

BLACKPOOL LOCAL PLAN PART 2
SCHEDULE OF PROPOSED MAIN MODIFICATIONS
JULY 2022

Blackpool Council



Introduction

The following Schedule sets out the Council's Proposed Main Modifications to the [Blackpool Local Plan Part 2: Site Allocations and Development Management Policies Publication Version – January 2021 \(Regulation 19\)](#) (SD001) in order for it be found 'sound'. This Schedule consolidates and supersedes previous Schedules which the Council published before the Examination Hearing sessions. The changes are shown in the same order as the Local Plan itself with any new wording shown underlined and deleted text shown struck through.

These modifications have also been assessed through the Sustainability Appraisal Addendum (July 2022) and Habitats Regulation Assessment Addendum (July 2022) which are also published alongside this document.

This Schedule should also be read alongside the Schedule of Schedule of Proposed Changes to the Publication Policies Map, Proposed Additional Modifications and the SA and HRA Addendums.

In addition, an Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022), Infrastructure and Delivery Plan Update (Feb 2022) and Addendum to the Housing Topic Paper (2021) (July 2022) which have informed some of the Main Modifications are published alongside this document and comments are also invited.

The Council is seeking views on the changes identified in this Schedule. The deadline for making comments on this document is 5pm on Wednesday 7th September. Each proposed change has been given a 'MM Ref' which should be quoted in any response.

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes														
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Introduction																
MM01	1.1	The Site Allocations and Development Management Policies Document is Part 2 of the Blackpool Local Plan and is a key planning document which allocates sites for development, safeguarding or protection and sets out a suite of development management policies to guide appropriate development. <u>This document does not contain any strategic policies and supersedes all saved policies within the Blackpool Local Plan 2006, as detailed in Appendix A.</u>														
MM02	1.15	<p>The Local Plan Evidence Base helps us to develop a detailed understanding of key issues and characteristics of Blackpool and the Fylde Coast, and is used to inform and justify the policies in the plan. Additional evidence base has been developed to support the allocations and development management policies set out in the Local Plan Part 2. These documents along with other supporting documents are listed at Appendix A and can be found at evidence base [opens a new window]. In addition other Council strategies and declarations have been taken into account including:</p> <ul style="list-style-type: none"> • Blackpool Council Plan 2019-2024 • Green and Blue Infrastructure Strategy (2019) • Blackpool Council Declaration on healthy weight (2016) • Blackpool Council Declaration of a climate emergency (2019) • <u>Blackpool’s Climate Emergency Action Plan (2021)</u> 														
Site Allocations																
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		HSA1.4	Land rear of 307-339 Warley Road	0.33	14
		HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.62	131 160
		HSA1.6	Land at Coleridge Road/George Street	0.14	8 14
		HSA1.7	190-194 Promenade	0.12	15
		HSA1.8	South King Street	0.59	47
		HSA1.9	Bethesda Road Car Park	0.13	13
		HSA1.10	Whitegate Manor, Whitegate Drive	0.31	16
		HSA1.11	Land off Kipling Drive	0.27	14
		HSA1.12	Land at Rough Heys Lane	0.67	27
		HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	57
		HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	90
		HSA1.15	Land at Warren Drive	3.12	71 86
		HSA1.16	Land at Ryscar Way	2.06	47
		HSA1.17	Land at 50 Bispham Road	0.09	12
		HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.35	16
		HSA1.19	Kings Christian Centre, Warley Road	0.12	15
		HSA1.20	Land off Coopers Way	1.22	45
		HSA1.21	Land at Coleridge Road/ Talbot Road	0.29	25
		HSA1.22	7-11 Alfred Street	0.04	14
		HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	192
		HSA1.24	Site A, Former NS & I Site, Preston New Road	5.11	83
		HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	22 45

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes			
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		HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.18	10
		HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	12
		HSA1.28	Land at 200 – 210 Watson Road	0.89	39
		HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88
		Total supply from allocated sites			<u>1153</u> 1419
	2.3-2.5 and Table 1	<p>2.3 In addition to the sites allocated in Policy HSA1, the Core Strategy housing requirement will be met through completions over the period 01 April 2012 – 31 March 2021 <u>19</u>, sites with planning permission including sites at identified South Blackpool Housing Growth locations, apartments as part of mixed use proposals at Town Centre Strategic Sites and a windfall allowance.</p> <p>2.4 Table 1 shows the housing supply position. The identified supply is approximately 4338 <u>4,544</u> dwellings, which exceeds the housing requirement and ensures that there is a flexible portfolio of housing sites that can be delivered throughout the plan period. The Housing Topic Paper provides further detail and includes a housing trajectory, which sets out the expected rate of housing delivery over the plan period.</p> <p>2.5 It is a requirement of the NPPF to identify a five year housing land supply from the intended date of adoption of the plan. A five year supply has been identified for the period 01 April 2021 <u>19</u> – 31 March 2026 <u>24</u> and will be updated annually to ensure that a five year supply is maintained over the plan period.</p> <p>Table 1: Housing Supply Summary</p>			

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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, as identified on the Policies Map.																					
MM05	SLA1	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																					

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		<p>that planning permission for the permanent development of safeguarded land will only be granted following a Local Plan Review.</p> <p>2.21 Paragraph 85 of NPPF require plans to identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period.</p> <p>2.22 This policy identifies one area of Safeguarded Land within Blackpool Borough and outlines the restrictions on development that will be pursued over the period of the Local Plan.</p> <p>Policy SLA1: Land Safeguarded for Future Development Needs</p> <p>Development will not be permitted on Safeguarded Land as shown on the Policies Map until a review of the Local Plan is undertaken.</p> <p>2.23 The Local Green Belt Review Topic Paper (2020) highlighted several minor anomalies regarding the detailed local Green Belt boundaries. It recommended some amendments that relate to a very small proportion of the overall green belt across the Fylde Coast and does not amount to any strategic change to the Green Belt.</p> <p>2.24 One such amendment was to existing Green Belt at Faraday Way to follow natural field boundaries. Due to Blackpool’s highly constrained nature, there may be a need to allocate this land that is no longer Green Belt for development needs in the future. Therefore it is safeguarded until a review of the Blackpool Local Plan is carried out.</p>
Development Management Policies		
MM06	DM1	<ol style="list-style-type: none"> 1. As a minimum, 20% of all new build dwellings on a site <u>sites of five dwellings or more</u> must meet the Nationally Described Space Standard (or any future successor); 2. Housing designs and layouts must:

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		<p>a. respond to the topography, local character and distinctiveness of a site <u>the area</u> and be well integrated into existing development by respecting the established streetscene, building lines and patterns of development, in order to maintain or establish a strong sense of place. Exceptions may be made for housing proposals of high quality and innovative design, which raises the overall design quality of an area and contributes positively to the distinctiveness of a place;</p> <p><u>8. Proposals that are not in accordance with the above measures will only be permitted where there is clear evidence that it would not be feasible or it would directly prejudice viability. In such circumstances an application should be supported by an open book viability assessment.</u></p>
	<p>New sub-heading and paragraph after 3.28</p>	<p><u>Accessible and Adaptable Housing</u></p> <p><u>Accessible and adaptable housing should be provided on schemes of ten dwellings or more, forming at least 10% of housing provision. This housing should be designed to meet technical standards M4(2) or M4(3) of the Building Regulations (or as updated). Housing meeting part M4(3) of Building Regulations should be secured through liaison with the Council’s Housing Manager and through developers working with Registered Providers on a case-by-case basis.</u></p>
MM07	DM3	<p>1. Proposals for supported accommodation (falling under Sui Generis or Use Class C2) and housing for older people (falling under Use Class C2 or C3) will be permitted where the development meets all of the following criteria:</p> <p>c. the site has a good <u>high</u> level of accessibility to public transport, shops, services and community facilities appropriate to the intended occupiers</p> <p>2. In order to protect the character and amenities of residential areas and avoid any undue concentration of Supported Accommodation and/or Housing for Older People (other than older person independent living schemes (use class C3)):</p> <p>a. no more than 10% of any <u>properties within</u> one block will be permitted in such use</p>

