park	0	B2, B8, E(g)
		North Blackpool Technology Park	2	B2, B8, E(g)
		Warbreck Hill	0	E(g)(i)
		Total	18.97	
		<p>2. Proposals for non B and E(g) uses will not be permitted except for those which are in accordance with Policy DM8: Blackpool Airport Enterprise Zone.</p> <p>3. <u>Employment land at the Blackpool Airport Enterprise Zone includes around 9 hectares released from the Green Belt justified by exceptional circumstances in line with NPPF (2021) Paragraph 140.</u></p> <p>3.83 The main industrial/business areas identified in the policy provide a range of employment related uses that make an important contribution to Blackpool's employment offer and the local economy and will be retained as safeguarded employment land. Proposals for non-B or E(g) uses will not be permitted. The only exception to this is at the Enterprise Zone for proposals that accord with policy DM8.</p> <p>3.84 The Core Strategy sets out the requirement for 31.5 hectares of new employment land over the plan period from 2012 to 2027. The sites to meet this need are included in this policy⁹. <u>The Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022) recognises that significant safeguarded employment land has been developed for alternative uses since the start of the plan period. Furthermore, employment land take-up during this time has been around half of what was expected (0.62 ha per annum compared to 1.2 ha per annum).</u></p>		

Ref	Policy/ Paragraph	Main Modification
		<p>3.85 <u>Taking account of the above</u>, around nine hectares of additional employment land is identified at the Blackpool Airport Enterprise Zone <u>which compensates for the loss of less attractive employment land and will stimulate an increase in annual employment land uptake by providing attractive and accessible employment land in the Blackpool Airport Enterprise Zone. Robust justification for the additional employment land facilitated by the release of around 9ha of land from the Green Belt is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u> This is set out in further detail within Policy DM8.</p> <p>^{40.8} Incorporates Blackpool Business Park; Squires Gate Industrial Estate and Sycamore Estate.</p> <p>^{44.9} Along with around 14 hectares of employment land in Fylde provided through the Duty to Co-operate and acknowledged in the adopted Fylde Local Plan (2018)</p>
MM11	DM8 – Policy and supporting text	<p>3.86 Blackpool Airport Enterprise Zone (EZ) was approved in November 2015 and the site became operational in April 2016. The status of the EZ is valid for 25 years and provides business incentives of rate relief up to £275,000 over a period of five years and Enhanced Capital Allowance.^{10 42}</p> <p>3.87 The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde (Figure 4). The site <u>and</u> incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. <u>The site also benefits from excellent access to the M55 via Progress Way and onward connectivity to the national motorway network and with local train, bus and tram routes connecting the Fylde Coast and beyond.</u></p> <p><u>Figure 4: Blackpool Airport Enterprise Zone</u></p>

Ref	Policy/ Paragraph	Main Modification
		 <p>Blackpool Airport EZ: Local Authority Areas</p> <p>Key</p> <ul style="list-style-type: none"> Enterprise Zone Boundary Blackpool/Fylde Local Authority Boundary Blackpool Local Authority Fylde Local Authority <p>© Crown copyright and database right 2022 Ordnance Survey. Licence No. SB0015176. Use of this data is subject to terms and conditions. Drawn by: GH 1. Date: 12/01/2022</p> <p>3.88 The area is already well-established as a hub for business and commercial activity and has a history in aviation engineering, having previously been the manufacturing site for Vickers Wellington and Hawker Hunter military aircraft. Today, one of the airfield's key uses is in helicopter transportation to key energy generation sites in the Irish Sea, as well as being home for some 260 existing businesses including the Lancashire Energy HQ - a training base for the energy sector.</p> <p>3.89 The following policy relates to land within Blackpool's administrative boundary; and protects the designation of the site and supporting the delivery of the EZ.</p>

Policy DM8: Blackpool Airport Enterprise Zone

1. ~~The~~ **That part** boundary of ~~the~~ Blackpool Airport Enterprise Zone (EZ) **which lies within Blackpool Borough** is identified on the Policies Map.
2. The Council supports the sustainable development of the EZ to create more businesses and jobs and attract international investment with positive benefits for the sub-regional economy and increasing the contribution to national growth. In supporting development at the EZ, the viable long-term operation of Blackpool Airport must be maintained.
3. **The overall delivery of the EZ is guided by a masterplan, informed by local plan policy and establishing the development and design framework for the site determining the appropriate mix, quantum and location of development including landscaping, green infrastructure and biodiversity net gain to deliver the objectives of the EZ.**
3. **4. Guided by the Masterplan**, ~~the~~ the following uses at the EZ will be supported:
 - a. Target sectors comprising energy industry, advanced manufacturing and engineering, aviation and aerospace, food and drink manufacture and the digital and creative sector;
 - b. Outside the target sectors other B2, B8 and E(g) uses will be considered where this promotes job creation and industry diversification provided it does not compromise the development of the target sectors;
 - e **5.** In the south east quadrant supporting facilities and services, excluding hot food takeaway uses (sui generis), to serve the EZ business community in this location limited to:
 - i. convenience store no greater than 275m² gross;
 - ii. café or sandwich shop no greater than 275m² gross;
 - iii. children's day nursery.
 - d. ~~the relocation and enhancement of the existing playing pitches and associated new changing facilities~~
 - e. ~~Enabling housing development at site allocation HSA1.13 identified on the Policies Map;~~

Ref	Policy/ Paragraph	Main Modification
		<p>4. The overall delivery of the EZ is guided by an agreed Blackpool Airport Enterprise Zone Masterplan. In line with local plan policy, the Masterplan will establish the development and design framework for the site and determine the appropriate mix, quantum and location of development to deliver the objectives of the EZ;</p> <p>5. A Design Framework, including building, landscape, green infrastructure, sustainable urban drainage and incorporating cycle and pedestrian connectivity, will be required setting out the design principles for the site and taking into account the objectives of the Blackpool Green and Blue Infrastructure Strategy and Action Plan;</p> <p><u>6. To enable the objectives of the EZ to be delivered, the Green Belt boundary is amended as identified in Appendix E to release around 10.3 hectares of land to allow the first phase of development to be undertaken by 2027 to include:</u></p> <ul style="list-style-type: none"> a. <u>serviced plots for employment development in line with point 4 above and Policy DM7;</u> b. <u>enabling housing development (Site Allocation HSA1.13);</u> c. <u>a new link road and associated existing highways improvements to provide an eastern gateway access into the EZ from Common Edge Road;</u> d. <u>providing compensatory improvements to offset the impact of removing land from the Green Belt through improvements to the remaining Green Belt including:</u> <ul style="list-style-type: none"> i. <u>the relocation and enhancement of the existing playing pitches and provision of new changing facilities and vehicle parking, to remain within the Green Belt with improved access</u> ii. <u>new and/or enhanced green infrastructure including landscaping and biodiversity net gain; and</u> e. <u>supporting infrastructure.</u> <p>6-7. To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, National Highways England and other stakeholders to produce a Local Development Order.</p>

