

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

Appendices

Appendices

Housing

Appendix A1: Proposed Site Allocations - Housing

Appendix A2: Current housing sites with planning permission

Appendix B: Management Plan Scoping

Transport


Appendix C1: Proposed Parking Standards

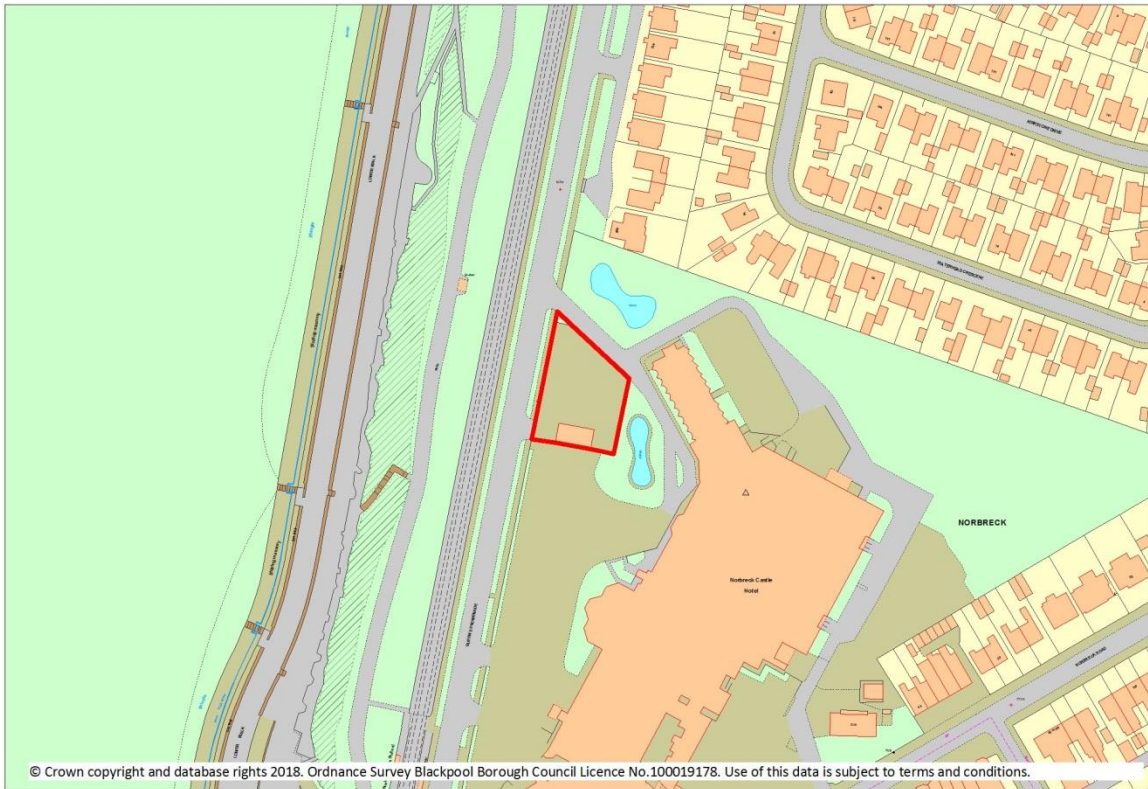
Appendix C2: Transport Assessment (TA) and Travel Plan (TP) Thresholds

Appendix C3: Residential Development Accessibility Questionnaire

Appendix C4 : Non - Residential Development Accessibility Questionnaire

Appendix A1: Proposed Site Allocations - Housing

| | | |
|-----------------------|---|--|
| Site reference | H1 |  |
| Site address | Former Filling Station at the Norbreck Castle, Queens Promenade, Blackpool, FY2 9AB | |
| Ward | Norbreck | |
| Site area | 0.14 ha | |
| Site capacity | Up to 15 dwellings | |
| Type | Brownfield | |



Site Description:

This is the site of a former petrol station, situated to the west of the Norbreck Castle Hotel. It is accessed off Queens Promenade and is in a prominent location. The site has been cleared. Residential uses lie to the north, Queens Promenade is to the west and a car park for the hotel lies to the south. There are small ponds to the north and to the east.

Housing Delivery:

A number of planning applications have been granted for residential development, the most recent being 15/0002 which was for the erection of a part two, part four and part five storey building to form 15 self-contained permanent flats. This permission was granted in March

2015 and has since expired. This is a small cleared site and development could be delivered within five years.

Key Development Considerations:


- This brownfield site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2009) and planning permission for housing has previously been granted on the site.
- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding for the site is very low.
- The site does not have any nature conservation designations, although there are ponds next to the site which may have biological interest. Their biodiversity value will need to be appraised and the potential ecological impacts of development considered.
- The site is accessed off Queens Promenade.
- The neighbouring Norbreck Castle Hotel is locally listed. The impact of developing housing on the significance of this heritage asset will need consideration.
- The historical use of the land as a petrol filling station means there is potential for the land to be contaminated.

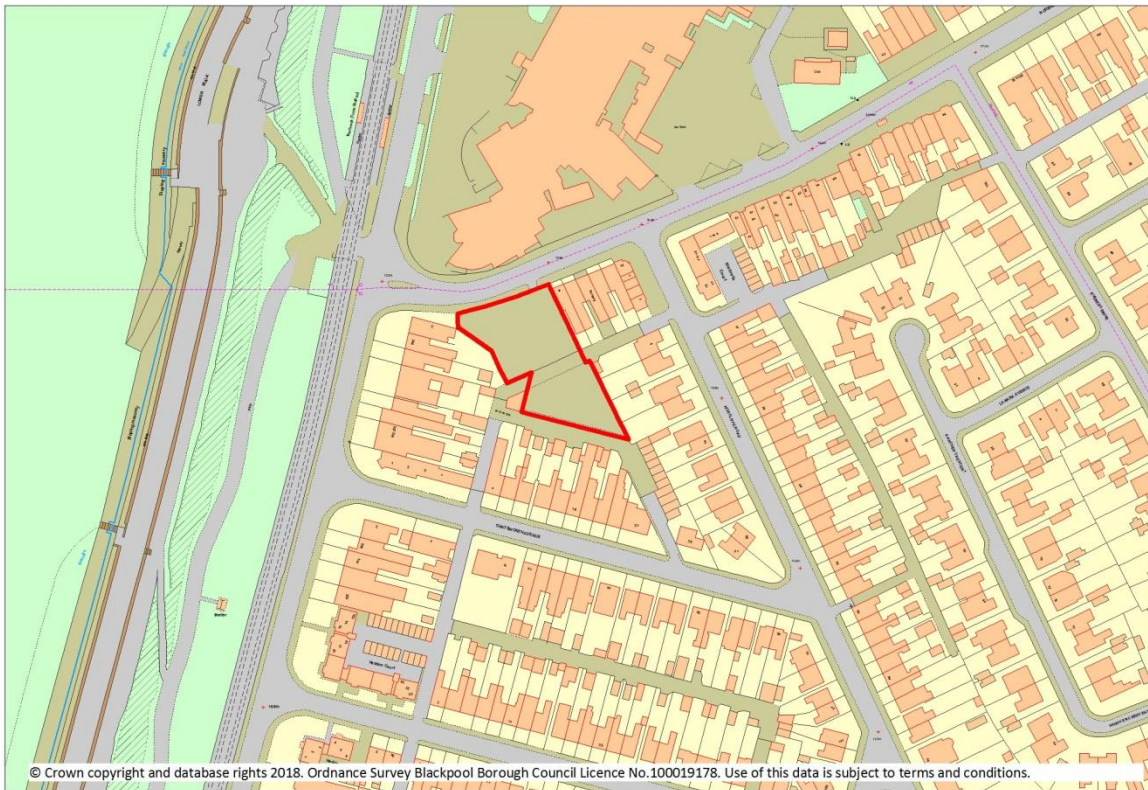
Site Assessment: H1 Former Filling Station at Norbreck Castle, Queens Promenade

| | Indicator | Site Performance |
|---------------------------------|--|------------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | 600m or over |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | <100m |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <1km |
| Environmental Indicators | Current land designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. | In close proximity (Norbreck |

Site Assessment: H1 Former Filling Station at Norbreck Castle, Queens Promenade

| | Indicator | Site Performance |
|----------------------------|---|-------------------------|
| | Locally Listed Buildings) | Castle Hotel) |
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|---|--|
| Site reference | H2 |  |
| Site address | Former Mariners Public House, Norbreck Road, Blackpool, FY5 1RP | |
| Ward | Bispham | |
| Site area | 0.20 ha | |
| Site capacity | Up to 35 dwellings | |
| Type | Brownfield | |



Site Description:

This is the former site of the Mariners Public House. The site has been cleared. The site is in a prominent position to the south of the Norbreck Castle Hotel. The site is bordered by residential properties to the west, south and east.

Housing Delivery:

Planning application 11/0967 for 35 flats was approved subject to completion of a S106 agreement, but this was not signed and the application was withdrawn in January 2018.


There is landowner interest in redevelopment. It is a small cleared site and could be delivered within five years.

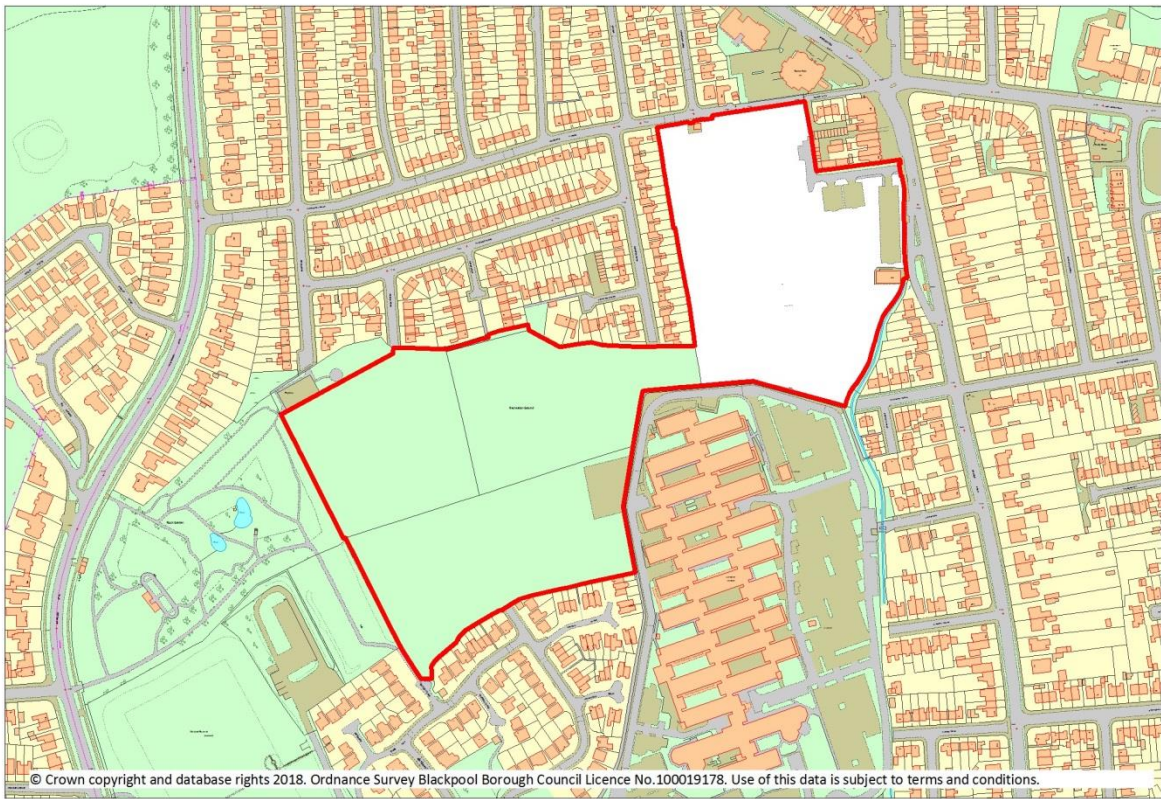
Key Development Considerations:

- This brownfield site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2014) and planning permission for housing has previously been granted subject to the completion of a legal agreement.
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- The site is accessed off Norbreck Road.
- The neighbouring Norbreck Castle Hotel is locally listed. The impact of developing housing on the significance of this heritage asset will need consideration.

Site Assessment: H2 Former Mariners Public House, Norbreck Road

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | 600m or over |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | <100m |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <1km |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | In close proximity (Norbreck Castle Hotel) |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|--|--|
| Site reference | H3 |  |
| Site address | Former Bispham High School, Bispham Road, Blackpool, FY2 0NH | |
| Ward | Greenlands | |
| Site area | 9.13 ha | |
| Site capacity | Up to 274 dwellings | |
| Type | Mixed | |



Site Description:

This is a large site located within the built up area. The eastern section is the former Bispham High School and associated playing fields, accessed off Bispham Road. The western section is currently public open space and the southern section is open land that is accessed from Regency Gardens. An Air Cadets Training Centre is located within the site on the frontage of Bispham Road. Part of the site is currently used as an overspill car park for the neighbouring Department of Work and Pensions offices. There are a number of mature trees around the boundaries of the site and within the site.

Devonshire Road Rock Gardens borders the western boundary of the site and there are residential properties to the south, north and east. The Department of Work and Pensions Offices lie to the south east and a local centre to the north east. There is a playground to the

north west of the site.

Housing Delivery:

The site is owned by the Local Authority (LA). Land Release Funding has been awarded to support housebuilding on the site and a masterplan is being prepared. Housing development could be fully delivered within the plan period.