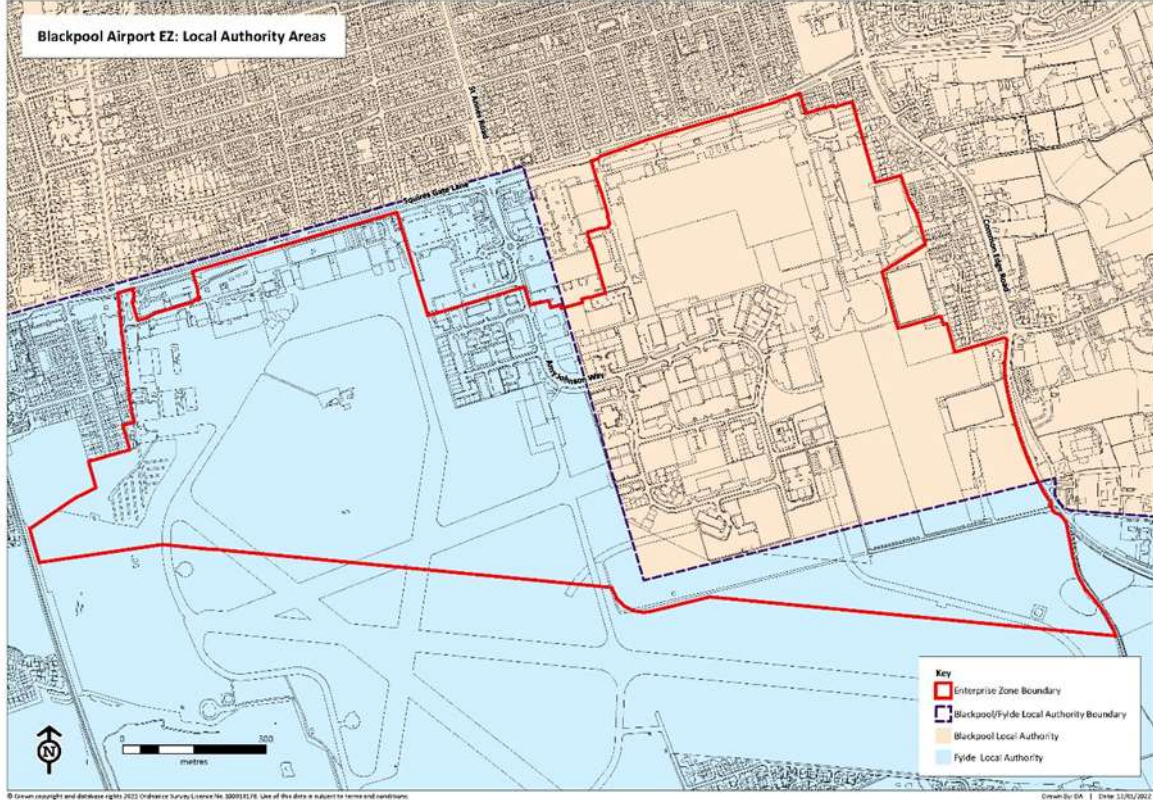
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	3.45	<p><u>Proposals for supported accommodation must have high levels of accessibility, which</u> Dep depending on the needs of occupiers of specialist accommodation, <u>generally means that</u> they may need to be located close to or on bus routes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

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		<p>b. being located within 800 metres <u>walking distance</u> 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 <u>which provide a high level of accessibility to the relevant learning centre;</u></p> <p>e. the proposal <u>providing internal spaces which through their layout and size lead to acceptable living conditions having regard to the relevant guidance;</u> meeting the floorspace standards set out in the Student Accommodation Advice Note;</p>
	3.62	<p>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. <u>Proposals should have regard to</u> the minimum floorspace standards for student accommodation in Blackpool are set out in the Student Accommodation Advice Note <u>and within the New Homes from Old Places SPD</u> (or as updated).</p>
	3.64	<p>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. <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></p>
MM09	DM5	<p>1. Proposals for the sub-division and/or change of use of existing buildings for residential use will only be permitted where:</p> <p>b. the proposed units are all fully self-contained and satisfy the Nationally Described Space Standards (or any future successor) and <u>Proposals should also have regard to</u> the Council’s adopted floorspace and amenity standards;</p>

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		<p>2. Within the Inner Area as defined on the Policies Map, development proposals for the sub-division and/or change of use of existing buildings for residential use will not be permitted where:</p>																																				
MM10	DM7 – Policy and supporting text	<p>Policy DM7: Provision of Employment Land and Existing Employment Sites</p> <p>1. Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each employment area as identified on the Policies Map:</p> <table border="1" data-bbox="669 699 1832 1278"> <thead> <tr> <th>Employment Area</th> <th>Available Land (Ha) (as at March 2021 19)</th> <th>Appropriate Use Classes</th> </tr> </thead> <tbody> <tr> <td>Blackpool Airport Enterprise Zone^{10.8}</td> <td><u>14.15</u> 16.1</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Vicarage Lane</td> <td>0.02</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Clifton Road</td> <td>2.5</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Preston New Road (NS&I)</td> <td>0</td> <td>E(g)</td> </tr> <tr> <td>Chiswick Grove</td> <td>0</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Mowbray Drive</td> <td>0.3</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Devonshire Rd / Mansfield Rd</td> <td>0</td> <td>B2, E(g)</td> </tr> <tr> <td>Moor Park</td> <td>0</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>North Blackpool Technology Park</td> <td>2</td> <td>B2, B8, E(g)</td> </tr> <tr> <td>Warbreck Hill</td> <td>0</td> <td>E(g)(i)</td> </tr> <tr> <td>Total</td> <td><u>18.97</u></td> <td></td> </tr> </tbody> </table> <p>2. Proposals for non B and E(g) uses will not be permitted except for those which are in accordance with Policy DM8: Blackpool Airport Enterprise Zone.</p>	Employment Area	Available Land (Ha) (as at March 2021 19)	Appropriate Use Classes	Blackpool Airport Enterprise Zone ^{10.8}	<u>14.15</u> 16.1	B2, B8, E(g)	Vicarage Lane	0.02	B2, B8, E(g)	Clifton Road	2.5	B2, B8, E(g)	Preston New Road (NS&I)	0	E(g)	Chiswick Grove	0	B2, B8, E(g)	Mowbray Drive	0.3	B2, B8, E(g)	Devonshire Rd / Mansfield Rd	0	B2, E(g)	Moor Park	0	B2, B8, E(g)	North Blackpool Technology Park	2	B2, B8, E(g)	Warbreck Hill	0	E(g)(i)	Total	<u>18.97</u>	
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		<p>3. <u>Employment land at the Blackpool Airport Enterprise Zone includes around 9 hectares released from the Green Belt justified by exceptional circumstances in line with NPPF (2021) Paragraph 140.</u></p> <p>3.83 The main industrial/business areas identified in the policy provide a range of employment related uses that make an important contribution to Blackpool’s employment offer and the local economy and will be retained as safeguarded employment land. Proposals for non-B or E(g) uses will not be permitted. The only exception to this is at the Enterprise Zone for proposals that accord with policy DM8.</p> <p>3.84 The Core Strategy sets out the requirement for 31.5 hectares of new employment land over the plan period from 2012 to 2027. The sites to meet this need are included in this policy⁹. <u>The Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022) recognises that significant safeguarded employment land has been developed for alternative uses since the start of the plan period. Furthermore, employment land take-up during this time has been around half of what was expected (0.62 ha per annum compared to 1.2 ha per annum).</u></p> <p>3.85 <u>Taking account of the above,</u> around nine hectares of additional employment land is identified at the <u>Blackpool Airport</u> Enterprise Zone <u>which compensates for the loss of less attractive employment land and will stimulate an increase in annual employment land uptake by providing attractive and accessible employment land in the Blackpool Airport Enterprise Zone. Robust justification for the additional employment land facilitated by the release of around 9ha of land from the Green Belt is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u> This is set out in further detail within Policy DM8.</p> <p>¹⁰ 8 Incorporates Blackpool Business Park; Squires Gate Industrial Estate and Sycamore Estate.</p> <p>¹¹ 9 Along with around 14 hectares of employment land in Fylde provided through the Duty to Co-operate and acknowledged in the adopted Fylde Local Plan (2018)</p>