Ref	Policy/ Paragraph	Main Modification
		<p>3.90 Blackpool Airport EZ is located in the south of the Borough off Squires Gate Lane. That part of the EZ, which lies within Blackpool, includes Sycamore Industrial Estate, Squires Gate Industrial Estate and Blackpool Business Park, as well as land used for sport playing fields in the southeast corner of the site. Blackpool Retail Park, which fronts onto Squires Gate Lane, is not included in the EZ designation, nor is the airport runway; the latter is excluded so as not to preclude future development to accommodate larger commercial aircraft (Figure 4 refers).</p> <p>3.91 The EZ site has been a major business and industrial area for many years and has provided important employment opportunities with 1,800 employees already based on the site. It is envisaged that EZ status will attract an additional 180 businesses and create 3,000 5,000 new jobs over its 25 year lifespan supporting the local and sub-regional economy; and providing sustainable economic growth and prosperity within Lancashire which is fundamental to the Lancashire Enterprise Partnership's ambitions.</p> <p>3.92 The site benefits from excellent access to the M55 via Progress Way. Whilst the site is well located its accessibility and connectivity to the local road network will be improved, with additional highway junctions on Squires Gate Lane and Common Edge Road, to further access the site and support its delivery. In addition access by sustainable modes of transport is a key requirement of Core Strategy Policy CS27 South Blackpool Transport and Connectivity and the requirements of this policy will need to be met in delivering the masterplan for the site. In support of the masterplan, both a Transport Assessment and Framework Travel Plan were produced in early 2019 covering all development phases. The former addresses the traffic and transport implications of the proposal, including the access arrangements, and the latter has been drafted to encourage more sustainable travel patterns to the site. The proposed internal link road will be designed to accommodate a potential bus route through the site. A commitment to enable a bus service to route via the EZ link road is necessary to improve the public transport accessibility, particularly to some of the units within the EZ that are furthest from the nearest bus stops. Walking and cycling connectivity will also be improved.</p> <p><u>3.92 A Masterplan¹¹ has been developed to provide a strategic framework and direction for the development and delivery of the EZ over its lifespan. The role of the Masterplan is to establish the development and design framework for the site including the appropriate mix, quantum and location of development; accessibility in and around the site including public transport, cycling and pedestrian connectivity; building design principles; landscaping and green infrastructure requirements which needs to include providing opportunities for biodiversity net gain. As the site evolves and develops, updated iterations of the Masterplan will be produced to ensure the Masterplan accurately reflects and supports EZ development and responds to the evolving economic climate.</u></p> <p><u>3.93 Over its 25 year lifespan the aim of the EZ is to transform the economic base of Blackpool & the Fylde Coast and position itself as a premier business location in the North West. In line with EZ objectives, Policy DM8</u></p>

Ref	Policy/ Paragraph	Main Modification
		<p><u>highlights the target sectors which will assist in this economic growth and diversification. Other business and industrial uses will also be supported provided these uses do not undermine development related to the target sectors.</u></p> <p>3.93 3.94 <u>In addition,</u> Policy DM8 also allows for the provision of local scale shops and services to serve the expanding EZ business community in the southeast (SE) quadrant of the site. Acceptable uses are a small convenience store, a café or sandwich shop, each unit no greater than 275 sqm gross; and a children’s day nursery. Hot food takeaways (sui generis) will not be permitted, as reducing health inequalities in Blackpool, including reducing obesity is a key Council objective, and Restricting the number of new hot food takeaways in the Borough is part of the overall policy approach by the Council to tackling obesity this matter and is justified in underpinned by the evidence base.² <u>the ‘Managing the Location of Hot Food Takeaways’ evidence base document (December 2020 update).</u></p> <p>3.94 — The existing playing pitch facilities, which provide a valuable community resource, will be relocated further south within the site. Supported by new changing facilities, the relocated pitches will provide upgraded playing facilities including a new 3G pitch increasing the carrying capacity for sport at this location. These enhanced sporting facilities align with the health and wellbeing priorities of the Public Health Authority and key objectives in the Core Strategy.</p> <p><u>3.95 To assist in the timely delivery of the EZ and to ensure that the employment benefits across the EZ are realised, around 10.3 hectares of land has been released from the Green Belt in the southeast corner of the site. This released land will enable the first phase of EZ development identified in Point 6 of DM8 to be realised by 2027, capitalising on currently available funding streams; and generating income from the employment and housing development to fund essential EZ infrastructure securing the long term financial viability of the site. The employment development will also boost the uptake of employment land in the Borough and assist in meeting the Core Strategy employment land take-up target of 2.2ha per annum. The detailed justification for the Green Belt release is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u></p> <p>3.95 — Residential development is located very close to the boundaries of the EZ to the east, north and west and has co-existed alongside the existing employment area, in particular in the north and east, for many years. Included in the business case and the subsequent masterplan and to assist the delivery of the EZ, Site Allocation HSA1.13 (up to 57</p>

Ref	Policy/ Paragraph	Main Modification
		<p>dwelling(s)) has been identified on the eastern boundary alongside existing residential development, providing the most suitable land use at this location and continuity of residential frontage to Common Edge Road. Any additional residential development over and above this specified allocation within the EZ will also have to clearly demonstrate that it is needed to deliver the EZ priorities and objectives.</p> <p><u>3.96 In addition to employment development, a housing site on the eastern boundary of the EZ has been allocated allowing up to 57 dwellings in proximity to existing residential development to be developed by 2027. This housing is enabling development contributing to underpinning the financial viability of the EZ.</u></p> <p>3.96 — A design framework incorporating landscaping and green infrastructure is required to ensure a key objective of the EZ Masterplan is realised in delivering ‘a high quality and sustainable urban environment where cutting-edge architecture is complemented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business’.</p> <p><u>3.97 As part of the first phase of development, a new link road and associated existing road improvements will be provided creating an eastern gateway from Common Edge Road into the EZ linking to Amy Johnston Way. This will open up access to the industrial heartland of the EZ and new development opportunities by providing access to new serviced employment plots and the housing site. The new road will also link through to the EZ Business Hub to relieve existing traffic congestion at the current single point of entry into the EZ from Squires Gate Lane¹² and provide the opportunity to improve public transport accessibility within and through the site.</u></p> <p>3.97 — In developing the framework, policies DM21: Landscaping, DM25: Public Art along with Core Strategy policies CS6: Green Infrastructure, CS7: Quality of Design and CS9: Water Management in particular will need to inform the framework. These policies clearly set out the advantages to the economy in providing quality design, green infrastructure and public realm, impacting positively through enhanced built and natural environment, whilst at the same time supporting the local health and cultural wellbeing. In developing the framework sustainable urban drainage should be integral to the proposals.</p> <p><u>3.98 To allow the new link road, serviced employment plots and housing site to be brought forward, the existing playing pitches and changing facilities within the site at Common Edge Road, which provide a valuable community resource, will be relocated further south within the site but remaining within the Green Belt (Appendix E refers). The new relocated sporting facilities will comprise enhanced playing pitches for football and rugby</u></p>

