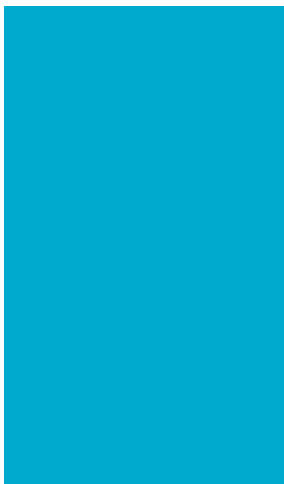


Blackpool Local Plan Part 2: Site Allocations and Development Management Policies

Adopted February 2023



Contents

1	Introduction	1
2	Site Allocations.....	6
	Policy HSA1: Housing Site Allocations.....	7
	Policy MUSA1: Town Centre Mixed Use Site.....	10
	Policy ASA1: Allotment Site.....	12
3	Development Management Policies	12
	Housing.....	13
	Policy DM1: Design Requirements for New Build Housing Developments	13
	Policy DM2: Residential Annexes	20
	Policy DM3: Supported Accommodation and Housing for Older People	21
	Policy DM4: Student Accommodation	28
	Policy DM5: Residential Conversions and Sub-divisions	30
	Policy DM6: Residential uses in the Town Centre	33
	Economy	35
	Policy DM7: Provision of Employment Land and Existing Employment Sites	35
	Policy DM8: Blackpool Airport Enterprise Zone	38
	Policy DM9: Blackpool Zoo.....	42
	Policy DM10: Promenade and Seafront	43
	Policy DM11: Primary Frontages	48
	Policy DM12: Secondary Frontages	49
	Policy DM13: Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre	50
	Policy DM14: District and Local Centres.....	52
	Policy DM15: Threshold for Impact Assessment	54
	Policy DM16: Hot Food Takeaways.....	56
	Design.....	59
	Policy DM17: Design Principles	59
	Policy DM18: High Speed Broadband for New Developments	63
	Policy DM19: Strategic Views	65

Policy DM20: Extensions and Alterations	67
Policy DM21: Landscaping.....	69
Policy DM22: Shopfronts.....	74
Policy DM23: Security Shutters	77
Policy DM24: Advertisements	80
Policy DM25: Public Art	83
Heritage.....	87
Policy DM26: Listed Buildings.....	88
Policy DM27: Conservation Areas.....	90
Policy DM28: Non-Designated Heritage Assets	92
Policy DM29: Stanley Park	94
Policy DM30: Archaeology	95
Environment	97
Policy DM31: Surface Water Management	97
Policy DM32: Wind Energy	100
Policy DM33: Coast and Foreshore	104
Policy DM34: Development in the Countryside.....	105
Policy DM35: Biodiversity	107
Policy DM36: Controlling Pollution and Contamination	111
Community	113
Policy DM37: Community Facilities	113
Policy DM38: Allotments and Community Gardens	116
Policy DM39: Blackpool Victoria Hospital	117
Policy DM40: Blackpool and the Fylde College – Bispham Campus.....	118
Transport	119
Policy DM41: Transport requirements for new development.....	119
Policy DM42: Aerodrome Safeguarding	122

Appendices

Schedule 1: Housing Allocations without Planning Permission

Appendix A: Replacement of Saved Local Plan Policies

Appendix B: Evidence Base List

Appendix C: Mixed Use Site Information

Appendix D: Allotment Site Allocation Information

Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map

Appendix F: Air Quality Management Area

Appendix G1: Parking Standards

Appendix G2: Transport Assessment (TA) and Travel Plan (TP) Thresholds

Appendix G3: Residential Development Accessibility Questionnaire

Appendix G4: Non-Residential Development Accessibility Questionnaire

Appendix H: Monitoring and Implementation Framework

1 Introduction

What is the Local Plan Part 2: Site Allocations and Development Management Policies Document?

1.1 The **Site Allocations and Development Management Policies Document** is Part 2 of the Blackpool Local Plan and is a key planning document which allocates sites for development, safeguarding or protection and sets out a suite of development management policies to guide appropriate development. This document does not contain any strategic policies and supersedes all saved policies within the Blackpool Local Plan 2006, as detailed in Appendix A.

Blackpool's Planning Policy Framework

1.2 The Blackpool Local Plan 2012 – 2027 comprises two parts:

- [Part 1 is the Core Strategy](#) [opens a new window] which was adopted January 2016
- **Part 2 is the Site Allocations and Development Management Policies Document.**

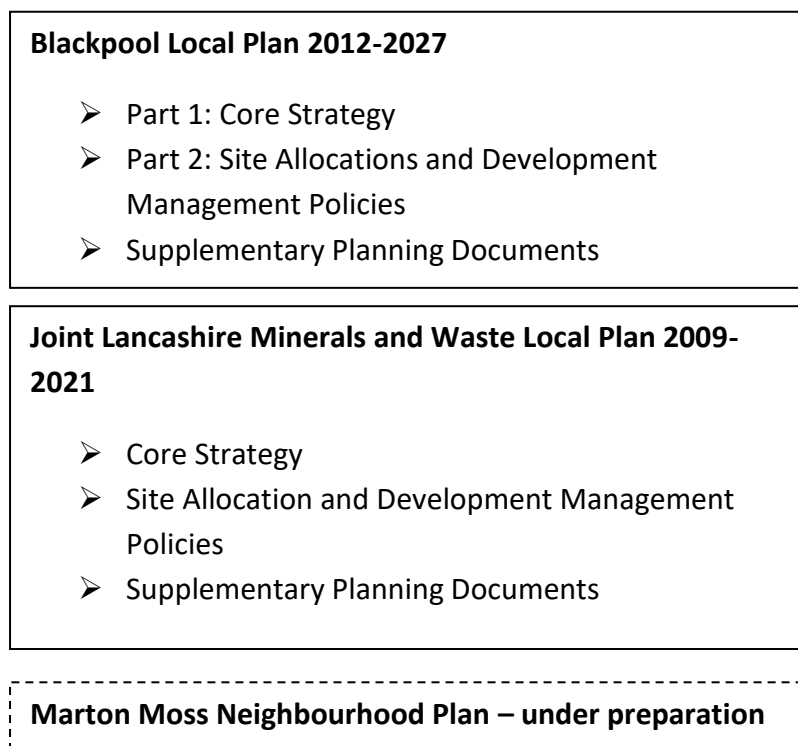


1.3 The Local Plan is used to determine planning applications and priorities for the Borough over the 15 year plan period (2012-2027).

1.4 Alongside the Blackpool Local Plan, Lancashire County Council and the two Unitary Authorities of Blackpool and Blackburn with Darwen have prepared a [Joint Lancashire Minerals and Waste Local Plan](#) [opens a new window], which consists of a number of documents.

1.5 In addition to the above, the Council formally designated the Marton Moss Neighbourhood Area and Marton Moss Neighbourhood Forum on 26th March 2019. Preparation of the **Marton Moss Neighbourhood Plan** is currently being undertaken. Once the neighbourhood plan is made, it will form part of the Development Plan.

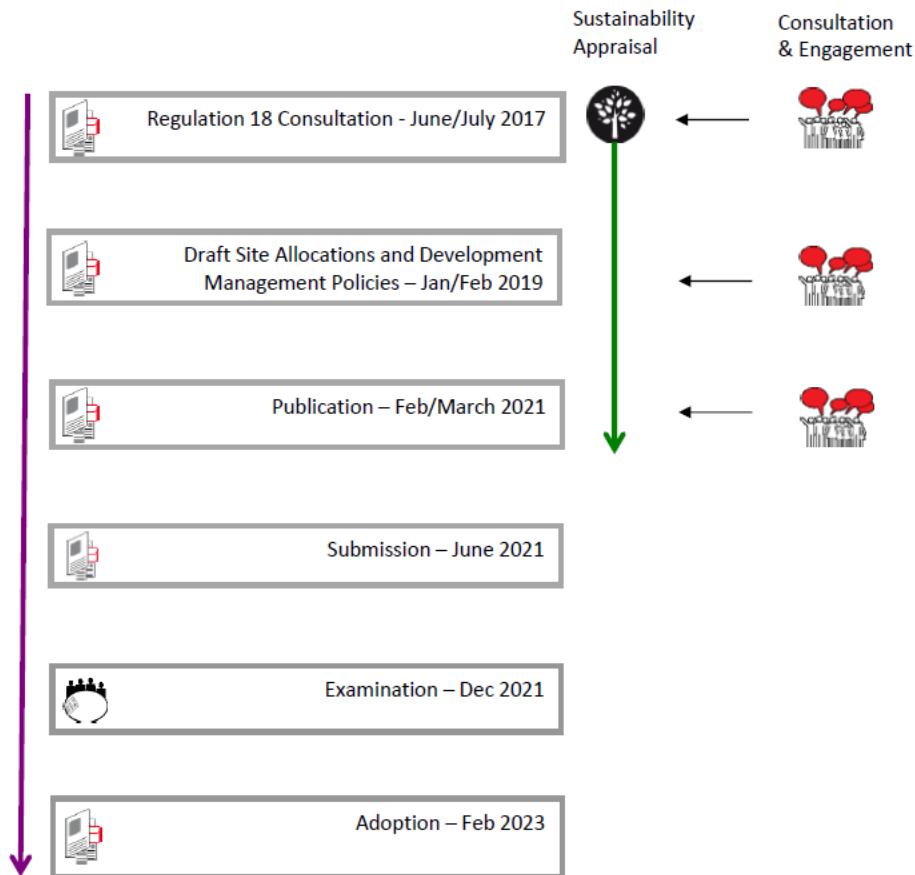
Figure 1: Blackpool’s Planning Policy Framework



Preparing the Local Plan Part 2

1.6 There were a number of stages we had to follow in preparing the Local Plan Part 2 (Figure 2). Each stage presented an opportunity for the community and other stakeholders to be involved in the local plan process.

Figure 2: Blackpool Local Plan Part 2 Preparation Stages and Milestones



Supporting Documents

1.7 The Local Plan evidence base helps us to develop a detailed understanding of key issues and characteristics of Blackpool and the Fylde Coast, and is used to inform and justify the policies in the plan. Additional evidence base has been developed to support the allocations and development management policies set out in the Local Plan Part 2. These documents along with other supporting documents are listed at Appendix B and can be found at [evidence base](#) [opens a new window]. In addition other Council strategies and declarations have been taken into account including:

- Blackpool Council Plan 2019-2024
- Green and Blue Infrastructure Strategy (2019)
- Blackpool Council Declaration on healthy weight (2016)
- Blackpool Council Declaration of a climate emergency (2019)
- Blackpool’s Climate Emergency Action Plan (2021)

Sustainability Appraisal

1.8 This Local Plan Part 2 has been subject to a Sustainability Appraisal (SA) by external consultants Arcadis, to ensure we meet the requirements of the plan making process. This SA process has been continuous commencing with the production of a SA Scoping Document back in 2017, and includes SA of the Informal Consultation Paper (January 2019), SA of the Publication Version (April 2021) and Main Modifications SA Addendum (July 2022).

Habitats Regulation Assessment

1.9 Arcadis also undertook the Habitats Regulation Assessment which is required by law to protect European Sites of Biological Importance in the region. The HRA Screening Report (May 2021) and subsequent addendum (July 2022) have been produced for the Local Plan Part 2 and concluded that none of the policies or associated allocation sites were considered to have a likely significant effect on any of the European sites.

Wider Policy and Strategy Context

1.10 Blackpool lies within the Fylde Coast sub-region, along with Fylde and Wyre (two-tier areas covered by Lancashire County Council and the Borough Councils of Fylde and Wyre). The sub-region demonstrates a high level of self-containment in terms of housing markets, travel to work patterns and economic functionality; and the Fylde Coast authorities have been working together on strategic planning issues for many years. It has been important to address cross-boundary issues in a collaborative way, to ensure Blackpool's Local Plan aligns with the policy framework of neighbouring authorities, and co-operate with them on strategic planning issues.

1.11 As part of the Duty to Co-operate, a Memorandum of Understanding (MOU) (2015 update) is a document jointly created by Blackpool Council, Wyre Council, Fylde Council and Lancashire County Council which formalises the dialogue that takes place between the four authorities, providing for cross-border co-operation and collaboration regarding relevant strategic matters to the area and ensuring that the requirements of the statutory Duty to Co-operate are met.

1.12 A Statement of Common Ground accompanies the Local Plan Part 2 and sets out how the Council has co-operated with neighbouring authorities and prescribed bodies set out in the Local Planning Regulations (2012).

1.13 Beyond the sub-region, Blackpool and the Fylde Coast area is part of the Lancashire Enterprise Partnership (LEP). The LEP was established in April 2011, to provide strategic leadership for directing economic growth and priorities across Lancashire. Blackpool Council works with the LEP as part of the Duty to Co-operate. This has included the preparation of the Lancashire Growth Plan and the Lancashire Strategic Economic Plan (SEP), which sets out the growth ambitions for Lancashire as a whole for the next 10 years. The three Fylde Coast authorities established the Blackpool Fylde and Wyre Economic Prosperity Board for the Fylde Coast in 2018 with a remit to help shape and drive economic development across the sub-area.

Monitoring and Implementation

1.14 The Monitoring and Implementation Framework set out in Appendix E of the Core Strategy has been updated to include links to relevant Development Management Policies and can now be found in Appendix H of this document. It will be used to determine whether the Blackpool Local Plan is effective in meeting its spatial vision, goals and objectives and that it can deliver its intended outcomes. It sets out key indicators, targets or intended policy outcomes, potential risks to delivery, contingencies to address changes or shortfalls, and also identifies the implementation and delivery mechanisms and partners that will help to achieve the Core Strategy Spatial Vision.

2 Site Allocations

Housing

2.1 Policy CS2 of the Core Strategy, sets out Blackpool's housing requirement to build 4,200 new homes between 2012 and 2027. It states that these homes will be located on:

- **Sites within the existing urban area, including major regeneration sites;**
- **Sites within the South Blackpool Growth area; and**
- **Windfall sites** (sites which become available unexpectedly and are not specifically identified as part of the Local Plan process. They normally comprise previously developed sites)

2.2 The Local Plan Part 2 ensures that a sufficient supply of sites is available to deliver these homes, in accordance with Policy CS2. Policy HSA1 sets out housing allocations located within the existing urban area that will contribute towards meeting this requirement. The allocations comprise sites with and without planning permission. In the case of the former, this is to ensure that the principle of housing development is maintained over the plan period. The NPPF requires local authorities to take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including sites held in public ownership. Reflecting national policy, the Council has been proactive in the selection of sites and has identified land in both public and private ownership for allocation. The Housing Topic Paper (2019) provides further detail on the approach taken to selecting the housing sites.

Policy HSA1: Housing Site Allocations

The following sites identified on the Policies Map are allocated for residential development over the plan period. The allocations without planning permission are subject to the key development considerations set out in **Schedule 1**.

Site Reference	Site Area (ha)	No. of dwellings expected to be delivered 2021-2027	
HSA1.1	Former Mariners Public House, Norbreck Road	0.20	34
HSA1.2	Former Bispham High School & land off Regency Gardens	9.10	176
HSA1.3	Land at Bromley Close	0.22	12
HSA1.4	Land rear of 307-339 Warley Road	0.33	14
HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.62	131
HSA1.6	Land at Coleridge Road/George Street	0.14	8
HSA1.7	190-194 Promenade	0.12	15
HSA1.8	South King Street	0.59	47
HSA1.9	Bethesda Road Car Park	0.13	13
HSA1.10	Whitegate Manor, Whitegate Drive	0.31	16
HSA1.11	Land off Kipling Drive	0.27	14
HSA1.12	Land at Rough Heys Lane	0.67	27
HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	57
HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	90
HSA1.15	Land at Warren Drive	3.12	71
HSA1.16	Land at Ryscar Way	2.06	47
HSA1.17	Land at 50 Bispham Road	0.09	12
HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.35	16
HSA1.19	Kings Christian Centre, Warley Road	0.12	15
HSA1.22	7-11 Alfred Street	0.04	14
HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	192
HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	22
HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.18	10
HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	12

HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88
Total supply from allocated sites			1153

2.3 In addition to the sites allocated in Policy HSA1, the Core Strategy housing requirement will be met through completions over the period 01 April 2012 – 31 March 2021, sites with planning permission including sites at identified South Blackpool Housing Growth locations, apartments as part of mixed use proposals at Town Centre Strategic Sites and a windfall allowance.

2.4 Table 1 shows the housing supply position. The identified supply is approximately 4338 dwellings, which exceeds the housing requirement and ensures that there is a flexible portfolio of housing sites that can be delivered throughout the plan period. The Housing Topic Paper provides further detail and includes a housing trajectory, which sets out the expected rate of housing delivery over the plan period.

2.5 It is a requirement of the NPPF to identify a five year housing land supply from the intended date of adoption of the plan. A five year supply has been identified for the period 01 April 2021 – 31 March 2026 and will be updated annually to ensure that a five year supply is maintained over the plan period.

Table 1: Housing Supply Summary

Source	Number of Dwellings
Completions 1 April 2012 - 31 March 2021 ¹	1803
New build dwellings with extant permission at 31 March 2021 (including 541 dwellings on allocated sites)	1054
Permitted conversions/changes of use (10 or more dwellings) at 31 March 2021	119
Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April 2021 – 31 March 2027	600
Allocated housing sites without planning permission	612
Additional supply from Town Centre Strategic Sites	150
Total Housing Supply	4338

¹ Completions during 2020-2021 have been significantly impacted due to the Covid-19 Pandemic

Self-build and Custom Housebuilding

2.6 The Government is committed to increasing housing supply and wants to see greater diversity in the housing market. As part of this ambition, it wants to enable more people to commission or build their own home.

2.7 The Self-build and Custom Housebuilding Act 2015 requires local authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in their area in order to build homes for those individuals to occupy. There is a duty on the Council to grant sufficient development permissions in respect of serviced plots of land to meet the demand evidenced by the register. Demand for self and custom build plots in the Borough is currently limited, as evidenced by the Blackpool Self and Custom Build Register. The Council is meeting the demand as evidenced by the register and this is reported on annually in the Housing Monitoring Report and Authority Monitoring Report. Further information can be found on the [Council's website](#) [opens a new window].

Providing for the Needs of Gypsies, Travellers and Travelling Showpeople

2.8 Local planning authorities are required to make provision for traveller sites to meet objectively assessed needs, working collaboratively with neighbouring authorities. The Fylde Coast authorities jointly published a Gypsy and Traveller Accommodation Assessment (GTAA) in 2014, which set out pitch and plot targets for the sub-region and for the individual authorities. Since adoption of the Core Strategy the Government have changed the definition of travellers² and the GTAA was updated in 2016 to reflect this.

2.9 Utilising the new definition, the updated Fylde Coast GTAA indicated that there was a need for five additional pitches for travellers in Blackpool and five additional plots for travelling showpeople over the period 2016 to 2031. Since publication of the GTAA, this need has been addressed in the sub-region through additional permissions granted in Blackpool and Fylde for traveller pitches and travelling showpeople plots. Further detail is provided in the Gypsy Traveller and Travelling Showpeople Topic Paper (2019).

2.10 Policy CS16 of the Core Strategy sets out criteria to provide the basis for determining any subsequent planning applications for traveller pitches or travelling showpeople plots that come forward in Blackpool.

² [Governments Planning Policy for Traveller Sites](#) [opens a new window]

Town Centre Mixed Use Site

2.11 Paragraph 85 of NPPF states that planning policies should allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed.