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MM11	DM8 – Policy and supporting text	<p>3.86 Blackpool Airport Enterprise Zone (EZ) was approved in November 2015 and the site became operational in April 2016. The status of the EZ is valid for 25 years and provides business incentives of rate relief up to £275,000 over a period of five years and Enhanced Capital Allowance.^{10 12}</p> <p>3.87 The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde (Figure 4).The site and incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. <u>The site also benefits from excellent access to the M55 via Progress Way and onward connectivity to the national motorway network and with local train, bus and tram routes connecting the Fylde Coast and beyond.</u></p> <p><u>Figure 4: Blackpool Airport Enterprise Zone</u></p>

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		 <p data-bbox="600 1241 2047 1410">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 <u>relates to land within Blackpool’s administrative boundary; and</u> protects the designation of the site and <u>supporting</u> the delivery of the EZ.</p> <p>Policy DM8: Blackpool Airport Enterprise Zone</p> <ol style="list-style-type: none"> 1. The <u>That part</u> boundary of <u>the</u> Blackpool Airport Enterprise Zone (EZ) <u>which lies within Blackpool Borough</u> is identified on the Policies Map. 2. The Council supports the sustainable development of the EZ to create more businesses and jobs and attract international investment with positive benefits for the sub-regional economy and increasing the contribution to national growth. In supporting development at the EZ, the viable long-term operation of Blackpool Airport must be maintained. 3. <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> 3-4. <u>Guided by the Masterplan,</u> the following uses at the EZ will be supported: <ol style="list-style-type: none"> a. Target sectors comprising energy industry, advanced manufacturing and engineering, aviation and aerospace, food and drink manufacture and the digital and creative sector; b. Outside the target sectors other B2, B8 and E(g) uses will be considered where this promotes job creation and industry diversification provided it does not compromise the development of the target sectors;

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		<p>e <u>5.</u> 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:</p> <ul style="list-style-type: none"> i. convenience store no greater than 275m² gross; ii. café or sandwich shop no greater than 275m² gross; iii. children’s day nursery. <p>d. the relocation and enhancement of the existing playing pitches and associated new changing facilities</p> <p>e. Enabling housing development at site allocation HSA1.13 identified on the Policies Map;</p> <p>4. The overall delivery of the EZ is guided by an agreed Blackpool Airport Enterprise Zone Masterplan. In line with local plan policy, the Masterplan will establish the development and design framework for the site and determine the appropriate mix, quantum and location of development to deliver the objectives of the EZ;</p> <p>5. A Design Framework, including building, landscape, green infrastructure, sustainable urban drainage and incorporating cycle and pedestrian connectivity, will be required setting out the design principles for the site and taking into account the objectives of the Blackpool Green and Blue Infrastructure Strategy and Action Plan;</p> <p><u>6. To enable the objectives of the EZ to be delivered, the Green Belt boundary is amended as identified in Appendix E to release around 10.3 hectares of land to allow the first phase of development to be undertaken by 2027 to include:</u></p> <ul style="list-style-type: none"> a. <u>serviced plots for employment development in line with point 4 above and Policy DM7;</u>

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		<p>b. <u>enabling housing development (Site Allocation HSA1.13);</u></p> <p>c. <u>a new link road and associated existing highways improvements to provide an eastern gateway access into the EZ from Common Edge Road;</u></p> <p>d. <u>providing compensatory improvements to offset the impact of removing land from the Green Belt through improvements to the remaining Green Belt including:</u></p> <p style="padding-left: 40px;">i. <u>the relocation and enhancement of the existing playing pitches and provision of new changing facilities and vehicle parking, to remain within the Green Belt with improved access</u></p> <p style="padding-left: 40px;">ii. <u>new and/or enhanced green infrastructure including landscaping and biodiversity net gain; and</u></p> <p>e. <u>supporting infrastructure.</u></p> <p>6-7. To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, <u>National</u> Highways England 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 <u>(Figure 4 refers)</u>.</p>

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		<p>3.91 The <u>EZ</u> site has been a major business and industrial area for many years and has provided important employment opportunities with 1,800 employees already based on the site. It is envisaged that EZ status will attract an additional 180 businesses and create 3,000 5,000 new jobs over its 25 year lifespan supporting the local and sub-regional economy; and providing sustainable economic growth and prosperity within Lancashire which is fundamental to the Lancashire Enterprise Partnership’s ambitions.</p> <p>3.92—The site benefits from excellent access to the M55 via Progress Way. Whilst the site is well located its accessibility and connectivity to the local road network will be improved, with additional highway junctions on Squires Gate Lane and Common Edge Road, to further access the site and support its delivery. In addition access by sustainable modes of transport is a key requirement of Core Strategy Policy CS27 South Blackpool Transport and Connectivity and the requirements of this policy will need to be met in delivering the masterplan for the site. In support of the masterplan, both a Transport Assessment and Framework Travel Plan were produced in early 2019 covering all development phases. The former addresses the traffic and transport implications of the proposal, including the access arrangements, and the latter has been drafted to encourage more sustainable travel patterns to the site. The proposed internal link road will be designed to accommodate a potential bus route through the site. A commitment to enable a bus service to route via the EZ link road is necessary to improve the public transport accessibility, particularly to some of the units within the EZ that are furthest from the nearest bus stops. Walking and cycling connectivity will also be improved.</p> <p><u>3.92 A Masterplan¹¹ has been developed to provide a strategic framework and direction for the development and delivery of the EZ over its lifespan. The role of the Masterplan is to establish the development and design framework for the site including the appropriate mix, quantum and location of development; accessibility in and around the site including public transport, cycling and pedestrian connectivity; building design principles; landscaping and green infrastructure requirements which needs to include providing opportunities for biodiversity net gain. As the site evolves and develops, updated iterations of the Masterplan will be produced to ensure the Masterplan accurately reflects and supports EZ development and responds to the evolving economic climate.</u></p>