Ref	Policy/ Paragraph	Main Modification
		<p><u>league including a new 3G football pitch as well as new and upgraded changing facilities. Accessibility to the enhanced sporting facilities within the remaining Green Belt will also be improved including upgraded pedestrian access and cycling and parking facilities. These enhanced sporting facilities and improved accessibility, along with improved green infrastructure and landscaping with biodiversity net gain within the remaining Green Belt will provide the appropriate required compensatory measures for the loss of Green Belt land within the EZ.</u></p> <p><u>3.99 The first phase of development to 2027 requires substantial supporting infrastructure. The key elements of this infrastructure are set out in the updated Infrastructure and Delivery Plan (February 2022). The infrastructure includes within the new link road, ducting capacity for a local district heating system and accommodating a major fibre optic telecommunications cable. It also includes making provision for a Local Full Fibre Network (LFFN); extending the existing gas mains network; a new primary sub-station, the diversion of the 33kva electricity cable and a series of smaller network sub-stations; a new water main and foul drainage connection and a surface water drainage system incorporating large scale drainage attenuation.</u></p> <p>¹⁰42 ECA allows businesses to recuperate their investment in fixed plant and machinery by reductions in Corporation Tax of Euro 125 million currently available to November 2023.</p> <p>¹¹ <u>Blackpool Airport Masterplan 2018 and updated Masterplan Plan 2020</u></p> <p>¹² <u>Blackpool Airport Enterprise Zone Masterplan Plan 2020 refers</u></p>
MM12	DM9	<p>1. Development proposals for lands within Blackpool Zoo as identified on the Policies Map will only be permitted if they preserve or enhance the character and appearance of the parkland setting of the Zoo grounds and of the adjoining Stanley Park Conservation area <u>and Registered Park and Garden.</u></p>
MM13	DM10	<p>1. Development proposals which further improve the appearance and economic function of the Promenade and Seafront east of the tram tracks, between the Pleasure Beach and North Pier, <u>as identified on the Policies Map,</u> will be supported where they involve:</p> <p>4. Appropriate improvements and development on the pier decks and platforms which underpin the sustainable future of the piers and which preserve <u>or enhance</u> their character <u>or appearance and result in no harm to their significance</u> will be supported in principle.</p>

Ref	Policy/ Paragraph	Main Modification
	New footnote	<u>A landmark is a building or feature that is easily recognised and that can assist wayfinding</u>
MM14	3.121	In assessing the likely impacts of a proposal, regard will be given to the type of use, proposed opening hours, size of premises and operation and servicing. The Council will also consider whether the proposal is likely to increase or create a negative cumulative impact in the surrounding area. As such none of the specified uses in the policy will be permitted where they will be adjacent to each other; and there must be at least two units in other uses between other betting shops, adult gaming centres or pawnbrokers. In addition there can be no more than three (in total) betting shops, adult gaming centres or pawnbrokers within 400m of each other, <u>measured as the crow flies</u> .
	3.122	These specified uses will not be permitted in the Town Centre's primary and secondary frontages, as set out in policies DM42- 11 and DM43 12 .
MM15	3.149	In 2018, the Government announced ambitions to reduce obesity in children nationally by 50% by 2030, which would result in approximately 5% of reception aged children and 10% of children in year 6 having obesity nationally in 2030. In order to support the Government in its ambitions to reduce obesity in childhood and to improve the health of children in Blackpool, the Council has adopted the approach taken by other authorities in restricting new hot food takeaways in or within 400m of wards where there are 10% of reception children and 15% of children in Year 6 with obesity. <u>400m is approximately a 5-10 minute walk and should be measured as the most direct and safe walking route.</u> <u>Planning applications will be assessed against the most up to date childhood obesity data by ward, which is published by Public Health England, as part of the National Child Measurement Programme. Along with other Local Plan Policies and Blackpool's Public Health Strategies, the effectiveness of Policy DM16 along with the current childhood obesity levels, will be monitored through the Annual Authority Monitoring Report using the data gathered through the indicators set out in the Monitoring Framework at Appendix H.</u>
MM16	DM17	2. Development should have regard to the following characteristics of the local area: b. heritage assets and features <u>their setting</u> ;
MM17	DM18	1. Proposals for new build residential and commercial <u>business (Class B2, B8 and E(g))</u> development must demonstrate how they will provide future occupiers with potential for full fibre broadband connectivity. Development proposals must therefore:
	3.167	In addition to the wider economic benefits of ensuring that residents and business occupiers <u>(i.e. Class B2, B8 and E(g) employment uses)</u> are able to access full fibre broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.