2.12 The Blackpool Retail, Leisure and Hotel Study (2018) identified the potential to provide an additional foodstore towards the northern periphery of Blackpool Town Centre should a site within or on the edge of the centre become available. The scale of potential foodstore would fit within the 1,500 to 2,500 sq.m (gross) bracket, ensuring that the turnover of which would not untenably impact on the existing Sainsbury's foodstore at Talbot Gateway.

Policy MUSA1: Town Centre Mixed Use Site

Land at Church Street (former Syndicate site) is allocated for a mixed use development including a discount food store (up to 2500 sq m gross) and a multi-storey car park.

2.13 The former Syndicate site located on Church Street is identified as a mixed use site on the Policies Map. It is a 0.24 ha site for ground floor convenience retail with a multi-storey car park above. The site is currently in council ownership. Further detail on the site allocation can be found at Appendix C.

2.14 An impact assessment has been undertaken to ensure that this additional retail floorspace complements, rather than competes with the substantial investment made at Talbot Gateway whilst seeking to attract shoppers and residents nearby back into the town centre, instead of travelling to other foodstores in the Borough to meet their shopping needs.

2.15 With respect to the multi-storey car park, the Council has committed to provide additional car parking capacity within Blackpool Town Centre responding to the recommendations of the Strategic Parking Review undertaken by AECOM in 2016.

Allotment Site

2.16 The NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Policy ASA1: Allotment Site

Land to the north of the Golf Driving Range, accessed from Fleetwood Road is allocated for a new allotment, as identified on the Policies Map.

2.17 The Open Space Assessment (OSA) (2019) recognises a lack of allotment provision in the north of the Borough. In response, the Council is allocating an additional allotment site. This aligns with the Council's health and well-being agenda promoting outdoor activity and healthy eating.

2.18 The proposed site forms part of the Warren Drive/Deerhurst Road Natural and Semi-natural greenspace category in the OSA. The quality assessment carried out as part of the OSA scores the site as poor in terms of various factors such as signage, entrances, access for all abilities, car parking, cycling provision, facilities and activities, clear sightline, shelter and lighting. The allocation will have little effect on the open character of the wider area. Further detail on the site allocation can be found at Appendix D.

2.19 This new allotment will be delivered by Blackpool Council in partnership with the [Allotments Federation](#) [opens a new window].

3 Development Management Policies

3.1 The Development Management policies in this section provide a more detailed policy context for the consideration of development proposals, as well as setting out standards and principles against which planning applications can be assessed. These policies will help to deliver the vision and objectives of the Local Plan Part 1: Core Strategy and conform to the strategic policies in the Core Strategy, in many instances, strengthening and elaborating on them to provide for their practical application. The links between the strategic policies and the development management policies are shown in the Monitoring and Implementation Framework at Appendix H.

Housing

Design Requirements for New Build Housing Developments

3.2 Good housing design is a key aspect of sustainable development, creates better places in which to live and helps to make development more acceptable to local communities. This issue has been recognised nationally with the recent establishment of the 'Building Better, Building Beautiful Commission' to tackle the challenge of poor-quality design and build of homes and places.

3.3 It is essential that new housing developments make a positive contribution towards Blackpool's overall housing stock. Blackpool has an over-supply of sub-standard smaller dwellings and a limited choice of good quality accommodation suitable for families. One of the Council's key priorities is to rebalance the housing market and lift the quality of all new accommodation that comes forward in Blackpool, with a focus on good quality family housing in neighbourhoods where people want to live.

3.4 Core Strategy Policy CS7: Quality of Design sets out the requirements for all new development to achieve high quality design. This policy provides further detail in relation to new build housing developments.

Policy DM1: Design Requirements for New Build Housing Developments

1. As a minimum, 20% of all new build dwellings on sites of five dwellings or more must meet the Nationally Described Space Standard (or any future successor);
2. Housing designs and layouts must:
 - a. respond to the topography, local character and distinctiveness of the area and be well integrated into existing development by respecting the established streetscene, building lines and patterns of development, in order to maintain or establish a strong sense of place. Exceptions may be made for housing proposals of high quality and innovative design, which raises the overall design quality of an area and contributes positively to the distinctiveness of a place;
 - b. safeguard the privacy, sunlight, daylight, outlook and amenity of the occupiers of neighbouring properties and future occupiers of the development;
 - c. provide adequate private, defined and useable amenity space for existing and new occupants. Private amenity space should be at least the equivalent size of the footprint of the house or reflect garden sizes in the area. Depending on the character of the wider area, where possible, all new build dwellings should include amenity space at the front of the property;

- d. provide appropriate secure waste and recycling storage at the rear of all dwellings or within a garage. Housing development with excessive bin drag distances will not be permitted³;
 - e. provide a water butt of at least 200 litres for each dwelling, which will collect water from the main roof. The water butt should not be located where it would be visible from the highway. Grey water harvesting in new flat development will be negotiated on a case by case basis;
 - f. sensitively incorporate utilities infrastructure into the development. Other than electric vehicle infrastructure, utilities infrastructure will not normally be acceptable on a prominent elevation in the streetscene.
3. Where provided, garages must have minimum internal dimensions of 6 metres by 3 metres and driveways must be at least 5.5 metres long and at least 3 metres wide. New dwellings without garages should have secure cycle storage provision internally or at the rear of the property. Car parking spaces should be provided at the side of the dwelling if not integral. Where this is not possible, car parking spaces at the front of a property must be less than half the width of the plot or less than 50% of the front garden area. All car parking spaces and on-street parking bays must be enhanced by landscaping.
 4. The design and orientation of roofs should assist the potential siting and efficient operation of solar technology and the layout and orientation of dwellings should take account of the need to minimise energy consumption.
 5. It is the expectation that renewable low carbon energy generation will be explored for all new housing development with consideration given to the incorporation of renewable energy technology including solar technology and/or air or ground source heat pumps.
 6. On new build sites of 10 dwellings or more, at least 10% of dwellings should be designed to be accessible and adaptable in accordance with technical standard M4(2) or suitable for wheelchair users in accordance with M4(3) of the Building Regulations (or as updated).
 7. New housing development should be tenure-blind so that affordable housing cannot be distinguished from market homes in terms of size, design and materials and should not be clustered.
 8. Proposals that are not in accordance with the above measures will only be permitted where there is clear evidence that it would not be feasible or it would

³ Manual for Streets states that refuse stores shouldn't be more than 30m from collection point

directly prejudice viability. In such circumstances an application should be supported by an open book viability assessment.

3.5 The NPPF states that planning policies should ensure that new developments are sympathetic to the local character and history of a place. This is often overlooked in residential developments where standard house types and layouts are often used throughout the country, with little regard to local character and distinctiveness. The NPPF also states that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.

Nationally Described Space Standard (NDSS)

3.6 The Nationally Described Space Standards (NDSS) set out minimum gross internal floor areas and associated requirements, including for storage and takes into account commonly required furniture and the spaces needed for different activities and moving around. In some new housing developments in Blackpool, the bedroom sizes in some standard house types fail to meet the NDSS resulting in three bed homes without an adequately sized double bedroom and single bedrooms unsuitable for a full size single bed and other furniture or space to play or study. Using the minimum bedroom sizes in the NDSS, some standard house types in recent developments would provide a 3 bedroom dwelling only suitable for 2 people as only 2 of the bedrooms meets the minimum floorspace standards in the NDSS for single bedrooms.

3.7 New homes should have adequately sized rooms and efficient room layouts which are functional and fit for purpose to meet the changing needs of occupiers. To ensure that new build housing development is of a good quality and suitable for all types of families at any stage in their lives, as a minimum, 20% of new build dwellings on a site are required to meet the NDSS or any future successor.

Local Character and Distinctiveness

3.8 The NPPF and the Building for Life 12 standards confirm that development should establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types, boundary treatments, details and landscaping features and materials to create attractive, welcoming and distinctive places to live, work and visit.

3.9 New housing development must take account of the local context, character and distinctiveness which includes brickwork, stonework, materials, building lines and patterns of development and other relevant local details such as the scale and density of existing dwellings in the area and the topography of the site. For example, the Inner Area of Blackpool is characterised by terraced housing with stone ground floor bays, red Accrington brick or rendered elevations and slate roofs arranged in a grid iron pattern. These characteristics should be taken into account when

justifying the scheme's design, pattern and scale of development and materials being proposed. However, housing proposals which demonstrate innovative design may be appropriate, where they would raise standards of design, enhance the immediate setting and respond sensitively to any defining characteristics of the surrounding area such as the housing schemes at Rigby Road and Queens Park.

3.10 Housing designs and layouts that fail to respond appropriately to their context will not be permitted. A lack of existing positive local character will not be justification for nondescript or placeless development.

Safeguard privacy, sunlight, daylight, outlook and amenity

3.11 Being overlooked, having insufficient sunlight and daylight, having poor outlook and poor amenity generally can have a detrimental impact on mental health and wellbeing. In order to provide acceptable living standards for both occupiers of existing neighbouring development and the future occupiers of the proposed development, regard should be given to the amenities of all in relation to these issues.

3.12 Private amenity space such as rear gardens and balconies should be screened to give a reasonable level of privacy for the occupiers and their neighbours. Good levels of sunlight and daylight reduces the reliance of electric lighting and mechanical extraction or ventilation, reducing energy consumption. Main habitable rooms should have an outlook over a street or a landscaped garden area rather than a back alley or onto a wall in close proximity. Access to backland sites should not be directly adjacent to an existing dwelling as noise from vehicular movements is likely to be detrimental to residential amenity, even if the access meets the requirements of Policy DM41 in terms of highway safety and other traffic considerations.

Gardens and Amenity Space

3.13 Gardens can have a positive impact on health and wellbeing and often contribute positively to the character and appearance of the built environment, as well as making an important contribution towards Green and Blue Infrastructure (GBI). Private domestic gardens can perform a wide variety of GBI functions such as providing habitats for wildlife and areas for private recreation, trapping air pollutants, absorbing noise and infiltrating/intercepting water to reduce surface water flooding.

3.14 In accordance with Core Strategy Policy CS6, where possible, all new build dwellings should include front (where appropriate depending on the character of the wider area) and rear gardens which are practical and useable in terms of their size and shape. Care should also be taken to ensure the space offers good amenity which is not overshadowed by neighbouring development. Requiring private amenity space of an equivalent size to the footprint of the house or which reflects garden sizes in the area, will ensure that sufficient and meaningful amenity space is available to meet the needs of future residents and will contribute towards the development's green infrastructure. Housing development will also be expected to provide public open space and green

infrastructure such as SuDS and trees in accordance with Policy DM21 and the Greening Blackpool SPD.

Waste Provision

3.15 Waste and recycling bins stored at the front of properties detract from the street scene and in some parts of Blackpool, particularly in the higher density areas, there is a proliferation of waste and recycling storage bins left unsecured in front gardens.

3.16 Insufficient or unsecure refuse storage leads to overflowing bins or bins which have blown over, creating opportunities for scavenging gulls, a particular problem in seaside towns, resulting in litter on the pavements and backstreets, which is both unsightly and a risk to the environment and to public health.

3.17 These issues can be designed out in new development, if appropriate secure waste and recycling storage provision is made to the rear of properties, or garages are designed to accommodate such storage. Housing designs and layouts that are likely to result in waste and recycling bins being left at the front of properties will not be permitted.

Domestic Grey Water Storage

3.18 Installing water butts in housing development allows the collection and re-use of grey water which can be used to wash a car or water the garden, lowering the demand on mains water supplies, reducing surface water runoff flowing into the drains and reducing metered bills. Water butts should be installed at the side or rear of the property depending on the design of the roof.

Utilities Infrastructure

3.19 Wall-mounted meter boxes in prominent positions will not be acceptable. Their obtrusive appearance is often made worse by associated pipes and cables and the inevitable loss, over time of the meter box doors. Meter boxes should be sunk into the ground - taking them out of sight or placed in visually secluded places. Electric Vehicle charging facilities should be provided in garages, car ports or on side elevations of properties with driveways. However, it is acknowledged that Electric Vehicle charging infrastructure may, in some cases need to be located on the front elevation (on a mid-terraced house for example). DM41 and Appendix G1 set out Electric Vehicle charging requirements in new developments, including changes of use.

3.20 Soil pipes and rainwater goods and other plant must also be sensitively integrated into the development at the initial design stage. Details of the siting of meter boxes, soil pipes and rainwater goods and plant should be submitted with a planning application. In the absence of this information, conditions may be imposed on a planning permission requiring that these details are provided prior to the commencement of development.

Affordable Housing

3.21 Core Strategy Policy CS14 and the Affordable Housing SPD sets out the requirement for affordable housing. Far too often, affordable housing in new development is clustered in poorer quality, higher density terraces, tucked away at the back of a housing site.

3.22 In order to create inclusive, balanced and sustainable communities, affordable housing should be indistinguishable from market housing, should provide an appropriate housing mix and should occur throughout the development rather than being clustered together in one location.

Garages and Driveways

3.23 In recent decades, car sizes have increased noticeably whilst the size of domestic garages have remained unchanged. For example the average family car and larger cars have increased by over 20% over the last 38 years, with smaller cars increasing by over 40% in size.

3.24 With the growing size of cars, garages have had insufficient space to accommodate them. This has resulted in garages being used for general storage or converted into additional living space, putting pressures on on-street parking and having cars parked in front of the building line, to the detriment of visual amenity and highway safety. Similarly, driveways of insufficient depth and width are either underused or result in vehicles overhanging the pavement.

3.25 In order to ensure that garages and driveways are fit for purpose and can accommodate modern cars, bicycles, facilitate the charging of electric vehicles and allow for bin storage and access to collection points, the internal dimensions of garages in new build housing development must be at least 6m x 3m and driveways must be at least 5.5m x 3m. The minimum dimensions for garages and the length of driveways has been required and implemented successfully in the Extending Your Home SPD for garage side extensions, across all three of the Fylde Coast authorities since 2007 and the same standards should be applied for new build housing.

3.26 It is important that car parking spaces in front of a dwelling do not dominate the front elevation in the interests of good design, residential amenity and to allow space for a front garden. Front gardens not only improve the appearance of an area, they also function as green infrastructure, which is beneficial to health and well-being, assist in reducing surface water run-off and provide habitats for wildlife. As such, car parking spaces should normally be less than half the width of the front elevation. Where this isn't possible, alternative on or off-site green infrastructure provision will be negotiated in mitigation, on a case by case basis.

Sustainable Design and Renewable and Low Carbon Energy Generation

3.27 Reducing the energy requirements of new development can be achieved through all stages of design, from the site layout and the orientation of buildings to the efficient design of the buildings themselves. Careful design of a building and the design and specification of built elements can balance heat loss and overheating in new buildings. Mitigation measures such as building orientation, external shutters, the correct shading of windows on south and west

elevations, using passive stack or cross ventilation, green-roofs for thermal mass and the choice of materials and design of outer walls can all assist in reducing the need and use of energy.

3.28 Opportunities for renewable and low carbon energy generation should be explored for all housing development with consideration given to incorporating renewable energy technology including solar technology and/or ground source heat pumps.

Accessible and Adaptable Housing

3.29 Accessible and adaptable housing should be provided on schemes of ten dwellings or more, forming at least 10% of housing provision. This housing should be designed to meet technical standards M4(2) or M4(3) of the Building Regulations (or as updated). Housing meeting part M4(3) of Building Regulations should be secured through liaison with the Council's Housing Manager and through developers working with Registered Providers on a case-by-case basis.

Residential Annexes

3.30 Residential annexes are a form of development that allows relatives to live with their family with a degree of independence. An annexe can provide future security as families plan for ageing relatives and young adults who, for example, return to live at home after university. However, the Council acknowledges that this type of accommodation needs to be carefully controlled.

Policy DM2: Residential Annexes

1. Proposals for residential annexes must take into account the layout, design and physical relationship with the main dwelling and must:
 - a. be subservient / subordinate to the main dwelling in terms of size and scale;
 - b. have design and layout which provides a functional link with the main dwelling;
 - c. be within the curtilage as the main dwelling and share its vehicular access;
 - d. be designed in such a manner easily to enable the annex to be used at a later date as an integral part of the main dwelling;
 - e. have no boundary demarcation or sub division of garden areas between the annex and main dwelling;
 - f. have adequate parking and amenity space and bin storage for the needs of the annex occupants and existing residents;
 - g. use materials sympathetic to the main dwelling.
2. A Section 106 agreement, tying the occupation of the annexe to the existing dwelling will be required.

3.31 A residential annex is accommodation ancillary to the main dwelling within a residential curtilage and must be used for this purpose. It is acknowledged that an extension of the house or conversion of an outbuilding may provide an opportunity to accommodate elderly or sick relatives whilst giving them some degree of independence. However, the annex should form part of the same planning unit and should not be used as a self-contained dwelling, separate from the original dwelling house, (i.e. the occupants should be a dependant relative(s) or be employed at the main dwelling, perhaps sharing facilities such as a kitchen). The annex should also remain in the same ownership as the main dwelling and this will be secured through a Section 106 Agreement.

3.32 The layout, design and physical relationship between the house and the proposed annex will be important considerations in determining such planning applications, as will the size and scale of the accommodation to be provided.

Supported Accommodation and Housing for Older People

3.33 **Supported Accommodation** ensures those with support needs can lead a healthy and fulfilling life within their own home and community. Supported housing services range widely, but they all play a crucial role in providing a safe and secure home with support for people to live independently. **Housing for Older People** refers to those people over or approaching retirement age, including the active, newly retired, through to the very frail. This type of housing can include accessible adaptable general needs homes, specialised housing with support and nursing homes.

3.34 Policy DM3 provides specific criteria to ensure that there is a sufficient supply of a range of good quality and well managed accommodation for older people and people with specialist needs close to their own communities.

Policy DM3: Supported Accommodation and Housing for Older People

1. Proposals for supported accommodation (falling under Sui Generis or Use Class C2) and housing for older people (falling under Use Class C2 or C3) will be permitted where the development meets all of the following criteria:
 - a. there is a demonstrable need for the type of accommodation in Blackpool and is targeted at meeting the needs of local residents and supported by the relevant commissioning managers where appropriate;
 - b. the site or property is suitable to meet the needs of the intended occupiers, carers and visitors;
 - c. the site has a high level of accessibility to public transport, shops, services and community facilities appropriate to the intended occupiers;
 - d. sufficient good quality and accessible landscaped amenity areas for residents and visitors to enjoy;
 - e. contributes positively to the creation and maintenance of healthy and balanced communities;
 - f. the scale and intensity of the use would not have a harmful effect on the amenities of the occupiers of adjacent properties;
 - g. the proposal maintains or enhances the residential character of the surrounding neighbourhood;
 - h. a detailed Management Plan is submitted.
2. In order to protect the character and amenities of residential areas and avoid any undue concentration of Supported Accommodation and/or Housing for Older People (other than older person independent living schemes (use class C3)):

- a. no more than 10% of any properties within one block will be permitted in such use
- b. no supported accommodation or housing for older people will be permitted where there is evidence of an existing property meeting similar needs within 400 metres.

Supported Accommodation

3.35 Supported Accommodation is any housing where accommodation is provided alongside care, support or supervision to help people live as independently as possible in the community. This includes:

- Accommodation for young people, e.g. children's residential care homes and semi-independent living for 16-18yr olds
- Accommodation for older persons
- People with learning, mental health and physical disabilities
- Emergency accommodation, e.g. for people at risk of homelessness or domestic abuse
- Rehabilitation accommodation, e.g. for people recovering from homelessness or drug or alcohol dependency; or offenders and ex-offenders

3.36 Supported accommodation also includes include hostels, care homes and other types of accommodation that is built, adapted or managed to meet specialist needs. This type of development may also offer accommodation on a temporary or longer term basis.