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		<p><u>3.93 Over its 25 year lifespan the aim of the EZ is to transform the economic base of Blackpool & the Fylde Coast and position itself as a premier business location in the North West. In line with EZ objectives, Policy DM8 highlights the target sectors which will assist in this economic growth and diversification. Other business and industrial uses will also be supported provided these uses do not undermine development related to the target sectors.</u></p> <p>3.93 <u>3.94</u> <u>In addition,</u> Policy DM8 also allows for the provision of local scale shops and services to serve the expanding EZ business community in the southeast (SE) quadrant of the site. Acceptable uses are a small convenience store, a café or sandwich shop, each unit no greater than 275 sqm gross; and a children’s day nursery. Hot food takeaways (sui generis) will not be permitted, <u>as</u> reducing health inequalities in Blackpool, including reducing obesity is a key Council objective, and <u>Restricting</u> the number of new hot food takeaways in the Borough is part of the overall policy approach by the Council to tackling <u>obesity</u> this matter and is <u>justified in</u> underpinned by the evidence base.² <u>the ‘Managing the Location of Hot Food Takeaways’ evidence base document (December 2020 update).</u></p> <p>3.94 The existing playing pitch facilities, which provide a valuable community resource, will be relocated further south within the site. Supported by new changing facilities, the relocated pitches will provide upgraded playing facilities including a new 3G pitch increasing the carrying capacity for sport at this location. These enhanced sporting facilities align with the health and wellbeing priorities of the Public Health Authority and key objectives in the Core Strategy.</p> <p><u>3.95 To assist in the timely delivery of the EZ and to ensure that the employment benefits across the EZ are realised, around 10.3 hectares of land has been released from the Green Belt in the southeast corner of the site. This released land will enable the first phase of EZ development identified in Point 6 of DM8 to be realised by 2027, capitalising on currently available funding streams; and generating income from the employment and housing development to fund essential EZ infrastructure securing the long term financial viability of the site. The employment</u></p>

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		<p><u>development will also boost the uptake of employment land in the Borough and assist in meeting the Core Strategy employment land take-up target of 2.2ha per annum. The detailed justification for the Green Belt release is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u></p> <p>3.95— Residential development is located very close to the boundaries of the EZ to the east, north and west and has co-existed alongside the existing employment area, in particular in the north and east, for many years. Included in the business case and the subsequent masterplan and to assist the delivery of the EZ, Site Allocation HSA1.13 (up to 57 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.</p> <p><u>3.96 In addition to employment development, a housing site on the eastern boundary of the EZ has been allocated allowing up to 57 dwellings in proximity to existing residential development to be developed by 2027. This housing is enabling development contributing to underpinning the financial viability of the EZ.</u></p> <p>3.96— A design framework incorporating landscaping and green infrastructure is required to ensure a key objective of the EZ Masterplan is realised in delivering ‘a high quality and sustainable urban environment where cutting edge architecture is complemented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business’.</p> <p><u>3.97 As part of the first phase of development, a new link road and associated existing road improvements will be provided creating an eastern gateway from Common Edge Road into the EZ linking to Amy Johnston Way. This will open up access to the industrial heartland of the EZ and new development opportunities by providing access to new serviced employment plots and the housing site. The new road will also link through to the EZ Business Hub to relieve</u></p>

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		<p><u>existing traffic congestion at the current single point of entry into the EZ from Squires Gate Lane¹² and provide the opportunity to improve public transport accessibility within and through the site.</u></p> <p>3.97 — In developing the framework, policies DM21: Landscaping, DM25: Public Art along with Core Strategy policies CS6: Green Infrastructure, CS7: Quality of Design and CS9: Water Management in particular will need to inform the framework. These policies clearly set out the advantages to the economy in providing quality design, green infrastructure and public realm, impacting positively through enhanced built and natural environment, whilst at the same time supporting the local health and cultural wellbeing. In developing the framework sustainable urban drainage should be integral to the proposals.</p> <p><u>3.98 To allow the new link road, serviced employment plots and housing site to be brought forward, the existing playing pitches and changing facilities within the site at Common Edge Road, which provide a valuable community resource, will be relocated further south within the site but remaining within the Green Belt (Appendix E refers). The new relocated sporting facilities will comprise enhanced playing pitches for football and rugby league including a new 3G football pitch as well as new and upgraded changing facilities. Accessibility to the enhanced sporting facilities within the remaining Green Belt will also be improved including upgraded pedestrian access and cycling and parking facilities. These enhanced sporting facilities and improved accessibility, along with improved green infrastructure and landscaping with biodiversity net gain within the remaining Green Belt will provide the appropriate required compensatory measures for the loss of Green Belt land within the EZ.</u></p> <p><u>3.99 The first phase of development to 2027 requires substantial supporting infrastructure. The key elements of this infrastructure are set out in the updated Infrastructure and Delivery Plan (February 2022). The infrastructure includes within the new link road, ducting capacity for a local district heating system and accommodating a major fibre optic telecommunications cable. It also includes making provision for a Local Full Fibre Network (LFFN); extending the existing gas mains network; a new primary sub-station, the diversion of the 33kva electricity cable and a series of</u></p>

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		<p><u>smaller network sub-stations; a new water main and foul drainage connection and a surface water drainage system incorporating large scale drainage attenuation.</u></p> <p>^{10 12} ECA allows businesses to recuperate their investment in fixed plant and machinery by reductions in Corporation Tax of Euro 125 million currently available to November 2023.</p> <p>¹¹ <u>Blackpool Airport Masterplan 2018 and updated Masterplan Plan 2020</u></p> <p>¹² <u>Blackpool Airport Enterprise Zone Masterplan Plan 2020 refers</u></p>
MM12	DM9	<p>1. Development proposals for lands within Blackpool Zoo as identified on the Policies Map will only be permitted if they preserve or enhance the character and appearance of the parkland setting of the Zoo grounds and of the adjoining Stanley Park Conservation area <u>and Registered Park and Garden.</u></p>
MM13	DM10	<p>1. Development proposals which further improve the appearance and economic function of the Promenade and Seafront east of the tram tracks, between the Pleasure Beach and North Pier, <u>as identified on the Policies Map,</u> will be supported where they involve:</p> <p>4. Appropriate improvements and development on the pier decks and platforms which underpin the sustainable future of the piers and which preserve <u>or enhance</u> their character <u>or appearance and result in no harm to their significance</u> will be supported in principle.</p>
	New footnote	<p><u>A landmark is a building or feature that is easily recognised and that can assist wayfinding</u></p>
MM14	3.121	<p>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</p>

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		shops, adult gaming centres or pawnbrokers. In addition there can be no more than three (in total) betting shops, adult gaming centres or pawnbrokers within 400m of each other, <u>measured as the crow flies.</u>
MM15	3.122	These specified uses will not be permitted in the Town Centre’s primary and secondary frontages, as set out in policies DM 12 <u>11</u> and DM 13 <u>12</u> .
	3.149	<p>In 2018, the Government announced ambitions to reduce obesity in children nationally by 50% by 2030, which would result in approximately 5% of reception aged children and 10% of children in year 6 having obesity nationally in 2030. In order to support the Government in its ambitions to reduce obesity in childhood and to improve the health of children in Blackpool, the Council has adopted the approach taken by other authorities in restricting new hot food takeaways in or within 400m of wards where there are 10% of reception children and 15% of children in Year 6 with obesity. <u>400m is approximately a 5-10 minute walk and should be measured as the most direct and safe walking route.</u></p> <p><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></p>
MM16	DM17	<p>2. Development should have regard to the following characteristics of the local area:</p> <p>b. heritage assets and features their setting;</p>
MM17	DM18	1. Proposals for new build residential and commercial <u>business (Class B2, B8 and E(g))</u> development must demonstrate how they will provide future occupiers with potential for full fibre broadband connectivity. Development proposals must therefore:
	3.167	In addition to the wider economic benefits of ensuring that residents and business occupiers (<u>i.e. Class B2, B8 and E(g) employment uses</u>) are able to access full fibre broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.