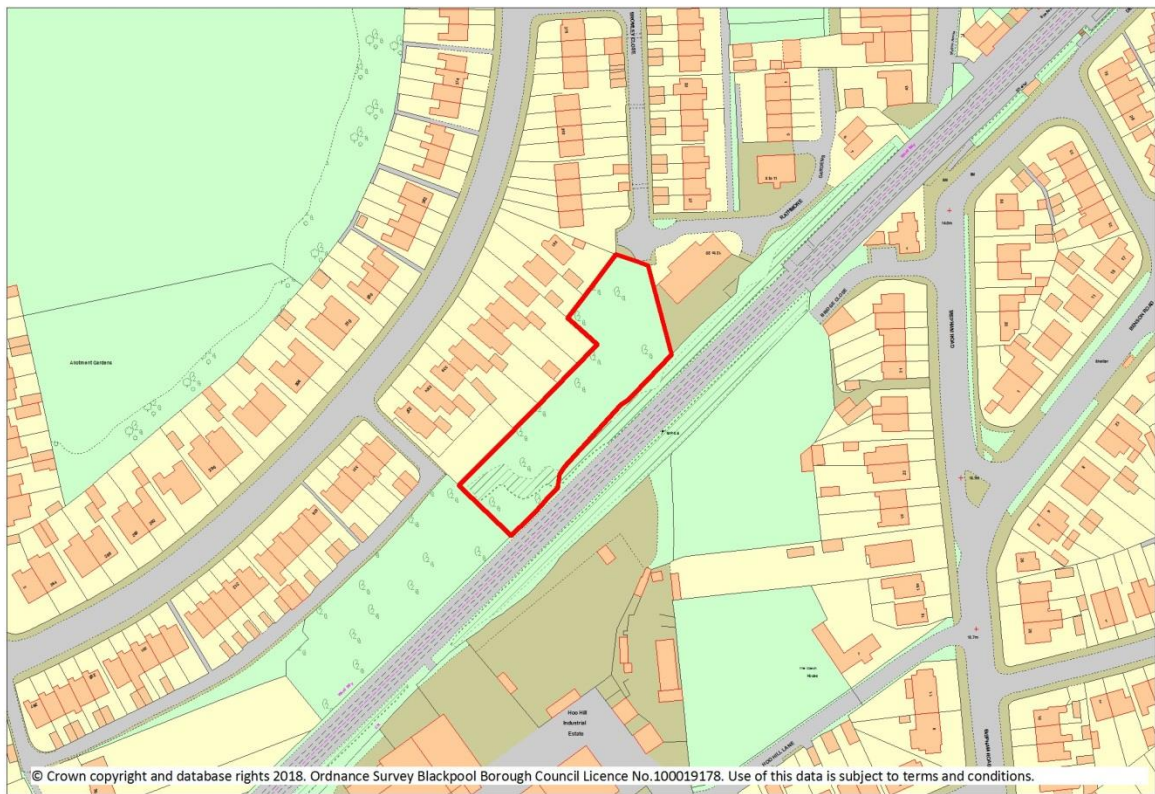
Key Development Considerations:

- This mixed brownfield and greenfield site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (Land off Regency Gardens since 2008 & Former Bispham High School since 2014).
- A masterplan is being produced to guide the development of the site.
- The public open space on the western section of the site is classified as poor quality in the 2018 Blackpool Open Space Assessment. Overall, open space provision in Greenlands ward meets or exceeds the proposed Borough standard, as set out in this Assessment. Development of the open space within the site will require compensatory measures including the provision of improved quality meeting the required standards. Part of the eastern section of the site is playing fields that were associated with the school and Sport England will need to be consulted.
- The site lies within Flood Zone 1 (low risk). The majority of the site is very low risk for surface water flooding, but some areas within the site are higher risk and this should be taken into account in scheme design and layout.
- The site itself does not have any nature conservation designations, but potential ecological impacts need to be considered.
- The site requires a number of access points. As a minimum one would be required on Bispham Road and one at Regency Gardens.
- As a former school, the site is designated for 'educational purposes'. Under Section 77 of the Schools Standards and Framework Act 1998 there is a requirement for the Local Authority (LA) to consult and submit an application to the Secretary of State for Education for a change of use and disposal of the site. The LA has commenced this process and is in discussion with the Department for Education in relation to this application.
- Provision needs to be made for the Air Cadet Training Centre, which is currently located on the site.
- Devonshire Road Rock Gardens and the Squirrel Public house are both locally listed. The impact of developing housing on the significance of these heritage assets will need consideration.
- Mature trees and landscape features should be retained wherever possible.
- There is a designated public right of way running around the south eastern boundary of the site.

Site Assessment: H3 Former Bispham High School & Land off Regency Gardens

| | Indicator | Site Performance |
|---------------------------------|--|---|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | >1km |
| | Distance to nearest primary school | <1km |
| | Distance to nearest food shop | <400m |
| | Proximity to defined on or off-road cycle route | 1km or over |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <4km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | Playing Fields and Sports Grounds/no specific designation/Public Open Space |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Mixed |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | In close proximity (Devonshire Road Rock Gardens and the Squirrel Hotel) |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | |
|-----------------------|--|
| Site reference | H4 |
| Site address | Land at the end of Bromley Close, Blackpool, FY2 0RZ |
| Ward | Greenlands |
| Site area | 0.22 ha |
| Site capacity | Up to 12 flats |
| Type | Greenfield |



Site Description:

The site is open land that is located off Bromley Close and bounded by the Blackpool to Preston railway line to the south east. Residential properties lie to the west, north and north east. Open land lies to the south west.


Housing Delivery:

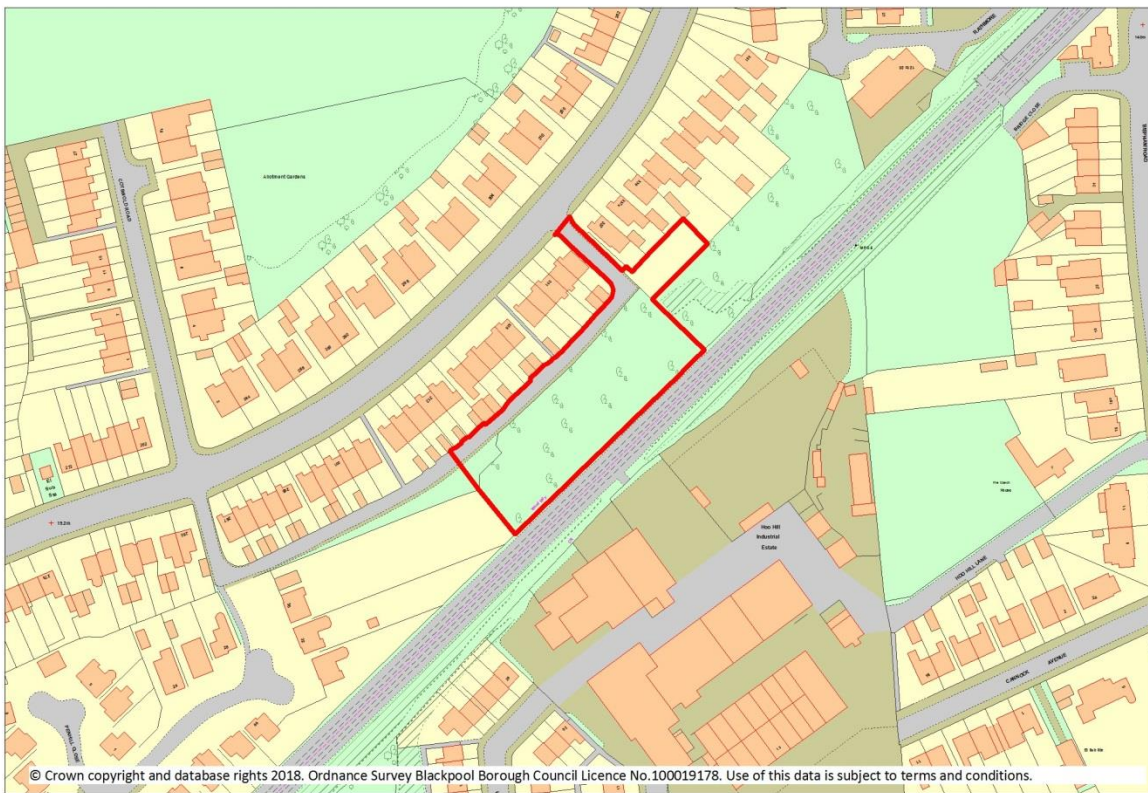
Planning application 07/0303 for the erection of 12 self-contained permanent flats within three two-storey blocks was granted permission in July 2007. The permission was renewed in 2012. This is a small vacant site with landowner interest in development and could be delivered within five years.

Key Development Considerations:

- The site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2008) and planning permission for housing has previously been granted on the site.
- The site is in Flood Zone 1 (low risk) and is at low risk of surface water flooding.
- There are no heritage assets on site, or adjacent to the site.
- The site does not have any nature conservation designations.
- The site is accessed off Bromley Close.
- The site is in a landfill gas consultation zone.
- A railway line runs along the south eastern boundary of the site.

| Site Assessment: H4 Land at Bromley Close | | |
|---|--|-------------------------|
| | Indicator | Site Performance |
| Social Indicators | Distance to nearest bus stop | 500m or over |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | 1km or over |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 2km or over |
| | Distance to nearest secondary school | <600m |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | 1km or over |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Greenfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|--|--|
| Site reference | H5 |  |
| Site address | Land to the rear of Warley Road, Blackpool | |
| Ward | Greenlands | |
| Site area | 0.33 ha | |
| Site capacity | Up to 14 dwellings | |
| Type | Greenfield | |



Site Description:

The site is open land that is located to the east of residential properties along Warley Road. The Blackpool to Preston railway line lies to the south east and residential properties lie to the west and south west. Open land lies to the north east.


Housing Delivery:

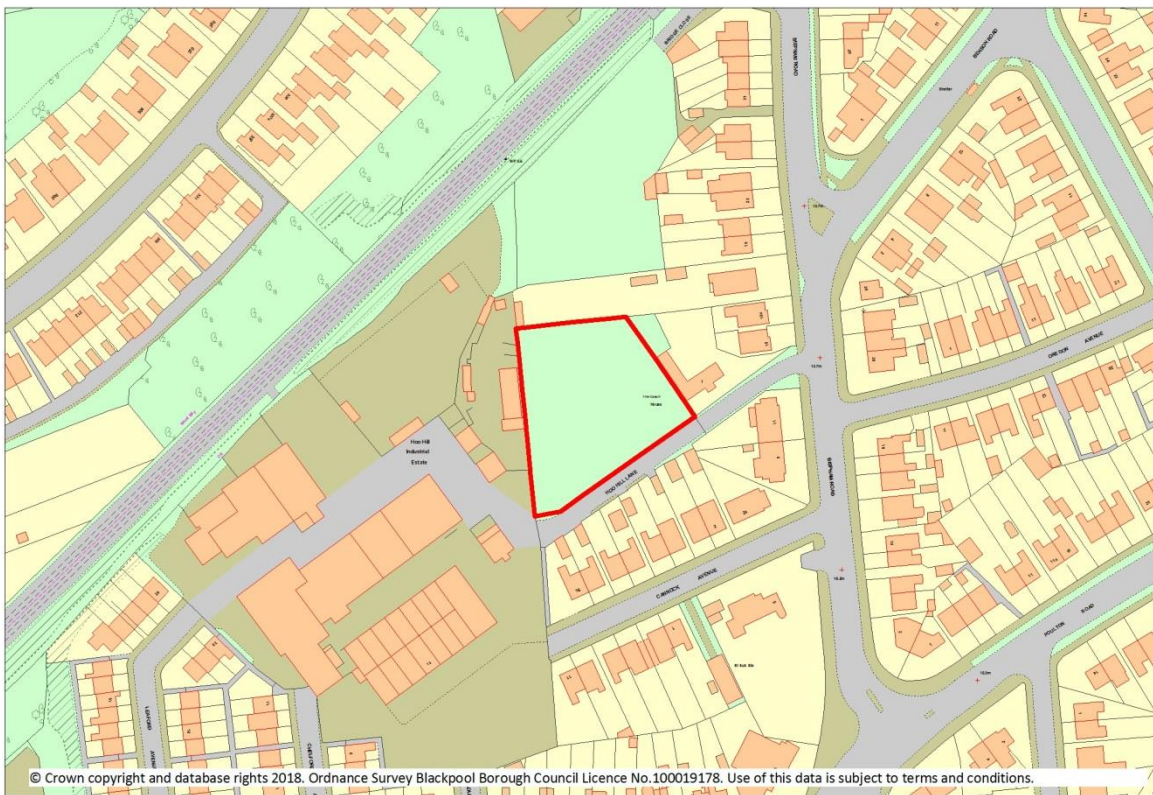
Planning permissions have expired but applications 07/0225 and 07/0923 were approved for 8 houses and a block of 6 flats with access from Warley Road involving the demolition of 377 Warley road. This is a small vacant site with landowner interest in redevelopment, which could be delivered within five years.

Key Development Considerations:

- The site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2008) and planning permission for housing has previously been granted on the site.
- The site is in Flood Zone 1 (low risk) and is at low risk of surface water flooding.
- The site does not have any nature conservation designations.
- The site is in a landfill gas consultation zone.
- The site is adjacent to a railway line.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Warley Road.

| Site Assessment: H5 Land to the rear of Warley Road | | |
|---|--|-------------------------|
| | Indicator | Site Performance |
| Social Indicators | Distance to nearest bus stop | 500m or over |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | 1km or over |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 2km or over |
| | Distance to nearest secondary school | <600m |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | 1km or over |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Greenfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|--|--|
| Site reference | H6 |  |
| Site address | Land off Hoo Hill Lane, Blackpool, FY3 7HJ | |
| Ward | Layton | |
| Site area | 0.24 | |
| Site capacity | Up to 12 dwellings | |
| Type | Brownfield | |



Site Description:

This is a vacant brownfield site. The Hoo Hill Industrial Estate lies to the west and residential properties are located to the south and east. A residential garden lies to the north.

Housing Delivery:

This is a vacant site and interest has been expressed in its redevelopment. Housing could be delivered within five years.