3.37 C2 uses and hostels⁴ (Use Class sui generis) are typically more intensive than C3 residential uses and over concentrations of C2 and sui generis uses can also be detrimental in residential areas due to increased pressures on parking, increased comings and goings and increased noise and refuse.

⁴ Hostels are a sui generis use which means they are a use class of their own. Hostels provide short term, shared, and often specialist accommodation with an element of care or management and are usually aimed at specific groups of people.

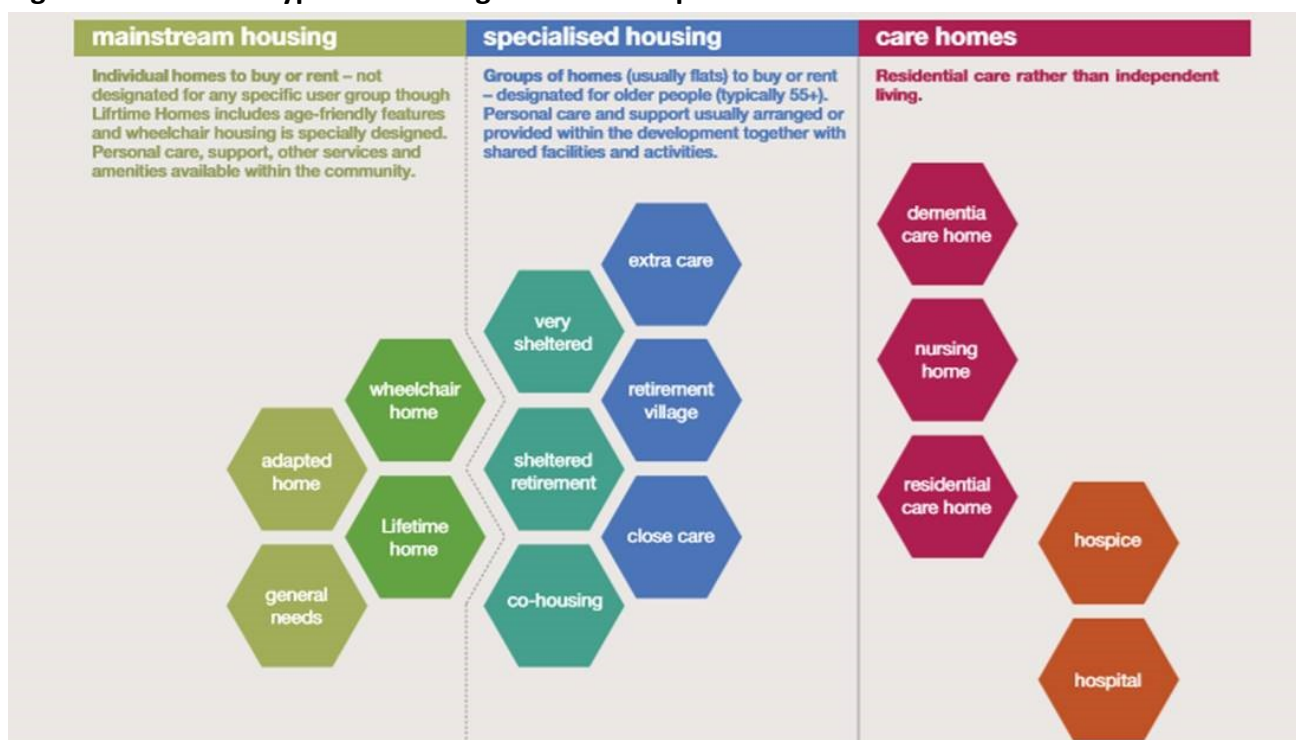
Housing for Older People

3.38 In the UK, the number of people living over and above the age of 65 is increasing at a faster rate than all other age groups⁵ and in Blackpool is projected to rise from 28,700 in 2017 to 33,200 in 2030. This equates to almost a quarter of Blackpool’s total population⁶.

3.39 Blackpool Council’s published older person’s accommodation strategy – Blackpool Council’s Housing Plan for the Ageing Population (2017-’20)⁷, identifies a shortage of specialist housing stock for older people in the Borough.

3.40 The term ‘older people’ usually refers to those people over or approaching retirement age, including the active, newly retired, through to the very frail. Housing needs can range from accessible adaptable general needs homes to the full range of retirement homes, specialised housing with support through to nursing homes (see figure 3).

Figure 3: Different Types of Housing for Older People



Demonstrating local need

3.41 The Care Act 2014⁸ places a duty on all local authorities to meet the need for residential care and nursing home bed spaces within their own community and this is also the preferred

⁵ The Office of National Statistics (ONS) projects an increase of 39% in people aged 65 and over living in England by 2030 (v’s 2014). It is projected the number of people aged 80 and above will more than double by 2037 and the number of people aged over 90 will triple.

⁶[Projecting Older People Population Information](#)

⁷[Blackpool Councils Housing Plan for the Ageing Population June 2017](#)

⁸ [Care Act 2014 \[opens a new window\]](#)

approach as set out in the care home market study 2017⁹. The level of provision of Supported Accommodation and Housing for Older People should therefore reflect the needs of the community they serve.

Housing for Older People

3.42 Any new proposals for Housing for Older People should support the aims and objectives of the Council's Older Persons Strategy.

3.43 Proposals to provide residential care homes for the elderly should be supported by the relevant Commissioning Manager (health and social care or local authority) and align to Commissioning Plans and relevant standards.

Supported Housing

3.44 Applications for supported housing must demonstrate that the facility is necessary to meet the needs of existing Blackpool residents to ensure that local areas do not make a disproportionate level of provision to meet needs which arise from outside the Blackpool area. The abundance of large inexpensive property in Blackpool has encouraged an increased number of such properties accommodating adults and children with specialist needs from other local authority areas and this is having significant financial implications for the Council and other service providers.

3.45 It is the developer's responsibility to provide evidence of local need and early consultation with the Council's Adult or Children's Services Department (or any other relevant authority) is required.

Accessibility to public transport, shops, services and community facilities

3.46 Proposals for supported accommodation must have high levels of accessibility, which depending on the needs of occupiers of specialist accommodation, generally means that they may need to be located close to or on bus routes to essential services such as education, health care and family support, having regards to the accessibility questionnaire in Appendix G3. Therefore it is important that the accommodation provided is situated in an area which will support the needs of the future occupiers.

3.47 Accommodation for older or less mobile people should be located close to local amenities in order to enable and support residents to continue living independently. Developers are encouraged to take into account Housing our Ageing Population Panel for Innovation (HAPPI)¹⁰ design principles when developing accommodation for older people.

⁹ [Care Home Market Study \[opens a new window\]](#)

¹⁰ [HAPPI report](#)

Meeting the needs of the intended occupiers, carers and visitors

3.48 Living in supported accommodation can lead to social isolation, so it is important that there are sufficient on-site facilities such as communal space, communal kitchen and dining facilities, laundry and drying facilities, opportunities for recreation and sufficient car parking for residents, staff and visitors.

3.49 Homes designed with older people in mind might include a secure place to park and charge a mobility scooter, sufficient circulation space, accessible bathrooms and door widths that can accommodate a wheelchair or a hoist.

Amenity areas

3.50 Good quality communal amenity areas which include green infrastructure and soft landscaping, are important elements in ensuring the quality of the overall development and assist in establishing residential character.

3.51 It is also important for people to have access to good quality amenity spaces as they are beneficial to both physical and mental wellbeing. This is of particular importance in supported accommodation and housing for older people, where poor physical health or trauma can impact negatively on mental health.

Healthy and balanced communities

3.52 The Inner Area of Blackpool is already densely populated and experiences a high concentration of acute deprivation levels with extreme social, health and economic inequalities. The housing stock in the Inner Area is heavily skewed towards single person occupancy in the form of bedsits, HMO type accommodation, hostels and small one-bedroom flats and a lack of family housing. This has led to an extremely dense and unbalanced housing stock which attracts low income and vulnerable households, leading to high levels of deprivation, crime, anti-social behaviour and unstable, fragmented and transient communities. All new development in the Inner Area, including C2 uses and hostels, should contribute positively to the creation and maintenance of healthy and balanced communities.

Amenities of neighbours and residential character

3.53 This policy recognises the desirability of integrating such uses within the community, but aims to ensure that Use Class C2 uses and hostels are not located where they would be inappropriate and cause undue harm to the existing character of an area or residential amenity.

3.54 Proposals should not cause harm to the residential amenity of occupiers of nearby properties by reason of noise and disturbance nuisance. Supported accommodation and care homes are normally most appropriately located in larger detached properties set in their own grounds. The development of such uses in smaller detached or large semidetached or terraced

houses will not be acceptable, unless the amenity of adjoining occupiers can be safeguarded against loss of amenity due to noise and disturbance.

3.55 Where a proposal relates to a site in an area which already contains premises in similar use, and/or houses in multiple occupation and/or properties converted into self-contained flats, account will be taken of the cumulative effect of such uses upon the residential character and appearance of the area.

3.56 Boundary walls should be re-instated and external alterations may be required to establish residential character.

Management Plan

3.57 A Management Plan should be submitted with all applications to ensure that full consideration has been given to the proper management of the accommodation, in the interests of the future occupants, the residential amenity of neighbouring properties. Details of what should be included in a Management Plan include:

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

Safeguarding the character and amenities of residential areas

3.58 To support the Council's wider aims to create more balanced and healthy local communities and in order to avoid over-concentrations of Supported Accommodation and/or Housing for Older People (excluding older person independent living schemes (use class C3)) which can impact on the character and function of residential areas, no more than 10% of properties in any one block will be permitted in such uses and no similar specialist uses will be permitted within 400 metres, as the crow flies, of a similar existing premises.

3.59 The block is defined as the following:

- The frontage in which the application property is located within.
- Street frontages can vary greatly in length. A block is therefore considered as a maximum should not extend beyond 100 metres in either direction from any proposed development application site.

- Where there are clear breaks in the property frontage, such as adjoining roads or other major intervening uses, then the definition of the length of a block may be less – but as a minimum should not be less than 75 metres.

Student Accommodation

3.60 The demand for student accommodation in Blackpool is principally generated by the Blackpool and the Fylde College's University Centre on Bennett Avenue which offers higher education arts based courses. The Bispham and Gateway Campuses offer further education courses to students who typically already live in or around Blackpool. Existing student accommodation focused around the University Centre is typically converted holiday accommodation and house shares.

3.61 This policy sets out how applications for new student accommodation will be assessed.

Policy DM4: Student Accommodation

1. Proposals for student accommodation will be permitted subject to:
 - a. a demonstration of quantitative and qualitative need;
 - b. being located within 800 metres walking distance of the relevant learning centre. Where an application site is beyond 800m a sequential approach must be undertaken with preference given to sites on or close to public transport routes which provide a high level of accessibility to the relevant learning centre;
 - c. the suitability of the premises and the proposed layout;
 - d. the effect on the character of the local area and adjacent properties, including the impact of the intensity of the use;
 - e. the proposal providing internal spaces which through their layout and size lead to acceptable living conditions having regard to the relevant guidance;
 - f. the submission of a management plan for the operation of the premises; and
 - g. an occupancy condition to protect the accommodation from becoming an HMO.

3.62 Within this local context and to ensure we manage the provision of new student accommodation applications must demonstrate that there is both a quantitative and qualitative need. It is the developer's responsibility to provide evidence of need and early consultation with Blackpool and Fylde College (or alternative learning centre) is recommended. To demonstrate need, the developer must provide a written statement from the learning centre, which confirms the willingness of the Accommodation Officer to add the property to the learning centres accredited register.

3.63 Students tend to spend a significant amount of time in their bedrooms studying and in addition to standard bedroom furniture, a student bedroom requires study space. As such, a standard single bedroom size outlined in the National Technical Housing Standards is not appropriate for student accommodation. Proposals should have regard to the minimum floorspace

standards for student accommodation in Blackpool set out in the Student Accommodation Advice Note and within the New Homes from Old Places SPD (or as updated).

3.64 A Management Plan should be submitted with an application for new student accommodation to ensure that full consideration has been given to the proper management of the accommodation, in the interests of the future student occupants, the residential amenity of neighbouring properties and the appearance of the streetscene. The Management Plan should include details relating to the following:

- An emergency contact
- Waste management
- Behaviour and noise management
- Security
- Travel management and parking
- Repairs and Maintenance
- Health and Safety

3.65 The University Centre is predominantly arts based and students often have to carry heavy or bulky equipment to and from their accommodation. With that in mind, 800 metres ([¹The Institution of Highways and Transportation - Providing for Journeys on foot, 2000](#) table 3.2) is considered to be a reasonable walking distance for students and this is the walking distance referred to in the Student Accommodation Advice Note which has successfully been implemented in the past. The 800 metres should be measured as the most direct and safe walking route. Where an application is beyond the 800 metres, sites with a high level of public transport accessibility to the University Centre will be prioritised. In accordance with the Residential Accessibility Questionnaire at Appendix G3, sites are considered to have a high level of public transport accessibility if they are within 200 metres of a bus stop.

3.66 Existing properties in the area around the University Centre are generally larger than the average house, given that many were purpose built holiday accommodation. It is therefore considered that these types of properties close to the University Centre are more suitable for use as student accommodation than established family homes further afield.

3.67 Whilst 'studentification' isn't a particular problem in Blackpool, surplus student accommodation is vulnerable to being used more intensively as poor quality housing for general occupation by vulnerable transient people whose chaotic lifestyles and social problems can destabilise local communities.

Residential Conversions and Sub-divisions

3.68 Blackpool has a significant number of older properties where there is potential for conversion to residential use, particularly the existing large stock of holiday accommodation. The Council recognises that conversions to residential use provide an important source of additional housing and the Core Strategy housing requirement figure (Policy CS2) includes an allowance for 100 dwellings per annum for residential conversions. It is important that any new conversion that comes forward is of a high quality and provides a good standard of residential accommodation.

Policy DM5: Residential Conversions and Sub-divisions

1. Proposals for the sub-division and/or change of use of existing buildings for residential use will only be permitted where:
 - a. the building is not safeguarded for an alternative use under another policy in the Local Plan;
 - b. the proposed units are all fully self-contained and satisfy the Nationally Described Space Standards (or any future successor). Proposals should also have regard to the Council's adopted standards;
 - c. the size and layout of properties proposed for single family use is consistent with such occupation;
 - d. applications for the conversion of properties from non-residential uses to residential use include appropriate proposals to establish residential character and maximise residential amenity;
 - e. utilities infrastructure is sensitively positioned avoiding any front elevation.

Inner Area:

2. Within the Inner Area as defined on the Policies Map, proposals for the sub-division and/or change of use of existing buildings for residential use will not be permitted where:
 - a. the proposal involves extensions to the property or utilising the roof space or basement for residential use; or
 - b. it would further intensify existing over-concentrations of flat accommodation.

Houses in Multiple Occupation:

3. Proposals for the conversion of existing dwellings or other buildings into houses in multiple occupation (HMOs) will not be permitted in any part of the Borough.

3.69 All planning applications for conversion to residential use must accord with Policy CS13 of the Core Strategy which sets out the requirements for new housing including conversions in terms of housing mix, density and floorspace standards.

3.70 The New Homes from Old Places (Residential Conversions) SPD and the Nationally Described Housing Standards define the Council's standards for accommodation including floorspace, layout and amenity space, ensuring any changes to residential use result in good quality, self-contained living accommodation.

3.71 Applications for the conversion of properties from non-residential uses such as from holiday accommodation, will need to include appropriate proposals to establish residential character and maximise residential amenity. This includes the removal of inappropriate additions, reinstatement of bay windows, erection of boundary walls, creation of front and rear garden space and appropriate green infrastructure.

3.72 New utilities infrastructure such as meter boxes, soil pipes and rainwater goods must be sensitively positioned, particularly avoiding any front elevation so as not to detract from the appearance of the building. Details should be submitted with a planning application or conditions may be imposed requiring that these details are provided prior to the commencement of development.

Inner Area

3.73 Blackpool's Inner Area is characterised by a significant oversupply of poor quality one-person accommodation in the form of HMOs, bedsits and small flats (Fylde Coast Strategic Housing Market Assessment 2013). This concentration of small, poor quality housing in the Inner Area has resulted in an extremely dysfunctional and unbalanced housing supply and led to a wide variety of social problems including high levels of crime, anti-social behaviour and unstable, fragmented communities with high levels of transience. The Inner Area of Blackpool presents one of the most testing social and economic challenges in the country.

3.74 A key aim of the Core Strategy is to rebalance the housing stock within the inner areas. Therefore to tackle the oversupply of bedsits and small flats and to promote the development of sustainable neighbourhoods, detailed assessments will be made of the existing mix of properties in the area where the proposed conversion is located and a review undertaken of the most up to date census information. Proposals which would further intensify existing over-concentrations of flat accommodation will be resisted.

3.75 In addition, given the already intensively developed nature of the Inner Area, property extension including roof-lifts, dormers and the use of basements for the purposes of creating additional flat accommodation is considered unacceptable as it leads to a further intensification of such uses in these densely developed neighbourhoods.

Houses in Multiple Occupation - HMOs

3.76 HMOs represent a poor standard of residential accommodation which greatly contributes to the issues identified in paragraph 3.73. The majority of this building stock is poor quality and in need of investment and renewal. This type of accommodation is unsuitable for families and undesirable to anyone who can afford to choose better. Due to the existing predominance of HMOs and the key objectives of the overall housing strategy to rebalance the housing market in Blackpool, any new proposals for HMOs across the Borough will be refused other than in exceptional circumstances.

Residential Use in the Town Centre

3.77 Residential use can make an important contribution to the vitality and viability of a town centre, increasing footfall rates throughout the day and into the evening providing a walking catchment that can help sustain the town's retail, commercial and leisure offer more effectively. Policy DM6 sets out additional locations within the wider town centre where residential development will be encouraged.

3.78 Blackpool is in an enviable situation with significant regeneration projects taking place in the Town Centre. These include new conference facilities at the Winter Gardens; cinema development in the heart of the town centre; major leisure development on the former Central Station site and potential additional office development within the Talbot Gateway Central Business District. All these major projects are adding to the existing cultural offer of the Winter Gardens and Grand Theatre and an improving restaurant and café sector. In addition, the town centre is supported by excellent links to rail, tram, bus networks and cycle routes.

3.79 To build economic resilience, increase the town centre's vitality and viability and the delivery of additional homes, residential development is identified as an acceptable use on upper floors in the primary and secondary frontages (refer to policies DM11 and DM12); and an element of residential is proposed as part of the mixed-use development within the Leisure Quarter and Central Business District Strategic Sites. To further promote residential development DM6 identifies additional locations in the Town Centre where residential use is acceptable in principle.

Policy DM6: Residential uses in the Town Centre

1. Proposals for upper floor residential use will be supported within the Town Centre as defined on the Policies Map provided they are in accordance with other policies in the Local Plan.
2. Proposals for residential development in the Town Centre which includes the ground floor frontage will be supported in the following locations provided they meet the policy requirements of the remainder of the Local Plan:
 - Springfield Road
 - Cookson Street
 - Edward Street
 - Counce Street – North Side only
 - Milbourne Street
 - Lord Street (1-15)
 - Abingdon Street (north of Talbot Road)
 - Queen Street (east of Abingdon Street)

3.80 The streets referred to in the policy are in the periphery of the town centre and are considered the most appropriate to convert to residential, including the ground floors. This approach is further supported by the town centre health check in the Blackpool Retail, Leisure and Hotel Study 2018 which acknowledged that many of the retail units located towards the Cookson Street and King Street areas are limited in their commercial contribution to the town centre and suggested that consideration could be given to promoting alternative land uses such as residential.