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MM18	DM19 and supporting text	<p>3.168 Local Strategic views of assets of particular importance such as historic or distinctive buildings and landscapes help to shape the identity of a place. New development should safeguard and enhance important views of such landmark buildings and landscapes. , particularly listed and locally listed buildings and buildings and spaces within Conservation Areas.</p> <p>3.169 In and around Blackpool Town Centre, views of historic buildings such as (but not limited to) Views of Blackpool Tower and the seafront and coastline the Winter Gardens and the Grand Theatre are particularly sensitive to changes in their setting given that the Tower is the focal point of the Promenade and the seafront and coastline serves as a shop window to the resort. as are new landmark buildings like Festival House and public spaces such as the Tower Festival Headland and St John’s Square.</p> <p>3.170 This policy aims to enable appropriate development in locations which will enhance Blackpool’s offer without detracting from these established strategic views.</p> <p>Policy DM19: Strategic Views</p> <p>1. Development should protect and enhance views of the following buildings and features of strategic importance:</p> <ul style="list-style-type: none"> a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre; b. along the seafront and coastline; c. into and within conservation areas; d. views of listed and locally listed buildings; e. views of buildings which provide a landmark and assist with wayfinding. <p>2. Development that has a detrimental impact on these strategic views will not be permitted.</p>

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		<p>3.171 The seafront and coastline provide the main focal point of Blackpool as a seaside resort and Blackpool Tower is a nationally recognised landmark of significant historical and cultural importance that dominates Blackpool’s skyline. Blackpool Tower <u>Blackpool Tower</u> can be seen from many locations throughout the town and across the wider Fylde Coast area. Views of the Tower are particularly prominent from the seafront, from the three piers and on main transport routes leading into the Town Centre. New development should be sensitively designed and located so as not to obscure or interfere with these views and take into account the predominant height of surrounding buildings.</p> <p>3.172 Previous, inappropriate development has damaged views of significant historic buildings in the town such as views of St John’s Church in St John’s Square and views of the Winter Gardens on the approach from Victoria Street.</p> <p><u>3.172 New development can make a positive contribution to views of Blackpool Tower and the seafront and coastline but where development is likely to compromise these views, it will be resisted.</u></p> <p>3.173 The scale, mass or height of existing buildings and structures which detract from a strategic view an important view will not be accepted as a precedent for their redevelopment where there is an opportunity to improve the view with more sensitively scaled and massed development.</p> <p>3.174 New development which would improve and enhance strategic views will be supported, subject to other planning policy requirements.</p>
MM19	DM21	<p>e. where appropriate, contribute towards tree planting in the town in accordance with the Greening Blackpool SPD (or any subsequent update)</p>
MM20	DM22	<p>d. include principal signage only at fascia level, <u>or within existing areas of principal signage within existing shopfronts,</u> and in proportion to the shopfront and fascia;</p>
	3.212	<p>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</p>

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		street scene. <u>Principal (main) signage should normally comprise a fascia sign that is in proportion to the shopfront and fascia or where no fascia exists, in appropriate locations within existing shopfronts.</u>
MM21	3.225	This policy seeks to ensure that advertisements are well designed and placed and are appropriate in their setting and cause no harm to residential amenity or negatively impact on highway safety. <u>The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (or as amended). This policy is set within the context of these regulations.</u>
	3.235	The Council takes a proactive approach to preserving or enhancing the townscape and public realm. Where existing advertisements with deemed consent are considered to harm <u>have substantial injury to</u> the character and amenity of a building or local area the Council will, where appropriate seek removal of these advertisements, which may include serving of discontinuance notices
MM22	DM25	4. Where it is not appropriate to deliver a public art project as part of a specific development, financial contributions will be sought to make appropriate provision for public art, <u>unless it can be demonstrated that this would not be viable or feasible.</u>
MM23	DM27	<p>1. Proposals within or affecting the setting of any of Blackpool’s conservation areas <u>as identified on the Policies Map,</u> should <u>preserve</u> conserve or enhance those elements that make a positive contribution to their special character and <u>or</u> appearance including its setting, <u>having regard to the Council’s Conservation Area Appraisals.</u> as identified within the conservation area appraisal.</p> <p>2. Demolition, or other unacceptable harm to the significance of a building or feature that makes a positive contribution to the significance of the Conservation Area, will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy through a heritage statement. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset <u>as a whole,</u> this may be used by the Council as grounds to justify refusal of the scheme.</p>

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		<p>3. Proposals should:</p> <p>b. Conserve Preserve or enhance features making a positive contribution. In particular, design, massing and height of any building should closely relate to adjacent buildings and should not have an unacceptable impact on townscape and landscape;</p>
MM24	DM29	<p>1. Development proposals within or affecting the setting of Stanley Park, <u>as identified on the Policies Map</u>, should:</p>
MM25	<p>DM30</p> <p>Paragraph 3.278</p>	<p>1. Development which would result in harm to or loss of the significance of archaeological sites including a <u>scheduled monument (or a site of national significance)</u> will not be permitted unless it can be clearly demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.'</p> <p>Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm to a non- <u>designated archaeological site scheduled monument (or site of national significance)</u>, consideration will be given to the significance of remains and measure sought to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where this is not justified, the developer will be required to:</p> <p>a) make adequate provision for excavation and recording before and / or during development</p> <p>b) demonstrate how the public understanding e) <u>and</u> appreciation of the site can be improved.</p>
MM26	DM31	<p>2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. <u>The starting point for this will be a maximum greenfield run-off rate for greenfield sites.</u></p> <p>3. On previously developed sites applicants should target a reduction from pre-existing discharges of surface water to a target of greenfield rates and volumes so far as reasonably practicable, <u>with a starting point of a minimum of a 30% reduction in run-off rates.</u> In critical drainage areas the greenfield standard will be expected, <u>with a minimum of a 50% reduction in run-off rates.</u></p>

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MM27	DM32	<p>d. the <u>proposal would not lead to an adverse</u> impact on any heritage asset and their setting, including strategic views; has been assessed;</p> <p>g. all assessments of impacts on air traffic safety, radar and communications have been assessed and consulted upon <u>consultation</u> with the appropriate bodies <u>have not identified any adverse impacts;</u></p>
MM28	DM33	<p>Development proposals will be supported which secure further improvements to bathing water quality or flood protection. Development proposals that would adversely affect the appearance, integrity or environmental quality of the beach and foreshore will be resisted. <u>The Coast and Foreshore is identified on the Policies Map.</u></p>
	3.311	<p>At its landward extent, a marine plan will apply up to the mean high water mark. <u>The North West Marine Plan extends from the mean high water springs to the territorial limit</u> At its landward extent, a marine plans are being developed on a rolling programme. The North West Marine Plan, which includes Blackpool, is currently being prepared and will be delivered by 2021, with a 20 year view of activities. Each plan will be monitored with three yearly reviews. Planning applications within the Coast and Foreshore designation will also need to be considered against the North West Inshore Marine Plan. <u>All authorisation and enforcement decisions must be made in accordance with the marine plan, and all decisions which are capable of affecting the marine area must have regard to the marine plan.</u></p>
MM29	DM35	<p>1. Development proposals will be required to:</p> <p>a. result in no loss or harm to biodiversity through avoidance, adequate mitigation <u>either on site or off site</u> or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement;</p> <p>b. minimise the impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancement and habitat creation where opportunities exist <u>in line with relevant legislation and guidance.</u></p> <p>SSSIs</p>