Ref	Policy/ Paragraph	Main Modification
MM18	DM19 and supporting text	<p>3.168 Local Strategic views of assets of particular importance such as historic or distinctive buildings and landscapes help to shape the identity of a place. New development should safeguard and enhance important views of such landmark buildings and landscapes. , particularly listed and locally listed buildings and buildings and spaces within Conservation Areas.</p> <p>3.169 In and around Blackpool Town Centre, views of historic buildings such as (but not limited to) Views of Blackpool Tower and the seafront and coastline the Winter Gardens and the Grand Theatre are particularly sensitive to changes in their setting given that the Tower is the focal point of the Promenade and the seafront and coastline serves as a shop window to the resort. as are new landmark buildings like Festival House and public spaces such as the Tower Festival Headland and St John's Square.</p> <p>3.170 This policy aims to enable appropriate development in locations which will enhance Blackpool's offer without detracting from these established strategic views.</p> <p>Policy DM19: Strategic Views</p> <p>1. Development should protect and enhance views of the following buildings and features of strategic importance:</p> <ul style="list-style-type: none"> a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre; b. along the seafront and coastline; c. into and within conservation areas; d. views of listed and locally listed buildings; e. views of buildings which provide a landmark and assist with wayfinding. <p>2. Development that has a detrimental impact on these strategic views will not be permitted.</p> <p>3.171 The seafront and coastline provide the main focal point of Blackpool as a seaside resort and Blackpool Tower is a nationally recognised landmark of significant historical and cultural importance that dominates Blackpool's skyline. # The Tower can be seen from many locations throughout the town and across the wider Fylde Coast area. Views of the Tower are particularly prominent from the seafront, from the three piers and on main transport routes leading into the Town Centre. New development should be sensitively designed and located so as not to obscure or interfere with these views and take into account the predominant height of surrounding buildings.</p> <p>3.172 Previous, inappropriate development has damaged views of significant historic buildings in the town such as views of St John's Church in St John's Square and views of the Winter Gardens on the approach from Victoria Street.</p>

Ref	Policy/ Paragraph	Main Modification
		<p><u>3.172 New development can make a positive contribution to views of Blackpool Tower and the seafront and coastline but where development is likely to compromise these views, it will be resisted.</u></p> <p>3.173 The scale, mass or height of existing buildings and structures which detract from <u>a strategic view</u> an important view will not be accepted as a precedent for their redevelopment where there is an opportunity to improve the view with more sensitively scaled and massed development.</p> <p>3.174 New development which would improve and enhance strategic views will be supported, subject to other planning policy requirements.</p>
MM19	DM21	e. where appropriate, contribute towards tree planting in the town in accordance with the Greening Blackpool SPD (or any subsequent update)
MM20	DM22	d. include <u>principal</u> signage only at fascia level, <u>or within existing areas of principal signage within existing shopfronts,</u> and in proportion to the shopfront and fascia;
	3.212	In order to improve the appearance of the Town Centre, District and Local Centres, the Council will seek a reduction in the size of fascia's of excessive dimensions (height, width and depth), which are out of proportion or scale with the shopfront, cover original features or are considered to have a detrimental effect on the appearance of the building or the street scene. <u>Principal (main) signage should normally comprise a fascia sign that is in proportion to the shopfront and fascia or where no fascia exists, in appropriate locations within existing shopfronts.</u>
MM21	3.225	This policy seeks to ensure that advertisements are well designed and placed and are appropriate in their setting and cause no harm to residential amenity or negatively impact on highway safety. <u>The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (or as amended). This policy is set within the context of these regulations.</u>
	3.235	The Council takes a proactive approach to preserving or enhancing the townscape and public realm. Where existing advertisements with deemed consent are considered to harm <u>have substantial injury to</u> the character and amenity of a building or local area the Council will, where appropriate seek removal of these advertisements, which may include serving of discontinuance notices
MM22	DM25	4. Where it is not appropriate to deliver a public art project as part of a specific development, financial contributions will be sought to make appropriate provision for public art, <u>unless it can be demonstrated that this would not be viable or feasible.</u>

Ref	Policy/ Paragraph	Main Modification
MM23	DM27	<p>1. Proposals within or affecting the setting of any of Blackpool's conservation areas as identified on the Policies Map, should conserve preserve or enhance those elements that make a positive contribution to their special character and or appearance including its setting, having regard to the Council's Conservation Area Appraisals, as identified within the conservation area appraisal.</p> <p>2. Demolition, or other unacceptable harm to the significance of a building or feature that makes a positive contribution to the significance of the Conservation Area, will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy through a heritage statement. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset as a whole, this may be used by the Council as grounds to justify refusal of the scheme.</p> <p>3. Proposals should:</p> <p>b. Conserve Preserve or enhance features making a positive contribution. In particular, design, massing and height of any building should closely relate to adjacent buildings and should not have an unacceptable impact on townscape and landscape;</p>
MM24	DM29	1. Development proposals within or affecting the setting of Stanley Park, as identified on the Policies Map , should:
MM25	DM30	<p>1. Development which would result in harm to or loss of the significance of archaeological sites including a scheduled monument (or a site of national significance) will not be permitted unless it can be clearly demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.'</p> <p>Paragraph 3.278</p> <p>Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm to a non-designated archaeological site scheduled monument (or site of national significance), consideration will be given to the significance of remains and measure sought to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where this is not justified, the developer will be required to:</p> <p>a) make adequate provision for excavation and recording before and / or during development</p> <p>b) demonstrate how the public understanding o and appreciation of the site can be improved.</p>
MM26	DM31	<p>2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. The starting point for this will be a maximum greenfield run-off rate for greenfield sites.</p> <p>3. On previously developed sites applicants should target a reduction from pre-existing discharges of surface water to a target of greenfield rates and volumes so far as reasonably practicable, with a starting point of a minimum of a 30%</p>

Ref	Policy/ Paragraph	Main Modification
		<u>reduction in run-off rates.</u> In critical drainage areas the greenfield standard will be expected, <u>with a minimum of a 50% reduction in run-off rates.</u>
MM27	DM32	<p>d. the <u>proposal would not lead to an adverse</u> impact on any heritage asset and their setting, including strategic views; has been assessed;</p> <p>g. all <u>assessments of</u> impacts on air traffic safety, radar and communications have been assessed and consulted upon <u>consultation</u> with the appropriate bodies <u>have not identified any adverse impacts;</u></p>
MM28	DM33	<p>Development proposals will be supported which secure further improvements to bathing water quality or flood protection. Development proposals that would adversely affect the appearance, integrity or environmental quality of the beach and foreshore will be resisted. <u>The Coast and Foreshore is identified on the Policies Map.</u></p>
	3.311	<p>The North West Marine Plan extends from the mean high water springs to the territorial limit. At its landward extent, a marine plan will apply up to the mean high water mark. Marine plans are being developed on a rolling programme. The North West Marine Plan, which includes Blackpool, is currently being prepared and will be delivered by 2021, with a 20 year view of activities. Each plan will be monitored with three yearly reviews. Planning applications within the Coast and Foreshore designation will also need to be considered against the North West Inshore Marine Plan. <u>All authorisation and enforcement decisions must be made in accordance with the marine plan, and all decisions which are capable of affecting the marine area must have regard to the marine plan.</u></p>
MM29	DM35	<p>1. Development proposals will be required to:</p> <p>a. result in no loss or harm to biodiversity through avoidance, adequate mitigation <u>either on site or off site</u> or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement;</p> <p>b. minimise the impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancement and habitat creation where opportunities exist <u>in line with relevant legislation and guidance.</u></p> <p>SSSIs</p> <p>2. Development will not be permitted in or adjacent to a Site of Special Scientific Interest where it would adversely affect, directly or indirectly, its wildlife and nature conservation importance. <u>The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.</u></p>