3.81 It is vital that high quality residential accommodation is provided and where this involves conversion this should be in accordance with the Council's New Homes from Old Places Supplementary Planning Document and other policies in the Local Plan. Proposals which do not satisfy these standards and do not result in good quality living accommodation will be unacceptable. Where new build residential development is proposed this will need to accord with relevant policies in the Local Plan and associated guidance.

Provision of Employment Land and Existing Employment Sites

3.82 Policy CS3 of the Core Strategy identifies the requirement to safeguard around 180 hectares of existing business/industrial land for Use Class B2, B8 and E(g) employment use. In addition, the policy promotes enhancement of these sites with new B and E(g) Class employment development on remaining available land and through opportunities for redevelopment. These areas are identified on the Policies Map.

3.83 In support of Policy CS3, Policy DM7 provides detail on the appropriate use classes within these identified business/industrial areas.

Policy DM7: Provision of Employment Land and Existing Employment Sites

- Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each employment area as identified on the Policies Map:

Employment Area	Available Land (Ha) (as at March 2021)	Appropriate Use Classes
Blackpool Airport Enterprise Zone ¹¹	14.15	B2, B8, E(g)
Vicarage Lane	0.02	B2, B8, E(g)
Clifton Road	2.5	B2, B8, E(g)
Preston New Road (NS&I)	0	E(g)
Chiswick Grove	0	B2, B8, E(g)
Mowbray Drive	0.3	B2, B8, E(g)
Devonshire Rd / Mansfield Rd	0	B2, E(g)
Moor Park	0	B2, B8, E(g)
North Blackpool Technology Park	2	B2, B8, E(g)
Warbreck Hill	0	E(g)(i)
Total	18.97	

- Proposals for non B and E(g) uses will not be permitted except for those which are in accordance with Policy DM8: Blackpool Airport Enterprise Zone.

¹¹ Incorporates Blackpool Business Park; Squires Gate Industrial Estate and Sycamore Estate.

3. Employment land at the Blackpool Airport Enterprise Zone includes around 9 hectares released from the Green Belt justified by exceptional circumstances in line with NPPF (2021) Paragraph 140.

3.84 The main industrial/business areas identified in the policy provide a range of employment related uses that make an important contribution to Blackpool's employment offer and the local economy and will be retained as safeguarded employment land. Proposals for non-B or E(g) uses will not be permitted. The only exception to this is at the Enterprise Zone for proposals that accord with policy DM8.

3.85 The Core Strategy sets out the requirement for 31.5 hectares of new employment land over the plan period from 2012 to 2027. The sites to meet this need are included in this policy¹². The Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022) recognises that significant safeguarded employment land has been developed for alternative uses since the start of the plan period. Furthermore, employment land take-up during this time has been around half of what was expected (0.62 ha per annum compared to 1.2 ha per annum).

3.86 Taking account of the above, around nine hectares of additional employment land is identified at the Blackpool Airport Enterprise Zone which compensates for the loss of less attractive employment land and will stimulate an increase in annual employment land uptake by providing attractive and accessible employment land in the Blackpool Airport Enterprise Zone. Robust justification for the additional employment land facilitated by the release of around 9ha of land from the Green Belt is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).

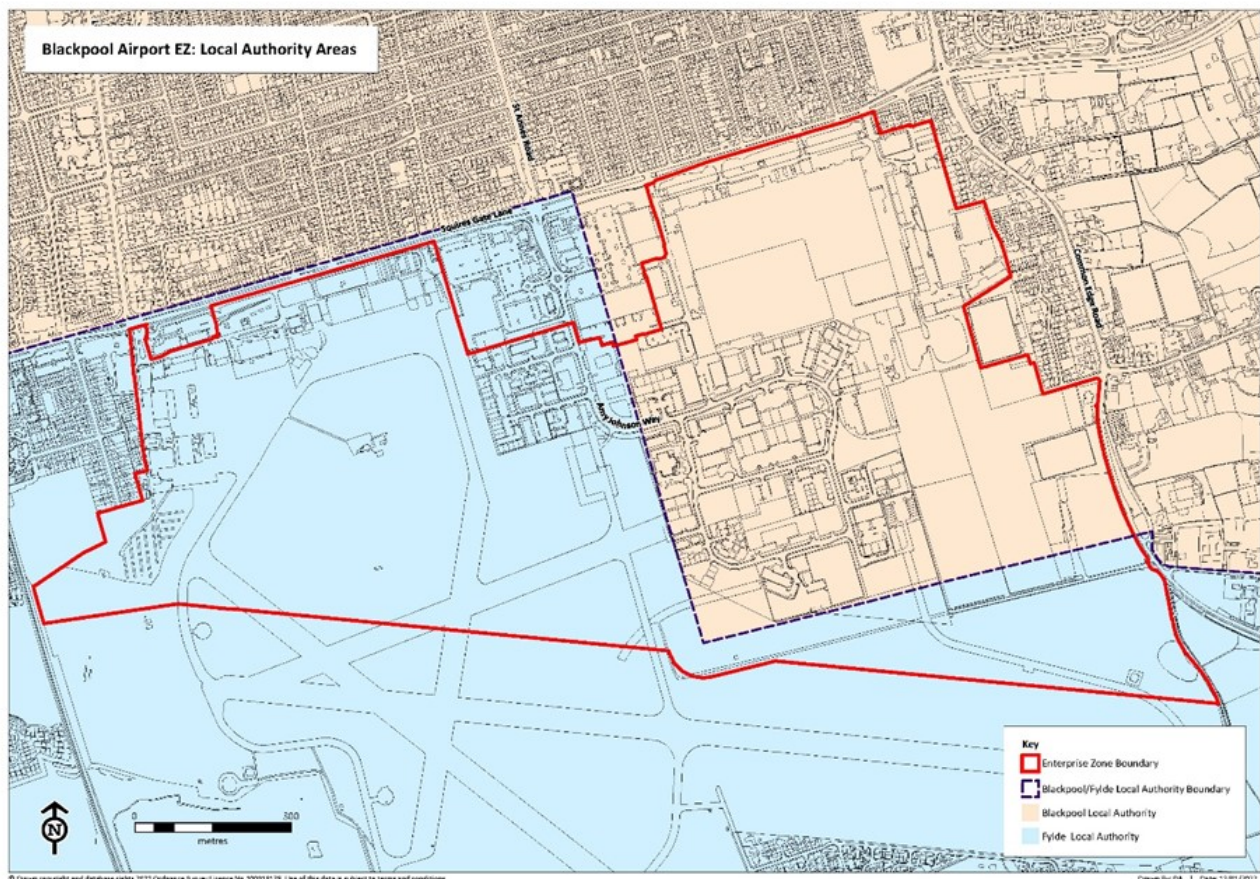
¹² Along with around 14 hectares of employment land in Fylde provided through the Duty to Co-operate and acknowledged in the adopted Fylde Local Plan (2018)

Blackpool Airport Enterprise Zone

3.87 Blackpool Airport Enterprise Zone (EZ) was approved in November 2015 and the site became operational in April 2016. The status of the EZ is valid for 25 years and provides business incentives of rate relief up to £275,000 over a period of five years and Enhanced Capital Allowance.¹³

3.88 The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde (Figure 4) and incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. The site also benefits from excellent access to the M55 via Progress Way and onward connectivity to the national motorway network and with local train, bus and tram routes connecting the Fylde Coast and beyond.

Figure 4: Blackpool Airport Enterprise Zone



3.89 The area is already well-established as a hub for business and commercial activity and has a history in aviation engineering, having previously been the manufacturing site for Vickers Wellington and Hawker Hunter military aircraft. Today, one of the airfield's key uses is in helicopter

¹³ ECA allows businesses to recuperate their investment in fixed plant and machinery by reductions in Corporation Tax of Euro 125 million currently available to November 2023.

transportation to key energy generation sites in the Irish Sea as well as being home for some 260 existing businesses including the Lancashire Energy HQ - a training base for the energy sector.

3.90 The following policy relates to land within Blackpool's administrative boundary; and protects the designation of the site supporting the delivery of the EZ.

Policy DM8: Blackpool Airport Enterprise Zone

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

6. To enable the objective of the EZ to be delivered, the Green Belt boundary is amended as identified in Appendix E to release around 10.3 hectares of land to allow the first phase of development to be undertaken by 2027 to include:
 - a. serviced plots for employment development in line with point 4 above and policy DM7;
 - b. enabling housing development (Site Allocation HSA1.13);
 - c. a new link road and associated existing highways improvements to provide an eastern gateway access into the EZ from Common Edge Road;
 - d. providing compensatory improvements to offset the impact of removing land from the Green Belt through improvements to the remaining Green Belt including:
 - i. the relocation and enhancement of the existing playing pitches and provision of new changing facilities and vehicle parking, to remain within the Green Belt with improved access
 - ii. new and/or enhanced green infrastructure including landscaping and biodiversity net gain; and
 - e. supporting infrastructure.
7. To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, National Highways and other stakeholders to produce a Local Development Order.

3.91 Blackpool Airport EZ is located in the south of the Borough off Squires Gate Lane. That part of the EZ which lies within Blackpool includes Sycamore Industrial Estate, Squires Gate Industrial Estate and Blackpool Business Park, as well as land used for sport playing fields in the south east corner of the site. Blackpool Retail Park which fronts onto Squires Gate Lane is not included in the EZ designation, nor is the airport runway, the latter is excluded so as not to preclude future development to accommodate larger commercial aircraft (Figure 4 refers).

3.92 The EZ site has been a major business and industrial area for many years and has provided important employment opportunities with 1,800 employees already based on the site. It is envisaged that EZ status will attract an additional 180 businesses and create 5,000 new jobs over its 25 year lifespan supporting the local and sub-regional economy; and providing sustainable economic growth and prosperity within Lancashire which is fundamental to the Lancashire Enterprise Partnership's ambitions.

3.93 A Masterplan¹⁵ has been developed to provide a strategic framework and direction for the development and delivery of the EZ over its lifespan. The role of the Masterplan is to establish the development and design framework for the site including the appropriate mix, quantum and location of development; accessibility in and around the site including public transport, cycling and pedestrian connectivity; building design principles; landscaping and green infrastructure requirements which needs to include providing opportunities for biodiversity net gain. As the site evolves and develops, updated iterations of the Masterplan will be produced to ensure the Masterplan accurately reflects and supports EZ development and responds to the evolving economic climate.

3.94 Over its 25 year lifespan the aim of the EZ is to transform the economic base of Blackpool & the Fylde Coast and position itself as a premier business location in the North West. In line with EZ objectives, Policy DM8 highlights the target sectors which will assist in this economic growth and diversification. Other business and industrial uses will also be supported provided these uses do not undermine development related to the target sectors.

3.95 In addition, Policy DM8 allows for the provision of local scale shops and services to serve the EZ business community in the south east (SE) quadrant of the site. Acceptable uses are a small convenience store, a café or sandwich shop, each unit no greater than 275 sqm gross; and a children's day nursery. Hot food takeaways (sui generis) will not be permitted, as reducing health inequalities in Blackpool, including reducing obesity is a key Council objective. Restricting the number of new hot food takeaways in the Borough is part of the overall policy approach by the Council to tackling obesity and is justified in the 'Managing the Location of Hot Food Takeaways' evidence base document (December 2020 update).

3.96 To assist in the timely delivery of the EZ and to ensure that the employment benefits across the EZ are realised, around 10.3 hectares of land has been released from the Green Belt in the southeast corner of the site. This released land will enable the first phase of EZ development identified in Point 6 of DM8 to be realised by 2027, capitalising on currently available funding streams; and generating income from the employment and housing development to fund essential EZ infrastructure securing the long term financial viability of the site. The employment development will also boost the uptake of employment land in the Borough and assist in meeting the Core Strategy employment land take-up target of 2.2ha per annum. The detailed justification for the Green Belt release is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).

3.97 In addition to employment development, a housing site on the eastern boundary of the EZ has been allocated allowing up to 57 dwellings in proximity to existing residential development to be developed by 2027. This housing is enabling development contributing to underpinning the financial viability of the EZ.

¹⁵ Blackpool Airport Masterplan 2018 and updated Masterplan Plan 2020

3.98 As part of the first phase of development, a new link road and associated existing road improvements will be provided creating an eastern gateway from Common Edge Road into the EZ linking to Amy Johnston Way. This will open up access to the industrial heartland of the EZ and new development opportunities by providing access to new serviced employment plots and the housing site. The new road will also link through to the EZ Business Hub to relieve existing traffic congestion at the current single point of entry into the EZ from Squires Gate Lane¹⁷ and provide the opportunity to improve public transport accessibility within and through the site.

3.99 To allow the new link road, serviced employment plots and housing site to be brought forward, the existing playing pitches and changing facilities within the site at Common Edge Road, which provide a valuable community resource, will be relocated further south within the site but remaining within the Green Belt (Appendix E refers). The new relocated sporting facilities will comprise enhanced playing pitches for football and rugby league including a new 3G football pitch as well as new and upgraded changing facilities. Accessibility to the enhanced sporting facilities within the remaining Green Belt will also be improved including upgraded pedestrian access and cycling and parking facilities. These enhanced sporting facilities and improved accessibility, along with improved green infrastructure and landscaping with biodiversity net gain within the remaining Green Belt will provide the appropriate required compensatory measures for the loss of Green Belt land within the EZ.

3.100 The first phase of development to 2027 requires substantial supporting infrastructure. The key elements of this infrastructure are set out in the updated Infrastructure and Delivery Plan (February 2022). The infrastructure includes within the new link road, ducting capacity for a local district heating system and accommodating a major fibre optic telecommunications cable. It also includes making provision for a Local Full Fibre Network (LFFN); extending the existing gas mains network; a new primary sub-station, the diversion of the 33kva electricity cable and a series of smaller network sub-stations; a new water main and foul drainage connection and a surface water drainage system incorporating large scale drainage attenuation.

¹⁷ Blackpool Airport Enterprise Zone Masterplan Plan 2020 refers

Blackpool Zoo

3.101 Blackpool Zoo is one of Blackpool's key visitor attractions and covers 13 hectares, providing a home to over 1,350 animals from all over the world. It has the only gorilla enclosure in the north-west and one of the best sea lion displays in the UK. The Zoo has undergone significant levels of investment in recent years including improved animal enclosures and entrance facilities which have substantially improved the visitor experience.

Policy DM9: Blackpool Zoo

1. Development proposals for lands within Blackpool Zoo as identified on the Policies Map will only be permitted if they preserve or enhance the character and appearance of the parkland setting of the Zoo grounds and of the adjoining Stanley Park Conservation area and Registered Park and Garden.
2. The Council will promote and encourage proposals for the Zoo which provides for:
 - a. an improved setting and facilities for the viewing of zoo animals;
 - b. the proper care and welfare of zoo animals;
 - c. visitor car parking and ancillary visitor facilities including refreshment and small-scale retail outlets selling zoo related merchandise.
3. Development for purposes not directly related to the main use of the site as a zoo will only be permitted in exceptional circumstances if it can be demonstrated that the proposed development is an appropriate adjunct to the zoo use, would enhance its appeal as a visitor attraction, and would not occupy land that might reasonably be required for essential zoo development and visitor facilities.

3.102 Core Strategy policy CS21: Leisure and Business Tourism recognises the contribution the Zoo makes to the overall resort offer, complementing those leisure facilities that are in the Resort Core and Town Centre.

3.103 Any new development at the Zoo must be integral and appropriate to the main zoo use and not detract from the parkland setting of the zoo and preserve and enhance the character and appearance of the wider Stanley Park Conservation Area and surrounding large areas of open space. The Zoo is located close to the Grade II* Listed Stanley Park and any potential impact will be assessed against policy DM29: Stanley Park.

Promenade and Seafront

3.104 The Promenade can be viewed as the largest outdoor recreation space in the town and very much the public face of Blackpool. It is one of the town's key leisure assets and is an important setting for a number of the towns' major heritage buildings and structures. The Promenade is also at the heart of the visitor economy in Blackpool along with the Resort Core and Town Centre. It is the focus for visitors, both day-trippers and guests staying in the resort and is a highly sustainable location for tourism investment.

3.105 Over the last decade there has been significant public sector investment on the Promenade including attractive new sea defences, public art and landscaping, an upgraded tramway and five new headlands which have created space for activities and events. The Promenade is a focal point for popular events such as the Annual Air Show, World Fireworks Championships, various concerts, festivals, events and rallies and of course, the Promenade is home to the world famous Blackpool Illuminations and the Lightpool Festival.

3.106 The Promenade between North and South Pier (including the Golden Mile) has an eclectic character of ice cream parlours, souvenir shops and stalls selling burgers, donuts and candy floss and this is all part of the seaside offer. Despite the public sector interventions, three decades of decline in visitor numbers has meant that parts of the Promenade have become associated with a poor quality, low-value seasonal offer which does not appeal to the 21st Century tourist market. It is therefore vitally important for the Council to continue to raise the quality of the built environment to improve all aspects of the visitor offer and people's experience on the Promenade and DM10 sets out the requirements for future development along the Promenade and seafront.

Policy DM10: Promenade and Seafront

1. Development proposals which further improve the appearance and economic function of the Promenade and Seafront east of the tram tracks, between the Pleasure Beach and North Pier, as identified on the Policies Map, will be supported where they involve:
 - a. re-development of existing poor quality, seasonal and transient uses with quality cultural and leisure facilities and holiday accommodation;
 - b. quality improvements and enhancements to buildings and frontages;
 - c. new high quality landmark buildings¹⁸;
 - d. high quality public realm, landscaping and green infrastructure, lighting and security;
 - e. conserving, enhancing and securing sustainable futures for the town's heritage assets.

¹⁸ A landmark is a building or feature that is easily recognised and that can assist wayfinding.

2. Piecemeal development on the forecourts of commercial buildings on the Promenade between the Pleasure Beach and North Pier will not be permitted.
3. Excluding the pier heads, pier decks and platforms, new development on land to the west of the tram track will not be permitted, other than green infrastructure; essential infrastructure, ancillary shelters, seating, public art and public realm improvements.
4. Appropriate improvements and development on the pier decks and platforms which underpin the sustainable future of the piers and which preserve or enhance their character or appearance and result in no harm to their significance will be supported.
5. Appropriate high quality improvements and development at the pier heads will be supported provided the proposals are comprehensive. Piecemeal proposals will not be accepted.

3.107 The character of the Promenade within the Resort Core, between the Pleasure Beach and Queens Square (refer Figure 5) changes in terms of land uses, density and scale of development and design quality.

Figure 5: Map showing the Promenade and Seafront



3.108 Between the Pleasure Beach and South Pier, the character is very much focused on tourism and leisure and is the location of the Pleasure Beach theme park, Sandcastle Water Park, South Pier and Promenade. There is limited opportunity for development in this area other than extensions and alterations to the existing leisure assets. Any such development should be of the highest quality and respect the setting of the Grade II listed White Tower building at the Pleasure Beach as appropriate.

3.109 Between Withnell Road and Foxhall Square, the Promenade is dominated by independently owned hotels which help to sustain the resort's tourism economy. However many of these commercial properties over the decades have extended their businesses which has impacted on the integrity of the built form with in parts, poor quality rooflifts and front sun lounge extensions and other inappropriate additions or changes to architectural features. The Council in striving to raise the quality of the built form will support the removal of inappropriate features and the development of high quality extensions. Where upper floor bays have remained intact on the property, these need to be taken into account in the design of any proposal.