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		<p>2. Development will not be permitted in or adjacent to a Site of Special Scientific Interest where it would adversely affect, directly or indirectly, its wildlife and nature conservation importance. <u>The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.</u></p> <p>Protected Species</p> <p>4. Development will not be permitted if <u>after mitigation or compensation</u> it would have an adverse impact on animal or plant species protected under national or international legislation. Development proposals should ensure that species and habitats set out in the UK and Local Biodiversity Action Plans will be protected and where possible enhanced. Where development is permitted, adequate compensatory measures must be undertaken to sustain and enhance the species and its habitat.</p> <p><u>Agricultural Land</u></p> <p><u>5. Development which is likely to lead to the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted unless supported by other policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.</u></p>
	3.320	<p>The Environment Bill 2019 introduced the concept of Biodiversity Net Gain, which relates to the protection, preservation and enhancement of habitats. Developers will be required to consider the increase to existing biodiversity in respect of any new development <u>in line with the relevant Biodiversity Net Gain legislation and guidance.</u></p>
	Additional sub-heading and text after	<p><u>Agricultural Land</u></p>

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	paragraph 3.331	<p><u>Although Blackpool Borough is largely built up and urban in nature, there are some small areas of agricultural land (classed as the best and most versatile agricultural land) to the east of the Borough towards Staining and across the Marton Moss area. It is important that the loss of this best and most versatile agricultural land is minimised.</u></p>
MM30	DM36	<p>1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:</p> <p>a. Will be compatible with adjacent existing uses and would not lead to significant <u>unacceptable</u> adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, or users of the development itself <u>or designated sites of importance for biodiversity</u>, with reference to noise, vibration, odour, light, dust, other pollution or nuisance. Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;</p> <p>c. Will not give rise to a deterioration of air quality in a a <u>the</u> defined Air Quality Management Area <u>in Blackpool Town Centre</u> or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals;</p> <p>e. Will not cause pose a any risk of pollution <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> to surface or ground water and mitigation will be required to prevent any harm where necessary.</p>
	Paragraph 3.336	<p>In considering planning applications for developments and uses that would have a potentially adverse impact on their surroundings, the Council will seek to control the location of such activities and land uses and restrict their development in close proximity to residential, educational, institutional, recreational and other environmentally sensitive areas <u>such as designated sites of importance for biodiversity</u>. 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. <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</u></p>

Main Modification Reference	Policy/ Paragraph No.	<p style="text-align: center;">Proposed Changes Strikethrough-- deleted text <u>Bold Underline</u> – New or amended text</p>
		<p><u>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></p>
MM31	New paragraph after 3.336	<p><u>At the time of adoption there is one Air Quality Management Area declared in Blackpool Town Centre. This is located in the north of Blackpool Town Centre in the area around Talbot Road and Dickson Road (see Appendix F for map)</u></p>
MM32	DM38	<p>1. Planning permission will not be granted for development that would result in the loss of existing allotments and community gardens, <u>as identified on the Policies Map</u>, unless:</p>
MM33	DM41	<p>2. Transport Assessments and Travel Plans will be required in accordance with <u>having regard to</u> the thresholds set out in Appendix G2 D2.</p> <p>The thresholds for Transport Assessments and Travel Plans are set out in Appendix G2 D2 <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> Transport Statements will be required if below the Transport Assessment threshold, but above 500m2 gross floor area. For both, the latest Planning Practice Guidance should be used and the scope should be agreed with the Local Highway Authority. All proposals over 500m2 gross floor area, or with ten or more residential units, will be expected to demonstrate through a Transport Assessment or Transport Statement how accessibility by walking, cycling and public transport can be enhanced to improve the accessibility and connectivity or address concerns in some other manner, for example by financially supporting a local bus service.</p>

Main Modification Reference	Policy/ Paragraph No.	<p style="text-align: center;">Proposed Changes Strikethrough-- deleted text <u>Bold Underline</u> – New or amended text</p>		
MM34	New paragraph after 3.368	<p><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></p>		
	DM42	<p>The Blackpool Airport Authority <u>and the Ministry of Defence (MOD)</u> will be consulted on all development proposals <u>as appropriate</u> within the aerodrome safeguarding area/<u>zones</u> shown on the Policies Map <u>to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.</u></p>		
	New paragraph after 3.369	<p><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></p>		
Schedule 1				
MM35	HSA1.1 Former Mariners Public House	<table border="1" style="width: 100%;"> <tr> <td style="width: 60%;">Number of dwellings expected to be delivered</td> <td style="text-align: center;">35 <u>34</u></td> </tr> </table>	Number of dwellings expected to be delivered	35 <u>34</u>
Number of dwellings expected to be delivered	35 <u>34</u>			
MM36	HSA1.2	<ul style="list-style-type: none"> Part of the eastern section of the site is identified as playing fields (albeit a lapsed site) that was associated with the previous school use. Further information can be found in the Playing Pitch Strategy (PPS) Update Draft – December 		

Main Modification Reference	Policy/ Paragraph No.	<p align="center">Proposed Changes</p> <p align="center">Strikethrough-- deleted text</p> <p align="center"><u>Bold Underline</u> – New or amended text</p>		
		<p>2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan.</p> <p><u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u></p>		
MM37	HSA1.4	<p>Key Development Considerations</p> <p>Additional bullet point:</p> <ul style="list-style-type: none"> • <u>The development of the site is required to maintain access to the rear of the properties on Warley Road (nos. 307 – 339)</u> 		
MM38	HSA1.5	<table border="1" data-bbox="600 810 1184 919"> <tr> <td data-bbox="600 810 891 919">Number of dwellings expected to be delivered</td> <td data-bbox="891 810 1184 919">160 <u>131</u></td> </tr> </table> <ul style="list-style-type: none"> • Part of the site is identified as playing fields (albeit a lapsed site) that was associated with a previous school use. It has not had formal pitch marking for over 18 years. Further information can be found in the Playing Pitch Strategy (PPS) Update Draft (December) 2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan. <u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u> 	Number of dwellings expected to be delivered	160 <u>131</u>
Number of dwellings expected to be delivered	160 <u>131</u>			
MM39	HSA1.6	<table border="1" data-bbox="600 1248 1184 1356"> <tr> <td data-bbox="600 1248 891 1356">Number of dwellings expected to be delivered</td> <td data-bbox="891 1248 1184 1356">14 <u>8</u></td> </tr> </table>	Number of dwellings expected to be delivered	14 <u>8</u>
Number of dwellings expected to be delivered	14 <u>8</u>			