Ref	Policy/ Paragraph	Main Modification
		<p>Protected Species</p> <p>4. Development will not be permitted if <u>after mitigation or compensation</u> it would have an adverse impact on animal or plant species protected under national or international legislation. Development proposals should ensure that species and habitats set out in the UK and Local Biodiversity Action Plans will be protected and where possible enhanced. Where development is permitted, adequate compensatory measures must be undertaken to sustain and enhance the species and its habitat.</p> <p><u>Agricultural Land</u></p> <p><u>5. Development which is likely to lead to the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted unless supported by other policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.</u></p>
	3.320	The Environment Bill 2019 introduced the concept of Biodiversity Net Gain, which relates to the protection, preservation and enhancement of habitats. Developers will be required to consider the increase to existing biodiversity in respect of any new development <u>in line with the relevant Biodiversity Net Gain legislation and guidance.</u>
	Additional sub-heading and text after paragraph 3.331	<p><u>Agricultural Land</u></p> <p><u>Although Blackpool Borough is largely built up and urban in nature, there are some small areas of agricultural land (classed as the best and most versatile agricultural land) to the east of the Borough towards Staining and across the Marton Moss area. It is important that the loss of this best and most versatile agricultural land is minimised.</u></p>
MM30	DM36	<p>1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:</p> <p>a. Will be compatible with adjacent existing uses and would not lead to significant <u>unacceptable</u> adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, or users of the development itself <u>or designated sites of importance for biodiversity,</u> with reference to noise, vibration, odour, light, dust, other pollution or nuisance. Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;</p>

Ref	Policy/ Paragraph	Main Modification
		<p>c. Will not give rise to a deterioration of air quality in a the defined Air Quality Management Area in Blackpool Town Centre or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals;</p> <p>e. Will not cause pose a any-risk of pollution to controlled waters (surface or ground water) and will, where required, include mitigation and/or remediation to prevent any unacceptable levels of water pollution. to surface or ground water and mitigation will be required to prevent any harm where necessary.</p>
	Paragraph 3.336	<p>In considering planning applications for developments and uses that would have a potentially adverse impact on their surroundings, the Council will seek to control the location of such activities and land uses and restrict their development in close proximity to residential, educational, institutional, recreational and other environmentally sensitive areas such as designated sites of importance for biodiversity. Where necessary the Council will require measures to be undertaken to mitigate any unacceptable effects of development. These measures might include remediating contaminated land, screening, landscaping, sound insulation or changing the layout of the site. In certain circumstances the Council would expect an Air Quality Impact Assessment to accompany a planning application, which would identify any impacts on air quality and mitigation, as set out in national guidance. Whilst there isn't a definitive guide to when such an impact would be required, this would typically be where a development is in an area where air quality is known to be of concern; and/or if the development would be likely to give rise to a negative impact on air quality. The requirement for an impact assessment should be agreed with the Council prior to the submission of an application.</p>
	New paragraph after 3.336	<p><u>At the time of adoption there is one Air Quality Management Area declared in Blackpool Town Centre. This is located in the north of Blackpool Town Centre in the area around Talbot Road and Dickson Road (see Appendix F for map)</u></p>
MM31	New paragraph after 3.340	<p><u>The loss of a community facility will only be supported when the applicant has submitted evidence to demonstrate that there is no longer a need for the facility in its current use or as an alternative community use. The evidence required will depend on the nature of the community use and this must be agreed with the Council prior to the submission of an application. The scope of evidence required will be determined by the nature of the use, but will generally look at how community needs are being met elsewhere, how long the property has been vacant, how long it is has been marketed for and the economic viability of the community use.</u></p>
MM32	DM38	<p>1. Planning permission will not be granted for development that would result in the loss of existing allotments and community gardens, <u>as identified on the Policies Map</u>, unless:</p>
MM33	DM41	<p>2. Transport Assessments and Travel Plans will be required in accordance with <u>having regard to</u> the thresholds set out in Appendix <u>G2 D2</u>.</p>

Ref	Policy/ Paragraph	Main Modification		
	3.365	The thresholds for Transport Assessments and Travel Plans are set out in Appendix G2 D2 which provides guidance for when these are required. In certain circumstances flexibility around these thresholds can be considered on a case-by-case basis. Transport Statements will be required if below the Transport Assessment threshold, but above 500m2 gross floor area. For both, the latest Planning Practice Guidance should be used and the scope should be agreed with the Local Highway Authority. All proposals over 500m2 gross floor area, or with ten or more residential units, will be expected to demonstrate through a Transport Assessment or Transport Statement how accessibility by walking, cycling and public transport can be enhanced to improve the accessibility and connectivity or address concerns in some other manner, for example by financially supporting a local bus service.		
MM34	New paragraph after 3.368	<u>Safeguarded areas for Warton Aerodrome are determined in accordance with The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Storage Areas) Direction 2002 (as updated). The relevant safeguarding areas for Warton Aerodrome (also located in Fylde Borough), are identified by the Ministry of Defence (MOD). The safeguarded area reflects the need to restrict the height of built development in wider zones, including in Blackpool, in order to ensure safety for both aircraft crew and people on the ground. It also reflects the need to prevent interference to communication systems.</u>		
	DM42	The Blackpool Airport Authority and the Ministry of Defence (MOD) will be consulted on all development proposals as appropriate within the aerodrome safeguarding area/zones shown on the Policies Map to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.		
	New paragraph after 3.369	<u>The MOD statutory aerodrome safeguarding zones surrounding Warton Aerodrome, which extend across parts of Blackpool, are shown on the Policies Map. The aerodrome height consultation zone protects the aerodrome's outer horizontal obstacle limitation surface and requires that the MOD is consulted upon applications for development that are 91.4m or greater in height. In addition to this, a significant area of Blackpool is covered by the statutory birdstrike safeguarding consultation zone. Within this the MOD should be consulted upon applications for waste management sites, the creation of water bodies, quarry restorations or other forms of development that would entail the creation of habitat that could be attractive to large or flocking birds hazardous to air traffic.</u>		
Schedule 1				
MM35	HSA1.1 Former Mariners Public House	<table border="1"> <tr> <td>Number of dwellings expected to be delivered</td> <td>35 34</td> </tr> </table>	Number of dwellings expected to be delivered	35 34
Number of dwellings expected to be delivered	35 34			
MM36	HSA1.2	<ul style="list-style-type: none"> Part of the eastern section of the site is identified as playing fields (albeit a lapsed site) that was associated with the previous school use. Further information can be found in the Playing Pitch Strategy (PPS) Update Draft – December 		