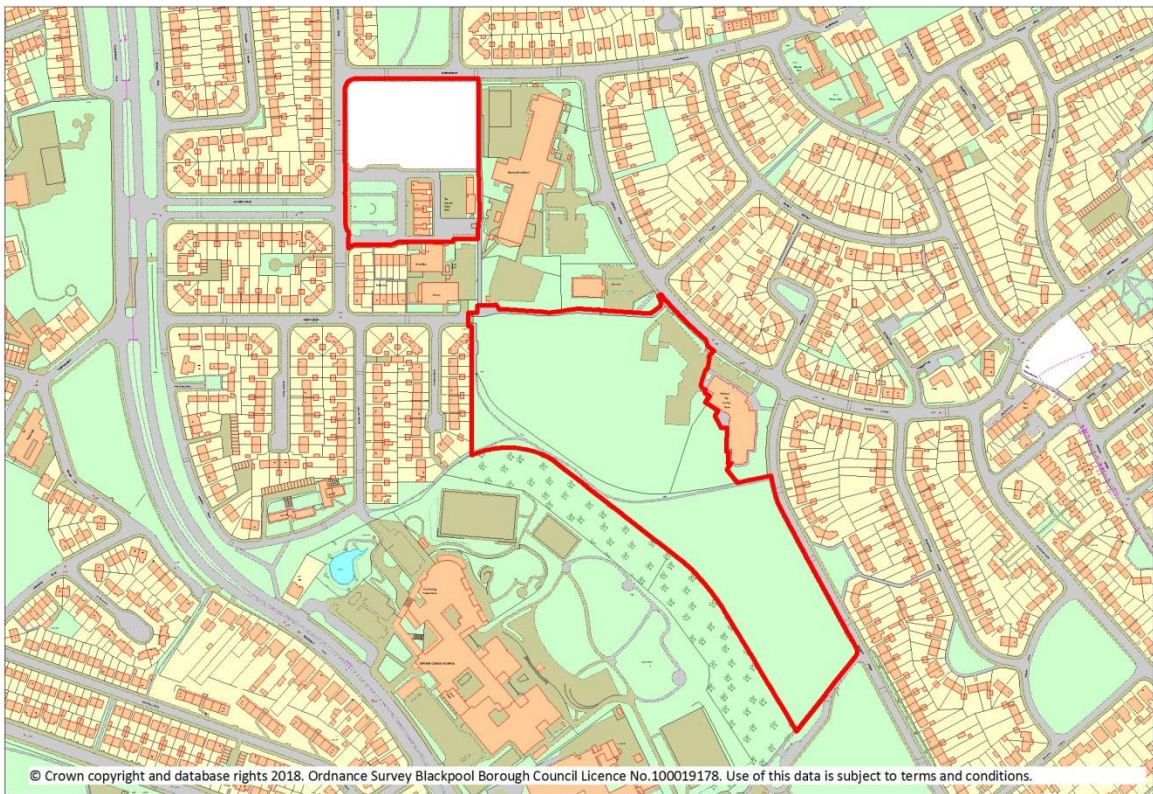
Key Development Considerations:

- The site is a vacant brownfield site identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2008).
- The site is in Flood Zone 1 (low risk) and is at low to medium risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Hoo Hill Lane.
- The site is adjacent to industrial units.
- The site is in a landfill gas consultation zone.

Site Assessment: H6 land at Hoo Hill Lane

| | Indicator | Site Performance |
|---------------------------------|--|---------------------------------------|
| Social Indicators | Distance to nearest bus stop | <400m |
| | Distance to nearest railway station | <400m |
| | Distance to nearest primary school | <600m |
| | Distance to nearest food shop | <400m |
| | Proximity to defined on or off-road cycle route | >1km |
| | Distance to nearest secondary school | <1km |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| | Accessibility to play area or park | >600m |
| Environmental Indicators | Land Designation | Mixed Use Industrial Improvement Zone |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|---|--|
| Site reference | H7 | |
| Site address | Land at Grange Park, Chepstow Road, Dinmore Avenue & Bathurst Avenue, Blackpool | |
| Ward | Park | |
| Site area | 5.5 ha | |
| Site capacity | Up to 200 dwellings | |
| Type | Mixed | |



Site Description:

This allocation consists of two sites comprising a cleared site at Chepstow Road and a vacant former school site and open space at Dinmore Avenue/Bathurst Avenue.

The northern site at Chepstow Road is bordered by residential uses to the south, west and north west. Gateside Park lies to the north and Boundary Primary School lies to the east.

The southern site at Dinmore Avenue/Bathurst Avenue is bordered by Boundary Primary School and Grange Park Health Centre to the north, residential uses, the City Learning Centre (including retail units) and a community garden to the east, open space to the south and St Mary’s Catholic Academy to the west.

There are no designated public rights of way, but there are a number of footpaths that run through the southern site, which is bordered by mature trees and shrubbery along its western boundary.

Housing Delivery:


No planning permissions are in place but a masterplan is currently under preparation and initial public consultation has taken place. The sites are owned by the local authority and development could be fully delivered within the plan period.

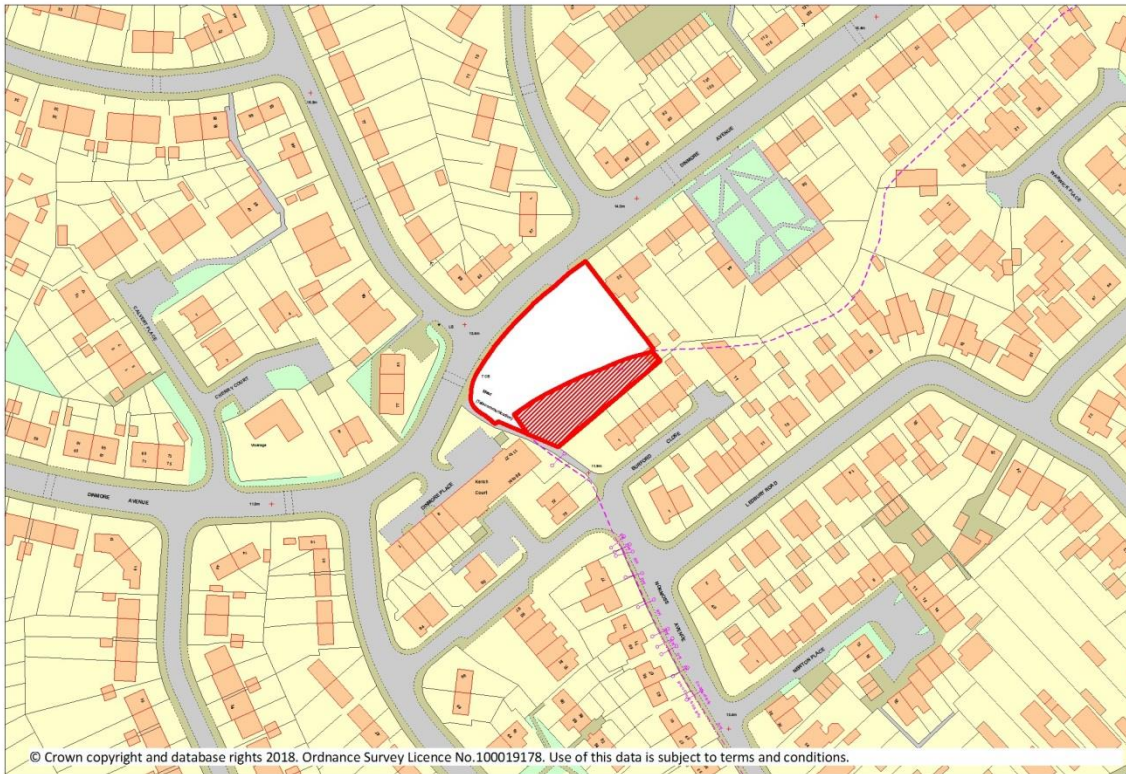
Key Development Considerations:

- This is a mixed brownfield and greenfield site.
- The land off Dinmore Avenue is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2014).
- Public consultation on potential residential development has taken place on these sites and responses are informing the development of a masterplan.
- The sites lie within Flood Zone 1 (low risk), but some areas are at higher risk of surface water flooding and this should be taken into account in scheme design and layout.
- The sites do not have any nature conservation designations, but parts are greenfield and their biodiversity value will need to be appraised and the potential ecological impacts of development considered.
- There are no heritage assets on site, or adjacent to the site.
- Parts of the sites are public open space and school playing fields that were associated with a school which has since relocated. Overall, open space provision in Park ward meets or exceeds the proposed Borough standard as set out the 2018 Blackpool Open Space Assessment. The open space at Chepstow Road is classified as fair quality in this assessment and the open space at Bathurst Avenue is classified as good. Development of any open space will require compensatory measures including the provision of improved quality meeting the required standards.
- Trees and shrubs along the western boundary of land at Bathurst Avenue and Dinmore Avenue should be retained and enhanced.
- There are a number of potential access points for the Chepstow Road site and the other sites should be accessed off Dinmore Avenue and Bathurst Avenue.
- A number of footpaths run through the sites, which need to be taken account of in the development of the masterplan.
- There is a primary school to the east of Chepstow Road which generates noise and localised parking issues at peak times.

Site Assessment: H7 Land at Grange Park

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 1 km or over |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 1km or over |
| | Distance to nearest secondary school | <400m |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | Playing Fields and Sports Grounds/no specific designation/Public Open Space/Local Centre |
| | Flood Zone | Zone 1 |
| | Greenfield/Brownfield | Mixed |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|---|--|
| Site reference | H8 |  |
| Site address | Former Dinmore Public House, Dinmore Avenue, Blackpool, FY3 7QW | |
| Ward | Park | |
| Site area | 0.22 ha | |
| Site capacity | Up to 18 dwellings | |
| Type | Brownfield | |



Site Description:

The site formerly housed the Dinmore Public House but the land has been cleared. The site is accessed off Dinmore Avenue and there are residential uses to the north, south, east and west of the site.

The south eastern section of the site (shaded red on the above plan) is located in Wyre Borough.

Housing Delivery:

This is a small cleared site with landowner interest in redevelopment and it could be delivered within five years.


Key Development Considerations:

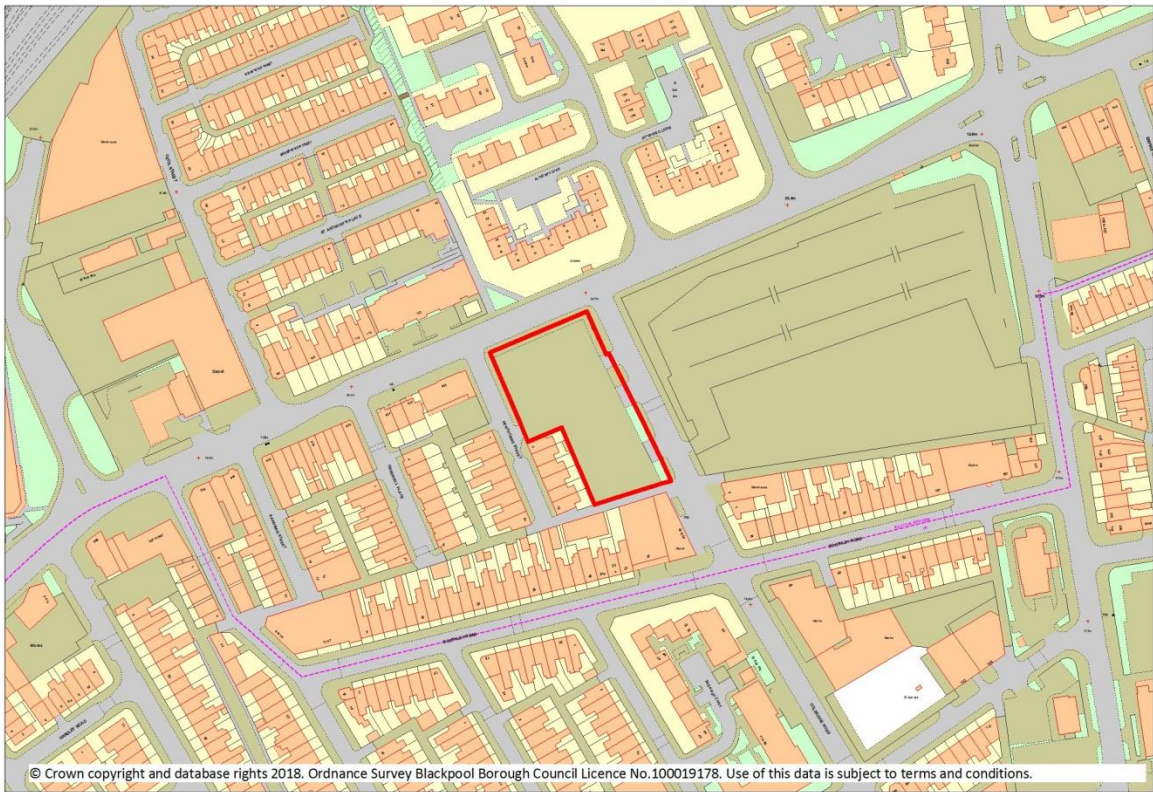
- The site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2014).
- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding for the site is very low.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Dinmore Avenue
- The site is in a landfill gas consultation zone.
- Part of the site falls in Wyre so planning applications should be submitted to both authorities.

Site Assessment: H8 Dinmore Public House, Dinmore Avenue

| | Indicator | Site Performance |
|---------------------------------|--|-------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 1km or over |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 1km or over |
| | Distance to nearest secondary school | <600m |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30-59 minutes |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| | Accessibility to play area or park | <400m |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |

| | | |
|----------------------------|---|------|
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|---|--|
| Site reference | H9 |  |
| Site address | Land at the junction of Coleridge Road and Talbot Road, FY1 3NR | |
| Ward | Claremont | |
| Site area | 0.29 | |
| Site capacity | Up to 25 dwellings | |
| Type | Brownfield | |



Site Description:

This is a cleared former employment site. Residential uses lie to the north and west, with employment and residential use to the south. To the east lies the site of the former Devonshire Road Hospital, which is now vacant.