Main Modification Reference	Policy/ Paragraph No.	<p style="text-align: center;">Proposed Changes Strikethrough-- deleted text <u>Bold Underline</u> – New or amended text</p>
MM40	HSA1.7 Bullet 4: Key Development Considerations	The development of the site should be carried out <u>in accordance with the heritage impact assessment which includes</u> to an appropriate height and design to enhance those views.
MM41	HSA1.9	<p>Housing Delivery:</p> <p>The site is owned by the local authority. It is a small site where properties have been cleared <u>currently in use as a car park</u> and the site is considered developable over the plan period.</p>
MM42	HSA1.9	<p>Key Development Considerations:</p> <ul style="list-style-type: none"> • This is a cleared-brownfield site <u>currently used as a car park</u>
MM43	HSA1.13 Land at Jepson Way/Common Edge Road, Blackpool	<ul style="list-style-type: none"> • The site currently has designations including protected playing fields and public open space. The playing fields and football club will be relocated to the south as identified in the Enterprise Zone masterplan. The re-provision of sporting facilities is detailed in the Playing Pitch Strategy (PPS) Update Draft – December 2020. <u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation for the existing playing field land informed by the Council’s adopted Playing Pitch Strategy.</u>

Appendices			
Main Mod Ref	Proposed Change		
MM44	New Appendix A: Replacement of Saved Blackpool Local Plan Policies		
Appendix A - Replacement of Saved Blackpool Local Plan Policies			
	2006 Saved Local Plan Policy	Superseded by adopted Core Strategy Policy	Superseded by SADMP Policy
Reshaping the Resort			
RR1	Visitor Attractions	CS21	DM10
RR2	Visitor Accommodation	CS21, CS23	
RR4	Amusement Arcades and Funfairs	CS21	DM10
RR7	Promenade Frontages within the Resort Core	CS17, CS21, CS23	
RR8	Resort Neighbourhoods	CS12, CS23	
RR9	Resort Neighbourhoods - Development Proposals Involving the Loss of Holiday Accommodation	CS12, CS23	
RR10	Resort Neighbourhoods - Change of Use to Holiday Accommodation	CS12, CS23	
RR11	Central Promenade and Seafront		DM10
RR12	Other Promenade Areas		DM10
RR13	Central Corridor	CS5, CS22	
RR14	Lytham Road/Bloomfield Road, Chapel Street, Central Drive and Dickson Road	CS5, CS22	
RR15	Blackpool Zoo		DM9
RR16	Norbreck Castle	CS23	
Establishing a Thriving Sub-Regional Centre			
SR1	Hounds Hill	Deleted	
SR2	Winter Gardens	CS18	
SR3	Blackpool North Transport Development Area	CS19	
SR3A	New Car Park	Deleted	

SR4	Cookson Street/King Street	Deleted	
SR5	Principal Retail Core	CS4	DM11
SR6	Retail/Cafe Zone	CS4	DM12
SR7	Mixed Use Zone	CS4	
SR8	Leisure Zone	CS4	DM10
SR9	Use of Upper Floors	CS4	DM6, DM11, DM12
SR10	Town Centre Traffic Distribution and Access to Car Parking	CS5	DM41
SR11	Pedestrian, Cyclist and Public Transport Priority	CS5	DM41
Lifting Quality in the Built Environment			
LQ1	Lifting the Quality of Design	CS7	DM1, DM17
LQ2	Site Context	CS7	DM1, DM17
LQ3	Layout of Streets and Spaces		DM17
LQ4	Building Design		DM17
LQ5	Public Realm Design		DM17
LQ6	Landscape Design and Biodiversity		DM21, DM35
LQ7	Strategic Views		DM19
LQ8	Energy and Resource Conservation	CS10	
LQ9	Listed Buildings		DM26
LQ10	Conservation Areas		DM27
LQ11	Shopfronts		DM22
LQ12	Security Shutters		DM23
LQ13	Advertisements and Signs		DM24
LQ14	Extensions and Alterations		DM20
LQ15	Telecommunications Development	Deleted	
Homes for Every Need			
HN2	New Housing Allocations	CS2, CS25	HSA1
HN3	Phasing	CS2	
HN4	Windfall Sites	CS2	
HN5	Conversions and Sub-divisions		DM5
HN6	Housing Mix	CS13	
HN7	Density	CS13	

HN8	Affordable and Specialist Needs Housing	CS14	
HN9	Gypsies and Travelling Showmen	CS16	
Balanced and Healthy Communities			
BH1	Neighbourhoods	CS12	
BH2	Talbot and Brunswick Priority Neighbourhood	CS12	
BH3	Residential and Visitor Amenity	CS7	
BH4	Public Health and Safety		DM36
BH5	Protection of Public Open Space	CS6	
BH6	New Open Space Provision	CS6	
BH7	Playing Fields and Sports Grounds	CS6	
BH8	Open Land Meeting Community and Recreational Needs	CS6	
BH9	Allotments		DM38
BH10	Open Space in New Housing Developments		DM1, DM21
BH11	Shopping and Supporting Uses - Overall Approach	CS4	
BH12	Retail Development and Supporting Town Centre Uses	CS4	
BH13	District Centres		DM14
BH14	Local Centres		DM14
BH15	Change of Use of Premise Outside the Defined Centres	CS4	
BH16	Shopping Development Outside Existing Frontages	CS4	
BH17	Restaurants, Cafes, Public Houses, Hot Food Take-Aways	CS4	DM14, DM16
BH18	Amusement Centres		DM13
BH19	Neighbourhood Community Facilities		DM37
BH20	Provision of New Community Facilities	CS11, CS12, CS15	DM37
BH21	Protection of Community Facilities		DM37
BH22	Victoria Hospital		DM39
BH23	Blackpool and Fylde College		DM40
BH24	Residential Institutions and Community Care Residential Use		DM3
Diversifying the Local Economy			
DE1	Industrial and Business Land Provision	CS3, CS24	DM7, DM8

DE2	Industrial Improvement Zones	Deleted	
DE3	Mixed Use Industrial Zones	Deleted	
DE4	Outside the Defined Industrial/Business Estates	Deleted	
Conserving the Natural Environment			
NE1	Development within Green Belt	CS6	
NE2	Countryside Areas		DM34
NE3	Replacement Dwellings and Extensions in the Countryside		DM34
NE4	SSSIs		DM35
NE5	Other Sites of Nature Conservation Value		DM35
NE6	Protected Species		DM35
NE7	Sites and Features of Landscape, Nature Conservation and Environmental Value		DM35
NE8	Urban Greenspace	CS6	
NE9	The Coast and Foreshore		DM33
NE10	Flood Risk	CS9	DM31
Accessibility and Safe Journeys for All			
AS1	General Development Requirements		DM41
AS2	New Development with Significant Transport Implications		DM41
AS3	Provision for Walking and Cycling		DM41
AS4	Provision for Public Transport	CS5	DM41
AS5	Traffic Management		DM41
AS6	Road Schemes	Deleted	
AS7	Aerodrome Safeguarding		DM42
Planning Obligations			
PO1	Planning Obligations	CS11	

