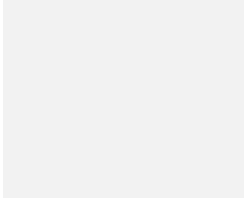


# **Blackpool Local Plan Part 2: Site Allocations and Development Management Policies**

Habitats Regulations Assessment Addendum – Main  
Modifications

JULY 2022

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## Habitats Regulations Assessment Addendum – Main Modifications

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Date JULY 2022

## Version Control

Version	Date	Author	Reviewer	Approver	Changes
V1	July 2022	CW	ST	MG	First draft for client review
V2	July 2022	CW	ST	MG	Final version

This report dated 06 July 2022 has been prepared for Blackpool Council (the “Client”) in accordance with the terms and conditions of appointment dated 14 June 2022 (the “Appointment”) between the Client and (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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## Appendix A

### Schedule of Proposed Main Modifications - Screening

## Abbreviations

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BC	Blackpool Council
BAEZ	Blackpool Airport Enterprise Zone
cSAC	Candidate Special Area of Conservation
DTA	David Tyldesley & Associates
HRA	Habitats Regulations Assessment
IROPI	Imperative Reasons of Overriding Public Interest
LSE	Likely Significant Effect
pSPA	Potential Special Protection Area
SAC	Special Area of Conservation
SCI	Sites of Community Importance
SSSI	Site of Special Scientific Interest
SPA	Special Protection Area

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# 1 Introduction

## 1.1 Purpose of the Report

- 1.1.1 This Habitats Regulations Assessment (HRA) Report Addendum has been prepared by Arcadis Consulting (UK) Limited (Arcadis) on behalf of Blackpool Council (BC) to consider the proposed Main Modifications of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (hereafter referred to as the 'Plan Part 2'). This report is an addendum to the HRA Screening Report (November 2020)<sup>1</sup>, and is required to address the proposed Main Modifications.

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

- 1.2.1 Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) was adopted in January 2016. It is a key planning document for Blackpool. It sets out where new housing, employment, retail and leisure development should be located to meet Blackpool's future needs to 2027.
- 1.2.2 The Plan Part 2 is a key planning document which allocates sites for development, as well as setting out a suite of development management policies to guide appropriate development.
- 1.2.3 The Plan Part 2 was submitted to the Secretary of State on 18<sup>th</sup> June 2021. The Examination Hearings were held between 6<sup>th</sup> and 9<sup>th</sup> December 2021.
- 1.2.4 At this time, the Inspector requested the Council to prepare additional evidence relating to employment land supply and delivery over the plan period and exceptional circumstances associated with the Blackpool Airport Enterprise Zone (BAEZ) and the proposed Green Belt release.
- 1.2.5 The Inspector published the Post Hearings Letter (March 2022) which confirmed the Main Modifications required to make the Plan Part 2 sound and legally compliant. The main matters considered by the Inspector as part of the Post Hearing Letter related to the BAEZ and the associated Green Belt release. The Inspector found that without the release of land from the Green Belt, for development in the BAEZ in the specific location proposed, critical infrastructure and access improvements could not be achieved, they advised the following: *"... I am satisfied, having considered the evidence, exceptional circumstances exist to justify altering the Green Belt boundaries in respect of the proposed employment and enabling housing development in the BAEZ. However, exceptional circumstances do not exist with regard to the land proposed to be used for recreational purposes."* (Par. 8). The Inspector therefore indicated that evidence did not justify other Green Belt alterations other than that which relates to the BAEZ.
- 1.2.6 A total of 47 Main Modifications and 23 Additional Modifications have been proposed by BC, taking into consideration representation received on the Publication version of the Plan Part 2 and the Inspectors' recommendations.

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<sup>1</sup> [SD006 HRA Update May 2021 \(blackpool.gov.uk\)](https://www.blackpool.gov.uk/SD006-HRA-Update-May-2021)

1.2.7 The proposed Additional Modifications have also been reviewed and were determined to be very minor amendments which did not need to be reflected in this HRA Addendum.

## 1.3 Contents of the Plan Part 2

1.3.1 Following the incorporation of the Main Modifications, the contents of the Plan Part 2 has altered slightly.

1.3.2 Tables 1-1 and 1-2 set out the policies and site allocations of the Plan Part 2 and incorporate the Main Modifications. The policies and site allocations that have been removed through the Main Modification process have been '~~strikethrough~~' and policies that have been amended are highlighted in **green**. Changes to the site allocations are set out in Table 1-2 below, with deleted text '~~strikethrough~~' and new or amended text 'underlined'.

1.3.3 There are no new policies or site allocations proposed through the Main Modifications.

Table 1-1: Policies of the Plan Part 2 incorporating Main Modifications

<b>Site Allocations</b>
Policy HSA1: Housing Site Allocations
Policy MUSA1: Town Centre Mixed Use Site
Policy ASA1: Allotment Site
<del>Policy SLA1: Land Safeguarded for Future Development Needs</del>
<b>Housing</b>
Policy DM1: Design Requirements for New Build Housing Developments
Policy DM2: Residential Annexes
Policy DM3: Supported Accommodation and Housing for Older People
Policy DM4: Student Accommodation
Policy DM5: Residential Conversions and Sub-divisions
Policy DM6: Residential uses in the Town Centre
<b>Economy</b>
Policy DM7: Provision of Employment Land and Existing Employment Sites
Policy DM8: Blackpool Airport Enterprise Zone
Policy DM9: Blackpool Zoo
Policy DM10: Promenade and Seafront
Policy DM11: Primary Frontages
Policy DM12: Secondary Frontages
Policy DM13: Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre
Policy DM14: District and Local Centres
Policy DM15: Threshold for Impact Assessment
Policy DM16: Hot Food Takeaways
<b>Design</b>
Policy DM17: Design Principles
Policy DM18: High Speed Broadband for New Developments
Policy DM19: Strategic Views

Policy DM20: Extensions and Alterations
Policy DM21: Landscaping
Policy DM22: Shopfronts
Policy DM23: Security Shutters
Policy DM24: Advertisements
Policy DM25: Public Art
<b>Heritage</b>
Policy DM26: Listed Buildings
Policy DM27: Conservation Areas
Policy DM28: Non-Designated Heritage Assets
Policy DM29: Stanley Park
Policy DM30: Archaeology
<b>Environment</b>
Policy DM31: Surface Water Management
Policy DM32: Wind Energy
Policy DM33: Coast and Foreshore
Policy DM34: Development in the Countryside
Policy DM35: Biodiversity
Policy DM36: Controlling Pollution and Contamination
<b>Community</b>
Policy DM37: Community Facilities
Policy DM38: Allotments and Community Gardens
Policy DM39: Blackpool Victoria Hospital
Policy DM40: Blackpool and the Fylde College – Bispham Campus
<b>Transport</b>
Policy DM41: Transport requirements for new development
Policy DM42: Aerodrome Safeguarding

Table 1-2: Site allocations proposed in the Plan Part 2 incorporating the Main Modifications

Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
Residential site allocations				
HSA1.1	Former Mariners Public House, Norbreck Road	0.20	Brownfield – vacant plot and car parking spaces	<del>35</del> <u>34</u> homes
HSA1.2	Former Bispham High School & land off Regency Gardens	9.13	Site of the closed down school Bispham High as well as four fields of grass and scrub	176 homes
HSA1.3	Land at Bromley Close	0.22	Greenfield, scrub area	12 homes
HSA1.4	Land rear of 307-339 Warley Road	0.33	Greenfield, scrub area	14 homes
HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.5	2 parcels of land, one being 1.4ha of brownfield and the other being approximately 4.1ha of greenfield	<del>460</del> <u>131</u> homes



Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
HSA1.6	Land at Coleridge Road/George Street	0.14	Brownfield - vacant	44 <u>8</u> homes
HSA1.7	190-194 Promenade	0.12	Greenfield, scrub area	15 homes
HSA1.8	South King Street	0.65	Greenfield, scrub area	47 homes
HSA1.9	Bethesda Road Car Park	0.13	Brownfield – parking spaces	13 homes
HSA1.10	Whitegate Manor, Whitegate Drive	0.31	Brownfield - buildings	16 homes
HSA1.11	Land off Kipling Drive	0.27	Greenfield – behind residential properties	14 homes
HSA1.12	Land at Rough Heys Lane	0.67	Greenfield	27 homes
HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	Half brownfield, half greenfield including sports pitch	57 homes
HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	Brownfield – incomplete development	90 homes
HSA1.15	Land at Warren Drive	3.12	Greenfield	<del>86</del> <u>71</u> homes
HSA1.16	Land at Ryscar Way	2.06	Greenfield	47 homes
HSA1.17	Land at 50 Bispham Road	0.09	Greenfield, scrub area	12 homes
HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.36	Greenfield, scrub area	16 homes
HSA1.19	Kings Christian Centre, Warley Road	0.12	Brownfield – site of demolished derelict church	15 homes
HSA1.20	Land off Coopers Way	4.9	<del>Brownfield – residential and vacant</del>	45 homes
HSA1.21	<del>Land at Coleridge Road/ Talbot Road</del>	<del>0.29</del>	<del>Brownfield – vacant. Site now has permission and is under construction.</del>	<del>25 homes</del>
HSA1.22	7-11 Alfred Street	0.04	Brownfield – vacant furniture showroom building	14 homes
HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	Brownfield - partially completed development	192 homes, 190m2 commercial/community space
HSA1.24	<del>Site A, Former NS &amp; I Site, Preston New Road</del>	<del>5.11</del>	<del>Brownfield – incomplete development</del>	<del>83 homes</del>
HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	Brownfield – incomplete development	45 <u>22</u> homes
HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.17	Brownfield – parking and building	10 homes
HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	Brownfield – old church building	12 homes
HSA1.28	<del>Land at 200 – 210 Watson Road</del>	<del>0.89</del>	<del>Brownfield – vacant plot</del>	<del>39 homes</del>
HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	Brownfield – vacant buildings	88 homes
<b>Employment site allocations</b>				
DM7	Blackpool Airport Enterprise Zone	<del>46.4</del> <u>14.15</u>	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Vicarage Lane	0.2	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)

Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
DM7	Clifton Road	2.5	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Preston New Road	0	Greenfield – residential gardens	E(g)
DM7	Chiswick Grove	0	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Mowbray Drive	0.3	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Devonshire Rd / Mansfield Rd	0	Brownfield in an commercial/ industrial/ business focussed area	B2, E(g)
DM7	Moor Park	0	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	North Blackpool Technology Park	2	Brownfield in an commercial/ industrial/ business focussed area	B2, E(g)
DM7	Warbreck Hill	0	Brownfield in an commercial/ industrial/ business focussed area	E(g)(i)
<b>Mixed Use site allocation</b>				
MUSA1	Land at Church Street (former Syndicate site)	0.24	Brownfield – car parking	Mixed use including discount food retailer and multi storey car park.
<b>Allotment site allocation</b>				
ASA1	Land to the north of the Golf Driving Range	1.4	Greenfield	Allotments

## 2 The Habitats Regulations Assessment Process

### 2.1 What is the Habitats Regulations Assessment?

- 2.1.1 Under Article 6 of the Habitats Directive (and Regulation 102 of the Habitats Regulations), an assessment is required where a land use plan may give rise to significant effects upon a Natura 2000 site (also known as a 'European site'). These designated sites form part of the Natura 2000 network, which is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special Areas of Conservation (SACs), designated under the Habitats Directive for their habitats and/or species of European importance, and Special Protection Areas (SPAs), classified under Directive 2009/147/EC on the Conservation of Wild Birds (the codified version of Directive 79/409/EEC as amended) for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands.
- 2.1.2 In addition, it is a matter of law that candidate SACs (cSACs) and Sites of Community Importance (SCI) are considered in this process; furthermore, it is Government policy that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (Ramsar sites) and potential SPAs (pSPAs) are also considered.
- 2.1.3 The requirements of the Habitats Directive are transposed into English and Welsh law by means of the Conservation of Habitats and Species (Amendment) Regulations 2017<sup>2</sup>. Changes were made to the Conservation of Habitats and Species Regulations 2017 (as amended). In this document we call these the 2017 Regulations. The changes are made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. We call these the 2019 Regulations.
- 2.1.4 SACs and Special Protection Areas (SPAs) in the UK no longer form part of the EU's Natura 2000 ecological network. The 2019 Regulations have created a national site network on land and at sea, including both the inshore and offshore marine areas in the UK. The national site network includes:
- Existing SAC and SPAs
  - New SACs and SPAs designated under these Regulations
- 2.1.5 Any references to Natura 2000 in the 2017 Regulations and in guidance now refers to the new national site network. Designated Wetlands of International Importance (known as Ramsar sites) do not form part of the national site network. Many Ramsar sites overlap with SACs and SPAs and may be designated for the same or different species and habitats. All Ramsar sites remain protected in the same way as SACs and SPAs.
- 2.1.6 The HRA Screening Report and this HRA Addendum take into account the requirements of the Habitats Regulations and relevant guidance produced by David Tyldesley & Associates (DTA) Publications Limited, 2016<sup>3</sup>.
- 2.1.7 The requirements of the Habitats Directive comprise four distinct stages:
- **Stage 1: Screening** is the process which initially identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts may have a significant effect on the integrity of the site's qualifying habitats and/or species. It is important to note that the burden of evidence is to show, on the

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<sup>2</sup> SI 2017/1012: Explanatory memorandum to the Conservation of Habitats and Species Regulations, 2017.

<sup>3</sup> [DTA Publications | The Handbook](#)

basis of objective information, that there will be no significant effect; if the effect may be significant, or is not known, that would trigger the need for an Appropriate Assessment. There is European Court of Justice case law to the effect that unless the likelihood of a significant effect can be ruled out on the basis of objective information, and adopting the precautionary principle, then an Appropriate Assessment must be made. The April 2018 Court of Justice of the European Union judgement determined that mitigation to avoid or reduce harmful effects of the plan or project on a European site cannot be taken into account at the screening stage (Stage 1). Where such measures are required, a plan or project will require Appropriate Assessment to be undertaken (Stage 2).

- **Stage 2: Appropriate Assessment** is the detailed consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether or not there will be adverse effects on the integrity of the site. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts.
- **Stage 3: Assessment of alternative solutions** is the process which examines alternative ways of achieving the objectives of the project or plan that would avoid adverse impacts on the integrity of the European site, should avoidance or mitigation measures be unable to cancel out adverse effects.
- **Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain.** At Stage 4, an assessment is made with regard to whether or not the development is necessary for imperative reasons of overriding public interest (IROPI). If it is, this stage also involves detailed assessment of the compensatory measures needed to protect and maintain the overall coherence of the Natura 2000 network.

## Definition of Likely Significant Effects

2.1.8 A critical part of the HRA screening process is determining whether or not the proposals are likely to have a significant effect on European sites and, therefore, if they will require an Appropriate Assessment. Judgements regarding significance should be made in relation to the qualifying interests for which the site is of European importance and also its Conservation Objectives. A useful definition of 'likely' significant effects is as follows:

*'...likely means readily foreseeable not merely a fanciful possibility; significant means not trivial or inconsequential but an effect that is potentially relevant to the site's conservation objectives'* (Welsh Assembly Government, 2006).

2.1.9 In considering whether the project is likely to have a significant effect on a European site, a precautionary approach must be adopted:

- The project should be considered 'likely' to have such an effect if the applicant is unable (on the basis of objective information) to exclude the possibility that the project could have significant effects on any European site, either alone or in combination with other plans or projects.
- An effect will be 'significant' in this context if it could undermine the site's conservation objectives. The assessment of that risk must be made in the light of factors such as the characteristics and specific environmental conditions of the European site in question.

## 2.2 HRA work to date

2.2.1 HRA work for the Blackpool Plan Part 2 began in September 2019. The HRA Screening was reviewed and refreshed in October 2020 following changes to the Plan Part 2 and was published in November 2020. Screening the proposed modifications will follow the same principles and methodologies as used in the HRA Screening Report, as summarised below.