Housing Delivery:


A full planning application for a mix of affordable 1 bedroom apartments and 2 and 3 bedroom houses was received in August 2018 on this site. This application is currently under consideration. It is considered that residential development on this site could be delivered within five years.

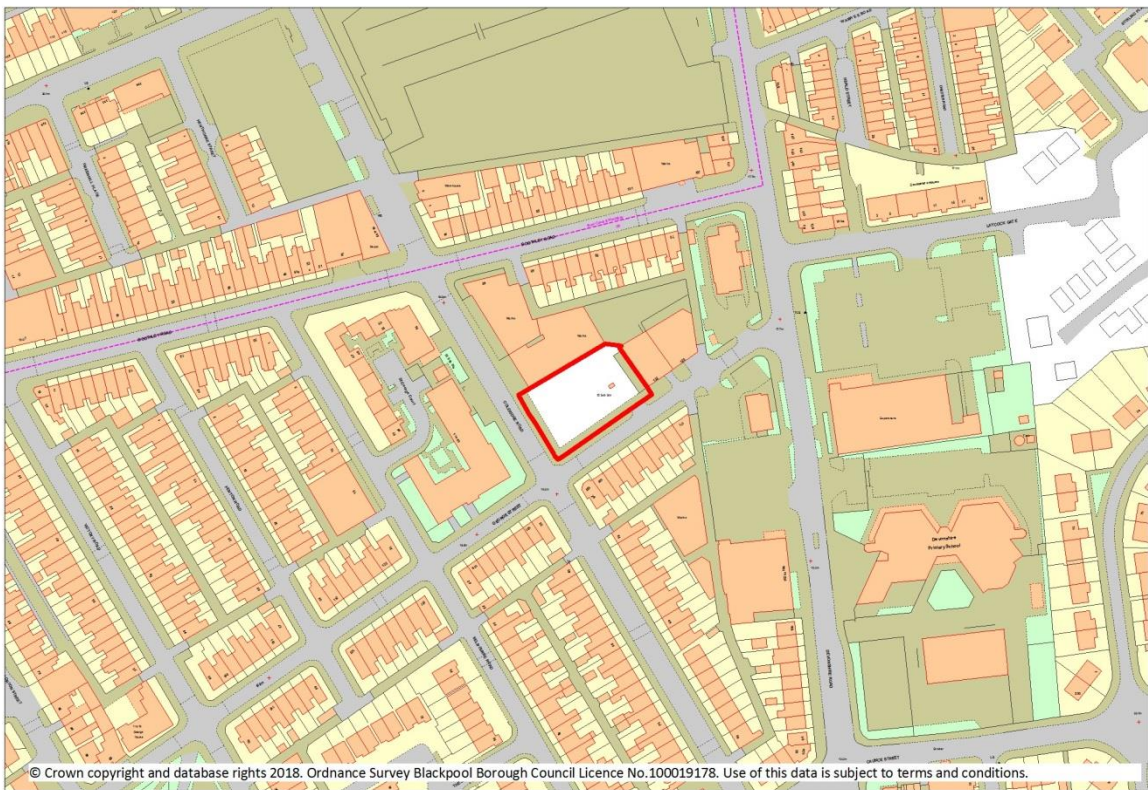
Key Development Considerations:

- This is a cleared brownfield site in a prominent position.
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- The site can be accessed off George Street or Coleridge Road.
- The boundary treatment of the former Devonshire Road Hospital is locally listed. The impact of developing housing on the significance of this heritage asset will need consideration.

Site Assessment: H9 Land at Coleridge Road

| | Indicator | Site Performance |
|---------------------------------|--|---|
| Social Indicators | Distance to nearest bus stop | <400m |
| | Distance to nearest railway station | <1km |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | <200m |
| | Proximity to defined on or off-road cycle route | <1km |
| | Distance to nearest secondary school | >1km |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | In close proximity (Boundary wall and railings on former Devonshire Road Hospital site) |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|-----------------------------------|--|
| Site reference | H10 |  |
| Site address | Land off George Street, Blackpool | |
| Ward | Brunswick | |
| Site area | 0.14 ha | |
| Site capacity | Up to 14 units | |
| Type | Brownfield | |



Site Description:

This is a cleared vacant employment site that is adjacent to employment uses to the north and east and residential uses to the south and west.

Housing Delivery:

There is a small vacant site with landowner interest in redevelopment, which could be delivered within five years.

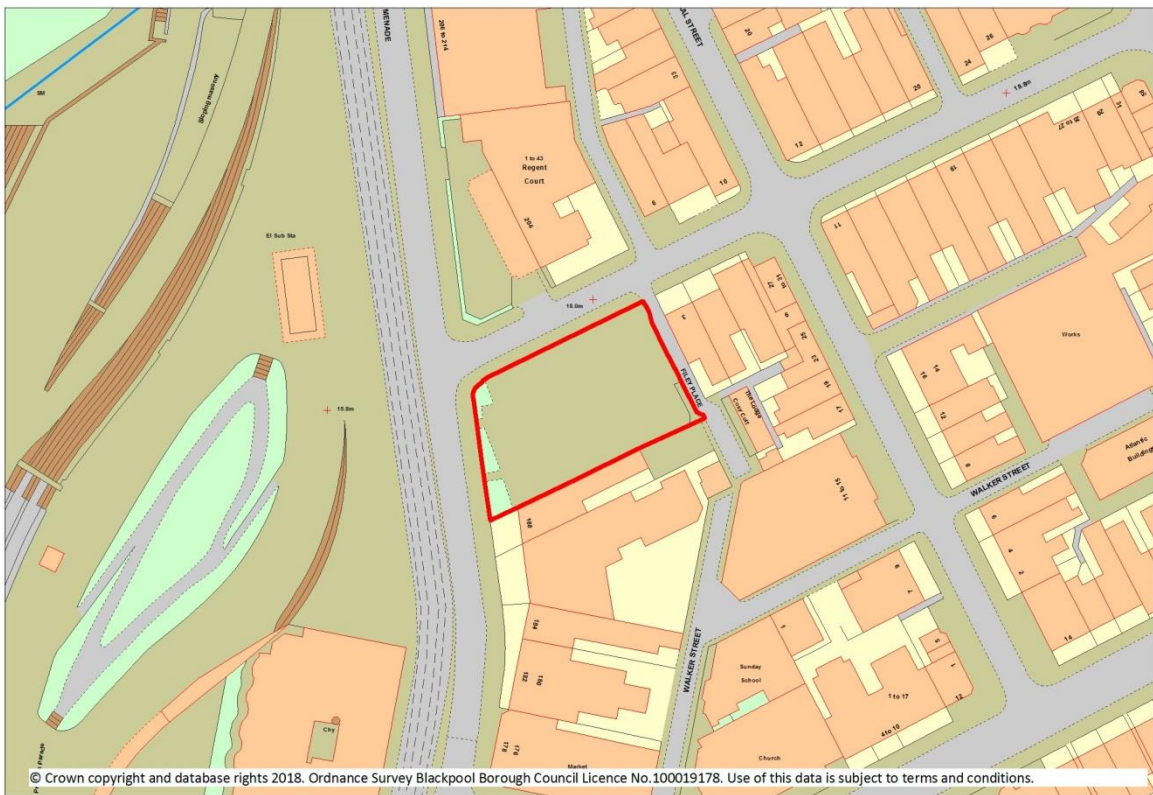
Key Development Considerations:

- The site is identified in the Strategic Housing Land Availability Assessment as part of a larger site with potential for housing (since 2008).
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site should be accessed off George Street or Coleridge Road.
- The site is adjacent to industrial units.

Site Assessment: H10 Land off George Street

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | <400m |
| | Proximity to defined on or off-road cycle route | >1km |
| | Distance to nearest secondary school | >1km |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Zone 1 |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | |
|-----------------------|--|
| Site reference | H11 |
| Site address | 190 – 194 Promenade, Blackpool, FY1 1RJ |
| Ward | Claremont |
| Site area | 0.12 ha |
| Site capacity | Up to 15 dwellings |
| Type | Brownfield |



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Site Description:

This is a prominent site on the Promenade that was formerly occupied by a hotel. The hotel has been demolished and the site is currently in use as a temporary car park.

The Promenade lies to the west and there are residential uses directly to the south, east and north. The site lies just outside of the designated North Town Centre Main Holiday Accommodation Area centred on Banks Street to the north east.

Housing Delivery:

The site is subject to a pending planning application (18/0617) for the continued use of the land as a temporary car park for a further 3 years. The site was subject to a planning application (11/0056) for 15 flats which was recommended for approval, but was withdrawn


in 2017. There is landowner interest in redevelopment for housing. It is a small site and could be delivered within the plan period.

Key Development Considerations:

- The site is brownfield and is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing development (since 2014).
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Banks Street.

Site Assessment: H11 190 – 194 Promenade

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | >600m |
| | Distance to nearest food shop | <600m |
| | Proximity to defined on or off-road cycle route | <100m |
| | Distance to nearest secondary school | >1km |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 400m |
| | Accessibility to play area or park | >600m |
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|---|--|
| Site reference | H12 |  |
| Site address | Former Allandale Hotel, Continental & Carlton House Hotels, Abingdon St. FY1 1DA | |
| Ward | Claremont | |
| Site area | 0.04 | |
| Site capacity | 6 dwellings | |
| Type | Brownfield | |



Site Description:

This site consists of former holiday accommodation located within the town centre. There are a mix of uses surrounding the site. The Central Library and Art Gallery lie to the east and the former job centre offices lie to the south east. Queen Street to the south and Abingdon Street to the east are home to a mix of uses including bars, shops, offices, restaurants, and takeaways.

Housing Delivery:

The site is owned in part by the local authority. This is a relatively small site and development could be delivered within 5 years, once the buildings on site have been demolished.

Key Development Considerations:


- This is a brownfield site that is located in the designated town centre in a mixed use zone.
- The existing buildings on site would need to be demolished in order to facilitate a new build housing scheme.
- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding for the site is very low.
- The site does not have any nature conservation designations.
- The site is accessed off Abingdon Street.
- The site lies within the Town Centre Conservation Area opposite the Grade 2 Listed Central Library and Art Gallery. The impact of developing housing on the significance of these heritage assets will need consideration.

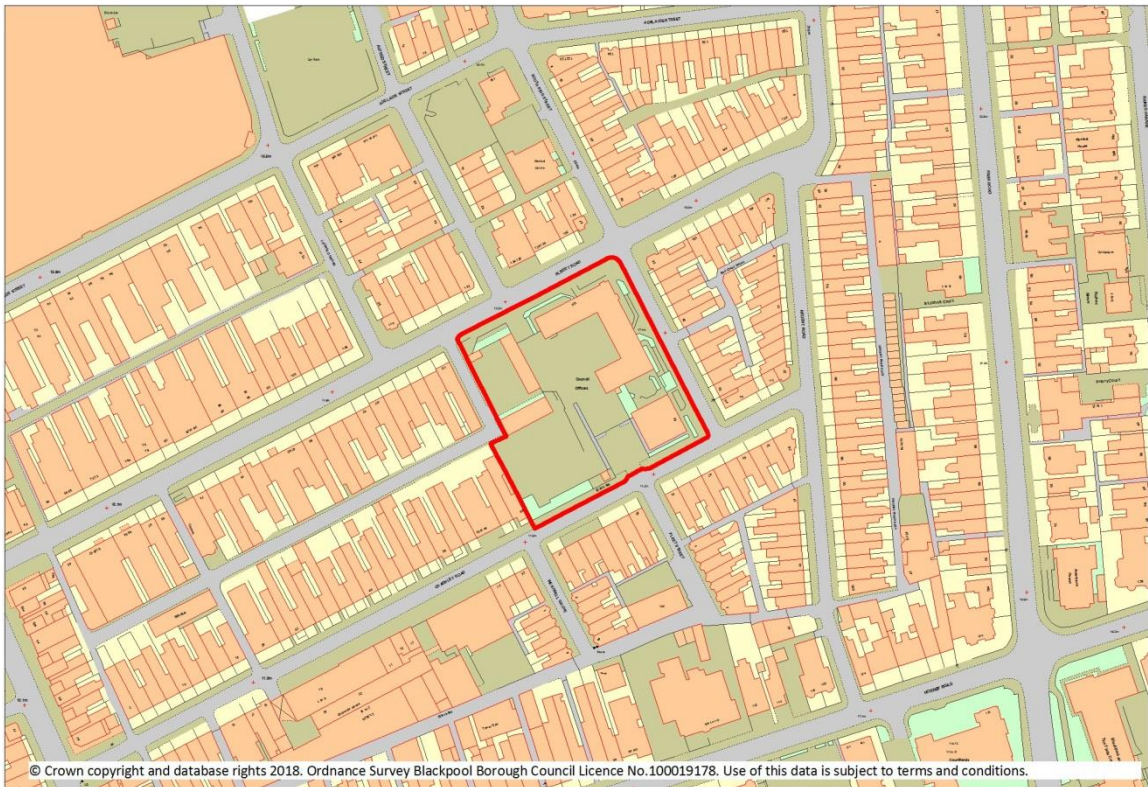
Site Assessment: H12 Former Allandale Hotel, Abingdon Street

| | Indicator | Site Performance |
|---------------------------------|--|-------------------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | <400m |
| | Distance to nearest primary school | <600m |
| | Distance to nearest food shop | <400m |
| | Proximity to defined on or off-road cycle route | <500m |
| | Distance to nearest secondary school | 2km or over |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 400m |
| | Accessibility to play area or park | 1km or over |
| Environmental Indicators | Land Designation | Defined Inner Area – Mixed Use Zone |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | Yes |
| | Designated heritage assets on site (e.g. | In close proximity (Grade 2 |

Site Assessment: H12 Former Allandale Hotel, Abingdon Street

| | Indicator | Site Performance |
|----------------------------|--|---------------------------------------|
| | Listed Buildings) | listed Central Library & Art Gallery) |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|--|--|
| Site reference | H13 |  |
| Site address | Blackpool Council Offices, South King Street, Blackpool, FY1 4PW | |
| Ward | Talbot | |
| Site area | 0.65 ha | |
| Site capacity | Up to 52 dwellings | |
| Type | Brownfield | |



Site Description:

This site is located within the defined inner area in close proximity to the town centre. There are municipal offices on the site, which are currently occupied, together with associated car parking.