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

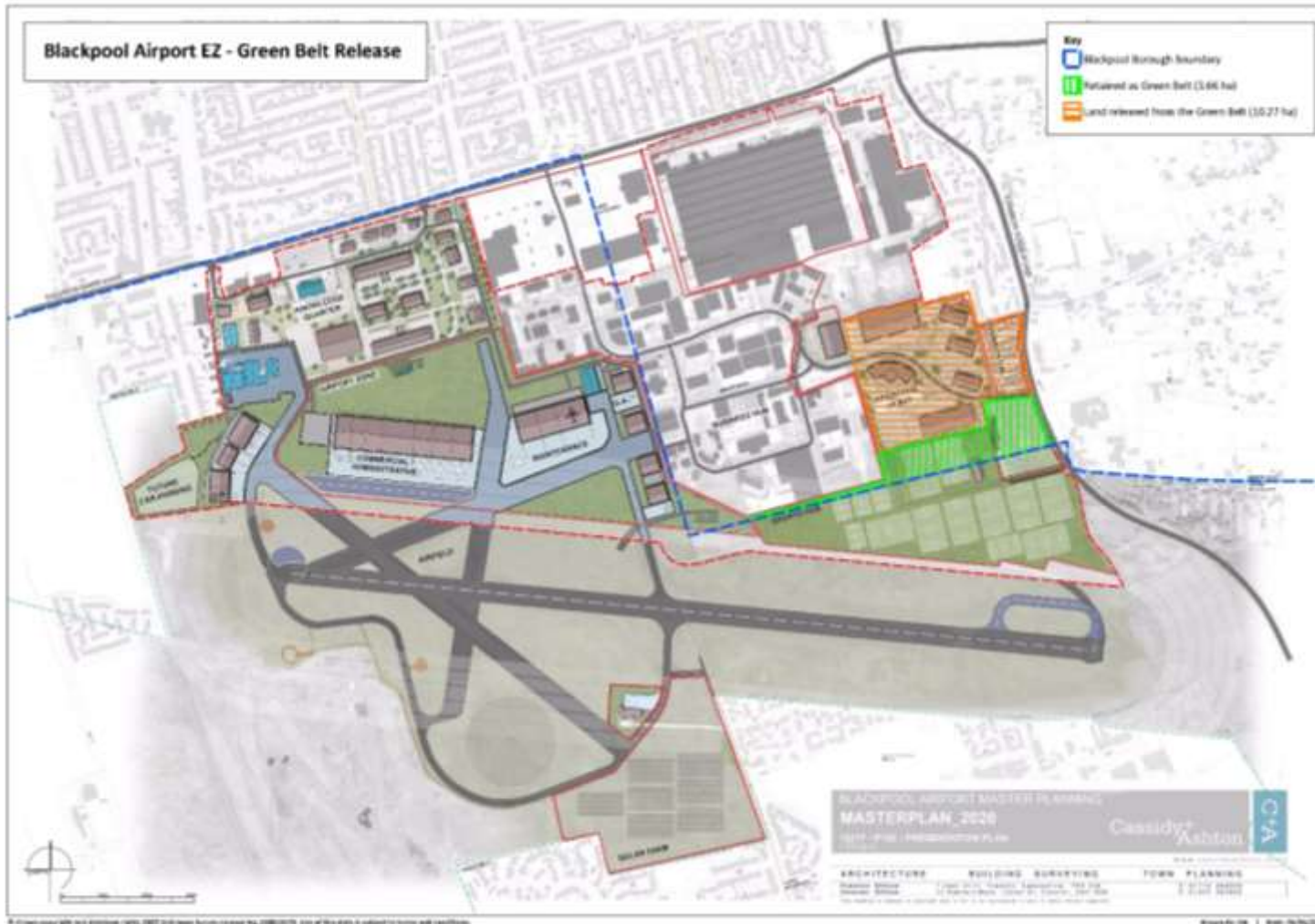
Core Strategy Policy	Objective	Related DM Policies	Monitoring				Implementation	
			Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
CS4: Retail and Other Town Centre Uses	3, 8, 15	DM11, DM12, DM13, DM14, DM15, DM16	Amount (sqm) of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

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

² As stated in the NPPF, "unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres" (page 53)

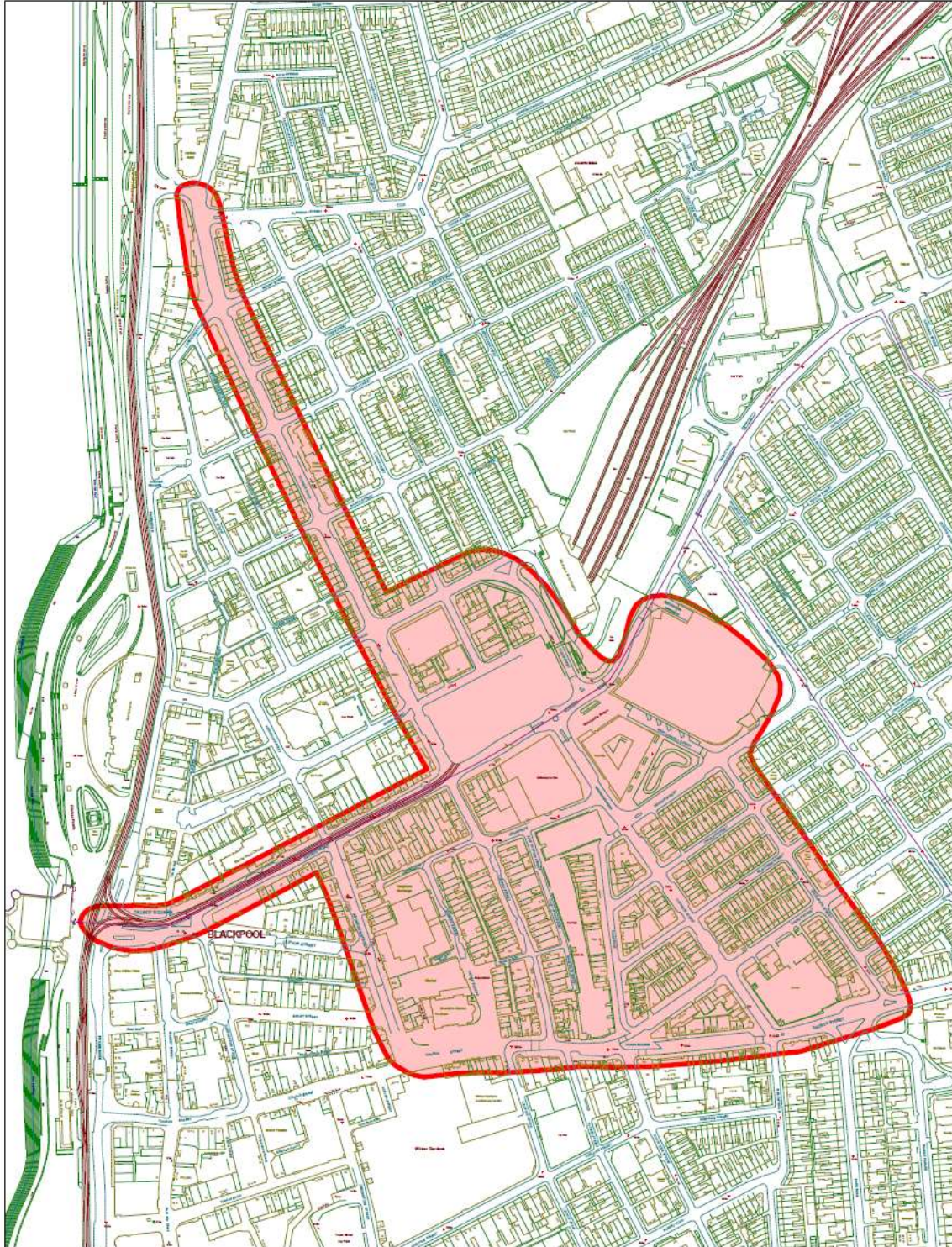
Main Mod Ref	Proposed Change
MM46	New Appendix E: Green Belt Release Map



Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map



Main Mod Ref	Proposed Change
MM47	New Appendix F: Map of Air Quality Management Area

Appendix F: Air Quality Management Area



Air Quality Area	Scale: 1:4500 @ A4	 	<p>N</p> <p>↑</p>
	Date: 20/04/2022		
	Printed by: LDC	Team: Growth & Prosperity	

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