## Screening Approach

- 2.2.2 The screening process was split into two stages, initial screening and detailed screening.
- 2.2.3 The initial screening stage provided a high-level screening assessment to determine if the Plan Part 2 could possibly lead to Likely Significant Effects (LSE) on European sites. The purpose of this was to eliminate those policies and sites from the assessment which very clearly would not affect European sites in order to focus on those policies and sites where there was potential for effects or uncertainty about potential effects.
- 2.2.4 When identifying the elements of the Plan Part 2 that could potentially affect European sites, it was important to focus upon those elements that would have the greatest likelihood of impacting the sites.
- 2.2.5 The Plan Part 2 is intended to be read as a single document rather than a series of separate policies and has been assessed as such. Proposals in one area of the Plan Part 2 may mitigate potentially damaging activities promoted in another area and should be understood in the wider context of the Plan's aims and purposes. The Plan Part 2 has also been considered in the context of the adopted Blackpool Local Plan Part 1: Core Strategy.

### European sites

- 2.2.6 European sites screened out in the initial screening comprised those European sites where there was no clear link, or conceivable impact pathway between the European sites and the policies/sites set out within the Plan Part 2. Those European sites with the potential for LSE as a result of implementation of the Plan Part 2, or those European sites for which impacts were uncertain, were carried forward into the more detailed screening assessment.
- 2.2.7 Four European sites have been screened in for further assessment:
- Ribble and Alt Estuaries SPA;
  - Ribble and Alt Estuaries Ramsar site;
  - Morecambe Bay and Duddon Estuary SPA; and
  - Morecambe Bay Ramsar site.

### Initial screening of policies and allocations within the Plan Part 2

- 2.2.8 As set out with the DTA HRA Guidance (Part F), each of the policies within the Plan Part 2 have been reviewed against the following list of screening categories.

Table 2-1: Screening assessment categories

Category	Description
Category A:	General statements of policy/general aspirations. Policies which are no more than general statements of policy or general political aspirations should be screened out because they cannot have a significant effect on a site.
Category B:	Policies listing general criteria for testing the acceptability/sustainability of proposals. These general policies cannot have any effect on a European site and should be screened out.
Category C:	Proposal referred to but not proposed by the plan. Screen out any references to specific proposals for projects, such as those which are identified, for example, in higher policy frameworks, relating perhaps to nationally significant infrastructure projects. These will be assessed by the Secretary of

Category	Description
	<p>State. A useful 'test' as to whether a project should be screened out in this step is to ask the question:</p> <p>'Is the project provided for/proposed as part of another plan or programme and would it be likely to proceed under the other plan or programme irrespective of whether this subject plan is adopted with or without reference to it?'</p> <p>If the answer is 'yes' it will normally be appropriate to screen the project out in this step.</p>
Category D:	<p>Environmental protection/site safeguarding policies. These are policies, the obvious purpose of which is to protect the natural environment, including biodiversity, or to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any adverse effect on a European Site. They can be screened out because the implementation of the policies is likely to protect rather than adversely affect European sites and not undermine their conservation objectives.</p>
Category E:	<p>Policies or proposals that steer change in such a way as to protect European sites from adverse effects. These types of policies or proposals will have the effect of steering change away from European sites whose qualifying features may be affected by the change and they can therefore be screened out.</p>
Category F:	<p>Policies or proposals that cannot lead to development or other change. Policies that do not themselves lead to development or other change, for example, because they relate to design or other qualitative criteria for development, such as materials for new development. They do not trigger any development or other changes that could affect a European site and can be screened out.</p>
Category G:	<p>Policies or proposals that could not have any conceivable adverse effect on a site. Policies which make provision for change, but which could have no conceivable effect on a European site, because there is no causal connection or link between them and the qualifying features of any European site and can therefore be screened out.</p>
Category H:	<p>Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects). Policies or proposals which make provision for change, but which could have no significant effect on a European site, either alone or in combination with other aspects of the same plan, or in combination with other plans or projects, can be screened out. These may include cases where there are some potential effects which (and theoretically even in combination) would plainly be insignificant and could not undermine the conservation objectives.</p>
Category I:	<p>Policies or proposals with a likely significant effect on a site alone. Policies or proposals which are likely to have a significant effect on a European site alone, should be screened in.</p>
Category J:	<p>Policies or proposals not likely to have a significant effect alone. These aspects of the plan would have some effect on a site, but the effect would not be likely to be a significant effect; so they must be checked for in combination (cumulative) effects. They will then be re-categorised as either Category K (no significant effect in combination) or Category L (likely to have a significant effect in combination), as explained below.</p>
Categories K and L:	<p>Policies or proposals not likely to have a significant effect either alone or in combination (K) or likely to have a significant effect in combination (L) after the in-combination test. Where an aspect of a plan could have some effect on the qualifying feature(s) or a European site, but the effects of that aspect of the plan alone would not be significant, the effects of that aspect of the plan will need to be checked in combination firstly, with other effects of the same plan, and then with the effects of other plans and projects.</p> <p>i.e. policies or proposals which will have no likely significant effect alone or in combination are classified as Category K. Policies or proposals which are likely to have a significant effect in combination are classified as Category L. Category L policies or proposals will require further consideration in terms of potential in combination effects. Firstly, this will be with regard to other</p>

Category	Description
	aspects of the Plan itself, and subsequently with other separate plans or projects, for example neighbouring Local Plans.

2.2.9 Policies screened out in the initial screening were generally those that could not lead to 'direct development' or could have no impact pathway to any European sites. This included policies which directly seek to protect the local historic and natural environment, or those which support the implementation of other policies and therefore could not directly affect European sites. All of the policies screened out of the detailed assessment are not directly linked to allocation sites.

### Detailed screening

2.2.10 The detailed screening of the Plan Part 2 policies and site allocations included details of the potential impacts, the European sites potentially affected, and whether further consideration through an Appropriate Assessment would be required.

2.2.11 The following potential impacts were identified through a review of the Conservation Objectives (and associated Supplementary Advice, where available), as well as the current pressures/threats to the European sites screened in for further assessment.

Table 2-2: Potential impacts

Potential impact	European site
Air quality	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site
Disturbance/displacement	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site
Loss of foraging/ roosting habitat functionally linked to a European site	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site
Water quality effects	Ribble and Alt Estuaries SPA/ Ramsar site
Fragmentation	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site
Habitat loss	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site
Recreational disturbance	Ribble and Alt Estuaries SPA/ Ramsar site Morecambe Bay and Duddon Estuary SPA Morecambe Bay Ramsar site

2.2.12 The screened in Plan Part 2 policies/allocation sites were examined in detail to determine the need for further Appropriate Assessment.

2.2.13 All of the policies of the Plan Part 2 were screened out as they were determined to not lead to likely significant effects in isolation.

2.2.14 Further consideration was taken for allocations of the Plan Part 2 where it was determined that they may have a significant impact in combination with other policies or sites in the Plan Part 2 itself, or with other plans or projects.