The site is outside of, but adjacent to, the designated South Town Centre Main Holiday Accommodation Area, which has a high concentration of holiday accommodation uses. Charnley Road to the south and Albert Road to the west in particular have high concentrations of holiday accommodation in the form of hotels and guesthouses. To the east the area is more residential in nature and there a mix of uses including holiday accommodation and residential uses to the north.

Housing Delivery:

The site is owned by the local authority. Existing uses would need to be relocated for housing to be delivered on site. This is a relatively small site and development could be delivered within five years.

Key Development Considerations:


- This is a brownfield site and existing uses would need to be relocated and buildings demolished in order to facilitate a comprehensive redevelopment scheme.
- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding for the majority of the site is very low, with small pockets that are at low risk.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Albert Road/Charnley Road.
- Development would need to take account of the changes in gradient on the site, which rises from west to east.

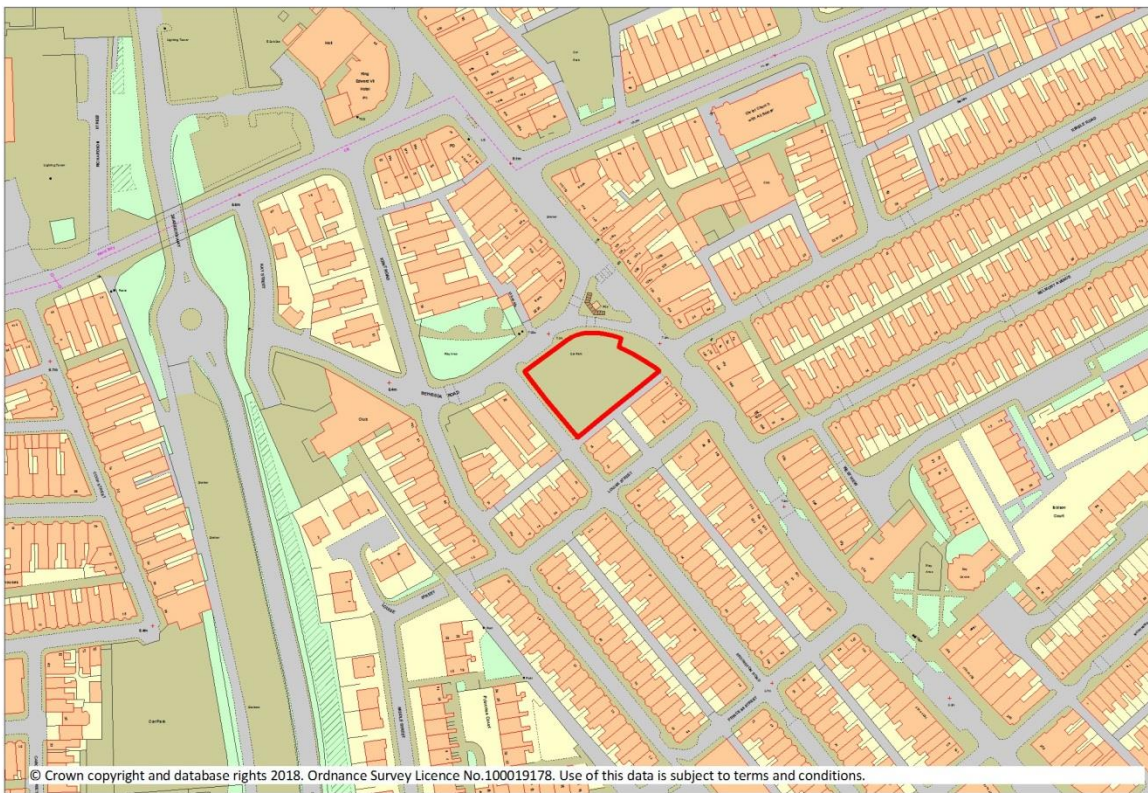
Site Assessment: H13 South King Street

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <400m |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | <400m |
| | Proximity to defined on or off-road cycle route | <1km |
| | Distance to nearest secondary school | >1km |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 400m |
| | Accessibility to play area or park | <1km |
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Zone 1 |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |

Site Assessment: H13 South King Street

| | Indicator | Site Performance |
|----------------------------|---|-------------------------|
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|---|--|
| Site reference | H14 |  |
| Site address | Car Park, Bethesda Road, Blackpool, FY1 5DT | |
| Ward | Bloomfield | |
| Site area | 0.13 | |
| Site capacity | Up to 13 dwellings | |
| Type | Brownfield | |



Site Description:

This site is located within the defined inner area and is currently in use as a car park. It is in a prominent position bordered by Central Drive, Bethesda Road and Erdington Road. Retail units were located on the eastern section of the site, but these have been demolished.

There are a mix of uses in the surrounding area. Residential uses are located to the south west and the Central Drive local centre lies to the south east. There are a mix of retail units/ takeaways/commercial uses to the north and north east.

Housing Delivery:


The site is owned by the local authority. It is a small site where properties have been cleared and development could be delivered within five years.

Key Development Considerations:

- This is a cleared brownfield site.
- The site is in Flood Zone 1 (low risk) and is at very low or low risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Erdington Road.

Site Assessment: H14 Bethesda Road Car Park

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 1km or over |
| | Distance to nearest primary school | <600m |
| | Distance to nearest food shop | <200m |
| | Proximity to defined on or off-road cycle route | <500m |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <1km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 400m |
| | Accessibility to play area or park | <1km |
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|---|--|
| Site reference | H15 |  |
| Site address | Tram Depot, Rigby Road Blackpool Transport Services, Rigby Road, Blackpool, FY1 5DD | |
| Ward | Bloomfield | |
| Site area | 2.61 ha | |
| Site capacity | Up to 100 dwellings | |
| Type | Brownfield | |



Site Description:

This site is actively in use as a bus and tram depot. A locally listed Art Deco office building is located in the north eastern section of the site and much of the remainder of the site comprises bus and tram depot facilities with the tramway connecting to the site. There is a surface level car park in the north western section of the site.

The Foxhall Village Housing Development lies to the north, there is a large retail unit with associated car parking to the west, residential and holiday accommodation properties to the south along Lonsdale Road and the Seaside Way Car Park to the east.

Housing Delivery:

The site is owned by the local authority and is in active use by Blackpool Transport Services as a bus depot and tram depot. The development of any housing on the site would require the relocation of some, or all, of these uses. Relocation options have been considered, but movement off the site is unlikely in the short term. If any of the uses are successfully relocated, partial redevelopment, or redevelopment, could deliver housing towards the end of the plan period.

Key Development Considerations:


- This large brownfield site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2014).
- Relocation of some, or all, of the existing uses on site would need to occur before site clearance could commence.
- The site does not have any nature conservation designations.
- The site is accessed off Rigby Road and Blundell Street.
- Much of the site is in Flood Zone 3 (high risk). Therefore, as specified in national policy, a sequential test will need to be applied and then, if necessary, the exception test. For the exception test to be passed it will need to be demonstrated that the development would provide wider sustainability benefits to the community that outweigh the flood risk and that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere.
- There are likely to be land contamination issues given the nature of the previous use.
- There is a locally listed office block on the north western corner of the site. The impact of developing housing on the significance of this heritage asset will need consideration, if it is retained as part of a scheme.

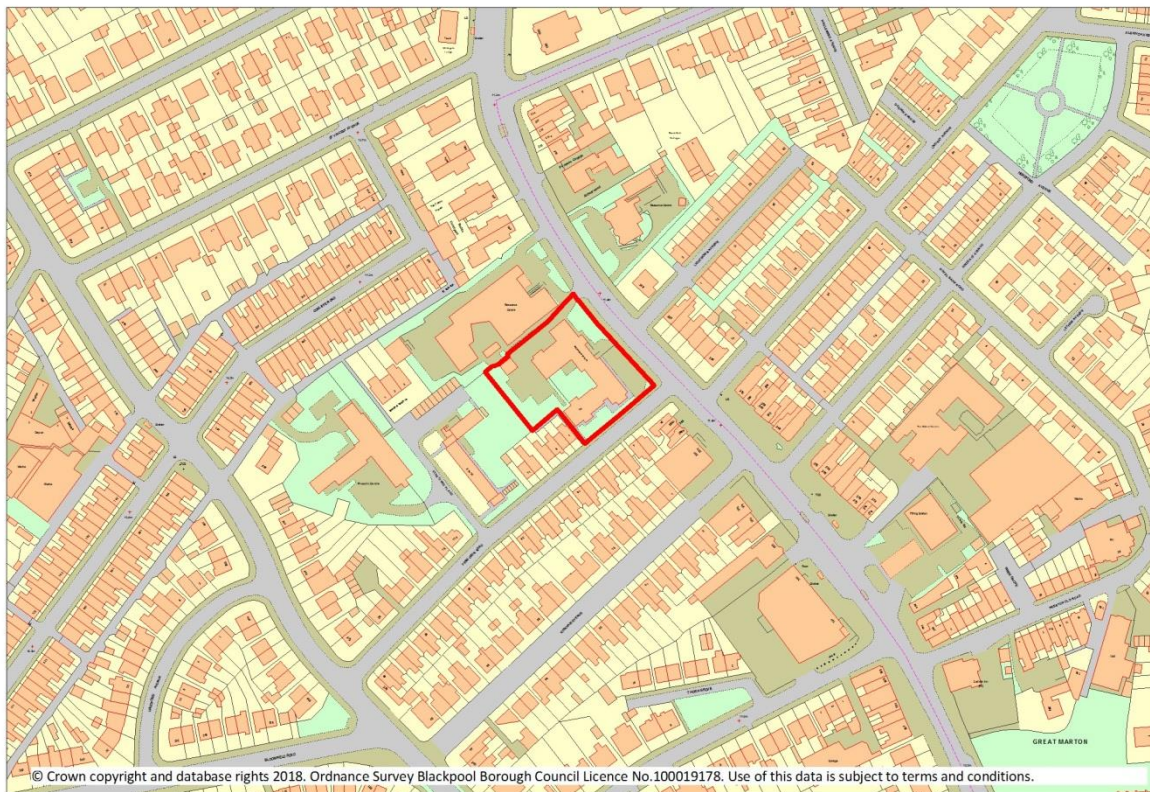
Site Assessment: H15 Tram Depot, Rigby Road

| | Indicator | Site Performance |
|-------------------|--|-------------------------|
| Social Indicators | Distance to nearest bus stop | <400m |
| | Distance to nearest railway station | 1km or over |
| | Distance to nearest primary school | <600m |
| | Distance to nearest food shop | <200m |
| | Proximity to defined on or off-road cycle route | <500m |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <600m |

Site Assessment: H15 Tram Depot, Rigby Road

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Environmental Indicators | Land Designation | Defined Inner Area – no specific designation |
| | Flood Zone | Part Zone 3 (high risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | Yes |
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|---|--|
| Site reference | H16 |  |
| Site address | Whitegate Manor, Whitegate Drive, Blackpool FY3 9JL | |
| Ward | Tyldesley | |
| Site area | 0.31 ha | |
| Site capacity | Up to 16 dwellings | |
| Type | Brownfield | |



Site Description:

This site is located in a prominent position fronting Whitegate Drive. The existing buildings are currently being used by Blackpool Council, but relocation is intended. The Blackpool Centre for Independent Living is located to the north west of the site and residential uses lie to the north east, south east and south west. There are a number of mature trees running along the perimeter of the site on Ferguson Road and Whitegate Drive.

Housing Delivery:

The site is owned by the local authority. Demolition would need to take place in order to facilitate new build development. This is a relatively small site and development could be delivered within five years.

Key Development Considerations:

- This is a brownfield site and the existing buildings would need to be demolished in order to facilitate a newbuild housing scheme.
- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding for the site is very low.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Whitegate Drive or Ferguson Road.
- The mature trees around the perimeter of the site should be retained.

Site Assessment: H16 Whitegate Manor, Whitegate Drive

| | Indicator | Site Performance |
|--------------------------|--|-------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | >1km |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | <200m |
| | Proximity to defined on or off-road cycle route | <100m |
| | Distance to nearest secondary school | >1km |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Economic Indicators | Minerals Safeguarding Area | No |
| | Distance to nearest business park or employment concentration | <1km |

| | |
|-----------------------|--|
| Site reference | H17 |
| Site address | Land to the rear of 69-85 Kipling Drive, Blackpool |
| Ward | Marton |
| Site area | 0.28 ha |
| Site capacity | Up to 14 dwellings |
| Type | Greenfield |



Site Description:

This is a small area of open space to the rear of residential properties on Kipling Drive. The site is fenced off and overgrown, but can be accessed by pedestrians using a footpath from Kipling Drive, which runs along the western boundary of the site. The Kipling Court sheltered housing scheme lies to the west of the site and Marton Mere holiday park lies to the north east. The holiday park is currently being extended (additional caravans) onto the open space to the north of this site. When this work is complete, this parcel of land will be surrounded by development. The extension work is currently taking place and is not reflected on the plan or aerial photograph. Stanley Primary School playing fields lie to the south of the site on the opposite side of Kipling Drive.

The site can currently only be accessed by pedestrians and a small section of the curtilage of Kipling Court is required to enable vehicular access. The site rises from north to south.

Housing Delivery:

The site and neighbouring Kipling Court are owned by the local authority. This is a small site and development could be delivered within 5 years.