Ref	Policy/ Paragraph	Main Modification		
		<p>2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan.</p> <p><u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u></p>		
MM37	HSA1.4	<p>Key Development Considerations Additional bullet point:</p> <ul style="list-style-type: none"> • <u>The development of the site is required to maintain access to the rear of the properties on Warley Road (nos. 307 – 339)</u> 		
MM38	HSA1.5	<table border="1" data-bbox="600 630 1182 726"> <tr> <td data-bbox="600 630 891 726">Number of dwellings expected to be delivered</td> <td data-bbox="891 630 1182 726">460 <u>131</u></td> </tr> </table> <ul style="list-style-type: none"> • Part of the site is identified as playing fields (albeit a lapsed site) that was associated with a previous school use. It has not had formal pitch marking for over 18 years. Further information can be found in the Playing Pitch Strategy (PPS) Update Draft – December) 2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan. <u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u> 	Number of dwellings expected to be delivered	460 <u>131</u>
Number of dwellings expected to be delivered	460 <u>131</u>			
MM39	HSA1.6	<table border="1" data-bbox="600 1010 1182 1106"> <tr> <td data-bbox="600 1010 891 1106">Number of dwellings expected to be delivered</td> <td data-bbox="891 1010 1182 1106">44 <u>8</u></td> </tr> </table>	Number of dwellings expected to be delivered	44 <u>8</u>
Number of dwellings expected to be delivered	44 <u>8</u>			
MM40	HSA1.7 Bullet 4: Key Development Considerations	<p>The development of the site should be carried out <u>in accordance with the heritage impact assessment which includes</u> to an appropriate height and design to enhance those views.</p>		
MM41	HSA1.9	Housing Delivery:		

Ref	Policy/ Paragraph	Main Modification
		The site is owned by the local authority. It is a small site where properties have been cleared <u>currently in use as a car park</u> and the site is considered developable over the plan period.
MM42	HSA1.9	Key Development Considerations: <ul style="list-style-type: none"> This is a cleared-brownfield site <u>currently used as a car park</u>
MM43	HSA1.13 Land at Jepson Way/Common Edge Road, Blackpool	<ul style="list-style-type: none"> The site currently has designations including protected playing fields and public open space. The playing fields and football club will be relocated to the south as identified in the Enterprise Zone masterplan. The re-provision of sporting facilities is detailed in the Playing Pitch Strategy (PPS) Update Draft – December 2020. <u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation for the existing playing field land informed by the Council’s adopted Playing Pitch Strategy.</u>

Appendices			
Ref	Main Modification		
MM44	New Appendix A: Replacement of Saved Blackpool Local Plan Policies		
Appendix A - Replacement of Saved Blackpool Local Plan Policies			
	2006 Saved Local Plan Policy	Superseded by adopted Core Strategy Policy	Superseded by SADMP Policy
	Reshaping the Resort		
	RR1 Visitor Attractions	CS21	DM10
	RR2 Visitor Accommodation	CS21, CS23	
	RR4 Amusement Arcades and Funfairs	CS21	DM10
	RR7 Promenade Frontages within the Resort Core	CS17, CS21, CS23	
	RR8 Resort Neighbourhoods	CS12, CS23	
	RR9 Resort Neighbourhoods - Development Proposals Involving the Loss of Holiday Accommodation	CS12, CS23	

RR10	Resort Neighbourhoods - Change of Use to Holiday Accommodation	CS12, CS23	
RR11	Central Promenade and Seafront		DM10
RR12	Other Promenade Areas		DM10
RR13	Central Corridor	CS5, CS22	
RR14	Lytham Road/Bloomfield Road, Chapel Street, Central Drive and Dickson Road	CS5, CS22	
RR15	Blackpool Zoo		DM9
RR16	Norbreck Castle	CS23	
Establishing a Thriving Sub-Regional Centre			
SR1	Hounds Hill	Deleted	
SR2	Winter Gardens	CS18	
SR3	Blackpool North Transport Development Area	CS19	
SR3A	New Car Park	Deleted	
SR4	Cookson Street/King Street	Deleted	
SR5	Principal Retail Core	CS4	DM11
SR6	Retail/Cafe Zone	CS4	DM12
SR7	Mixed Use Zone	CS4	
SR8	Leisure Zone	CS4	DM10
SR9	Use of Upper Floors	CS4	DM6, DM11, DM12
SR10	Town Centre Traffic Distribution and Access to Car Parking	CS5	DM41
SR11	Pedestrian, Cyclist and Public Transport Priority	CS5	DM41
Lifting Quality in the Built Environment			
LQ1	Lifting the Quality of Design	CS7	DM1, DM17
LQ2	Site Context	CS7	DM1, DM17
LQ3	Layout of Streets and Spaces		DM17
LQ4	Building Design		DM17
LQ5	Public Realm Design		DM17
LQ6	Landscape Design and Biodiversity		DM21, DM35
LQ7	Strategic Views		DM19
LQ8	Energy and Resource Conservation	CS10	

LQ9	Listed Buildings		DM26
LQ10	Conservation Areas		DM27
LQ11	Shopfronts		DM22
LQ12	Security Shutters		DM23
LQ13	Advertisements and Signs		DM24
LQ14	Extensions and Alterations		DM20
LQ15	Telecommunications Development	Deleted	
Homes for Every Need			
HN2	New Housing Allocations	CS2, CS25	HSA1
HN3	Phasing	CS2	
HN4	Windfall Sites	CS2	
HN5	Conversions and Sub-divisions		DM5
HN6	Housing Mix	CS13	
HN7	Density	CS13	
HN8	Affordable and Specialist Needs Housing	CS14	
HN9	Gypsies and Travelling Showmen	CS16	
Balanced and Healthy Communities			
BH1	Neighbourhoods	CS12	
BH2	Talbot and Brunswick Priority Neighbourhood	CS12	
BH3	Residential and Visitor Amenity	CS7	
BH4	Public Health and Safety		DM36
BH5	Protection of Public Open Space	CS6	
BH6	New Open Space Provision	CS6	
BH7	Playing Fields and Sports Grounds	CS6	
BH8	Open Land Meeting Community and Recreational Needs	CS6	
BH9	Allotments		DM38
BH10	Open Space in New Housing Developments		DM1, DM21
BH11	Shopping and Supporting Uses - Overall Approach	CS4	
BH12	Retail Development and Supporting Town Centre Uses	CS4	
BH13	District Centres		DM14
BH14	Local Centres		DM14