## In-combination

- 2.2.15 The HRA needs to consider those elements of the Plan that may have a significant impact in combination either with other policies or sites within the Plan Part 2 itself or with other plans and projects within the local area (or both).
- 2.2.16 The screening of the policies and allocation sites identified the potential for in combination effects on the Ribble and Alt Estuaries SPA/ Ramsar site in relation to an increase in recreational pressure on these European sites. All other potential in combination effects (within the Plan Part 2 itself) have been screened out of further assessment. The potential exists for a rise in visitor numbers to have a significant effect on the Ribble and Alt Estuaries SPA/ Ramsar site as the housing developments are progressively completed across Blackpool. The HRA Screening Report concluded that although the potential exists for an increase in visitors to the coast as the housing developments are progressively completed in Blackpool, it is not considered that there would be an increase which would be large enough such that it could have a significant effect alone on the European sites. This potential impact has therefore been screened out of further assessment.
- 2.2.17 The in-combination assessment of policies and allocations within the Plan Part 2 itself concludes that there are no likely significant in combination effects of implementing the Plan Part 2.
- 2.2.18 In addition to in combination effects of sites within the Plan Part 2 itself, there were the potential for effects to occur upon European sites in combination with other plans or projects. Only the effects of other plans or projects which would not be likely to be significant alone, needed to be included in the in-combination assessment.
- 2.2.19 The only potential in combination effect identified was in relation to recreational pressure on the adjacent Ribble and Alt Estuaries SPA/ Ramsar site. All other potential impacts were screened out of further assessment alone or in combination.
- 2.2.20 A Recreational Disturbance Study carried out by Footprint Ecology for the Morecambe Bay Partnership (Liley *et al*, 2015), which identified that visitors to Morecambe Bay who were on a day-trip/short visit from home travelled a median distance of 3.454km to get to the designated site. Only a small part of the southern end of Blackpool falls within 3.5km of the European sites, and Wyre is more than 6.5 km from the Ribble and Alt Estuary SPA/ Ramsar site. The HRA of the adopted Wyre Local Plan ruled out LSEs associated with recreational pressure due to the distance of the allocations within the plan from the SPA/ Ramsar site (Arcadis, 2018). Fylde lies to the south of the Blackpool, and the southern boundary of the borough lies within 3.5km of the SPA/ Ramsar site. However, the HRA of the adopted Fylde Local Plan did not identify any likely significant effects associated with recreational pressure (Arcadis, 2016).
- 2.2.21 Therefore, although there may be a slight increase in visitor numbers as a result of development within Blackpool and Fylde, it is not considered that there would be an increase which would be large enough such that it could have a likely significant effect on the European sites. Therefore, in-combination effects in relation to an increase in recreational pressure were ruled out.



## 3 Appraisal of the Modifications

### 3.1 Preface

- 3.1.1 The Main Modifications were screened, as set out in Appendix A, which identified those Main Modifications which were considered to be 'substantial'. The 'substantial' modifications are those that could potentially alter the existing findings presented in the HRA Screening Report and require further consideration and possibly an update to the assessment.
- 3.1.2 All policies and site allocations were screened out in the HRA Screening Report, and the Main Modifications screening as set out in the Appendix has determined that the proposed changes in isolation would not lead to any alterations of the existing findings. In order for the provisions of Policies DM35 and DM36 to continue to serve as mitigation measures for the Plan Part 2, further consideration of the proposed modifications to these policies is required.

### 3.2 Policy DM35: Biodiversity

- 3.2.1 Policy DM35 has been amended to more closely align with the requirements set out in the latest NPPF and to ensure that development proposals are developed in line with relevant legislation and guidance, such as the Environment Act 2021. Further modifications to this policy include changes to Point 4 that have been made following representations received from Bourne Leisure, and the additional reference to 'Agricultural Land', at the request of the Inspector and to respond to representations received from Natural England.

#### Policy DM35: Biodiversity

1. Development proposals will be required to:
  - a. result in no loss or harm to biodiversity through avoidance, adequate mitigation **either on site or off site** or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement;
  - b. minimise the impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist **in line with relevant legislation and guidance**.

#### SSSIs

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. **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.**

#### Other sites of nature conservation value (including Local Nature Reserve and Biological Heritage Sites)

3. Development will not be permitted where it would adversely affect County Heritage Sites – biological or geological - and other sites of importance to nature conservation interests, including all ponds in the Borough. Where in exceptional circumstances the benefits of development proposals clearly outweigh the extent of ecological or geological harm, developers will be required to

## Policy DM35: Biodiversity

compensate for such harm to the fullest practicable extent compatible with the conservation interests of the site.

### Protected Species

4. Development will not be permitted if **after mitigation or compensation** 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.

### Agricultural Land

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.**

3.2.2 Policy DM35 was screened out (Category D) at the HRA Screening stage. The proposed modifications would not be expected to alter the HRA Screening findings.

3.2.3 The modifications made to Policy DM35 would not alter the mitigation properties of the policy. In the HRA Screening Report, Policy DM32: Wind Energy was taken to the detailed screening stage. The detailed screening determined that there would be no LSE's alone or in-combination due to the mitigation features of Policy DM35. Policy DM35 provides mitigation measures to ensure that no LSE associated with future wind farm development would occur in Blackpool. Therefore, the amendments to this policy would not alter the conclusion of Policy DM32: Wind Energy.

## 3.3 Policy DM36: Controlling Pollution and Contamination

3.3.1 Policy DM36 has been amended to emphasise that proposed development would not be permitted if there was the potential for adverse effects on designated sites of importance for biodiversity. The policy has also been modified to ensure development would not increase the risk of water pollution and mitigation/remediation would be included to prevent water pollution where necessary. Point 1A of this policy have been amended in response to representations received from Natural England and Point 1E in response to Environment Agency representations.

### Policy DM36: Controlling Pollution and Contamination

1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:
  - a. Will be compatible with adjacent existing uses and would not lead to **significant unacceptable** adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, or users of the development itself **or designated sites of importance for biodiversity**, 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;
  - b. In the case of previously developed, other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination;

## Policy DM36: Controlling Pollution and Contamination

- c. Will not give rise to a deterioration of air quality in a **the** 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;
  - d. Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.
  - 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.~~
2. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks.

3.3.2 Policy DM36 was screened out (Category F) at the HRA Screening stage. The additional text to this policy seeks to ensure that future development would not result in adverse effects to 'designated sites of importance for biodiversity', including internationally and nationally designated sites. Overall, the proposed modifications to this policy would not be expected to alter the HRA Screening findings.

## 3.4 In-combination

- 3.4.1 The HRA needs to consider those elements of the Plan that may have a significant impact in-combination either with other policies or sites within the Plan Part 2 itself or with other plans and projects within the local area.
- 3.4.2 The only potential in-combination effect identified was in relation to recreational pressure on the adjacent Ribble and Alt Estuaries SPA/ Ramsar site. All other potential impacts have been screened out of further assessment alone or in-combination.
- 3.4.3 The Main Modifications have led to a reduction of housing and employment allocations by 266 dwellings and 1.95ha. With respect to the housing site allocations, five sites are within 3.5km of the Ribble and Alt Estuary SPA/ Ramsar site; HSA1.12, HSA1.13, HSA1.23, HSA1.26 and HSA1.29, totalling 374 dwellings. The majority of the new homes within these five sites have planning permission and therefore environmental impacts have been assessed through the planning application process (this did not identify recreational pressure as a potential impact on the Ribble and Alt Estuary SPA/ Ramsar site alone or in combination). For the remaining new dwellings, these allocations are located in, or on the edge of urban areas with existing local amenities and recreational areas. In addition, provision of public open space will be incorporated into new housing developments, which would further encourage residents to stay local, rather than travel to more distant European sites. Therefore, although the potential exists for an increase in visitors to the coast as the housing developments are progressively completed in Blackpool, it is not considered that there would be an increase which would be large enough such that it could have a significant effect alone on the European sites. This potential impact has therefore been screened out for in-combination of the proposals within the Plan Part 2.

- 3.4.4 Although this HRA Addendum has determined that there the proposals of the Plan Part 2 can be screened out for in-combination effects of the Plan Part 2 itself, there is the potential for effects to occur upon European sites in combination with other plans or projects.
- 3.4.5 The Recreational Disturbance Study carried out by Footprint Ecology for the Morecambe Bay Partnership (Liley et al, 2015) identified that visitors to Morecambe Bay who were on a day-trip/short visit from home travelled a median distance of 3.454km to get to the designated site. Only a small part of the southern end of Blackpool falls within 3.5km of the European sites, and Wyre is more than 6.5 km from the Ribble and Alt Estuary SPA/ Ramsar site. The HRA of the adopted Wyre Local Plan ruled out likely significant effects associated with recreational pressure due to the distance of the allocations within the Plan from the SPA/ Ramsar site (Arcadis, 2018). Fylde lies to the south of the Blackpool, and the southern boundary of the borough lies within 3.5km of the SPA/ Ramsar site. However, the HRA of the adopted Fylde Local Plan (Arcadis, 2016) did not identify any likely significant effects associated with recreational pressure.
- 3.4.6 The provision of open space and green infrastructure as required by the Plan Part 1 (Core Strategy) and Plan Part 2 policies will be incorporated into the majority of new housing developments, which would encourage residents to stay local, rather than travel to more distant designated sites on a regular basis.
- 3.4.7 The modifications lead to a reduction in the number of dwellings proposed in the Plan Part 2, and would therefore further support the conclusion that the Plan Part 2 would not lead to a significant increase in visitor numbers at Ribble and Alt Estuary SPA and Ramsar to have an LSE on the site.
- 3.4.8 Overall, the in-combination assessment with other plans or projects concludes that there are no likely significant in combination effects of implementing Plan Part 2 incorporating the proposed Main Modifications.