Key Development Considerations:


- This site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing (since 2014).
- The site lies within Flood Zone 1 (low risk) and it is at a very low risk of surface water flooding.
- The site itself does not have any nature conservation designations and isn't adjacent to sites with designations, but it is greenfield and its biodiversity value will need to be appraised and the potential ecological impacts of development considered.
- There are no heritage assets on site, or adjacent to the site.
- The site is part of land that is currently designated as open land meeting community and recreation needs. It is included as part of a much larger area of open space that is classified as natural and semi-natural greenspace in the 2018 Blackpool Open Space Assessment. This open space as a whole is classified as good quality. However, the site itself is neglected, overgrown and isolated by the holiday park extension to the north. Overall, open space provision in Marton ward meets or exceeds the proposed Borough standard and the amount of natural and semi-natural greenspace considerably exceeds the proposed Borough standard.
- Access to the site should be off Kipling Drive and would need to incorporate some of the curtilage of Kipling Court.
- There are no designated public rights of way, but a public footpath runs through the site, which provides access to Marton Mere to the north.

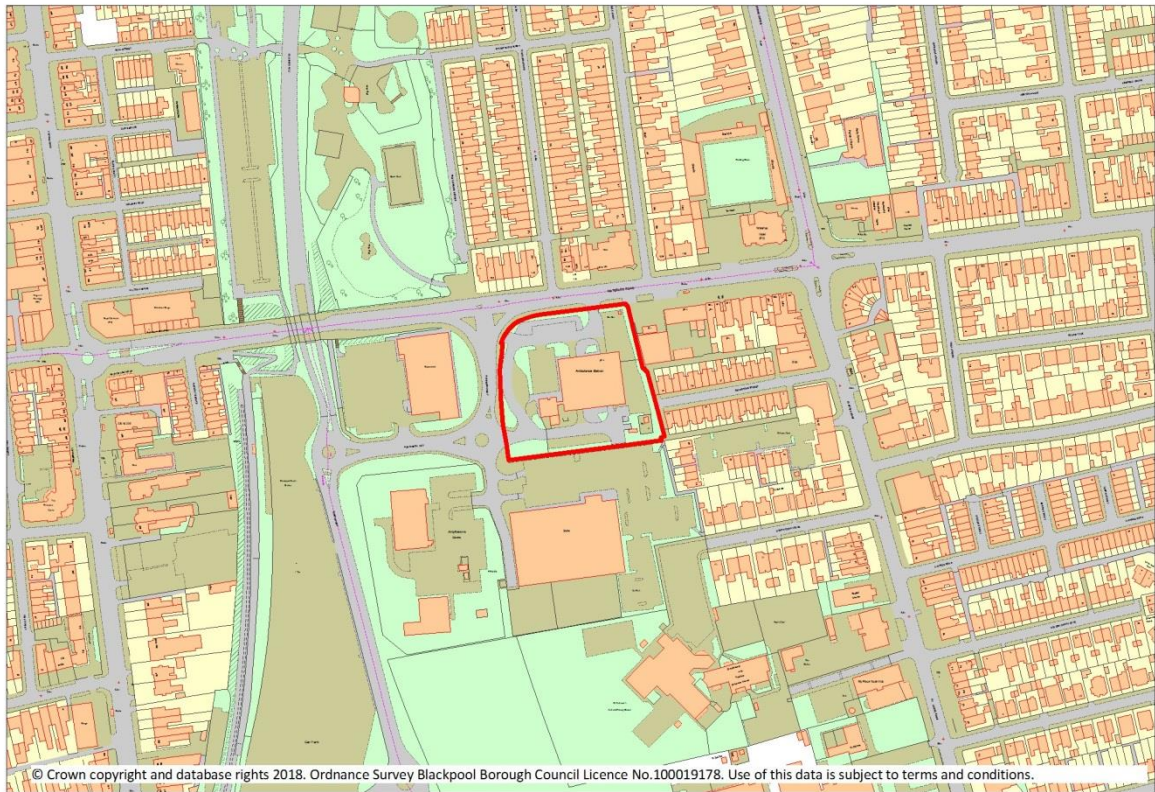
Site Assessment: H17 Land off Kipling Drive

| | Indicator | Site Performance |
|--------------------------|--|-------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | <200m |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 2km or over |
| | Distance to nearest secondary school | >1km or over |
| | Distance to nearest town centre | <4km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |

Site Assessment: H17 Land off Kipling Drive

| | Indicator | Site Performance |
|---------------------------------|--|--|
| | Accessibility to play area or park | <200m |
| Environmental Indicators | Land Designation | Open Land Meeting Community and Recreational Needs |
| | Flood Zone | Zone 1 |
| | Greenfield/Brownfield | Greenfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|--|--|
| Site reference | H18 |  |
| Site address | Blackpool Ambulance Station, Parkinson Way, Blackpool, FY4 2AZ | |
| Ward | Victoria | |
| Site area | 0.86 | |
| Site capacity | Up to 34 dwellings | |
| Type | Brownfield | |



Site Description:

This site is currently occupied by Blackpool Ambulance Station. It is in a prominent position on Waterloo Road/Parkinson Way.

Residential properties lie to the south east and east. There are a mix of uses in the surrounding area including retail to the south and west, vehicle repair and residential to the east and residential to the north.

Housing Delivery:

The site is currently occupied, but the Ambulance Service are looking at options to relocate. If relocation occurs the site should become available in the next two years.

Key Development Considerations:

- This is a brownfield site. The Ambulance Station would need to be relocated and buildings on site demolished in order to facilitate a redevelopment scheme.
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is accessed off Parkinson Way/Waterloo Road.

Site Assessment: H18 Ambulance Station, Parkinson Way

| | Indicator | Site Performance |
|------------------------------------|--|-------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | <400m |
| | Distance to nearest primary school | <600m |
| | Distance to nearest food shop | <200m |
| | Proximity to defined on or off-road cycle route | <1km |
| | Distance to nearest secondary school | <600m |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| Accessibility to play area or park | <200m | |
| Environmental Indicators | Land Designation | No specific designation |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|--|--|
| Site reference | H19 |  |
| Site address | Former Grand Hotel, Station Road, Blackpool, FY4 1EU | |
| Ward | Waterloo | |
| Site area | 0.13 ha | |
| Site capacity | Up to 13 dwellings | |
| Type | Brownfield | |



Site Description:

The site is a prominent vacant corner plot fronting Station Road and Lytham Road. The Grand Hotel used to stand on the site. Three storey holiday accommodation and residential development lie to the north, west and south and small scale retail development in a local centre lies to the south east. A public car park lies to the east across Lytham Road.

Housing Delivery:


This is a prominent site in need of redevelopment. As a small cleared site development could be delivered within 5 years.

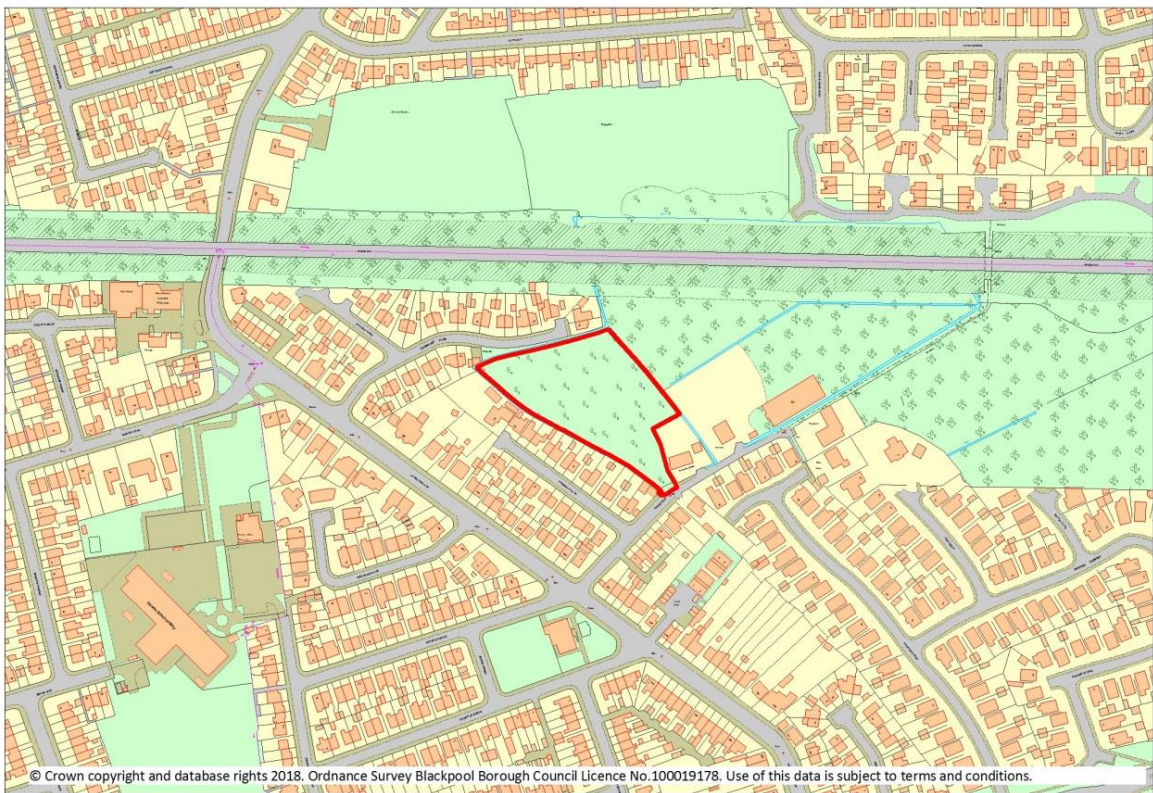
Key Development Considerations:

- This brownfield site is identified in the Strategic Housing Land Availability Assessment as a site with potential for housing development (since 2011).
- It is a vacant cleared site in a prominent position.
- The site is in Flood Zone 1 (low risk) and is at very low risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site, or adjacent to the site.
- The site is currently partly in a Local Centre but local centres are currently under review.
- The site should be accessed off Station Road.

Site Assessment: H19 Former Grand Hotel, Station Road

| | Indicator | Site Performance |
|--------------------------|--|-----------------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | <800m |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | 600m or over |
| | Proximity to defined on or off-road cycle route | <500m |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <3km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 15 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| | Accessibility to play area or park | <600m |
| Environmental Indicators | Land Designation | Defined Inner Area – Local Centre |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| Economic Indicators | Minerals Safeguarding Area | No |
| | Distance to nearest business park or employment concentration | <1km |

| | | |
|-----------------------|------------------------------------|--|
| Site reference | H20 |  |
| Site address | Land at Rough Heys Lane, Blackpool | |
| Ward | Stanley | |
| Site area | 0.67 ha | |
| Site capacity | Up to 27 dwellings | |
| Type | Greenfield | |



Site Description:

The land is a parcel of open land to the south of Yeadon Way. Residential development lies to the north, south and west. Open land lies to the north east. There are drainage ditches running around the perimeter of the site to the north, west and east.

Housing Delivery:

The site is owned by the local authority. This is a relatively small site and development could be delivered within 5 years.

Key Development Considerations:

- The site lies within Flood Zone 1 (low risk). The majority of the site has a very low risk of surface water flooding, but the north eastern section is low risk.
- The site itself does not have any nature conservation designations, but it is a greenfield site bordered by drainage ditches and its biodiversity value will need to be appraised and the potential ecological impacts of development considered.
- There are no heritage assets on site, or adjacent to the site.
- Access to the site is off Rough Heys Lane.
- The site is currently designated as new open space provision although there is no public access and it is classified as poor quality in the 2018 Blackpool Open Space Assessment. There are similar areas of open space immediately to the east of this site. Overall, open space provision in Stanley ward falls just short of the proposed Borough standard as set out the 2018 Blackpool Open Space Assessment, but this study does not assess the countryside at Marton Moss, which fulfils a range of open space functions in the ward.
- The trees, hedges and drainage ditches around the perimeter of the site should be retained.
- The site is in a landfill gas consultation zone.

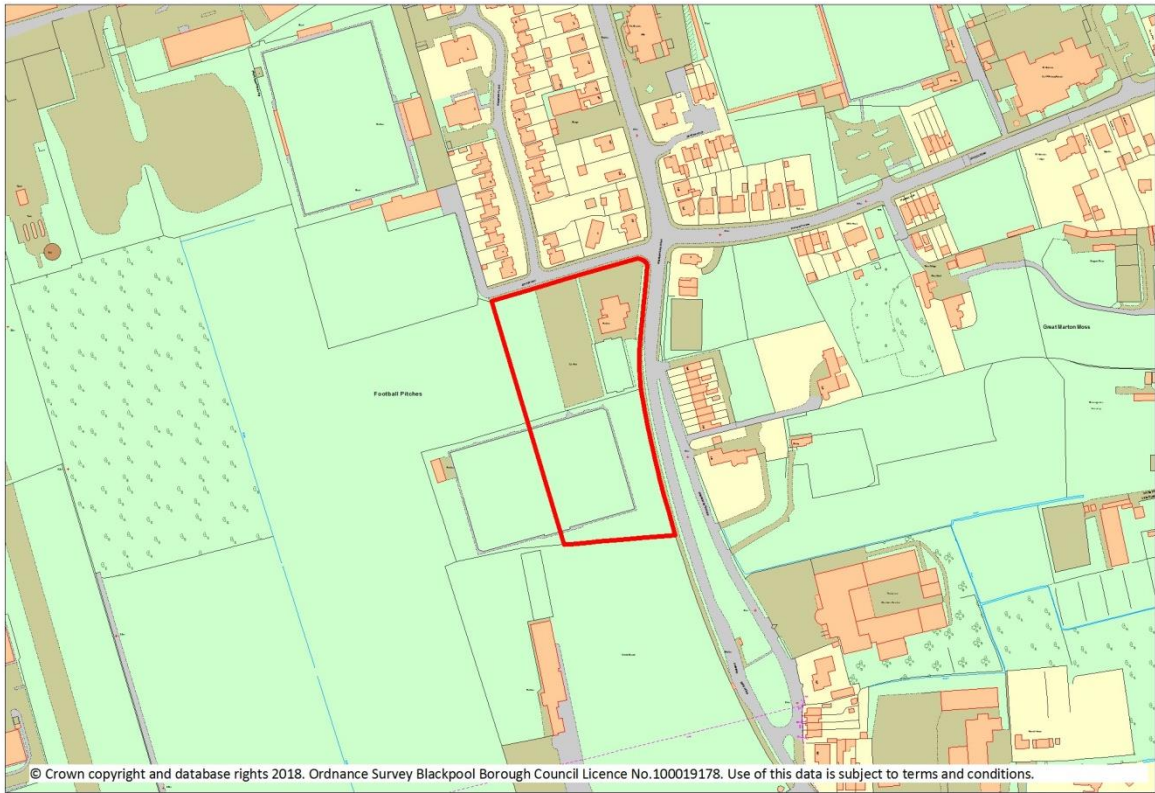
Site Assessment: H2O Land at Rough Heys Lane

| | Indicator | Site Performance |
|--|--|--------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | <600m |
| | Proximity to defined on or off-road cycle route | 1km or over |
| | Distance to nearest secondary school | >600m |
| | Distance to nearest town centre | <4km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 1.5km |
| Accessibility to play area or park | 1km or over | |
| Environmental Indicators | Land Designation | New Open Space Provision |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Greenfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| Non-designated heritage assets on site (e.g. | No | |

Site Assessment: H20 Land at Rough Heys Lane

| | Indicator | Site Performance |
|----------------------------|---|-------------------------|
| | Locally Listed Buildings) | |
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|--|--|
| Site reference | H21 |  |
| Site address | Land at Jepson Way/Common Edge Road, Blackpool | |
| Ward | Stanley | |
| Site area | 1.42 ha | |
| Site capacity | 57 dwellings | |
| Type | Mixed | |



Site Description:

The site is on the edge of the built up area. It forms part of the Blackpool Airport Enterprise Zone and is included in the illustrative masterplan as a parcel for residential development. This land is currently home to a number of football pitches, associated changing facilities and car parking, accessed off Jepson Way, with Common Edge Road to the east.