3.110 The Promenade between Withnell Road and Wellington Road is characterised by a mix of three and four storey hotels with deep forecourts, many of which have been hard surfaced to provide car parking. Between Withnell Road and Alexandra Road there are examples of past ad hoc development on hotel forecourts including burger bars, rock stalls, palm reader kiosks and fancy good stalls. The majority of these facilities clutter the frontages, are of a poor quality and impact negatively on the visitor experience. To the north of Wellington Road, as far as Foxhall Square, the area is characterised by a mix of three and four storey hotels with smaller forecourts, most of which are enclosed by dwarf walls along the public footpath. To improve the visual quality of this stretch of the Promenade, as well as contributing to a greener Blackpool, the Council will support the reinstatement of front boundary walls, the removal of poor quality kiosks and food vans and the re-introduction of soft landscaping.

3.111 North of Foxhall Square there is a mix of single, two and three storey buildings catering for the tourist economy, including cafés, amusement centres, bingo halls and fancy goods stalls. Development which improves the quality of the built form and tourism offer will be supported in principle in this area.

3.112 On approach to the Town Centre, the scale of development increases and includes larger leisure and tourism facilities such as Madame Tussauds, the Sealife Centre, Coral Island and Blackpool Tower. Proposals which improve the quality of the built environment and provide an appropriate setting to the Grade 1 Listed Blackpool Tower.

3.113 North of Blackpool Tower to Queens Square the character of the Promenade changes again and is aimed more towards the evening economy including bars, clubs and restaurants. Proposals which improve the quality of the built environment and provide an appropriate setting to the Town Centre Conservation Area will be supported in principle.

3.114 The Promenade west of the tram tracks has a spacious and open feel with largely unrestricted views of the sea and the piers. However, there are incidences of inappropriate development, particularly around the pier heads. Past development around the pier heads has generally been piecemeal and of poor quality, creating clutter and apart from detracting from the piers themselves, distracts from one of the towns major assets – the coastline and foreshore.

3.115 In order to maintain the open character of the Promenade between the Pleasure Beach and North Pier and to maintain strategic views of the sea, coast and foreshore, new development on land to the west of the tram tracks will not be permitted other than essential infrastructure, ancillary shelters and seating for pedestrians and cyclists using the Promenade.

3.116 Whilst the Promenade has recently been protected against flooding with the construction of the new sea defences, the three piers remain vulnerable to rising sea levels as a result of climate change. This is an issue which has been recognised internationally when the piers were included on the World Monuments Watch List. Where possible, the Council will assist in protecting the piers and will support proposals which will conserve and enhance these assets.

Primary and Secondary Frontages

3.117 Blackpool Town Centre is the sub-regional centre for the Fylde Coast and provides Fylde Coast residents and visitors with shopping facilities to meet a wide range of needs. The Core Strategy defines the Town Centre boundary with Policy CS4 identifying the Town Centre as the focus for new retail development and other town centre uses, whilst Policy CS17 sets the strategic planning framework for the Town Centre.

3.118 The following policies guide development within the Town Centre's defined Primary and Secondary Frontages.

Policy DM11: Primary Frontages

1. Proposals for the following uses will be permitted within the Primary Frontages as identified on the Policies Map:
 - a. retail (E(a));
 - b. restaurants and cafes (E(b));
 - c. appropriate leisure, residential (C3), hotel (C1) or office (E(g)(i)) uses at upper floor level;
 - d. civic space/open space.
2. Uses that do not fall within (a) to (d) will not normally be permitted.

3.119 The Blackpool Retail, Leisure and Hotel Study (June 2018) provides key evidence informing our retail policies in the Local Plan Part 2¹⁹. The Primary Frontages include Blackpool's key shopping streets - Houndshell Shopping Centre, Victoria Street and some properties on Bank Hey Street. These streets mainly comprise retail uses interspersed with complementary cafes and restaurants. Proposals that would be detrimental to the retail function/character of these main shopping streets will not be permitted.

¹⁹ [Blackpool Retail Study June 2018](#) [opens a new window]

Policy DM12: Secondary Frontages

1. Proposals for the following uses will be permitted within the Secondary Frontages as identified on the Policies Map:
 - a. retail (E(a));
 - b. professional and financial services (E(c));
 - c. restaurants and cafes (E(b));
 - d. leisure;
 - e. hotel (C1);
 - f. residential (C3) or office (E(g)(i)) uses at upper floor level;
 - g. civic space/open space.

2. Uses that do not fall within (a) to (g) will not normally be permitted.

3.120 Blackpool's secondary frontages include parts of Church Street, Bank Hey Street, Albert Road, and Corporation Street which accommodate a mix of uses with retail use less dominant. There are currently a significant number of vacancies within these streets and it is hoped that increasing the flexibility of uses in these areas will encourage and reposition the streets in terms of the offer that they provide and improve their vitality and viability.

Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre

3.121 Blackpool has a high concentration of betting shops, pawnbrokers and adult gaming centres per capita compared to national averages. This over representation can restrict the retail choice available and can have an impact on the health and finances of more vulnerable members of the local community, particularly in the Inner Area which suffers from significant levels of deprivation. In response to this, Policy DM13 seeks to manage the number and concentration of such uses in the Town Centre.

Policy DM13: Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre

1. To ensure that Blackpool Town Centre's shopping areas (beyond the primary and secondary frontages) provide a diverse and balanced range of shop units, the council will seek to manage the concentration of amusement centres, betting shops and pawnbrokers.
2. Any proposal for a new betting shop, adult gaming centre or pawnbrokers will only be permitted where it can be demonstrated that the proposal:
 - a. will not impact adversely on the amenity, character and function of an area;
 - b. will not have a detrimental impact on the vitality of the town centre;
 - c. will not result in negative cumulative impacts due to an unacceptable concentration of such uses in one area, ensuring that:

Linear concentrations:

- i. None of the specified uses in the policy are adjacent to each other; and
- ii. There are at least two units in other uses between other betting shops, adult gaming centres or pawnbrokers; or

Area concentrations:

- iii. There are no more than three (in total) betting shops, adult gaming centres or pawnbrokers within 400m of each other

3.122 To ensure that the Town Centre shopping areas remain diverse and balanced, the Council is seeking to limit the amount and concentration of betting shops, adult gaming centres and pawnbrokers within the Town Centre. It is recognised that these particular uses can impact on the vitality and viability of the high street and potentially on the health and wellbeing of a community. Further information can be found in the related Topic Paper.

3.123 This approach will also help the Council address strategic and borough wide objectives in relation to improving health and well-being and wider regeneration. The Council will resist applications for such uses where they would cause unacceptable harm to the character, function and amenity of an area or negatively impact on the health and well-being of the borough's residents.

3.124 In assessing the likely impacts of a proposal, regard will be given to the type of use, proposed opening hours, size of premises and operation and servicing. The Council will also consider whether the proposal is likely to increase or create a negative cumulative impact in the surrounding area. As such none of the specified uses in the policy will be permitted where they will be adjacent to each other; and there must be at least two units in other uses between other betting shops, adult gaming centres or pawnbrokers. In addition there can be no more than three (in total) betting shops, adult gaming centres or pawnbrokers within 400m of each other, measured as the crow flies.

3.125 These specified uses will not be permitted in the Town Centre's primary and secondary frontages, as set out in policies DM11 and DM12.

District and Local Centres

3.126 Blackpool's district and local centres play an important role in providing shopping facilities and other services to the communities they serve. This is recognised in Policy CS4 of the Core Strategy which provides the overarching retail policy for the Borough and sets out the Council's objectives to sustain and enhance the vitality and viability of these centres.

Policy DM14: District and Local Centres

1. The Council will support proposals that safeguard and enhance the role of the district and local centres defined on the Policies Map.
2. Proposals for shops (Class E(a)), offices (falling under Class E(c)), cafes and restaurants (Class E(b)) and pubs/bars/drinking establishments (sui generis) appropriate to the scale and function of the centre and which would reinforce the centre's role will be supported.
3. The expansion of shopping and other commercial uses into adjoining residential streets by the piecemeal conversion of individual properties will not be permitted. Proposals to extend the shopping frontage of these centres will only be allowed if they involve frontages that are abutting an existing shopping frontage, are in scale with the existing centre and can be achieved without harming residential amenity.
4. Proposals for uses not described in 2. above (including residential and sui generis uses) will only be permitted in exceptional circumstances where they would not undermine the retail function, role and character of the centre. Any proposal that creates an over-concentration of uses not identified in 2. above or has a significant adverse effect on the amenity of existing residents will not be permitted.
5. The impact of any proposal on the retail function of a centre will consider:
 - a. the use proposed and its compatibility with nearby uses;
 - b. the current vitality and viability of the centre;
 - c. the use proposed and whether it would lead to an over concentration of uses not described in 2. above ;
 - d. the site's location and prominence within the centre;
 - e. the level of vacancies within the centre;
 - f. the need to maintain a retail core within the centre;
 - g. the viability of the continued use of the property as a use described in 2. above

6. Any proposal for a Hot Food Takeaway use (sui generis) must also accord with Policy DM16 'Hot Food Takeaways'.

3.127 Blackpool's District and Local Centres are identified on the Policies Map. These centres operate successfully and this policy seeks to protect and enhance them.

3.128 **District Centres** provide for a range of convenience shopping, comparison shopping, pubs/restaurants, office uses and other service uses. They are also a focus for social and community uses for Blackpool's neighbourhoods.

3.129 The district centres are:

- South Shore (Waterloo Road)
- Bispham
- Highfield Road
- Whitegate Drive
- Layton

3.130 **Local Centres** provide for day-to-day convenience shopping needs and other supportive uses readily accessible by a walk-in local catchment and the Council recognises their importance. Proposals that would lead to the loss of convenience and other retailing from local centres would particularly disadvantage the elderly and less mobile members of the community.

3.131 There may be exceptional circumstances when an appropriate alternative use is considered within a District or Local Centre. It must be robustly demonstrated that the proposal will not undermine the remaining retail/service function of the centre, having regard to the criteria set out in the policy.

Threshold for Impact Assessment

3.132 The Blackpool Retail, Leisure and Hotel Study (2018) recognises that out of centre retail developments are greatly impacting on the vitality and viability of Blackpool Town Centre. This is reflected in the Town Centre's 9% reduction in comparisons goods market share since 2011. One of the reasons for this is the increased attractiveness of the Borough's out of centre shopping destinations such as Blackpool Retail Park.

3.133 The Study highlights the need to protect Blackpool's Town, District and Local Centres from further trade diversion and to drive up the market share of the Town Centre to promote their vitality and viability and encourage more sustainable shopping patterns across the Borough. To support this, the Study recommends the introduction of a requirement for Local Thresholds for Impact Assessment for new retail and leisure planning applications.

Policy DM15: Threshold for Impact Assessment

1. An Impact Assessment is required for retail and leisure proposals including the formation of mezzanine floors; changes of use and variations of condition to remove or amend restrictions which are not located in a defined centre where:
 - a. the proposal provides a floorspace greater than 500 sq.m gross; or
 - b. the proposal is located within 800 metres of the boundary of a District Centre and is greater than 300 sq.m gross; or
 - c. the proposal is located within 800 metres of the boundary of a Local Centre and is greater than 200 sq.m gross.
2. The scope and content of any Impact assessment shall be agreed with the Local Planning Authority.

3.134 In accordance with the requirements of paragraph 89 of the NPPF, it is appropriate to identify thresholds for the scale of edge of centre and out of centre retail and leisure development which should be subject to an impact assessment.

3.135 Based on the findings of the 2018 Study and the recommendations provided with regard to protecting Blackpool Town Centre from trade diversion and further shifts in shopping patterns to out of centre floorspace, DM15 sets out appropriate local thresholds for impact assessment to be applied to Blackpool's Town Centre, District Centres and Local Centres.

3.136 In implementing a local threshold policy, it is considered more appropriate to apply a range of thresholds in accordance with the type of centre to which the proposed development is proximate. The thresholds will not only apply to new floorspace, but also to changes of use and variations of condition to remove or amend restrictions on how units operate in practice.

3.137 The supporting information and justification of the proposed thresholds can be found in the Blackpool Retail, Leisure and Hotel Study (2018) and the Local Centre Assessment Review (2018).

3.138 The extent and content of an impact assessment will be agreed with the Local Planning Authority at pre-application stage to ensure that an appropriate level of information is submitted with a planning application.

Hot Food Takeaways

3.139 Reducing health inequalities in Blackpool, including reducing levels of obesity, is a key Council objective and one way this can be achieved is to encourage healthy eating. Living in an environment with large concentrations of hot food takeaways that provide cheap, convenient, energy dense food, encourages unhealthy eating habits.

3.140 In recognition of supporting the health and well-being of the resident population of Blackpool, the Council in 2016 signed a Healthy Weight Declaration and in doing so has shown a commitment to reducing unhealthy weight in Blackpool.

3.141 Whilst it is acknowledged that Blackpool is a tourist destination and fast food such as fish and chips is synonymous with a popular seaside offer, local communities, particularly in and around the Inner Area, are exposed to exceptionally high numbers of hot food takeaways and this is having a detrimental impact on health.

3.142 This policy sits alongside other planning policies and local authority and public health initiatives to reduce levels of obesity and improve the health and wellbeing of Blackpool's residents. The policy seeks to prevent the establishment of new hot food takeaways in areas where there are high levels of childhood obesity.



Policy DM16: Hot Food Takeaways

To promote healthier communities, permission will not be granted for hot food takeaways in or within 400 metres of wards where there is more than 15% of the year 6 pupils or 10% of reception pupils with obesity.²⁰

3.143 The Foresight report **'Tackling obesity: future choices'** remains the most comprehensive investigation into obesity and its causes. It confirms that changing dietary behaviours to reduce excess energy intake is central to tackling obesity. Eating out of the home has been associated with higher intakes of energy and fat and lower intakes of micronutrients. In particular, there is evidence that the consumption of hot food take-away foods and fast-foods are determinants of

²⁰ [Public Health Map](#) [opens a new window]

excess weight gain. The popularity and prevalence of eating out of home, including the consumption of take-away foods and fast-foods, has risen considerably over the last few decades.

3.144 NICE (2010) Guidance on prevention of cardiovascular disease outlines that food from hot food takeaways and the 'informal eating out sector' comprises a significant part of many people's diet and indicates that local planning authorities should exercise their powers to prevent the establishment of new hot food takeaways, where there is local evidence that hot food takeaways are causing harm. It recommends that local planning authorities should be encouraged to restrict planning permission for hot food takeaways as well as consider the concentration of hot food takeaways in specific areas to address disease prevention.

3.145 The NPPF confirms that planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles where this would address identified local health and well-being needs.

3.146 One of the key objectives in the Core Strategy is to improve the health and well-being of Blackpool's residents and reduce health inequalities by maintaining good access to health care and encouraging healthy active lifestyles.

3.147 The National Child Measurement Programme (NCMP) records children's weight in Reception and Year 6 annually. Nationally, obesity levels have trebled in the last 30 years and in Blackpool, a quarter of reception age children, over a third of Year 6 children and three quarters of adults are either overweight or obese and these levels are significantly worse than the national averages.

3.148 Levels of obesity in childhood are greater in the most deprived areas and it is in these areas where there are clusters of hot food takeaways. In Blackpool, rates of obesity in childhood are nearly double in the most deprived wards compared to the least deprived wards.

3.149 In England, there is an average of 96.5²¹ hot food takeaways per 100,000 head of population. In Blackpool, excluding hot food takeaways on the Promenade which primarily cater for tourists, there are 196.5 hot food takeaways per 100,000 head of population (as of March 2018). Including the units on the Promenade, Blackpool has 217 hot food takeaways per 100,000 head of population (as of March 2018).

3.150 Wards with the highest number of hot food takeaways (excluding units on the Promenade) include:

- Talbot ward which has 54 units serving a population of 6461 population which equates to 804 units per 100,000
- Bloomfield ward which has 48 units serving a population of 6712 which equates to 715 units per 100,000.

²¹ 2018 figures

- Claremont ward which has 32 units serving a population of 7312 which equates to 438 units per 100,000

3.151 These are the three most deprived wards in Blackpool and amongst the most deprived areas in England and the rates of obesity in childhood in these wards is significantly above the national average of 19.3%²² by between 5 and 8%.

3.152 In 2018, the Government announced ambitions to reduce obesity in children nationally by 50% by 2030, which would result in approximately 5% of reception aged children and 10% of children in year 6 having obesity nationally in 2030. In order to support the Government in its ambitions to reduce obesity in childhood and to improve the health of children in Blackpool, the Council has adopted the approach taken by other authorities in restricting new hot food takeaways in or within 400m of wards where there are 10% of reception children and 15% of children in Year 6 with obesity. 400m is approximately a 5-10 minute walk and should be measured as the most direct and safe walking route.

3.153 Planning applications will be assessed against the most up to date childhood obesity data by ward, which is published by Public Health England, as part of the National Child Measurement Programme. Along with other Local Plan Policies and Blackpool's Public Health Strategies, the effectiveness of Policy DM16 along with the current childhood obesity levels, will be monitored through the Annual Authority Monitoring Report using the data gathered through the indicators set out in the Monitoring Framework at Appendix H.

²² 2019 figures

Design Principles

3.154 The National Design Guide was published in October 2019, and confirms that the long-standing, fundamental principles for good design are that it is 'fit for purpose, durable, and brings delight.'

3.155 Core Strategy Policy CS7 describes why securing high quality design in Blackpool is vital in creating attractive, successful and sustainable places in which people want to live, work and visit. Compromises in design quality are likely to have long term negative impacts on the town's economic, social and environmental sustainability.

3.156 All aspects of design in new development must be properly addressed from broad issues such as layout, scale and massing of buildings to more detailed issues such as architectural coherence, context and use of materials that are fundamental to the quality of the townscape. In this context DM17 sets out further detailed design requirements in all new development.

Policy DM17: Design Principles

1. All development should be of a high quality, and should enhance and respond to any positive character of the local area to create well designed, attractive and distinctive neighbourhoods in Blackpool.
2. Development should have regard to the following characteristics of the local area:
 - a. the topography and landscape features;
 - b. heritage assets and their setting;
 - c. the pattern, size and arrangement of streets, buildings and building lines;
 - d. the scale, height, massing and roofscapes;
 - e. vertical and horizontal rhythms created by windows and other architectural features;
 - f. materials, boundary treatments and landscaping.
3. New development should:
 - a. have a consistent architectural style across the whole building;
 - b. provide a human scale at street level;
 - c. have sufficient texture, depth and detailing to provide visual interest;
 - d. provide active frontages on all elevations with a street presence;

- e. not be dominated by car parking in front of the development;
 - f. be designed to prevent crime or the fear of crime;
 - g. not be less than four storeys in scale on the Promenade or within the Town Centre unless the character of the site and its surroundings suggests that four storeys would be inappropriate.
4. The materials used in developments should:
- a. be appropriate to the location and context in terms of their colour, texture, pattern and elements of detailing;
 - b. maintain a high quality visual appearance in the long term;
 - c. wherever possible be re-used or recycled and be re-usable or recyclable.
5. Particular attention should be paid to the design of new buildings:
- a. in sensitive locations such as those affecting heritage assets; or
 - b. that would be highly visible due to the prominence of the location or the scale of the development proposed.

Local character and distinctiveness

3.157 The NPPF states that planning policy should ensure that new developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Policies should also require development to establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and instinctive places.

3.158 It is important that developments are designed to protect and take advantage of any distinctive characteristics that make a positive contribution to an area. The first priority should be to contribute to a successful place overall, rather than considering the design of the development in isolation.