## 4 Conclusions

### 4.1 Summary of the Modifications

- 4.1.1 All policies and site allocations were screened out for LSEs in the HRA Screening Report. The proposed Main Modifications would not be expected to lead to substantial changes which would lead to the original screening determination to be amended.
- 4.1.2 The changes to Policies DM35 and DM36 needed to be considered in further detail as these policies provide mitigating properties for other policies and site allocations in the Plan Part 2, and the proposed Modifications could lead to changes in the mitigating properties of these policies.
- 4.1.3 The modifications to Policy DM35 and DM36 provide additional clarity to the policies, but this HRA Addendum has determined that these changes would not lead to changes in the mitigating properties of these policies.

### 4.2 Overall Conclusion

- 4.2.1 This HRA Addendum of the Plan Part 2 has considered the potential implications of the proposed Main Modifications to the Plan Part 2 on European sites in the vicinity of Blackpool.
- 4.2.2 The HRA process has concluded that the Main Modifications would not lead to substantial changes to the Plan Part 2 in regard to the HRA, and therefore, the conclusion of the HRA Screening that the Plan Part 2 is considered not to have a likely significant effect on any of the European sites alone, or in combination, still stands.

## Appendix A

### Schedule of Proposed Main Modifications - Screening

Key to Categorisation:

- Category A - Modification to background or supporting text that does not alter the existing findings presented in the HRA and requires no further changes to be made to the HRA;
- Category B - Modification to wording of policy that does not alter the existing findings presented in the HRA and requires no further changes to be made to the SA; and
- Category C - Modification to policy(s) that could potentially alter the existing findings presented in the HRA and requires further consideration and possibly an update to the assessment that could potentially represent a significant change in terms of the Habitats Directive. – These are **substantial modifications**.

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes <del>Strikethrough - deleted text</del> <b><u>Bold Underline</u></b> – New or amended text	Category
<b>Introduction</b>			
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. <b><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></b>	A - The detail will not affect the findings of the HRA.
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 polices 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"> <li>• Blackpool Council Plan 2019-2024</li> <li>• Green and Blue Infrastructure Strategy (2019)</li> <li>• Blackpool Council Declaration on healthy weight (2016)</li> <li>• Blackpool Council Declaration of a climate emergency (2019)</li> <li>• <b><u>Blackpool’s Climate Emergency Action Plan (2021)</u></b></li> </ul>	A - The detail will not affect the findings of the HRA.

Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes				Category
		Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text				
<b>Site Allocations</b>						
MM03	HSA1	<b>Site Reference</b>		<b>Site Area (ha)</b>	<b>No. of dwellings expected to be delivered <u>2021_19</u> - 2027</b>	B – The overall housing number has decreased, however, the HRA was high level and recorded only the distance of site from the European Sites. Therefore, no change is required, and the findings will remain the same.
		HSA1.1	Former Mariners Public House, Norbreck Road	0.20	<del>34</del> 35	
		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	<del>131</del> 160	
		HSA1.6	Land at Coleridge Road/George Street	0.14	<del>8</del> 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	<del>71</del> 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	

Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes				Category
		Strikethrough - deleted text <b>Bold Underline</b> – New or amended text				
		HSA1.19	Kings Christian Centre, Warley Road	0.12	15	
		HSA1.20	<del>Land off Coopers Way</del>	<del>1.22</del>	<del>45</del>	
		HSA1.21	<del>Land at Coleridge Road/ Talbot Road</del>	<del>0.29</del>	<del>25</del>	
		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	<b>22</b> <del>45</del>	
		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	<del>Land at 200 – 210 Watson Road</del>	<del>0.89</del>	<del>39</del>	
		HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88	
		<b>Total supply from allocated sites</b>			<b>1153</b> <del>1419</del>	
	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 <del>2021</del> <b>2026</b>, 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 <b>4,338</b> <del>4,544</del> 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 <del>2021</del> <b>2026</b> – 31 March <del>2026</del> <b>24</b> and will be updated annually to ensure that a five year supply is maintained over the plan period.</p>				A – The overall housing number has decreased, however, the HRA was high level and recorded only the distance of site from



Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	<b>Proposed Changes</b> Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category																				
		<p><b>Table 1: Housing Supply Summary</b></p> <table border="1"> <thead> <tr> <th data-bbox="546 344 1319 395">Source</th> <th data-bbox="1319 344 1823 395">Number of Dwellings</th> </tr> </thead> <tbody> <tr> <td data-bbox="546 395 1319 451">Completions 1 April 2012 - 31 March <del>2021</del><sup>49</sup></td> <td data-bbox="1319 395 1823 451"><b>1,803</b> <del>1,307</del></td> </tr> <tr> <td data-bbox="546 451 1319 544">New build dwellings with extant permission at 31 March <del>2021</del><sup>49</sup> (including <b>541</b> <del>584</del> dwellings on allocated sites)</td> <td data-bbox="1319 451 1823 544"><b>1,054</b> <del>1,177</del></td> </tr> <tr> <td data-bbox="546 544 1319 636"><del>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</del></td> <td data-bbox="1319 544 1823 636">175</td> </tr> <tr> <td data-bbox="546 636 1319 729">Permitted conversions/changes of use (10 or more dwellings) at 31 March <del>2021</del><sup>49</sup></td> <td data-bbox="1319 636 1823 729"><b>119</b> <del>140</del></td> </tr> <tr> <td data-bbox="546 729 1319 821"><del>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</del></td> <td data-bbox="1319 729 1823 821">105</td> </tr> <tr> <td data-bbox="546 821 1319 948">Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April <del>2021</del><sup>49</sup> - 31 March 2027</td> <td data-bbox="1319 821 1823 948"><b>600</b> <del>800</del></td> </tr> <tr> <td data-bbox="546 948 1319 1003">Allocated housing sites without planning permission</td> <td data-bbox="1319 948 1823 1003"><b>612</b> <del>690</del></td> </tr> <tr> <td data-bbox="546 1003 1319 1059">Additional supply from Town Centre Strategic Sites</td> <td data-bbox="1319 1003 1823 1059">150</td> </tr> <tr> <td data-bbox="546 1059 1319 1115"><b>Total Housing Supply</b></td> <td data-bbox="1319 1059 1823 1115"><b>4,338</b> <del>4,544</del></td> </tr> </tbody> </table> <p><sup>1</sup> <b><u>Completions during 2020-2021 have been significantly impacted due to the Covid-19 Pandemic</u></b></p>	Source	Number of Dwellings	Completions 1 April 2012 - 31 March <del>2021</del> <sup>49</sup>	<b>1,803</b> <del>1,307</del>	New build dwellings with extant permission at 31 March <del>2021</del> <sup>49</sup> (including <b>541</b> <del>584</del> dwellings on allocated sites)	<b>1,054</b> <del>1,177</del>	<del>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</del>	175	Permitted conversions/changes of use (10 or more dwellings) at 31 March <del>2021</del> <sup>49</sup>	<b>119</b> <del>140</del>	<del>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</del>	105	Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April <del>2021</del> <sup>49</sup> - 31 March 2027	<b>600</b> <del>800</del>	Allocated housing sites without planning permission	<b>612</b> <del>690</del>	Additional supply from Town Centre Strategic Sites	150	<b>Total Housing Supply</b>	<b>4,338</b> <del>4,544</del>	the European Sites. Therefore, no change is required, and the findings will remain the same.
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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, <b><u>as identified on the Policies Map.</u></b>	B – Very minor change.																				

Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	<b>Proposed Changes</b> Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
MM05	SLA1	<p><del>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.</del></p> <p><del>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.</del></p> <p><del>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.</del></p> <p><del>Policy SLA1: Land Safeguarded for Future Development Needs</del></p> <p><del>Development will not be permitted on Safeguarded Land as shown on the Policies Map until a review of the Local Plan is undertaken.</del></p> <p><del>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.</del></p> <p><del>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.</del></p>	B – The deletion of this policy will not affect the findings of the HRA.
<b>Development Management Policies</b>			
MM06	DM1	<p>1. As a minimum, 20% of all new build dwellings on a site <b><u>sites of five dwellings or more</u></b> 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 <b><u>the area</u></b> 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</p>	B – The detail will not affect the findings of the HRA.

Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category
		<p>quality and innovative design, which raises the overall design quality of an area and contributes positively to the distinctiveness of a place;</p> <p><b><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></b></p>	
	New sub-heading and paragraph after 3.28	<p><b><u>Accessible and Adaptable Housing</u></b></p> <p><b><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></b></p>	A – The detail will not affect the findings of the HRA.
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> <p>c. the site has a <del>good</del> <b>high</b> level of accessibility to public transport, shops, services and community facilities appropriate</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 <b>properties within</b> one block will be permitted in such use</p>	B – The detail will not affect the findings of the HRA.
	3.45	<p><b><u>Proposals for supported accommodation must have high level of accessibility, which</u></b> <del>Dep</del> depending on the needs of occupiers of specialist accommodation, <b><u>generally means that</u></b> they may need to be located close to or on bus routes to essential services such as education, health care and family support, <b><u>having regard to the accessibility questionnaire in Appendix G3.</u></b> Therefore it is important that the accommodation provided is situated in an area which will support the needs of the future occupiers.</p>	A – The detail will not affect the findings of the HRA.

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	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 <del>include: can be found in Appendix B.</del></p> <ul style="list-style-type: none"> <li>• <b><u>An emergency contact;</u></b></li> <li>• <b><u>waste management;</u></b></li> <li>• <b><u>behaviour and noise management;</u></b></li> <li>• <b><u>security;</u></b></li> <li>• <b><u>travel management and cycle parking;</u></b></li> <li>• <b><u>repairs and maintenance;</u></b></li> <li>• <b><u>health and safety.</u></b></li> </ul>	A – The detail will not affect the findings of the HRA.
	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 <b><u>properties in</u></b> any one block will be permitted in such uses and no similar specialist uses will be permitted within 400 metres, <b><u>as the crow flies,</u></b> of a similar existing premises.</p>	A – The detail will not affect the findings of the HRA.
MM08	DM4	<p>1. Proposals for student accommodation will be permitted subject to:</p> <p>b. being located within 800 metres <b><u>walking distance</u></b> 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 <b><u>which provide a high level of accessibility to the relevant learning centre;</u></b></p> <p>e. the proposal <b><u>providing internal spaces which through their layout and size lead to acceptable living conditions having regard to the relevant guidance;</u></b> <del>meeting the floorspace standards set out in the Student Accommodation Advice Note;</del></p>	B – The detail will not affect the findings of the HRA.

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	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. <b><u>Proposals should have regard to</u></b> <del>the</del> minimum floorspace standards for student accommodation in Blackpool <del>are</del> set out in the Student Accommodation Advice Note <b><u>and within the New Homes from Old Places SPD</u></b> (or as updated).	A – The detail will not affect the findings of the HRA.
	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. <b><u>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.</u></b>	A – The detail will not affect the findings of the HRA.
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) <del>and</del> <b><u>Proposals should also have regard to</u></b> the Council's adopted floorspace and amenity standards;</p> <p>2. Within the Inner Area as defined on the Policies Map, <del>development</del> <b><u>proposals for the sub-division and/or change of use of existing buildings for residential use</u></b> will not be permitted where:</p>	B – The detail will not affect the findings of the HRA.
MM10	DM7 – Policy and supporting text	<p><b>Policy DM7: Provision of Employment Land and Existing Employment Sites</b></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>	B - The overall size of the enterprise zone has decreased,

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		<b>Employment Area</b>	<b>Available Land (Ha) (as at March 2021 <del>19</del>)</b>	<b>Appropriate Use Classes</b>	however, the HRA was high level and recorded only the distance of site from the European Sites. Therefore, no change is required, and the findings will remain the same.
		Blackpool Airport Enterprise Zone <sup>10.8</sup>	<b><u>14.15</u></b> <del>46.4</del>	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)	
		<b><u>Total</u></b>	<b><u>18.97</u></b>		
		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.			
		3. <b><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></b>			
		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.			
		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 policy <sup>9</sup> . <b><u>The Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022) recognises that significant</u></b>			

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		<p><b><u>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></b></p> <p>3.85 <b><u>Taking account of the above,</u></b> around nine hectares of additional employment land is identified at the <b><u>Blackpool Airport</u></b> Enterprise Zone <b><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></b> <del>This is set out in further detail within Policy DM8.</del></p> <p><sup>40.8</sup> Incorporates Blackpool Business Park; Squires Gate Industrial Estate and Sycamore Estate.</p> <p><sup>44.9</sup> 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.<sup>10-42</sup></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).<del>The site</del> <b><u>and</u></b> incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. <b><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></b></p> <p><b><u>Figure 4: Blackpool Airport Enterprise Zone</u></b></p>	B – The detail will not affect the findings of the HRA.

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		<p data-bbox="533 1171 1868 1342">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>	



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		<p>3.89 The following policy <b><u>relates to land within Blackpool's administrative boundary; and</u></b> protects the designation of the site <del>and</del> <b><u>supporting</u></b> the delivery of the EZ.</p> <p><b>Policy DM8: Blackpool Airport Enterprise Zone</b></p> <ol style="list-style-type: none"> <li>1. <del>The <u>That part</u> boundary of <u>the</u> Blackpool Airport Enterprise Zone (EZ) <u>which lies within Blackpool Borough</u></del> is identified on the Policies Map.</li> <li>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.</li> <li>3. <b><u>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.</u></b></li> <li>3. 4. <b><u>Guided by the Masterplan,</u></b> <del>the</del> the following uses at the EZ will be supported:             <ol style="list-style-type: none"> <li>a. Target sectors comprising energy industry, advanced manufacturing and engineering, aviation and aerospace, food and drink manufacture and the digital and creative sector;</li> <li>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;</li> </ol> </li> <li>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:             <ol style="list-style-type: none"> <li>i. convenience store no greater than 275m<sup>2</sup> gross;</li> <li>ii. café or sandwich shop no greater than 275m<sup>2</sup> gross;</li> <li>iii. children's day nursery.</li> <li>d. <del>the relocation and enhancement of the existing playing pitches and associated new changing facilities</del></li> </ol> </li> </ol>	

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		<p><del>e. Enabling housing development at site allocation HSA1.13 identified on the Policies Map;</del></p> <p><del>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;</del></p> <p><del>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;</del></p> <p><b><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></b></p> <ul style="list-style-type: none"> <li>a. <b><u>serviced plots for employment development in line with point 4 above and Policy DM7;</u></b></li> <li>b. <b><u>enabling housing development (Site Allocation HSA1.13);</u></b></li> <li>c. <b><u>a new link road and associated existing highways improvements to provide an eastern gateway access into the EZ from Common Edge Road;</u></b></li> <li>d. <b><u>providing compensatory improvements to offset the impact of removing land from the Green Belt through improvements to the remaining Green Belt including:</u></b> <ul style="list-style-type: none"> <li>i. <b><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></b></li> <li>ii. <b><u>new and/or enhanced green infrastructure including landscaping and biodiversity net gain; and</u></b></li> </ul> </li> <li>e. <b><u>supporting infrastructure.</u></b></li> </ul>	

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		<p><del>6.7.</del> To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, <b>National</b> Highways <del>England</del> and other stakeholders to produce a Local Development Order.</p> <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 (<b>Figure 4 refers</b>).</p> <p>3.91 The <b>EZ</b> 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 <del>3,000</del> <b>5,000</b> 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><del>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.</del></p>	