Residential properties lie to the north and on the opposite side of Common Edge Road to the east. A cricket pitch lies to the south. Employment uses are proposed to the west as part of the Enterprise Zone development.

Housing Delivery:

The site is owned by the local authority. The Enterprise Zone illustrative masterplan identifies the site for housing, with relocated and improved playing pitches and facilities to be provided to the south of the site. The development could be delivered within 5 years.

Key Development Considerations:


- The site is in Flood Zone 1 (low risk) and the risk from surface water flooding is very low.
- The site is part brownfield/part greenfield.
- The site does not have any nature conservation designations, but its biodiversity value will need to be appraised and the potential ecological impacts of development considered.
- There are no heritage assets on site, or adjacent to the site.
- 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 site is currently in the Green Belt, but it is proposed to remove this parcel of land from this designation. The land is not considered to meet the specific purpose of the Green Belt. It is well contained, surrounded by existing urban development to 75% of its boundaries. The boundaries to the parcel are strong consisting of existing urban areas and additionally Common Edge Road on its eastern boundary. As such it does not play a role in separating neighbouring towns and its removal will not affect the gap between Blackpool and St Annes. Further details can be found in the October 2018 draft Local Green Belt Review Assessment.
- The site is in a landfill gas consultation zone.
- The site is accessed off Jepson Way.

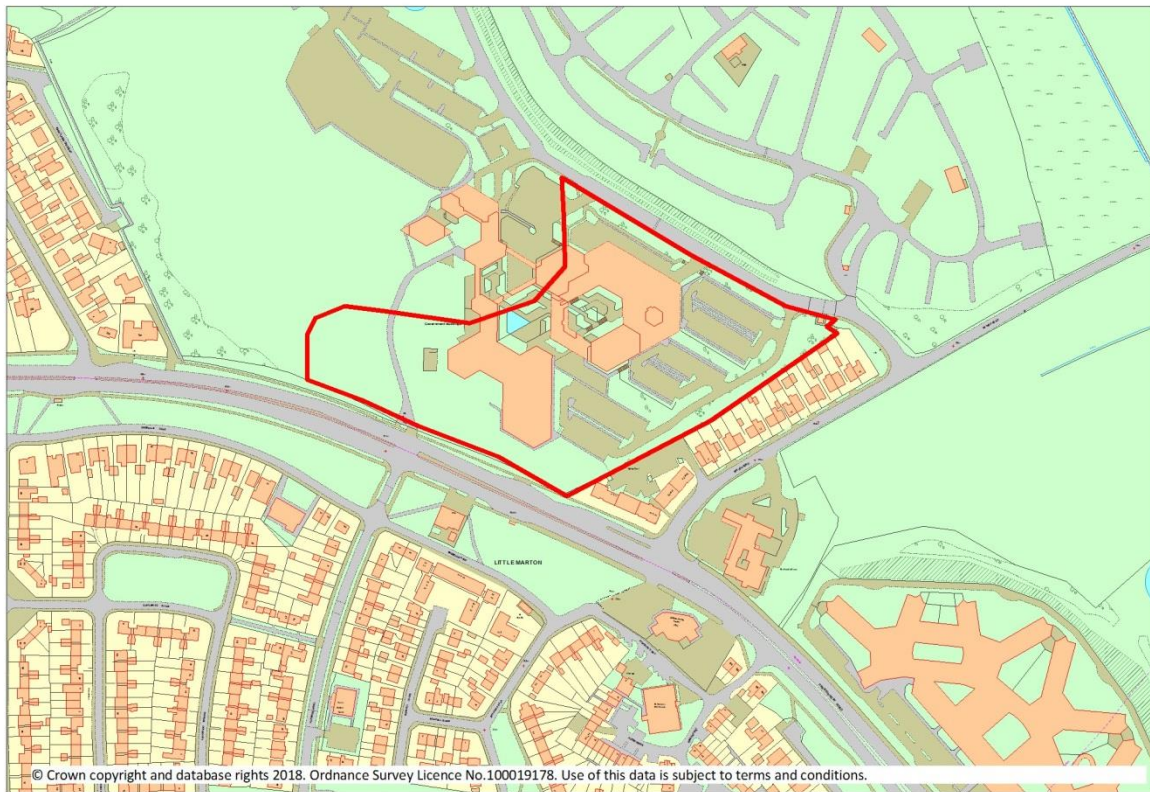
Site Assessment: H21 Land at Enterprise Zone, Jepson Way

| | Indicator | Site Performance |
|--------------------------|--|---------------------------------|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | <400m |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 2km or over |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <4km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | 1-2 basic services within 1.5km |

Site Assessment: H21 Land at Enterprise Zone, Jepson Way

| | Indicator | Site Performance |
|---------------------------------|--|--|
| | Accessibility to play area or park | 1km or over |
| Environmental Indicators | Land Designation | Green Belt (Proposed for deletion)/Playing Fields and Sports Grounds/Public Open Space |
| | Flood Zone | Zone 1 (low risk) |
| | Greenfield/Brownfield | Mixed |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | No |
| | Minerals Safeguarding Area | No |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

| | | |
|-----------------------|---|--|
| Site reference | H22 |  |
| Site address | Land at former National Savings & Investment Site, Preston Road, Blackpool, FY3 9YP | |
| Ward | Marlon | |
| Site area | 3.2 ha | |
| Site capacity | Approximately 90 dwellings | |
| Type | Brownfield | |



Site Description:

This land forms part of the former National Savings & Investment (NS & I) site. Outline permission (Application 15/0420) was granted in October 2016 for commercial uses on this land as part of a hybrid application that also included 118 dwellings to the north west that were subject to a full application. These dwellings are now under construction. The site was previously occupied by National Savings and Investment (NS & I) buildings, but these have been cleared. The site is temporarily in use as a site compound for the residential development and has been put forward for further residential development instead of the permitted commercial development.

A spine road has been constructed through the site to enable access to:

- the residential development that is under construction
- the permitted commercial development
- The retained NS & I Offices to the north west

The site is bordered by the residential development that is under construction to the west and north west, established residential uses on Mythop Road to the east, caravans at the Marton Mere Holiday Village to the north and a car park for the retained NS & I buildings to the north west. There are a number of mature trees running around the southern, eastern and northern boundaries of the site.

Housing Delivery:

The site has been put forward for housing as part of the Call for Site process by a housebuilder. The information on the submitted Call for Sites form indicates that the land has been marketed by property agents for 18 months for the commercial uses permitted, but that there has been limited interest in commercial development on the site. It states that there are no technical constraints to housing delivery, the site has been remediated and that housing development could start on site within five years.

Key Development Considerations:

- This is a brownfield site that is currently allocated as a main industrial/business area and it has outline planning permission for commercial uses. However, marketing information has been submitted that suggests that there is limited interest in commercial development on this site.
- The site is accessed off a new spine road that has a signal controlled junction with Preston New Road.
- The site is in Flood Zone 1 (low risk). The majority of the site is at very low risk for surface water flooding, but some very small parts of the site are at low to medium risk of surface water flooding.
- The site does not have any nature conservation designations.
- There are no heritage assets on site. The NS & I buildings were locally listed but have now been demolished. The site is to the rear of properties at 2 – 4 Mythop Road, which are locally listed. The impact of developing housing on the significance of these heritage assets will need consideration.

Site Assessment: H22 NS & I Site, Preston New Road

| | Indicator | Site Performance |
|---------------------------------|--|--|
| Social Indicators | Distance to nearest bus stop | <200m |
| | Distance to nearest railway station | 2km or over |
| | Distance to nearest primary school | 600m or over |
| | Distance to nearest food shop | 1km or over |
| | Proximity to defined on or off-road cycle route | 1km or over |
| | Distance to nearest secondary school | 1km or over |
| | Distance to nearest town centre | <5km |
| | Bus frequency from nearest bus stop (Mon-Sat daytime) | 30 minutes or less |
| | Train frequency from nearest station (Mon-Sat daytime) | Hourly |
| | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 800m |
| | Accessibility to play area or park | <1km |
| Environmental Indicators | Land Designation | Main Industrial/Business Area |
| | Flood Zone | Zone 1 (low risk) |
| | Current/former land use | Brownfield |
| | SSSI | No |
| | Other Site of Nature Conservation Value | No |
| | Conservation Area | No |
| | Designated heritage assets on site (e.g. Listed Buildings) | No |
| | Non-designated heritage assets on site (e.g. Locally Listed Buildings) | In close proximity (2 – 4 Mythop Road) |
| Minerals Safeguarding Area | No | |
| Economic Indicators | Distance to nearest business park or employment concentration | <3km |

Appendix A2: Proposed Housing Allocations- Sites with Planning Permission

| Site Reference | Site Address | Number of units left to be built at April 2018 (net) | Planning Permission | Site Status |
|----------------|--|--|---|--------------------|
| P1 | Land at Bridge House Road | 7 | 97/0474 | Partly constructed |
| P2 | 41 Bispham Road and land to the rear of 39-41 Bispham Road | 16 | 05/0185 & 06/0433 | Partly constructed |
| P3 | Land off Coopers Way | 74 | 05/0705 & 07/0453 | Under Construction |
| P4 | Land bounded by Princess Street, Seaside Way, Rigby Road and Blundell Street and Land bounded by Rigby Road, Central Drive, Field Street and Seaside Way (Foxhall Village) | 241 | 13/0447 & 12/0803 | Under Construction |
| P5 | Kings Christian Centre, Warley Road | 15 | 15/0362 Reserved matters Application 18/0590 received 20/08/18 | Outline Permission |
| P6 | 76 Kent Road | 12 | 15/0671 | Outline Permission |
| P7 | Queens Park, Laycock Gate | 76 | 15/0842 | Under Construction |
| P8 | 170 Preston New Road | 6 | 16/0643 | Outline Permission |
| P9 | 7-11 Alfred Street | 14 | 16/0664 | Outline Permission |
| P10 | NS&I Site, Mythop Road | 118 | 15/0420 | Under Construction |
| P11 | 429-437 Promenade | 15 | 16/0845 | Outline Permission |
| P12 | Land at Moss House Road | 387 | 17/0095 | Under Construction |
| P13 | 585-593 Promenade and 1 Wimbourne Place | 88 | 17/0193 | Outline Permission |
| P14 | Anchorsholme Methodist Church, North Drive | 8 | 17/0042 | Outline Permission |
| P15 | Land at 50 Bispham Road | 12 | 17/0439 | Not Started |

| Site Reference | Site Address | Number of units left to be built at April 2018 (net) | Planning Permission | Site Status |
|----------------|---|--|---------------------|--------------------|
| P16 | Co-op Sports and Social Club, Preston New Road | 53 | 17/0361 | Under Construction |
| P17 | Former E H Booth Store, Highfield Road | 26 | 17/0416 | Under Construction |
| P18 | Blackpool Trim Shops, Brun Grove | 10 | 17/0573 | Outline Permission |
| P19 | Hoyle House, Argosy Avenue | 18 | 17/0590 | Not started |
| P20 | Land at 200-210 Watson Road | 39 | 17/0873 | Under Construction |
| P21 | Land at Preston New Road, Whyndyke Farm | 132 | 11/0314 | Outline Permission |
| P22 | Land at Former Hawes Side Clinic, Hawes Side Lane | 8 | 17/0070 | Not started |

Appendix B: Management Plan Scoping

Policies which require the submission of a Management Plan include Policy DM3: Residential Institutions and DM4: Student Accommodation. A Management Plan for residential accommodation should include details relating to the following:

- An emergency contact;
- waste management;
- behaviour and noise management;
- security;
- travel management and cycle parking;
- repairs and maintenance;
- health and safety.

Appendix C1: Proposed Parking Standards

1. Introduction

1.01 These proposed parking standards recognise the importance of providing convenient, safe and secure parking for a variety of modes of travel and users.