3.159 Respecting local character will often involve reflecting factors such as the existing scale of buildings and their design features, materials and boundary treatments in new developments. However, this may not always be appropriate, for example where it would draw attention away from a listed building or any other important landmark that is distinctive and a contributor to local identity. There may also be situations where a contrast to prevailing characteristics can enhance appreciation of those characteristics rather than detract from them, but such developments need to be very carefully designed to ensure that they are a positive rather than a negative feature and do not appear incongruous.

Architecture and the Built Form

3.160 The architectural design of buildings should be of high quality which contributes to an attractive and useable townscape. Individual elements of a building or a site may seem appropriate in isolation, but if they do not work together successfully then the building or site may detract from rather than enhance the area. Providing a scale which people can relate to will be particularly important, and this may involve the size and shape of buildings, as well as the use of architectural detailing to break up the overall mass.

3.161 Developments that create dead frontages tend to reduce the amount of natural surveillance, visual interest and activity in the street, affecting the usability and attractiveness of those spaces. It is important that people can easily understand and navigate their way around the built environment without crime or fear of crime, and this is aided by locating entrances on main street frontages and by making all street frontages active.

3.162 The placement of development on a site is also a critical consideration. For example, locating a large building at the rear of the site, well behind the building line with car parking and delivery bays dominating the frontage and with no soft landscaping is considered to be poor design.

3.163 The NPPF states that planning policy should seek to increase densities in Town Centres and other locations well served by public transport. In response to this and the local character of the town, Policy DM17 requires all new development within the town centre and on the Promenade (between Abercorn Place in the south to Carlin Gate in the north) to be four or more storeys (where appropriate). As Blackpool is a town which is predominantly built up to its boundaries, this approach will maximise the efficient use of land and promote the vitality and viability of the resort, in particular emphasising the important function of Blackpool Town Centre through larger scale development driving economic growth and investment. By ensuring that all new development in these locations is of such a scale this will diversify the range of uses including opportunities for new housing and employment on upper floors. The use of taller buildings will require careful consideration in relation to the setting of heritage assets and strategic views (Policy DM26-30 and DM19 refer).

Designing out Crime

3.164 Crime and fear of crime have a considerable impact on both the life of individuals and their wider community. It is well documented that good planning and design have a major role to play in reducing crime. Design is one element that can influence the occurrence of crime - both positively and negatively. The aim of 'Designing Out Crime' is to reduce the vulnerability of people and property to crime by removing opportunities that may be provided inadvertently by the built environment. It also aims to reduce fear of crime and in doing so, helps to improve people's quality of life.

3.165 Applicants are encouraged to approach the designing out crime officers from Lancashire Constabulary, at an early stage in the design process to ensure that development incorporates ‘crime prevention through environmental design’ principles.

Materials

3.166 The quality and type of materials used in new development can make a significant difference to the appearance and quality of a building and whether it enhances or detracts from the character of an area. Materials should be carefully selected to ensure they are both fit for purpose in a harsh marine climate, particularly in areas close to the Promenade and that they help the building fit into the surrounding townscape. In order for new development to be as sustainable as possible and to keep as much material out of landfill, wherever possible, materials should be re-claimed or be recycled and should be re-usable or recyclable at the end of the lifetime of the development.

Design and Access Statements

3.167 A Design and Access Statement is required to accompany and support a planning application for major development²³ and within a Conservation Area for proposals for new housing or development of more than 100sqm. The Statement provides a framework for applicants to explain their design concept and accessibility approach and how a proposed development is a suitable response to the site and its setting. It should also explain how relevant Local Plan policies have been taken into account, any consultation undertaken in relation to access issues and how the outcome of this consultation has informed the proposed development.

²³ [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015 \(page 5\) defines ‘major development’](#)

High Speed Broadband for New Developments

3.168 Access to full fibre broadband is vital in today's world. It is intrinsic to growing a sustainable local economy, vital for education and home working and increases community cohesion through digital communication.

3.169 Paragraph 112 of NPPF identifies that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies should support the expansion of electronic communications networks, including full fibre broadband connections and prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).

Policy DM18: High Speed Broadband for New Developments

1. Proposals for new build residential and business (Class B2, B8 and E(g)) development must demonstrate how they will provide future occupiers with potential for full fibre broadband connectivity. Development proposals must therefore:
 - a. Demonstrate early engagement with infrastructure providers
 - b. Be accompanied by a 'Broadband Statement' that explains the current internet connectivity in the site's locality and the potential for the site to be provided with full fibre broadband, including an assessment of the feasibility of providing full fibre infrastructure to each individual premise/dwelling (FTTP). The level of detail required in the Broadband Statement should be proportionate to the scale of the development proposed; and
 - c. Make provision for new premises to be provided with full fibre broadband, or if this is not feasible at the time of the application, undertake all reasonable actions to enable a full fibre connection at a future date.

3.170 The overarching vision for Blackpool Council's ICT/Digital Strategy 2017–2022 and mission for the Council's ICT Service is to 'make Blackpool digital'. The Council seeks to enable Blackpool to be a digital place with thriving digital skills and access, digital services, high speed connectivity, smart infrastructure, smart sensors and strong cyber defences enabling Blackpool to have a thriving economy with a particular emphasis on tourism. The Council is working in partnership with the Department of Culture Media and Sport (DCMS) to implement the recommendations of the recent publication of the Future Telecoms Infrastructure Review 2018 which is targeting Full Fibre Broadband to all UK properties by 2033. Blackpool Council has developed a Broadband co-operative

through multiple Full Fibre Providers which will support the delivery of Full Fibre Broadband. Consultation with the co-operative before developers submit a planning application is strongly encouraged.

3.171 In addition to the wider economic benefits of ensuring that residents and business occupiers (i.e. Class B2, B8 and E(g) employment uses) are able to access full fibre broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.

Strategic Views

3.172 Strategic views of assets of particular importance such as historic or distinctive buildings and landscapes help to shape the identity of a place. New development should safeguard and enhance important views of such buildings and landscapes.

3.173 Views of Blackpool Tower and the seafront and coastline are particularly sensitive to changes in their setting given that the Tower is the focal point of the Promenade and the seafront and coastline serves as the shop window to the resort.

3.174 This policy aims to enable appropriate development in locations which will enhance Blackpool's offer without detracting from these established strategic views.

Policy DM19: Strategic Views

1. Development should protect and enhance views of the following buildings and features of strategic importance:
 - a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre;
 - b. along the seafront and coastline;
2. Development that has a detrimental impact on these strategic views will not be permitted.

3.175 The seafront and coastline provide the main focal point of Blackpool as a seaside resort and Blackpool Tower is a nationally recognised landmark of significant historical and cultural importance that dominates Blackpool's skyline. The Tower can be seen from many locations throughout the town and across the wider Fylde Coast area. Views of the Tower are particularly prominent from the seafront, from the three piers and on main transport routes leading into the Town Centre.

3.176 New development can make a positive contribution to views of Blackpool Tower and the seafront and coastline but where development is likely to compromise these views, it will be resisted.

3.177 The scale, mass or height of existing buildings and structures which detract from a strategic view will not be accepted as a precedent for their redevelopment where there is an opportunity to improve the view with more sensitively scaled and massed development.

3.178 New development which would improve and enhance strategic views will be supported, subject to other planning policy requirements.

Extensions and Alterations

3.179 Extensions and alterations account for a significant proportion of planning applications in the Borough. Well-designed extension and alterations can enhance the appearance and value of a property. On the other hand, an unsympathetic extension can detract from the property itself, create problems for neighbouring residents, and affect the general appearance of the whole area.

3.180 Core Strategy Policy CS7 sets out the overarching policy in terms of general design requirements. Policy DM20 provides further detail in relation to extensions and alterations.

Policy DM20: Extensions and Alterations

1. Extensions and alterations must be well designed, sited and detailed in relation to the original building and adjoining properties. Past, unsympathetic alterations and extensions of other properties should not be regarded as a precedent for further similar proposals.
2. Materials will need to match or be complementary to the original building.
3. Roof lifts will not be permitted. Roof extensions will be acceptable where they will not:
 - a. be detrimental to the appearance or undermine the unity, roofscape or the townscape quality of the original and nearby buildings;
 - b. result in over-intensive development of a property with inadequate levels of private amenity space.
4. Rear extensions will not be permitted where they would result in inadequate levels of private amenity space being provided.
5. Front extensions beyond the main front wall of a property will not be permitted where they would disrupt a uniform building line.
6. Extensions which have an unacceptable impact on neighbour amenity in terms of loss of privacy, loss of outlook, loss of sunlight or daylight or have an overbearing impact will not be permitted.
7. Extensions which result in a loss of green infrastructure, car parking or servicing areas will need to be robustly justified and appropriately mitigated.

3.181 The Council is committed to supporting development that allows everyone in Blackpool the opportunity to make the most of their property in a positive way. However, extensions and alterations should be designed in a way that positively responds to the character of the host building and neighbouring properties and should respect locally distinct forms and detailing.

3.182 Some areas of Blackpool, particularly in the Inner Area neighbourhoods, are intensively developed with little or no private amenity space to the rear of properties. Proposals should not result in an inadequate level of private amenity space or exacerbate an existing deficiency.

3.183 Rooflifts have been used in the past as a way of extending holiday accommodation by the addition of an extra storey. Usually they consist of building up the outer walls of a property and replacing the pitched roof with a flat roof, sometimes at a higher level than the original ridge. Rooflifts are generally out of scale and character with the original property and particularly when used on front elevations, have a detrimental effect on the streetscene. Where upward extension of a property is acceptable, roof extensions should take the form of a dormer, where the use of roof space is allowed by the introduction of windows set within and framed by the existing roof. The dormer's materials and design should be in character with the existing building and roof style.

3.184 There are many examples of inappropriate front extensions and sun lounges in Blackpool, particularly on the Promenade and in current and former holiday accommodation areas. This type of inappropriate extension to the front of properties can be visually obtrusive and detract from the appearance of the original building. The existence of poor quality extensions and alterations will not be seen as a precedent for further poor quality development.

3.185 For the case of house extensions the 'Extending Your Home' SPD (and any subsequent update) provides additional design guidance that should be followed.

3.186 Green infrastructure which would be lost as a result of extensions will need to be replaced or mitigated, for example through the use of a green roof or wall or additional tree planting on or off site. Any loss of car parking or servicing areas should be justified and a demonstration that the loss will not increase pressures on street parking or the safe servicing of the development.

Landscaping

3.187 The protection and improvement of the natural environment is one of the core objectives of the planning system. The NPPF confirms that good quality landscaping and green infrastructure can create visually attractive places with multiple benefits to the economy, the environment and health and can avoid increased vulnerability to the range of impacts arising from climate change.

3.188 Core Strategy Policy CS6 requires development to incorporate or enhance green infrastructure and where this is not possible, a financial contribution will be sought to make appropriate provision for open space and green infrastructure off-site.

3.189 Policy DM21 requires new development to enhance the Borough's green and blue infrastructure taking account of the requirements in the latest Green and Blue Infrastructure Strategy and Action Plan and the findings and recommendations in the Open Space Assessment 2019.

Policy DM21: Landscaping

1. Development proposals are expected to contribute towards green and blue infrastructure and where appropriate, planning applications should include details of hard and soft landscaping. Development must:
 - a. ensure that the design and layout of the site retains and protects the distinguishing landscape features, trees and hedgerows and wherever possible enhances them through increased tree and shrub cover including soft edge and transitional areas of planting, prioritising the use of native species. Where the loss of trees (category A, B or C of BS 5837) is unavoidable, at least two replacement trees of a suitable species and level of maturity will be required for each tree felled, over and above other tree planting requirements. Where replacement trees would be inappropriate on site, a contribution towards the provision of trees off-site will be required;
 - b. where appropriate, include a landscaped buffer of appropriate depth and length which prioritises native species, unless there are site specific constraints which indicate this requirement cannot be achieved. In such cases, the use of green walls and green roofs will be encouraged;
 - c. use landscaping to screen and soften the appearance of hard surfaced areas, including surface level car parks and servicing areas;

- d. provide appropriate, high quality boundary treatments which encourage and enables the passage of wildlife and consider the inclusion of hedges rather than impenetrable fencing and walls
 - e. where appropriate, contribute towards tree planting in the town
 - f. demonstrate, where appropriate, how the landscaping scheme connects to the wider green infrastructure and ecological networks in Blackpool and the neighbouring Authorities.
2. Financial contributions towards creating and enhancing green and blue infrastructure in Blackpool will be sought from all development where adequate onsite provision is not possible, in accordance with the Greening Blackpool SPD (or any subsequent update).
 3. Proposals involving the hard surfacing of more than 50% of a residential garden will not normally be permitted.
 4. Proposals for major development and public spaces which will attract large crowds should include well designed Hostile Vehicle Mitigation (HVM) measures which are integrated sensitively and seamlessly into the townscape.

Economic benefits

3.190 To improve the desirability and attractiveness of Blackpool as a place to live, work and visit investment in the town's green infrastructure will be a priority, particularly in the inner neighbourhoods and the town centre. This will involve maintaining and improving our major parks, and open space; creating new green spaces and green links, improving access to our green and open space including the promenade; and softening the streetscape of our residential areas with trees and pocket parks bringing nature back into the heart of the resort.

3.191 The term landscape does not just include the wider countryside and green spaces, but urban spaces such as civic squares, public realm, street trees and all other outside spaces at every scale, including residential gardens. Trees and other green infrastructure are integral in creating places with a sense of character and local distinctiveness.

3.192 People are attracted to green and pleasant environments which encourage them to stay longer, adding vibrancy to a place and increasing potential for commercial success. Having a diverse, well managed landscape can also increase house and property values and attract investment.

3.193 Quality landscaping goes hand in hand with good quality and sustainable design and landscaping should be included as an integral part of the overall design of a development and should not be an afterthought.

3.194 Landscaping around buildings is important not only as a setting for the building in its context but also to provide amenity space, to soften the appearance of car parking and servicing areas and to assist with surface water drainage. The benefits of good quality landscapes which increase or introduces opportunities for biodiversity cannot be overstated and trees in particular are vital economic, environmental and social assets.

3.195 Priority consideration should be given to trees and hedgerows that are present on or adjacent to a development site. Development layouts should be designed to ensure that retained trees flourish and are able to reach maturity, thereby providing maximum environmental and amenity benefits, with minimum maintenance requirements. Retained trees, which are poorly related to buildings, can cause structural problems, distress or financial loss to occupants even if not affecting the trees directly. Therefore, development layouts may not be acceptable if they would result in undue pressure for felling or unsightly, heavy pruning of trees in the future.

Environmental benefits

3.196 Section 40 of the Natural Environment and Rural Communities Act 2006 (NERC) requires public authorities to have regard to the conservation of biodiversity, including restoring or enhancing a population or habitat. The NPPF encourages environmental and biodiversity net gains from development and the Government has announced that net gain will become mandatory in the emerging Environment Bill, to ensure that new developments enhance biodiversity and help deliver thriving natural spaces for communities, which can improve human health and wellbeing.

3.197 Biodiversity has historically been undervalued and population growth and climate change are likely to increase pressures on the declining natural environment in Blackpool. It is vital therefore that development acknowledges and addresses these pressures and that measures are put in place to protect and enhance the natural environment and minimise the impacts of development.

3.198 Providing landscaping (including within residential curtilages) which includes native species, enhances biodiversity, encourages pollinators, creates habitats, improves health and wellbeing, reduces pollution and mitigates the effects of climate change. The connectivity of habitats via green corridors is a key consideration and areas where there are hedgerows are particularly important. Every development should take opportunities to protect, improve, enhance and link existing green infrastructure and should introduce well designed and robust landscaping to help 'green' the town, assist with surface water drainage and increase opportunities for biodiversity.

3.199 Attempts to secure benefits to biodiversity on a site by site basis will contribute to the protection and/or enhancement of green infrastructure in all appropriate development in Blackpool, with a cumulative ecosystem benefit.

Social benefits

3.200 The social benefits that green infrastructure can provide are substantial and a shortage of green infrastructure in Blackpool has had a negative impact on the physical and mental health of residents.

3.201 Good quality landscaping which incorporates public art and green and blue infrastructure, can encourage physical activity such as walking and cycling which benefits both physical and mental health and increase cognitive function and reduces stress. Providing adequate buffers between developments can also reduce the impacts of development on neighbouring uses and make proposals more acceptable in terms of visual and noise impacts.

3.202 At their best, green spaces can promote a sense of civic pride and can help facilitate social interaction, inclusion and community cohesion and reduce anti-social behaviour.

Tree planting and landscaping in new development

3.203 The Green and Blue Infrastructure Strategy and Action Plan 2018 confirms that Blackpool has less tree cover than any other town and identifies the need to plant 10,000 trees and to 'green' the town centre and the Inner Area.

3.204 Given this significant shortfall in green infrastructure and tree cover in Blackpool and the high value of mature trees, where a development would unavoidably result in the loss of a category A, B or C of BS 5837 tree, it must be replaced by two trees of an appropriate maturity and species. Ideally the replacement trees would be planted on the development site but if this is not practical, the trees may be planted off-site.

3.205 Protecting existing trees and requiring developers to provide onsite trees or contribute to the provision of offsite trees, will furnish towards the provision of an additional 10,000 trees locally and will also assist the Government to meet the objective of increasing overall tree cover to 12% in the UK by 2060, a policy which is outlined in the Government's "A Green Future: Our 25 Year Plan to Improve the Environment".

3.206 Consideration should be given to incorporating green or living roofs or walls into new development or retro-fitting to existing buildings in cases of change of use developments. Not only are green roofs and walls attractive in terms of their aesthetic values and have obvious environmental benefits in terms of habitat creation, gains for biodiversity and improvements to air quality, but also have cost savings as they are highly insulating in terms of noise, heat loss and heat gain and will absorb rain water, reducing the amount of attenuation measures required in new developments.

3.207 Not all landscape features are green but can assist in place making and wayfinding, such as public art and use of surfacing materials. Also, hostile vehicle mitigation (HVM) measures, which are unfortunately necessary in town centres and around areas of high pedestrian traffic and congregation, have the potential to positively contribute to the quality of a place whilst keeping

people safe from hostile vehicle attacks. Highly visible HVM measures not only reduce the quality of the environment, they increase the public perception of risk which can reduce footfall and have a negative economic impact on the local economy. In the interests of public safety and good quality design, HVM measures should be designed sensitively around areas which will attract large crowds. A mixture of HVM Measures such as green and blue infrastructures including fountains and planters, street furniture, public art and retractable measures will be prioritised over more overtly defensive measures such as fixed bollards.

3.208 The Greening Blackpool SPD provides further information and assists developers in incorporating, protecting and enhancing existing trees and landscaping in development.

Shopfronts

3.209 Shopfronts within the Town Centre and district and local shopping centres play a key part in establishing and defining the visual character of the street scene; they add to the overall visual quality of a centre and assist in establishing a strong sense of place and an attractive environment to visit. In addition, good shop front design which respects the integrity of the existing buildings and the street scene as a whole can help to encourage further investment together with more visitors and shoppers, thereby boosting the local economy.

3.210 A key component in the NPPF and the Core Strategy is quality of design and this emphasis has therefore been placed on ensuring high standards of design for all shopfronts, whether traditional or modern, to create streets which have a pleasing appearance and are attractive for residents and visitors.

3.211 Policy DM22 aims to ensure that the town's centres and other shopping destinations are well designed, welcoming places with distinct characters, which encourage shopping locally.