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		<p><b><u>3.92 A Masterplan<sup>11</sup> 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></b></p> <p><b><u>3.93 Over its 25 year lifespan the aim of the EZ is to transform the economic base of Blackpool &amp; the Fylde Coast and position itself as a premier business location in the North West. In line with EZ objectives, Policy DM8 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></b></p> <p><del>3.93</del> <b><u>3.94 In addition,</u></b> Policy DM8 <del>also</del> 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, <b><u>as</u></b> reducing health inequalities in Blackpool, including reducing obesity is a key Council objective, <del>and</del> <b><u>Restricting</u></b> the number of new hot food takeaways in the Borough is part of the overall policy approach by the Council to tackling <b><u>obesity</u></b> <del>this matter</del> and is <b><u>justified in</u></b> <del>underpinned by the evidence base.<sup>5</sup></del> <b><u>the ‘Managing the Location of Hot Food Takeaways’ evidence base document (December 2020 update).</u></b></p> <p><del>3.94</del> <del>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</del></p>	

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		<p><del>enhanced sporting facilities align with the health and wellbeing priorities of the Public Health Authority and key objectives in the Core Strategy.</del></p> <p><b><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></b></p> <p><del>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 dwellings) 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.</del></p> <p><b><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></b></p> <p><del>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</del></p>	

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		<p><del>cutting edge architecture is complemented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business’.</del></p> <p><b><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 Lane<sup>12</sup> and provide the opportunity to improve public transport accessibility within and through the site.</u></b></p> <p><del>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.</del></p> <p><b><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 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></b></p> <p><b><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</u></b></p>	

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		<p><b><u>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></b></p> <p><sup>10 42</sup> 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><sup>11</sup> <b><u>Blackpool Airport Masterplan 2018 and updated Masterplan Plan 2020</u></b></p> <p><sup>12</sup> <b><u>Blackpool Airport Enterprise Zone Masterplan Plan 2020 refers</u></b></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 <b><u>and Registered Park and Garden.</u></b></p>	B – The detail will not affect the findings of the HRA.
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, <b><u>as identified on the Policies Map,</u></b> 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 <b><u>or enhance</u></b> their character <b><u>or appearance and result in no harm to their significance</u></b> will be supported in principle.</p>	B – The detail will not affect the findings of the HRA.
	New footnote	<p><b><u>A landmark is a building or feature that is easily recognised and that can assist wayfinding</u></b></p>	A – The detail will not affect the

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			findings of the HRA.
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, <b><u>measured as the crow files.</u></b>	A – The detail will not affect the findings of the HRA.
	3.122	These specified uses will not be permitted in the Town Centre’s primary and secondary frontages, as set out in policies DM42- <del>11</del> and DM43 <del>12</del> .	A – The detail will not affect the findings of the HRA.
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. <b><u>400m is approximately a 5-10 minute walk and should be measured as the most direct and safe walking route.</u></b>  <b><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></b>	A – The detail will not affect the findings of the HRA.



Schedule of Proposed Main Modifications - Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category
MM16	DM17	2. Development should have regard to the following characteristics of the local area:  b. heritage assets and <del>features</del> <b>their setting</b> ;	B – The detail will not affect the findings of the HRA.
MM17	DM18	1. Proposals for new build residential and <del>commercial</del> <b>business (Class B2, B8 and E(g))</b> development must demonstrate how they will provide future occupiers with potential for full fibre broadband connectivity. Development proposals must therefore:	B – The detail will not affect the findings of the HRA.
	3.167	In addition to the wider economic benefits of ensuring that residents and business occupiers <b>(i.e. Class B2, B8 and E(g) employment uses)</b> 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.	A – The detail will not affect the findings of the HRA.
MM18	DM19 and supporting text	<p>3.168 <del>Local</del> <b>Strategic</b> views of assets of particular importance such as historic or distinctive buildings <b>and landscapes</b> help to shape the identity of a place. New development should safeguard and enhance important views of <b>such</b> landmark buildings and landscapes. <del>, particularly listed and locally listed buildings and buildings and spaces within Conservation Areas.</del></p> <p>3.169 <del>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</del> are particularly sensitive to changes in their setting <b>given that the Tower is the focal point of the Promenade and the seafront and coastline serves as a shop window to the resort.</b> <del>as are new landmark buildings like Festival House and public spaces such as the Tower Festival Headland and St John's Square.</del></p> <p>3.170 This policy aims to enable appropriate development in locations which will enhance Blackpool's offer without detracting from <b>these</b> established strategic views.</p> <p><b>Policy DM19: Strategic Views</b></p> <p>1. Development should protect and enhance views of the following buildings and features of strategic importance:</p>	B – The detail will not affect the findings of the HRA.

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
		<p>a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre;</p> <p>b. along the seafront and coastline;</p> <p><del>c. into and within conservation areas;</del></p> <p><del>d. views of listed and locally listed buildings;</del></p> <p><del>e. views of buildings which provide a landmark and assist with wayfinding.</del></p> <p>2. Development that has a detrimental impact on these strategic views will not be permitted.</p> <p>3.171 <b><u>The seafront and coastline provide the main focal point of Blackpool as a seaside resort and</u></b> Blackpool Tower is a nationally recognised landmark of significant historical and cultural importance that dominates Blackpool's skyline. <del>It</del> <b><u>The Tower</u></b> 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. <del>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.</del></p> <p><del>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.</del></p> <p><b><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></b></p> <p>3.173 The scale, mass or height of existing buildings and structures which detract from <b><u>a strategic view</u></b> <del>an important view</del> 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	<p><del>e. where appropriate, contribute towards tree planting in the town in accordance with the Greening Blackpool SPD (or any subsequent update)</del></p>	B – The detail will not affect

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
			the findings of the HRA.
MM20	DM22	d. include <b><u>principal</u></b> signage only at fascia level, <b><u>or within existing areas of principal signage within existing shopfronts</u></b> , and in proportion to the shopfront and fascia;	B – The detail will not affect the findings of the HRA.
	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. <b><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></b>	A – The detail will not affect the findings of the HRA.
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. <b><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></b>	A – The detail will not affect the findings of the HRA.
	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 <del>harm</del> <b><u>have substantial injury to</u></b> 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	A – The detail will not affect the findings of the HRA.
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, <b><u>unless it can be demonstrated that this would not be viable or feasible.</u></b>	B – The detail will not affect

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
			the findings of the HRA.
MM23	DM27	<p>1. Proposals within or affecting the setting of any of Blackpool’s conservation areas <b><u>as identified on the Policies Map</u></b>, should <b><u>preserve</u></b> <del>conserve</del> or enhance those elements that make a positive contribution to their special character <del>and</del> <b><u>or</u></b> appearance including its setting, <b><u>having regard to the Council’s Conservation Area Appraisals</u></b>, <del>as identified within the conservation area appraisal.</del></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 <b><u>as a whole</u></b>, this may be used by the Council as grounds to justify refusal of the scheme.</p> <p>3. Proposals should:</p> <p>b. <del>Conserve</del> <b><u>Preserve</u></b> 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>	B – The detail will not affect the findings of the HRA.
MM24	DM29	<p>1. Development proposals within or affecting the setting of Stanley Park, <b><u>as identified on the Policies Map</u></b>, should:</p>	B – The detail will not affect the findings of the HRA.
MM25	DM30	<p>1. Development which would result in harm to or loss of the significance of <del>archaeological sites including a</del> <b><u>scheduled monument (or a site of national significance)</u></b> 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>	B – The detail will not affect the findings of the HRA.
	Paragraph 3.278	<p>Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm to a <del>non-designated archaeological site</del> <b><u>scheduled monument (or site of national significance)</u></b>, 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</p>	A – The detail will not affect

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
		required to: a) make adequate provision for excavation and recording before and / or during development b) demonstrate how the public understanding <del>of</del> <b><u>and</u></b> appreciation of the site can be improved.	the findings of the HRA.
MM26	DM31	2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. <b><u>The starting point for this will be a maximum greenfield run-off rate for greenfield sites.</u></b>  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, <b><u>with a starting point of a minimum of a 30% reduction in run-off rates</u></b> . In critical drainage areas the greenfield standard will be expected, <b><u>with a minimum of a 50% reduction in run-off rates.</u></b>	B – The detail will not affect the findings of the HRA.
MM27	DM32	d. the <b><u>proposal would not lead to an adverse</u></b> impact on any heritage asset and their setting, including strategic views; <del>has been assessed;</del>  g. all <b><u>assessments of</u></b> impacts on air traffic safety, radar and communications <del>have been assessed and consulted upon</del> <b><u>consultation</u></b> with the appropriate bodies <b><u>have not identified any adverse impacts;</u></b>	B – The detail will not affect the findings of the HRA, however, the relationship between Policy DM32 and Policy DM35 has been considered further.