BH15	Change of Use of Premise Outside the Defined Centres	CS4	
BH16	Shopping Development Outside Existing Frontages	CS4	
BH17	Restaurants, Cafes, Public Houses, Hot Food Take-Aways	CS4	DM14, DM16
BH18	Amusement Centres		DM13
BH19	Neighbourhood Community Facilities		DM37
BH20	Provision of New Community Facilities	CS11, CS12, CS15	DM37
BH21	Protection of Community Facilities		DM37
BH22	Victoria Hospital		DM39
BH23	Blackpool and Fylde College		DM40
BH24	Residential Institutions and Community Care Residential Use		DM3
Diversifying the Local Economy			
DE1	Industrial and Business Land Provision	CS3, CS24	DM7, DM8
DE2	Industrial Improvement Zones	Deleted	
DE3	Mixed Use Industrial Zones	Deleted	
DE4	Outside the Defined Industrial/Business Estates	Deleted	
Conserving the Natural Environment			
NE1	Development within Green Belt	CS6	
NE2	Countryside Areas		DM34
NE3	Replacement Dwellings and Extensions in the Countryside		DM34
NE4	SSSIs		DM35
NE5	Other Sites of Nature Conservation Value		DM35
NE6	Protected Species		DM35
NE7	Sites and Features of Landscape, Nature Conservation and Environmental Value		DM35
NE8	Urban Greenspace	CS6	
NE9	The Coast and Foreshore		DM33
NE10	Flood Risk	CS9	DM31
Accessibility and Safe Journeys for All			
AS1	General Development Requirements		DM41

AS2	New Development with Significant Transport Implications		DM41
AS3	Provision for Walking and Cycling		DM41
AS4	Provision for Public Transport	CS5	DM41
AS5	Traffic Management		DM41
AS6	Road Schemes	Deleted	
AS7	Aerodrome Safeguarding		DM42
Planning Obligations			
PO1	Planning Obligations	CS11	

Ref	Main Modification
MM45	Appendix G: Monitoring Framework (was Appendix E) - New indicators to monitor DM16: Hot Food Takeaways

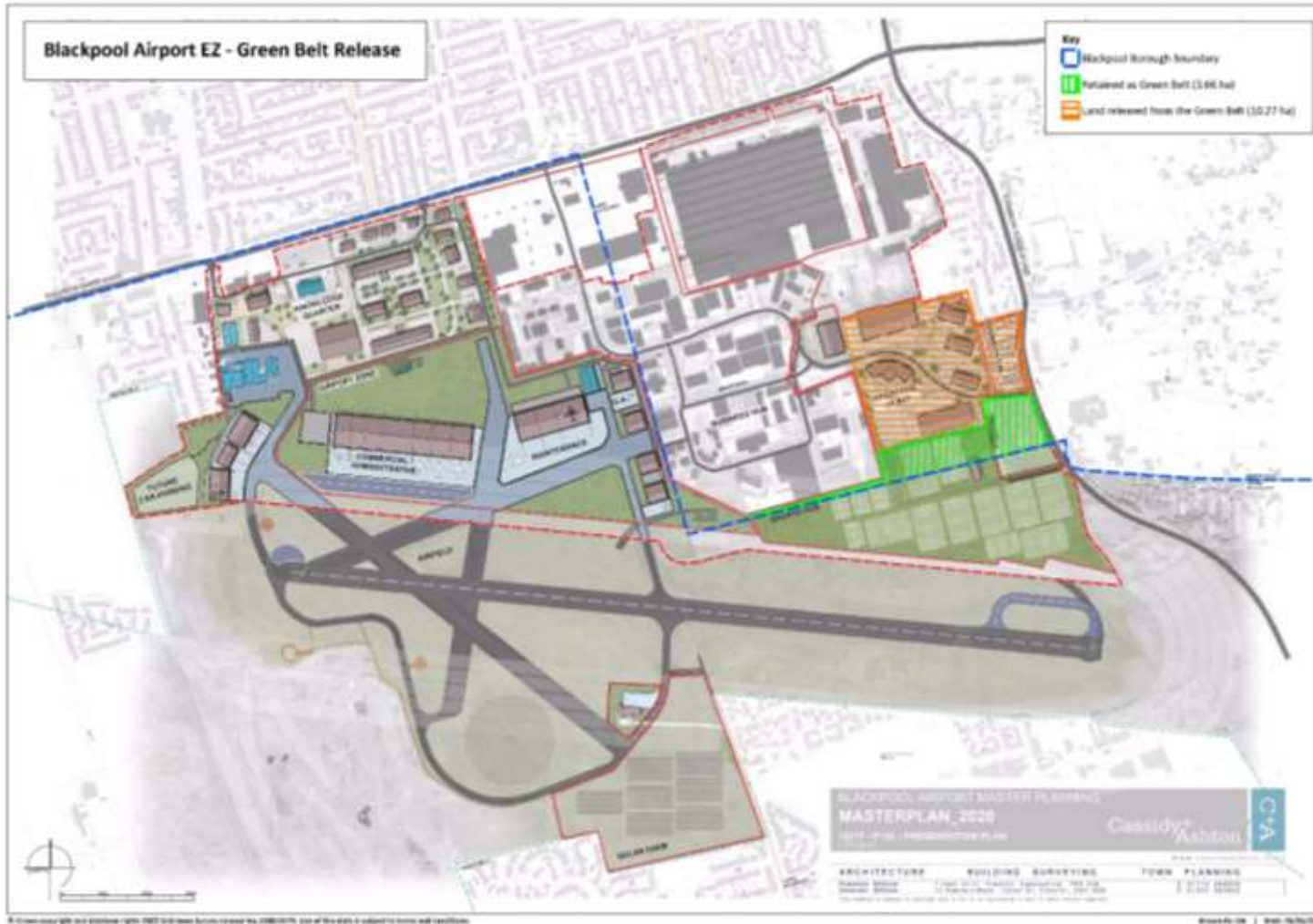
Monitoring						Implementation		
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
CS4: Retail and Other Town Centre Uses	3, 8, 15	DM11, DM12, DM13, DM14, DM15, DM16	Amount (sqm) of completed retail development (A1 use class) and percentages completed in the defined Town Centre, District Centres, and Local Centres	Focus new major retail development in Blackpool Town Centre. Support retail / other town centre uses (as appropriate) in the Town, District and Local Centres	<ul style="list-style-type: none"> Further downturn in the economy may make new investment difficult to secure Limited availability of suitable sites or units to accommodate future requirements Pressure for out-of-centre development Expenditure captured by competing destinations (including out-of-centre) and online shopping Loss of retail space due to new regulations allowing more flexible PD rights 	<ul style="list-style-type: none"> Work closer with key partners Analyse cause of vacancies and identify measures to reduce the proportion of vacancies In consultation with agents review the supply and demand for retail space and other uses in the Town Centre, District and Local Centres Consider a review of the Blackpool Town Centre Strategy Consider a review of policy 	<ul style="list-style-type: none"> Site Allocations and Development Management document Blackpool Town Centre Strategy (2013) Individual planning applications and development management process Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council Town Team Blackpool Town Centre Business Improvement District (BID) Town Centre Steering Group Commercial Developers/ Agents Property Landlords Retailers and occupiers of units Public Health Blackpool and the National Child Measurement Programme
			Amount (sqm) of completed other town centre uses ¹ (by use class) and percentages completed in the defined Town Centre, District Centres, and Local Centres	Support other town centre uses (where appropriate to the scale, role and function of the centre) in Town, District and Local Centres				
			Amount (sqm) of retail and other town centre use development completed in out-of-centre ² locations	Focus new major retail development in Blackpool Town Centre				
			Position of Blackpool Town Centre in the National (UK) retail rankings (linked to the number of national multiple retailers)	Positive movement in the retail rankings / Increase the number of higher end national multiple retailers				
			Composition of units/ floorspace in the town centre (convenience/comparison/service)	Allow for new comparison goods floorspace of up to 16,390 sqm to 2021				
			Percentage of pupils in Reception and Year 6 per ward with obesity	A reduction in childhood obesity to no more than 10% of reception aged children and 15% of children in Year 6 with obesity				