Policy DM22: Shopfronts

1. Proposals for new shopfronts or alterations to existing shopfronts must:
 - a. have regard to the character of the building and the streetscene and create a positive visual impact;
 - b. have a complementary relationship with the upper floor(s) of the building where appropriate;
 - c. have a fascia depth proportionate to the shopfront, adjacent properties and the wider streetscene which retains or reinstates vertical breaks between buildings;
 - d. include principal signage only at fascia level, or within existing areas of principal signage within existing shopfronts, and in proportion to the shopfront and fascia;
 - e. retain features such as pilasters, mullions, toplights, canopies/awnings, doors and stall risers which contribute to the character of the building and the wider area; or introduce such features where appropriate and where they would not obscure architectural details;
 - f. provide independent access to the upper floor(s) where appropriate;
 - g. retain recessed doorways to provide a transition between the street and to provide disabled access;
 - h. provide transparent display windows.

2. Shop units in corner properties should include shopfronts which wrap around the corner and should be designed to have high quality elevations to both frontages to avoid blank walls in the streetscene.
3. The use of uPVC on shopfronts, windows or doors will not be permitted within the Town Centre, District or Local Centres, on Listed or Locally Listed Buildings or in Conservation Areas.
4. Automated Teller Machines (ATMs) will only be permitted in larger shopfronts. An ATM on a shopfront that would be a dominant feature on the frontage will not be permitted. If the ATM is to be placed within a shop window, the ATM should be sensitively positioned and surrounded by clear glazing rather than a solid panel and should not interfere with or result in the removal of original or good quality design features. Illuminated ATM surrounds will not normally be permitted in conservation areas or on listed or locally listed buildings.

3.212 The Council is committed to improving the public realm in the Town Centre, but if the Town Centre is to remain a thriving destination, private sector investment is also required in improving the quality of the shoppers' experience of the Town Centre. In a climate where town centres and high streets are facing a multitude of challenges to their future and viability, including reduced footfall, empty units, on-line shopping and out of centre retail parks, it is imperative that town centres and high streets are attractive places to visit and this includes having quality shopping frontages.

3.213 The unsympathetic replacement of shopfronts and poor quality designs weaken the architectural merit of existing buildings and can detract from the appearance of a street. As a result, these changes can reduce the distinctiveness and appeal of the shopping environment. In parts of Blackpool, shopping units and shopfronts have been developed in a piecemeal fashion with poor quality design and this has led to parts of the town becoming unattractive to shoppers, visitors and potential investors and as a result attracting a high turnover of low end retail uses.

3.214 Timber is the preferred option for new shopfronts, although powder-coated aluminium or steel frames are generally appropriate in more modern buildings. Good quality, well designed and maintained timber shopfronts boost the value of a property, raises the quality and appearance of the area and are more durable and easy to maintain than uPVC.

3.215 uPVC shopfronts are poorer quality and appear more chunky and clumsy compared to slimmer aluminium, steel or timber frames. uPVC shopfronts are also the least sustainable option, they have a much shorter shelf-life than more sustainable alternatives and need replacing more often as they are difficult to repair and maintain and are more difficult to re-cycle than traditional materials.



Examples of a good quality shopping frontages in Cedar Square and Abingdon Street.

3.216 In order to improve the appearance of the Town Centre, District and Local Centres, the Council will seek a reduction in the size of fascia's of excessive dimensions (height, width and depth), which are out of proportion or scale with the shopfront, cover original features or are considered to have a detrimental effect on the appearance of the building or the street scene. Principal (main) signage should normally comprise a fascia sign that is in proportion to the shopfront and fascia or where no fascia exists, in appropriate locations within existing shopfronts.



Examples of a poor quality, cluttered shopfronts, excessive fascia sizes, inappropriately placed ATM, roller shutter housing boxes and refrigeration units.



3.217 To enliven frontages, enable passive surveillance and create interest in the streetscene, all shop frontages should provide good visibility and glazing and should not be blanked out or obscured with vinyl or other advertisements or ATMs. Providing and retaining display windows ensures visibility into the shop, provides animation at street level and assists in creating a pleasant and welcoming built environment which does not promote crime/fear of crime and anti-social behaviour.

Security Shutters

3.218 The Council is aware that shop owners and keepers and insurance companies take security very seriously. Security measures, by their very nature, tend to be highly visible and therefore have the potential to impact upon the appearance of a building and the surrounding streetscene. The Council seeks to enhance the appearance of Blackpool's Town Centre, District and Local Centres and other shopping frontages in general to ensure they remain attractive and welcoming places, not just during the day but also during the evening and night time hours.

3.219 Well-designed security measures do not detract from the design of a shop front, the building and the surrounding streetscene and will lead to the improved appearance of our Town and encourage investment.

3.220 This policy seeks to assist in creating a pleasant and welcoming built environment in Blackpool which doesn't promote crime/fear of crime and anti-social behaviour and to protect active frontages in Blackpool which encourage footfall in shopping areas.

Policy DM23: Security Shutters

1. External shutters will not be permitted:
 - a. within the Town Centre, District Centres or Local Centres;
 - b. on the Promenade;
 - c. on listed or locally listed buildings;
 - d. in Conservation Areas;
 - e. in the Resort Core.
2. Outside of these locations on street frontages, shutters and grilles will be permitted subject to the following criteria:
 - a. the shutters are of an open brick bond design or similar which allow oblique views through the property;
 - b. the shutter, housing box and guides are integrated sympathetically within the fascia;
 - c. the shutter does not obscure architectural features of the building such as stall risers.
3. Solid roller shutters will only be permitted on industrial/ business estates, or where such shutters are appropriate to the character of the building and the wider area.

3.221 As an attractive street frontage benefits trade and the local economy, it is essential that property owners use appropriate security measures which have the minimum adverse effect on the street scene.

3.222 The NPPF confirms that new development should add to the overall quality of an area, be visually attractive, should be sympathetic to local character and history, establishing or maintaining a strong sense of place by creating attractive, welcoming and distinctive places to live and visit. New development should also create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

3.223 Many modern security shutters were originally designed for the security of industrial premises. Whilst they can be fitted relatively easily and cheaply, they have a detrimental effect on townscape and the overall perception of an area and are not suitable in retail areas, on the Promenade, in conservation areas or on listed or locally listed buildings. Solid, or almost solid, external roller shutters have a range of negative effects which outweigh the perceived security benefits. These negative effects include:

- Creating a forbidding, hostile and fort like appearance that gives the impression that the area is a high-risk area prone to crime, creating 'no-go' zones for pedestrians, reducing trade and passive surveillance and making properties more vulnerable to attack.
- The creation of unattractive blank frontages where window shopping is precluded during the evening and a deadening effect on the character of the property and the street.
- The reduction or preclusion of internal/external inter-visibility making premises safer for criminals once inside.
- Attraction of unsightly fly posting and graffiti, portraying an overall impression that the area is in decline.
- The concealing of important architectural features of the premises, to the detriment of the character of the host building and the surrounding area.
- Where security shutters are left down during the day, they can reduce the trading potential of surrounding businesses and reduce property values.

3.224 These effects are also particularly damaging for the image of the resort, such as on the Promenade and in the Resort Core, where large concentrations of commercial properties are secured by solid shutters outside operational hours or out of season.

3.225 The Council recognise that there may be instances where property has to be secured in the short term, either because the property is vacant, or due to acts of vandalism or storm damage. In such circumstances the Council is keen to work with the property owner to agree short term measures to secure the property.

3.226 The Council promotes 'Secured by Design' principles which include for example, measures such as good lighting, CCTV cameras and alarms and toughened or laminated glazing. Using toughened or laminated glass is a more appropriate security measure and the lighting of interiors

allow the vitality of the street to continue out of hours. This improves the character and safety of the street to the benefit of the local community and retailers alike. These measures can help to increase security and do not normally require planning permission.

Advertisements

3.227 Well-designed, proportioned and sited signs can complement both individual buildings and the overall character of the area. They can add vitality and life to a building, and can be used to enhance architectural features.

3.228 Blackpool has a large amount of poor quality signage and large panel advertisements which harms amenity and local distinctiveness. Most of Blackpool Town Centre and parts of the Promenade are subject to conservation area designation and poor quality advertisements and signage are identified as problematic in conservation area character appraisals such as those for Blackpool Town Centre and Foxhall.

3.229 This policy seeks to ensure that advertisements are well designed and placed and are appropriate in their setting and cause no harm to residential amenity or negatively impact on safety. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (or as amended). This policy is set within the context of these regulations.

Policy DM24: Advertisements

1. Proposals for advertisements must preserve or enhance the character of their setting and host building and be of the highest design quality.
2. Proposals for advertisements will be considered having regard to their size, design, position, range of visibility, illumination, location and any cumulative impacts with existing advertisements.
3. Advertisements will be supported where they :
 - a. preserve the character and amenity of the area; and
 - b. preserve or enhance heritage assets and conservation areas.
4. Advertisements will be resisted where they:
 - a. contribute to an unsightly proliferation of signage in the area;
 - b. contribute to street clutter in the public realm;
 - c. cause light pollution to nearby residential properties or wildlife habitats;
 - d. have flashing illuminated elements (other than on large leisure assets on the Promenade or within the Resort Core);
 - e. would obscure more than 50% of otherwise transparent display windows; or
 - f. impact upon public safety.

5. Existing poor quality signage on the host property or other buildings in the area should not be regarded as a precedent for further similar proposals.

3.230 It is acknowledged that outdoor advertising is essential for businesses in Blackpool and has a practical purpose of providing information about goods, services and events. However, this must be balanced with the need for such signs to be well designed and in the right place so that they make a positive contribution to the appearance and character of the streetscene.

3.231 The overall design of individual advertisements, their size, what they are made of, method of illumination, the style or type of the host building, positioning on the building, the appearance and setting of surrounding buildings and their cumulative effect are all important factors in assessing the impact of a single advertisement on amenity and public safety.

3.232 A particular design may be appropriate in one location, on a particular building but the same design may appear discordant on a different building or in a different place. However, Blackpool is a family resort with a quirky character and so interesting and unique styles of advertisements and signs will be considered acceptable where they are compatible with the host buildings and surrounding environment.

3.233 Poor quality advertisements will detract from the architectural or design merit of a building and the character of the wider streetscene where they:

- constitute poor design, such as bulky, 'stuck on' internally illuminated box signs;
- would obscure or cut across positive architectural features of a building;
- are in the form of a continuous fascia spanning two or more distinct buildings;
- are at a high level or are unrelated to the use of that floor of the building, unless this is in the interests of amenity and public safety;
- would result in clutter;
- would result in a top heavy fascia which distorts the proportions of the buildings frontage;
- would obscure views into the building.

3.234 Advertisements in conservation areas and on or near listed and locally listed buildings require particularly detailed consideration given the sensitivity and historic nature of these areas or buildings. Any advertisements on or near a listed or locally listed building or in a conservation area must not harm their character and appearance and must not obscure or damage specific architectural features of buildings.

3.235 In certain circumstances safety can be prejudiced by signage that obstructs the highway or causes distraction to motorists.

3.236 Advertisements will not be considered acceptable where they impact upon public safety, including when they:

- obstruct or impair sight lines to road users at junctions and corners;
- reduce the effectiveness of a traffic sign or signal;
- result in glare and dazzle or distract road users;
- distract road users because of their unusual nature;
- disrupt the free flow of pedestrian movement; or
- endanger pedestrians forcing them to step on to the road.

3.237 Clutter on the forecourt of premises is a particular problem in Blackpool, as are poor quality shop frontages and signage which are harmful to visual amenity and local distinctiveness reducing the attractiveness of areas as shopping destinations.

3.238 There is a clear commitment in the Core Strategy to arrest decline and restore confidence in the town centre and to regenerate its centres. This includes securing positive improvements in the quality of the built, natural and historic environment and replacing poor design with better design. The control of advertisements has an important role in delivering these ambitions.

3.239 The Council takes a proactive approach to preserving or enhancing the townscape and public realm. Where existing advertisements with deemed consent are considered to have substantial injury to the character and amenity of a building or local area the Council will, where appropriate seek removal of these advertisements, which may include serving of discontinuance notices.

3.240 The Council's adopted Signage SPD provides more detailed guidance on advertisements.

Public Art

3.241 The NPPF recognises that supporting the cultural wellbeing of places is part of the social role of the planning system and its aim of achieving sustainable development²⁴ and that policies and decisions should ‘take into account and support the delivery of local strategies to improve health, social and cultural wellbeing for all sections of the community’²⁵. Government guidance has advised that ‘Public art and sculpture can play an important role in making interesting and exciting places that people can enjoy using’.

3.242 Blackpool is the home of British popular culture, with a proud heritage stretching back over 150 years. It is recognised historically as a place where all classes of society came to consume and enjoy the best culture of the day from variety theatre and the Illuminations to the circus.

3.243 The Council is committed to developing a strong sustainable cultural economy recognising the benefits this can bring in terms of skills development and better paid jobs for local people, a unique and attractive tourism offer and ensuring the well-being of local people. Investment in the town’s cultural infrastructure and home grown creative talent and production are key priorities.

3.244 Blackpool is recognised nationally for the quality and reach of its cultural offer built on strong partnerships involving the Council, the cultural sector and key stakeholders locally, regionally and nationally, working together to benefit the town. LeftCoast provides an example of this, one of the Arts Council England’s flagship Creative People and Places projects.

3.245 Culture and well-being are embedded within the Blackpool Local Plan Part 1: Core Strategy, inherent in the Spatial Vision and Objectives, recognising the key contribution they make to the economic, social and environmental well-being of the town and its residents and visitors.

Policy DM25: Public Art

1. New developments will be required to support the cultural well-being of Blackpool and contribute to addressing positive social, economic and environmental outcomes through the provision of public art projects. Such projects can be part of an individual site and/or part of public realm and/or other infrastructure that is related to a number of sites.
2. Public Art projects will be delivered where appropriate, through the funding, management, development, implementation and maintenance of such projects by developers related to major development sites including:

²⁴ NPPF Paragraph 8 (July 2021)

²⁵ NPPF paragraph 93 (July 2021)

- a. major development sites within the Strategic Locations of Development identified under Policy CS1 of the Council's Local Plan, Part 1 Core Strategy;
 - b. major development sites within the South Blackpool Growth Area.
3. Public Art projects proposed by individuals and organisations, including the Council, that are not related to major development, will be encouraged and supported with a particular focus on the following areas:
- a. the inner area neighbourhoods of North Beach, Foxhall, South Beach, Claremont, Talbot and Brunswick, Revoe and St Heliers; and
 - b. Marton Moss Strategic site.
4. Where it is not appropriate to deliver a public art project as part of a specific development, financial contributions will be sought to make appropriate provision for public art, unless it can be demonstrated that this would not be viable or feasible.

3.246 Policy DM25 supports the delivery of the requirements of the NPPF and National Planning Practice Guidance (NPPG), the Council Plan and Core Strategy by:

- Socially contributing to health, education and community development initiatives and services;
- Economically generating income from visitors and for the arts sector;
- Environmentally enhancing the design of and access to buildings and the public realm.

3.247 The strategic locations for development referred to in the policy are identified in Policy CS1 of the Core Strategy and comprise Blackpool Town Centre, The Resort Core and Neighbourhoods within the inner areas as a focus for regeneration with supporting growth in South Blackpool helping to meet wider housing and employment needs.

3.248 Blackpool Town Centre with a strong cultural infrastructure, offering exciting public art activities to engage and participate in, has a pivotal role to play in driving the local economy. A critical mass of vibrant cultural venues and organisations, such as the Grundy Art Gallery, Grand Theatre, Winter Gardens, LeftCoast, the new Art B&B and Blackpool Museum will attract visitors and locals into the town centre; with local businesses benefiting from the additional spend generated. Commissioning investment will support these organisations in thriving and providing

high quality public art programmes creating key memorable moments in Blackpool's cycle of events.

3.249 The three strategic sites within the town centre provide considerable opportunity for Public Art – the Talbot Gateway Central Business District, the Winter Gardens and the Leisure Quarter (the former Central Station Site).

3.250 Commissioning ambitious new public art (both permanent and temporary) can contribute significantly to Blackpool's reputation as a desirable place to live, work and visit. Quality spectacular and experiential public art events raise Blackpool's profile locally, regionally and nationally; making a major contribution to re-establishing Blackpool as the sub-regional centre for the Fylde Coast helping to boost the visitor economy.

3.251 Within the **Resort Core** bold and imaginative public art could be commissioned to engage visitors, in particular families and young people through playful, provocative and sensory interventions making the most of up to date technologies. In the **Neighbourhoods within the inner area** the Council with partners is actively addressing the social and economic challenges, to assist in making these neighbourhoods attractive sustainable places to live. Public art projects can enable Blackpool residents (including young people) to experience high quality cultural activities and provide opportunities to develop themselves as makers, participants, audiences and leaders in their community. It can create a space for debate and discussion and provide a way of capturing residents' ideas about the kind of neighbourhood they want to live in.

3.252 In **South Blackpool** opportunities for Public Art projects exist in particular within the **Blackpool Airport Enterprise Zone**. Public art can contribute to the re-invention of the EZ area which has a rich industrial heritage, including the former Wellington bomber factory. Public art can also contribute to the health and well-being of employees working on the site creating spaces that people can enjoy during work breaks.

3.253 Examples of public art projects include:

- projects that expand the tourism, arts, heritage and cultural offer supporting the development of a year-round visitor economy that will further the regeneration and prosperity of the town;
- projects that are part of the planning and creation of places, buildings, spaces and routes supporting the protection and enhancement of the built and natural environment and the provision of high quality design; and
- projects that engage existing and new communities and enable them to celebrate and/or investigate local identity and/or local issues supporting social development, cohesion and wellbeing.

3.254 There may be circumstances where it is not appropriate to deliver a public art project as part of a specific development in these cases the Council will seek a financial contribution. The type of Public Art and level of contribution will depend on the nature of the development proposal, the

characteristics of the site and its surroundings. This will also enable the delivery of public art through complementary strategies such as the Green and Blue Infrastructure Strategy and Action Plan.

3.255 To ensure the provision of public art projects, and to provide further guidance on off-site financial contributions, the Council will prepare an SPD providing additional advice for developers.

Heritage

3.256 The Council places great importance on preserving the historic environment. Under the Planning (Listed Buildings and Conservation Areas)

Act (1990) the Council has a responsibility to have special regard to preserving listed buildings and must pay special attention to preserving or enhancing the character or appearance of conservation areas. The NPPF states that in decision making, local authorities should give great weight to conservation of designated heritage assets in a manner appropriate to their significance. The Council expects that development not only conserves, but also takes opportunities to enhance, or better reveal the significance of heritage assets and their settings.

3.257 Policy CS8 of the Core Strategy sets out the Council's strategic policy in relation to heritage and recognises Blackpool's rich social and built heritage, with the town's success founded on iconic Victorian landmarks.

3.258 Further detailed policy is provided in this section for proposals affecting Listed Buildings, Conservation Areas, Non-Designated Heritage Assets, Stanley Park and sites with archaeological importance.

Listed Buildings

3.259 Blackpool has 49 buildings statutorily listed for their special historical or architectural interest that represent some of the most important seaside architecture in Britain. The Council's approach to how development impacts on our listed buildings reflects the scarcity and national significance of these designated assets.

Policy DM26: Listed Buildings

1. The Council will support proposals which sustain and enhance the significance of Blackpool's Listed Buildings including their setting. Great weight will be given to the conservation of those elements that contribute to the significance of the listed building including its setting.
2. Proposals which would cause harm to or loss of a listed building, will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a listed building will only be permitted in exceptional circumstances.
3. Applications for works to listed buildings including new development within its setting must be accompanied by a heritage statement. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset this may be used by the Council as grounds to justify refusal of the scheme.