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category
MM28	DM33	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. <b><u>The Coast and Foreshore is identified on the Policies Map.</u></b>	B – The detail will not affect the findings of the HRA.
	3.311	<del>landward extent, a marine plan will apply up to the mean high water mark.</del> <b><u>The North West Marine Plan extends from the mean high water springs to the territorial limit</u></b> 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. <del>Planning applications within the Coast and Foreshore designation will also need to be considered against the North West Inshore Marine Plan.</del> <b><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></b>	A – The detail will not affect the findings of the HRA.
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 <b><u>either on site or off site</u></b> 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 <b><u>in line with relevant legislation and guidance.</u></b></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. <b><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></b></p> <p>4. Development will not be permitted if <b><u>after mitigation or compensation</u></b> it would have an adverse impact on animal or plant species protected under national or international legislation.</p> <p><b><u>Agricultural Land</u></b></p>	C – Changes need to be reflected in HRA Addendum.

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
		<b><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></b>	
	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 <b><u>in line with the relevant Biodiversity Net Gain legislation and guidance.</u></b>	A – The detail will not affect the findings of the HRA.
	Additional sub-heading and text after paragraph 3.331	<b><u>Agricultural Land</u></b> <b><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></b>	A – Detailed considered as part of assessment of Policy DM35.
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 <del>significant</del> <b><u>unacceptable</u></b> adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, <del>or</del> users of the development itself <b><u>or designated sites of importance for biodiversity</u></b>, 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> <p>c. Will not give rise to a deterioration of air quality in a <del>the</del> <b><u>the</u></b> Air Quality Management Area <b><u>in Blackpool Town Centre</u></b> 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 <del>pose a</del> <b><u>pose a</u></b> any-risk of pollution <b><u>to controlled waters (surface or ground water) and will, where required, include mitigation and/or remediation to prevent any unacceptable levels of water pollution.</u></b> <del>to surface or ground water and mitigation will be required to prevent any harm where necessary.</del></p>	C – Changes need to be considered in HRA Addendum.

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Main Modification Reference	Policy/ Paragraph No.	<p style="text-align: center;"><b>Proposed Changes</b></p> <p style="text-align: center;"><del>Strikethrough - deleted text</del></p> <p style="text-align: center;"><b><u>Bold Underline</u></b> – New or amended text</p>	Category
	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 <b><u>such as designated sites of importance for biodiversity</u></b>. 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. <b><u>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.</u></b></p>	A – The detail will not affect the findings of the HRA.
	New paragraph after 3.336	<p><b><u>At the time of adoption there is one Air Quality Management Area declared in Blackpool Town Centre. This is located to the north of Blackpool Town Centre in the area around Talbot Road and Dickson Road (see Appendix F for map)</u></b></p>	A – The detail will not affect the findings of the HRA.
MM31	New paragraph after 3.340	<p><b><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></b></p>	A – The detail will not affect the findings of the HRA.
MM32	DM38	<p>1. Planning permission will not be granted for development that would result in the loss of existing allotments and community gardens, <b><u>as identified on the Policies Map</u></b>, unless:</p>	B – The detail will not affect



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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
			the findings of the HRA.
MM33	DM41	2. Transport Assessments and Travel Plans will be required in accordance with <b><u>having regard to</u></b> the thresholds set out in Appendix <del>G2</del> D2.	B – The detail will not affect the findings of the HRA.
	3.365	The thresholds for Transport Assessments and Travel Plans are set out in Appendix <del>G2</del> D2 <b><u>which provides guidance for when these are required. In certain circumstances flexibility around these thresholds can be considered on a case-by-case basis.</u></b> Transport Statements will be required if below the Transport Assessment threshold, but above 500m <sup>2</sup> 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 500m <sup>2</sup> 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.	A – The detail will not affect the findings of the HRA.
MM34	New paragraph after 3.368	<b><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></b>	A – The detail will not affect the findings of the HRA.
	DM42	The Blackpool Airport Authority <b><u>and the Ministry of Defence (MOD)</u></b> will be consulted on all development proposals <b><u>as appropriate</u></b> within the aerodrome safeguarding area/ <b><u>zones</u></b> shown on the Policies Map <b><u>to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.</u></b>	B – The detail will not affect

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category		
	New paragraph after 3.369	<p><b><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></b></p>	the findings of the HRA.  A – The detail will not affect the findings of the HRA.		
<b>Schedule 1</b>					
MM35	HSA1.1 Former Mariners Public House	<table border="1" data-bbox="533 767 1379 826"> <tr> <td data-bbox="533 767 1171 826">Number of dwellings expected to be delivered</td> <td data-bbox="1171 767 1379 826"><del>35</del> <b><u>34</u></b></td> </tr> </table>	Number of dwellings expected to be delivered	<del>35</del> <b><u>34</u></b>	B – The detail will not affect the findings of the HRA.
Number of dwellings expected to be delivered	<del>35</del> <b><u>34</u></b>				
MM36	HSA1.2	<p><del>• 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) 2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan.</del></p> <p><b><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></b></p>	B – The detail will not affect the findings of the HRA.		
MM37	HSA1.4	Key Development Considerations  Additional bullet point:	B – The detail will not affect		

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text		Category		
		<ul style="list-style-type: none"> <li><b><u>The development of the site is required to maintain access to the rear of the properties on Warley Road (nos. 307 – 339)</u></b></li> </ul>		the findings of the HRA.		
MM38	HSA1.5	<table border="1"> <tr> <td data-bbox="528 387 813 504">Number of dwellings expected to be delivered</td> <td data-bbox="813 387 1115 504">460 <b><u>131</u></b></td> </tr> </table>	Number of dwellings expected to be delivered	460 <b><u>131</u></b>	<ul style="list-style-type: none"> <li>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. <del>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.</del> <b><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></b></li> </ul>	B - The detail will not affect the findings of the HRA.
Number of dwellings expected to be delivered	460 <b><u>131</u></b>					
MM39	HSA1.6	<table border="1"> <tr> <td data-bbox="528 767 1189 823">Number of dwellings expected to be delivered</td> <td data-bbox="1189 767 1417 823">14 <b><u>8</u></b></td> </tr> </table>		Number of dwellings expected to be delivered	14 <b><u>8</u></b>	B - The detail will not affect the findings of the HRA.
Number of dwellings expected to be delivered	14 <b><u>8</u></b>					
MM40	HSA1.7 Bullet 4: Key Development Considerations	The development of the site should be carried out <b><u>in accordance with the heritage impact assessment which includes</u></b> to an appropriate height and design to enhance those views.		B – The detail will not affect the findings of the HRA.		
MM41	HSA1.9	Housing Delivery: The site is owned by the local authority. It is a small site <del>where properties have been cleared</del> <b><u>currently in use as a car park</u></b> and the site is considered developable over the plan period.		B – The detail will not affect the findings of the HRA.		

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
MM42	HSA1.9	Key Development Considerations:  • This is a <del>cleared</del> -brownfield site <b><u>currently used as a car park</u></b>	B – The detail will not affect the findings of the HRA.
MM43	HSA1.13 Land at Jepson Way/Common Edge Road, Blackpool	• 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. <del>The re-provision of sporting facilities is detailed in the Playing Pitch Strategy (PPS) Update Draft – December 2020.</del> <b><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></b>	B – The detail will not affect the findings of the HRA.
MM44	New Appendix A	New Appendix A – Table showing replacement of Saved Blackpool Local Plan Policies	A – The detail will not affect the findings of the HRA
MM45	Appendix G (was E): Monitoring Framework	New indicators to monitor DM16: Hot Food Takeaways	A – The detail will not affect the findings of the HRA
MM46	New Appendix E	New Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map	A – The detail will not affect the findings of the HRA
MM47	New Appendix F	New Appendix F: Map of Air Quality Management Area	A – The detail will not affect the findings of the HRA

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