1.02 Car parking should be provided on site wherever possible, so as to ensure there is no detrimental effect on highway safety. With no maximum or minimum car parking standards proposed, a flexible approach to the level of car parking provision will be applied at the pre-planning application stage, dependent on the location of the development being considered. Blackpool Council reserves its right to negotiate commuted sums, especially if proposed levels of car and coach parking are lower than the standard and are not agreeable to the Authority. These commuted sums will be ring-fenced and pooled for improvements to car parking, both on-street and off-street, as close as possible to the approved development. Further details will be provided in a guidance note or supplementary planning document.

1.03 Coach drop-off / pick up points should be provided as close to the development as practicable, with parking accommodated off-site (through agreement with the Authority). Cycle parking and motorcycle parking should be integrated into the development. Spaces for electric vehicles should be provided, equipped with the latest technology. Mobility impaired parking, including parent and child spaces, should be conveniently placed.

1.04 These proposed parking standards are based on existing parking standards in the 2006 Local Plan and have been informed by those in the revoked Regional Spatial Strategy (2008), and also by other local authority approved parking standards.

2. Car and coach parking standards

| Use class / Description | Per m2 gross floor area, unless otherwise stated |
|-------------------------|--|
| A1 | Shops: |
| | food retail |
| | non-food retail |
| A2 | Professional and Financial Services |
| A3 | Restaurants and Cafes |
| A4 | Drinking Establishments |
| A5 | Hot Food Takeaways |
| B1 | Business - a & b business parks / offices / research & development |
| | c light industry |
| B2 | General Industrial |
| B8 | Storage and Distribution |

| | | |
|----|--|--|
| C1 | Hotels | 1 per bedroom plus coach parking if more than 30 bedrooms |
| C2 | Residential Institutions: nursing homes hospitals / residential schools / colleges / residential training centres / halls of residence | 1 per 5 residents Training centres and colleges - 1 per bed (short courses) / 1 per 2 beds (longer courses - over 1 month duration) & coach parking for training centres over 1000m ² gfa. Halls of residence - 1 per 2 beds. Residential schools - as day schools + 1 space per 20 beds |
| C3 | Dwelling Houses: single bed housing sheltered housing 2-3 bedroom family housing 4+ bedroom family housing Flats and apartments / communal parking | 1 per dwelling 1 per dwellings 2 per dwelling 3 per dwelling average 1.5 per dwelling |
| D1 | Non-Residential Institutions: medical / health facilities crèche / day nurseries / day centres primary / secondary schools and sixth forms further and higher education training and conference centres art galleries, museums and libraries public halls / places of worship | 4 per consulting room 1.5 per 2 staff plus drop-off zone of 1 space per 10 children 1 per classroom / activity area 1 per 2 full-time staff 1:37 1:31 1:10 |
| D2 | Assembly and Leisure: cinemas / bingo halls / music halls and concert facilities general leisure / dance halls / swimming baths / skating rinks / gymnasiums outdoor playing pitches all seater stadiums | 1 per 8 seats plus coach parking 1:26 12 per ha of pitch area 1 per 15 seats plus coach parking |

Miscellaneous uses:

To be discussed and agreed on a case by case basis.

Notes for residential properties (dwelling housings):

- a) Individual garages, of minimum dimensions of 6 x 3m, count as one parking space. Double garages count as two parking spaces. Parking on driveways or under 'carports' should be calculated on the basis of the number of vehicles that can easily be accommodated, allowing for opening of any gates.
- b) At least one secure cycle space should be provided for single bedroom residential properties and two where two or more bedrooms are to be provided. These may be provided in cycle sheds strategically located within the development. A standard size garage (6 x 3m) is considered capable of accommodating two cycles. Where no garage is provided alternative

covered lockable provision should be made within the confines of the site. In flats/apartments secure provision should be provided within the development for cycles (and mobility buggies as appropriate) at the ratio of one per flat/apartment.

Explanatory note on mixed-use development:

- Where mixed-use development is proposed (e.g. food and non-food retail), the total amount of parking should reflect the ratio of uses on the site, assuming uses have the same peaks of demand. Where peak demands occur at different times the dominant land use will form the basis for calculation.

Operational parking

2.01 The parking levels set out in the standards are for 'non-operational' use, e.g. for visitor and staff parking. Operational and service parking will be required for the day-to-day operation of businesses, e.g. the delivery and dispatch of goods by light and heavy goods vehicles (delivery/loading bays). This should be located appropriately and provided in addition to levels identified in the standards, and where required should be addressed in the Transport Statement/Transport Assessment.

Coach parking

2.02 Coach parking is particularly important for certain land uses. Examples include major tourist destinations, stadia, concert halls and hotels. Provision should be made as close to the development as practicable. Coach parking may be provided off-site (through agreement with the Authority) subject to satisfactory drop-off / pick-up points being provided near to the development.

Electric vehicle parking/provision

2.03 In order to promote a greater role for plug-in vehicles, Blackpool Council will support development proposals which seek to encourage the use of electric vehicles, using the latest technology. To assist understanding on how this could be achieved in new development, guidance is set out below

2.04 Provision of dedicated parking bays/charging points in new development (including conversions):

- Houses: One charging point per house within a garage or on the driveway.
- All other developments, including flats: 10% of parking bays marked out for use by electric vehicles, together with charging infrastructure and cabling, including for any future expansion.

2.05 To future proof, the provision should be supplemented by the installation of groundwork/passive wiring as part of the development in order to enable further installation to match demand.

2.06 Where charging facilities are shared, for example through the development of flats/apartments, any provision of infrastructure should also include details of the arrangements for the future operation and maintenance of the facility.

3. Mobility impaired parking, cycle parking and motorcycle parking

3.01 Standards for mobility impaired parking, bicycles and motorcycles are set at minimum levels. Parking should therefore be provided at or above these standards. This is to ensure that the needs of these groups are fully catered for and accessibility for all encouraged.

Mobility impaired parking

3.02 Parking for the mobility impaired and parent/child should be made at a minimum level of 1 per 10 car parking spaces as part of overall provision. Parent/child parking should constitute approximately half of this provision. Mobility impaired users, which for the purposes of this guidance includes 'parent and child' parking, have specific needs. There may be situations where provision of greater than 10% would be valuable e.g. at health centres. Relaxations may be justified in circumstances where existing or future usage by mobility impaired users is likely to be significantly less than 10% of all vehicles.

3.03 Mobility impaired spaces should be located close to the main entrance of the building and require wider parking bays (minimum width 3.6m). Additional space may also be required at the rear of the vehicle to unload wheelchairs, etc.

Cycle parking

3.04 The minimum level is 1 per 10 car parking spaces. Long-stay, covered, secure cycle parking will be required for all developments. Short-stay parking, defined as four hours or less duration, may be of 'Sheffield stand' variety but should be under cover. Long-stay cycle parking, defined as over four hours, should be located in a secure shed or locker.

3.05 Cycle parking should be located close to the main entrance of the building, be well lit, and preferably covered, with a clear, safe route to the exit. For all proposals other complementary facilities (lockers, changing rooms, showers and drying room) should be provided.

Motorcycle parking

3.06 Motorcycle parking, including infrastructure for locking machines to, should be provided at a minimum level of 1:25 car parking spaces in addition to car parking. Long-stay, covered, secure parking will be required for all developments as appropriate.

3.07 Provision should be located away from trees and areas susceptible to flooding and be flat, well lit and visible. Where possible, concrete or block paviors should be used in preference to tarmac as these surfaces are not prone to sinking in warm weather. Secure anchorage points or railings, ideally around 60cm above the ground, should be provided. Locking points above drainage grates should be avoided to prevent loss of keys. Parking or access routes should not be located close to oil

traps. Long-stay motorcycle parking (over four hours duration) should be provided in a secure covered structure, which may be shared with cycles.

Appendix C2: Transport Assessment (TA) and Travel Plan (TP) Thresholds

- 1) Use Class
- 2) TA threshold (m2 gross floor area floor area unless specified)
- 3) TP threshold (m2 gross floor area unless specified)

| 1) | 2) | 3) |
|---|---------------|-------|
| A1 Food Retail | 1,000 | 1,000 |
| A1 Non Food Retail | 1,000 | 1,000 |
| A2 Professional and Financial Services | 2,500 | 2,500 |
| A3 Restaurants and Cafes | 1,000 | * |
| A4 Drinking Establishments | 1,000 | * |
| A5 Hot Food Takeaways | 1,000 | * |
| B1(a) Offices | 2,500 | 2,500 |
| B1(b) and (c) Light Industry / Research and Development | 2,500 | 2,500 |
| B2 General Industrial | 5,000 | 5,000 |
| B8 Storage and Distribution | 10,000 | * |
| C1 Hotels | 1,000 | * |
| C2 Hospitals | 2,500 | 1,000 |
| C2 Residential colleges / school | 250 | 500 |
| C3 Dwelling Houses | 100 dwellings | * |
| (suggest this is changed to 10 dwellings, the NPPF threshold for major development) | | |
| D1 Primary schools | 1,000 | + |
| D1 Secondary schools | 2,500 | + |
| D1 Further education | 2,500 | 500 |
| D1 Medical | 2,500 | * |
| D1 Conference facilities | 1,000 | 1,000 |

| | | |
|------------|-------------|-------------|
| D1 Other | 2,500 | 2,500 |
| D2 Cinemas | 1,000 | 1,000 |
| D2 Stadia | 1,500 seats | 1,500 seats |
| D2 Other | 1,000 | 1,000 |

In the new NPPF non-residential major development is defined as having 1,000m2 additional floorspace. (Therefore, do any of thresholds need to change?)

+ Will be required for all developments involving an increase in numbers on school roll.

* This indicates that need for a Travel Plan should be agreed with the Highways Authority on a case-by case basis.

Appendix C3: Residential development accessibility questionnaire

| Residential accessibility questionnaire | | | | |
|---|---|---|------|-----------|
| Site description: | | | | |
| Application reference: | | | | |
| Access type | Criteria | Criteria scores | | Sub score |
| Walking distance from centre of site to facilities using a safe, direct route | Distance to nearest bus stop | <200m | 5 | |
| | | <400m | 3 | |
| | | <500m | 1 | |
| | | >500m | 0 | |
| | Distance to nearest railway station | <400m | 3 | |
| | | <800m | 2 | |
| | | >800-1000m | 1 | |
| | | >1km | 0 | |
| | Distance to nearest primary School | <200m | 5 | |
| | | <400m | 3 | |
| | | <600m | 1 | |
| | | >600m | 0 | |
| | Distance to nearest food shop | <200m | 5 | |
| | | <400m | 3 | |
| | | <600m | 1 | |
| | | >600m | 0 | |
| Cycling distance from centre of site | Proximity to defined on or off-road cycle route | <100m | 3 | |
| | | <500m | 2 | |
| | | <1km | 1 | |
| | Distance to nearest secondary school | <400m | 3 | |
| | | <600m | 2 | |
| | | <1km | 1 | |
| | Distance to nearest town centre | >1km | 0 | |
| | | <1km | 3 | |
| | | <3km | 2 | |
| | Distance to nearest business park or employment concentration | <4km | 1 | |
| | | <1km | 3 | |
| | | <3km | 2 | |
| | Public transport | Bus frequency from nearest bus stop (Mon-Sat daytime) | <4km | 1 |
| | | | <3km | 2 |
| | | | <1km | 3 |
| Train frequency | | Urban/suburban | | |
| | | 15 minutes or less | 5 | |
| | 30 minutes or less | 3 | | |
| | >30 minutes | 1 | | |
| | 30 minutes or less | 3 | | |

| | | | | |
|---------------------------------------|--|--------------------------|---|--|
| | from nearest station (Mon-Sat daytime) | 30-59 minutes | 2 | |
| | | Hourly | 1 | |
| Accessibility to other basic services | Accessibility to other basic services (GP, Post Office, Library, Bank and Pub) | At least 3 within 400m | 5 | |
| | | At least 3 within 800m | 3 | |
| | | At least 3 within 1.5 km | 1 | |
| | Accessibility to Play Area or Park | <200m | 5 | |
| | | <400m | 3 | |
| | | <600m | 1 | |
| | | >600m | 0 | |
| Total aggregate score: | | | | |

Accessibility level

High: 35-48

Medium: 20-34

Low: Less than 20

Appendix C4: Non- residential development accessibility questionnaire

| Accessibility Questionnaire (non-residential development) | | | | |
|---|--|---|---|-----------|
| Site description: | | | | |
| Application reference: | | | | |
| Access type | Criteria | Criteria Scores | | Sub-Score |
| Walking | Distance to nearest bus stop from main entrance to building (via direct, safe route) | <200m | 5 | |
| | | <300m | 3 | |
| <500m | | 1 | | |
| >500m | | 0 | | |
| | Distance to nearest railway station from main entrance to building | <400m | 3 | |
| | | <1km | 2 | |
| | | >1km | 0 | |
| Cycling | Proximity to defined cycle routes | <100m | 3 | |
| | | <500m | 2 | |
| | | <1km | 1 | |
| Public Transport | Bus frequency of principal service from nearest bus stop during operational hours of the development | Urban/Suburban 15 minutes or less | 5 | |
| | | 30 minutes or less | 3 | |
| | | >30 minutes | 1 | |
| | Number of bus services serving different localities stopping within 200 metres of main entrance | 4 or more localities served | 5 | |
| | | 3 | 3 | |
| | | 2 | 2 | |
| | | 1 | 1 | |
| | Train frequency from nearest station (Mon-Sat daytime) | 30 minutes or less | 3 | |
| 30-59 minutes | | 2 | | |
| Hourly or less | | 1 | | |
| Drive to nearest station | 10 minutes or less | 2 | | |
| | 15 minutes or less | 1 | | |
| Other | Travel reduction opportunities | Facilities on site or within 100 metres that reduce the need to travel: | | |
| | | * food shop/cafe | 1 | |
| | | * newsagent | 1 | |
| | | * crèche | 1 | |
| | | * other | 1 | |
| Total aggregate score: | | | | |

Accessibility Level

High: 24-30 Medium: 16-23 Low: 15 or less