¹ As stated in the NPPF, main town centre uses refer to "retail development (including warehouse units and factory outlet centres), leisure, entertainment facilities (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)" (page 53).

² As stated in the NPPF, "unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres" (page 37).

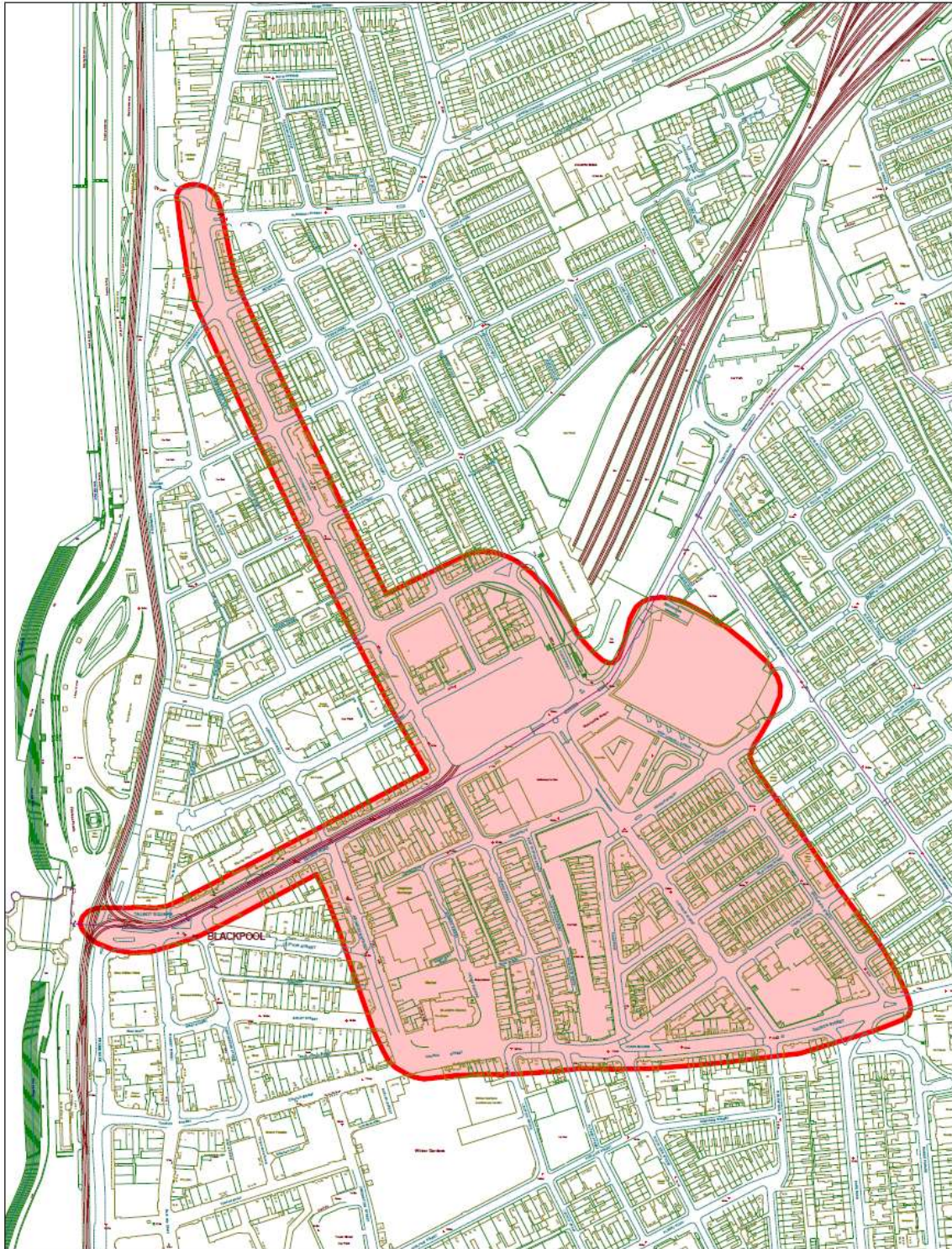
Ref	Main Modification
MM46	New Appendix E: Green Belt Release Map




Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map



Ref	Main Modification
MM47	New Appendix F: Map of Air Quality Management Area

Appendix F: Air Quality Management Area



Air Quality Area	Scale: 1:4500 @ A4	 	N 
	Date: 20/04/2022		
	Printed by: LDC		

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