3.260 Listed Buildings are protected by legislation and Historic England keeps an up-to-date register of all listed buildings and those at risk. Listing protects an irreplaceable part of our cultural heritage from unsympathetic changes and unnecessary destruction. Only a small proportion of buildings in England (about 2.5%) are Listed as being of special architectural or historic interest.

3.261 Applicants are required to submit a heritage statement in support of any application that directly or indirectly impacts on a designated heritage asset. Whilst the information provided should be proportionate to the significance of the asset and nature of the works proposed the statement should as a minimum:

- Explain and justify how the proposal has taken into account the historical significance of the asset.
- An assessment of the impact the proposal will have on the significance of the listed building including its setting

- The extent to which the proposed works would result in public benefits
- The present or future economic viability of the proposal
- Clear details of the proposed works including architectural detailing
- Clear demonstration of how the proposal meets the requirements of national policy and legislation

3.262 It is essential that the custodians of these buildings are aware of their statutory obligations in respect of any proposals. The Council recommends that custodians of listed buildings seek advice from the planning department at an early stage regarding any proposed development or alterations to a listed building.

Conservation Areas

3.263 A conservation area as defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 is **‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’**. Conservation areas were first introduced with the Civic Amenities Act in 1967 which gave local authorities the power to designate conservation areas.

3.264 Blackpool has seven conservation areas:

- Blackpool Town Centre
- Stanley Park
- Foxhall
- Raikes Hall
- Marton Moss
- North Promenade
- Layton

3.265 The Council has prepared conservation area appraisals and management plans that provide further guidance on the character of these areas, which are available from the Council’s website. These documents will be taken into account as material considerations when assessing planning applications within these areas.

Policy DM27: Conservation Areas

1. Proposals within or affecting the setting of any of Blackpool’s conservation areas as identified on the Policies Map, should preserve or enhance those elements that make a positive contribution to their special character or appearance including its setting, having regard to the Council’s Conservation Area Appraisals.
2. Demolition, or other unacceptable harm to the significance of a building or feature that makes a positive contribution to the significance of the Conservation Area, will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy through a heritage statement. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset as a whole, this may be used by the Council as grounds to justify refusal of the scheme.

3. Proposals should:

- a. Be appropriate to their context including setting, scale, density and physical characteristics;
- b. Preserve or enhance features making a positive contribution. In particular, design, massing and height of any building should closely relate to adjacent buildings and should not have an unacceptable impact on townscape and landscape;
- c. Not have an unacceptable impact on historic street patterns or roofscape;
- d. Not result in harm to public or open spaces;
- e. Retain individual features of interest, including doorways, cobbles, trees, hedges, railings and garden walls;
- f. Reinforce distinctiveness of the area, reflecting the local pallet of materials and local building styles;
- g. Retain, repair, reinstate and enhance traditional shopfronts.

3.266 Whilst Conservation Areas may contain Listed Buildings, all elements that contribute positively to the special character of the conservation area, including amongst other features buildings, walls, railings, open spaces and trees should be protected and where appropriate enhanced.

3.267 In this respect the Council will generally seek to retain buildings or other structures which make a positive contribution to the character or appearance of a conservation area. Demolitions will only be allowed where the building or structure does not positively contribute to the character or appearance of the area, where it is beyond reasonable economic repair or where proposals would remove a negative element in the conservation area. Even where demolition meets the tests of the NPPF, consent will not be given unless acceptable and detailed plans for a redevelopment or restoration scheme has been approved by the Council and a contract for the carrying out of those works has been entered in to.

Non-Designated Heritage Assets

3.268 The Council maintains a local list of over 200 non-designated heritage assets. Impacts from development affecting non-designated heritage assets or their setting are material planning considerations.

Policy DM28: Non-Designated Heritage Assets

1. Proposals which would retain, reuse and repair the significance of Blackpool's non-designated heritage assets will be supported.
2. There will be a presumption in favour of their retention when considering development proposals. Development which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where robust evidence can demonstrate that the benefits of the development clearly outweigh the harm.
3. Proposals must be accompanied by a heritage statement, the detail of which is proportionate to the heritage asset affected. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset this may be used by the Council as grounds to justify refusal of the scheme.
4. Where the loss of a non-designated heritage asset is proposed, the following information will be considered:
 - a. The significance of the heritage asset, in isolation and as part of a group as appropriate, its contribution to the character or appearance of the area, and the degree of harm that would result;
 - b. An appropriate level of survey and recording which may also include archaeological investigations;
 - c. The condition of the asset and the cost of any repairs and enhancement works that need to be undertaken;
 - d. The adequacy of efforts made to sustain existing uses or find viable new uses
 - e. The reuse of materials and architectural features in the new development; and
 - f. The public benefit arising from the proposals for the site;

g. Demonstration that the design of the new proposal is of an increased quality than the one it is replacing.

5. Where permission is granted for development which would result in the loss of a non-designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Local Planning Authority and the Historic Environment Record.

3.269 Local lists are a way of helping conserve buildings of local, rather than national, importance which make a positive contribution to the character of our streets and the town's history. Blackpool's local list was initiated by the findings of the historic townscape characterisation exercise in 2008/9 which identified buildings of local architectural and/or historic interest in those areas covered by the project.

3.270 Subsequently the decision was taken to extend the local list to cover the whole borough so that the special interest of all buildings of local significance could be taken into account in planning decisions. The process for local listing has now been established and the lists of buildings which have been formally adopted can be seen on the [heritage pages on the Council's website](#) [opens a new window].

3.271 Applicants are required to submit a heritage statement in support of any application that directly or indirectly impacts on local heritage asset. Whilst the information provided should be proportionate to the significance of the asset and nature of the works proposed the statement should consider as a minimum:

- The significance of the heritage asset, in isolation and as part of a group as appropriate, its contribution to the character or appearance of the area, and the degree of harm that would result;
- The public benefit arising from the proposals for the site;
- The condition of the asset and the cost of any repairs and enhancement works that need to be undertaken;
- The adequacy of efforts made to sustain existing uses or find viable new uses; and
- Appropriate marketing

3.272 Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset this may be used by the Council as grounds to justify refusal of the scheme.

3.273 Early pre-application engagement with the Council's Conservation Officer is encouraged.

Stanley Park

3.274 Stanley Park is listed as Grade II* on the Historic England Register of Parks and Gardens and was constructed between 1924 and 1926 to designs by Thomas Mawson. The Park is a superb example of an early 20th Century public park with contemporary integral sports and leisure facilities.

Policy DM29: Stanley Park

1. Development proposals within or affecting the setting of Stanley Park, as identified on the Policies Map, should:
 - a. sustain and where appropriate, enhance its significance;
 - b. not result in harm to the elements which contribute to its significance including its layout, built or landscape features key views or vistas, its character and appearance and its enjoyment;
 - c. be accompanied by a robust heritage assessment which will demonstrate the impact the proposal will have on its significance including its setting and clear details of the proposed works and how it will sustain and provide opportunities to enhance the significance of the Park and its setting.

3.275 A unique blend of architecture, horticulture and recreation, the park covers around 104 hectares and boasts one of England's finest examples of Art Deco style design in the café building at the centre of the park. The original intention of providing the park was to extend visitor facilities in Blackpool and to control and plan the expansion of Blackpool.

3.276 The Park was laid out in close conformity to the 1922 plans and retains all the principal features of the executed plans and remains relatively untouched with few changes to the overall layout and little change to the built structures within it. In 2019 Stanley Park was voted the best park in the UK described as a 'beautiful tranquil place away from the hustle and bustle of the Blackpool seafront...'

3.277 To ensure this unique facility in Blackpool is conserved and enhanced Policy DM29 sets out clear requirements that development proposals need to meet in order to protect the significance of this historic park.

Archaeology

3.278 The Council is committed to protecting remains of archaeological importance by ensuring acceptable measures are taken proportionate to the significance of the heritage asset to preserve them and their setting, including physical preservation, where appropriate. Despite being a predominately nineteenth century town, Blackpool does have sites of earlier development particularly around Foxhall and in Layton and Bispham. The town has yielded archaeological material from the prehistoric, Roman and medieval periods.

3.279 This policy sets out the requirements where there is known archaeology or reasonable grounds for the potential for archaeology.

Policy DM30: Archaeology

1. Development which would result in harm to or loss of the significance of a scheduled monument (or a site of national significance) will not be permitted unless it can be demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.
2. Where there is knowledge of archaeological remains or reasonable grounds for the potential of archaeology, proposals will be expected to be accompanied by an assessment of the significance of any archaeology prior to the determination of an application for the site and how it will be affected by the proposed development. Where this demonstrates that it is of national significance (equal significance to a Scheduled Monument), proposals which cause harm to or loss will not be supported unless it can be demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.
3. Where proposals affect non-designated archaeology of local significance, this will be a material consideration when determining any planning applications for development.

3.280 Where buried heritage would be affected by development, planning permission is likely to be subject to a condition requiring the implementation of a scheme of archaeological investigation and recording approved by the Local Planning Authority. This may include further stages of evaluation surveys, particularly if trial trenching has not been undertaken at the pre-consent stage; works to mitigate the loss of archaeological remains, such as a watching brief or excavation & mitigation; off-site analysis and publication of the results of the archaeological work; and deposition of the archive with a repository approved by the LPA.

3.281 Where proposals affect non-designated archaeology of local significance, developers need to undertake research at an early stage to identify the significance of the archaeology on the site to inform development proposals and assist in development management decisions.

3.282 Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm to a scheduled monument (or site of national significance), consideration will be given to the significance of remains and measure sought to ensure mitigation of damage through preservation of the remains *in situ* as a preferred solution. Where this is not justified, the developer will be required to:

- a) make adequate provision for excavation and recording before and / or during development
- b) demonstrate how the public understanding and appreciation of the site can be improved.

Surface Water Management

3.283 A significant proportion of Blackpool has surface water and combined sewerage systems with capacities that reflect historical levels of design storms. However, the rates of runoff and the rainfall volumes have increased and are expected to continue to increase. Surface water flooding occurs when rainwater does not drain away through natural or man-made drainage systems or soak into the ground, but lies on or flows over the ground. In addition, the amount of surface water that enters the sewer network during storm surges can cause spillage into the sea.

3.284 These factors have a detrimental impact on Blackpool's bathing water quality. Under the requirements of the Bathing Water Directive, signs will be required on the beaches providing information on bathing water quality, which could potentially have a detrimental impact upon on Blackpool as a seaside resort. It is therefore essential that runoff rates and volumes are minimised in new developments.

3.285 Core Strategy policy CS9 Water Management sets out the strategic requirement to reduce flood risk, manage the impacts of flooding and mitigate the effects of climate change. This policy provides further detailed policy specifically in relation to surface water management.

Policy DM31: Surface Water Management

1. Surface water from development sites will be discharged via the most sustainable drainage option available. The discharge of surface water should be in line with the following order of priority, in accordance with National Planning Practice Guidance:
 - a. into the ground (infiltration);
 - b. to a surface water body;
 - c. to a surface water sewer, highway drain, or another drainage system;
 - d. to a combined sewer.
2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. The starting point for this will be a maximum greenfield run-off rate for greenfield sites.
3. On previously developed sites applicants should target a reduction from pre-existing discharges of surface water to a target of greenfield rates and volumes so far as reasonably practicable, with a starting point of a maximum of a 30% reduction in run-

off rates. In critical drainage areas the greenfield standard will be expected, with a minimum of a 50% reduction in run-off rates.

4. All new development should:
 - a. include the use of sustainable drainage systems, unless demonstrated to be inappropriate; and
 - b. reduce areas of existing impermeable surfaces.
5. Approved development proposals will be required to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes.

3.286 Sustainable drainage systems (SuDS) comprise a variety of interception and attenuation methods to manage surface water quantities and methods of treatment to improve water quality. They should be applied to new development in all cases.

3.287 SuDS should be considered at the earliest possible opportunity when devising proposals to ensure that they can be fully incorporated into the scheme. SuDS must be designed and installed in line with the latest national and local best practice and guidance in order to minimise demands on surface water sewerage systems and to prevent an increased risk of pollution to watercourses. They must be designed to meet these requirements over the lifetime of the development.

3.288 Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge and improving water quality. This can include hard and soft landscaping such as permeable surfaces at the plot level to reduce the volume and rate of surface water discharge.

3.289 The treatment and processing of surface water is not a sustainable solution. Surface water should be managed at source and not transferred. Every option should be investigated before discharging surface water into a public sewerage network. There will be an expectation for surface water to be discharged to ground via infiltration in the first instance. Applicants wishing to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.

3.290 In order to ensure that flood risk is not increased, it is expected that run-off rates will be minimised. The starting point for this will be a maximum greenfield run-off rate for greenfield sites and a minimum 30% reduction in run-off rates on brownfield sites (50% in critical drainage areas).

3.291 Water management solutions relying on surface water pumping are not considered a viable drainage solution option as mechanical failure will lead to surface water flooding.

3.292 Developers must consider enabling a resilient development and support the 25 year environmental plan using natural processes and maximising natural capital benefits, providing evidence of natural capital benefit and biodiversity net gain.

3.293 Once more details are known on development sites, such as the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with timing for the delivery of infrastructure improvements. It will be necessary to ensure that the delivery of development is guided by strategies for infrastructure which ensure coordination between phases of development over lengthy time periods and by numerous developers.

3.294 Current best practice guidance such as the SUDS Manual and Planning for SUDS (CIRIA C697 and C687) should be followed in the design of developments of all sizes, with design principles that are important to Blackpool set out in this policy. Smaller, more resilient features distributed throughout a development should be used where possible, instead of one large management feature.

Wind Energy

3.295 Policy CS10 of the Core Strategy sets out the requirements for renewable and low carbon energy and the policy highlights that where deemed suitable, Part 2 of the Local Plan will identify areas suitable for wind energy development to reflect the Ministerial Statement of 18 June 2015²⁶.

3.296 In response to this, and reflecting the specific reference in the NPPF that local planning authorities should recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions, Policy DM32 identifies the whole of the Borough as an area of search for small scale wind turbines with proposals having to meet stringent criteria to gain planning permission.

Policy DM32: Wind Energy

1. The whole Borough is designated as an area of search suitable for small scale wind turbine development comprising up to 20m in height above ground level to blade tip. Proposals for such development must meet the requirements of Core Strategy and Development Management policies and demonstrate that:
 - a. the proposed scale of the wind turbine(s) is efficient on power output and that this efficiency is not compromised at the proposed location by turbulence at low levels;
 - b. there is no unacceptable impact on residential and visitor accommodation amenity and other sensitive users in terms of noise, shadow flicker, vibration and visual dominance;
 - c. the impact on the natural environment including designated sites and the countryside area has been assessed and where necessary appropriate mitigation or enhancement provided;
 - d. the proposal would not lead to an adverse impact on any heritage asset and their setting, including strategic views;
 - e. the proposal takes account of the cumulative effect that would result from the proposal in conjunction with permitted and existing renewable energy schemes, including those in neighbouring authorities and there is found to be no significant adverse impact;
 - f. the local road network can satisfactorily accommodate the development proposed;

²⁶ [Government guidance on renewable and low carbon energy](#) [opens a new window]

- g. assessments of impacts on air traffic safety, radar and communications and consultation with the appropriate bodies have not identified any adverse impacts;
 - h. there is support from the local community where required, informed by pre-application consultation to ensure any planning impacts identified by the affected community have been fully addressed.
2. Where mitigation measures can be achieved to make any identified impacts acceptable these will be secured through negotiation or the use of conditions or planning obligations.
 3. Where a proposal is permitted, a condition will be attached to the planning permission that will require the removal of redundant structures and/or equipment and for the restoration of the site should the site become non-operational.
 4. In assessing wind energy proposals, the Council will give positive weight to community-led initiatives or where there is direct benefit to the community through their involvement.

3.297 Government policy for wind energy is set out in Chapter 14 of the NPPF providing revised national policy on wind energy development.

3.298 Opportunities for wind energy generation have been considered in the Blackpool Climate Change and Renewable Energy Study (2010) and in the Lancashire wide Renewable Energy Study undertaken by SQW and Maslen Environmental 2011/12.

3.299 Wind speeds across the Borough are favourable for wind energy generation. However, due to Blackpool's dense urban form and particular local constraints, which includes Blackpool Airport and important strategic views of Blackpool Tower (a Grade 1* listed Building), the location of larger scale commercial wind turbines in the Borough is not appropriate.

3.300 With respect to small scale turbines, Blackpool currently has six, two located at the Solaris Centre south Promenade²⁷; one located south of the Sandcastle²⁸, two located at the Enterprise Centre on Lytham Road²⁹ and one (non-operational) at St Mary's Catholic College³⁰. A further 2 small wind turbines have been approved on the Promenade south of the Sandcastle³¹

²⁷ 11m to hub height, 13m to blade tip

²⁸ 14m to blade tip

²⁹ 6.6m to hub height, 8.4m to blade tip

³⁰ 11.75m to blade tip

³¹ 2 turbines 15m to blade tip

3.301 For the purpose of this policy, small scale wind installations are defined as having a height of up to 20m above ground level to blade tip; are viable at wind speeds of 4.5 m/s at 10m above ground level and typically produce enough energy to supply a small number of buildings.

3.302 Any proposal must meet the requirements of Core Strategy policy including CS6 – Green Infrastructure; Policy CS8 – Heritage; CS9 Water Management; and CS10 – Sustainable Design and Renewable and Low Carbon Energy. Other development management policies provide guidance in relation to noise and vibration, the local road network and impact on strategic views. A detailed assessment will need to be submitted as part of any wind turbine proposal thoroughly addressing the requirements of Policy DM32.

3.303 The development of wind turbines has the potential to cause a variety of negative effects on aviation. These include (but are not limited to) physical obstructions; the generation of unwanted returns on Primary Surveillance Radar (PSR); adverse effects on the overall performance of communication, navigation and surveillance equipment; and turbulence.

3.304 Whilst it is generally the larger, commercial turbines that have the greatest impact on aviation, the installation of other equipment may also affect operations. Smaller turbines can also have a negative impact on aviation and so require assessment. Moreover, the cumulative effects of wind turbines on aviation need to be assessed if developments proliferate in specific areas. Wind turbine developers must understand the potential impact of developments on aviation, and fully engage with the aviation industry at an early stage in the development process to address any potential problems and develop, where appropriate, suitable mitigation solutions. Due to the proximity of Blackpool airport, all areas in Blackpool fall within a consultation zone where discussions should be had with the aviation authorities.

3.305 Wind turbines can also affect Ministry of Defence operations including radar, seismology recording equipment, communications facilities, naval operations and low flying. Developers are required to consult with the Ministry of Defence if a proposed turbine is 11 metres to blade tip or taller and/or has a rotor diameter of 2m or more.

3.306 In addition it is important to highlight the proximity of arable and pasture land which surrounds Blackpool, but lies outside the authority's boundary. Land surrounding Marton Mere and Whyndyke Farm are important for foraging birds including Pink Footed geese, Whooper swan and Bewick's swan. The impact of any proposals in proximity to these foraging lands will need to be assessed and consulted upon with Natural England.

3.307 The Promenade is a key tourism asset for the resort and it has seen a multi-million pound programme of investment over the last decade to reconstruct the sea defences, provide high quality public realm and new event space. The siting of any wind turbines on the seafront will need careful consideration to avoid impacts on the setting and important strategic views of Blackpool Tower and the Promenade as a recreational activity and events space. Any proposal will need to

enhance the Promenade contributing as a public realm feature including the integration of lighting to create visual effects.

3.308 There is a legal requirement to carry out pre-application consultation with the local community for planning applications for wind turbine development involving one or more turbines and following consultation, it must be demonstrated that any planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.

3.309 Some sizes and types of wind turbines on domestic properties are covered by permitted development rights under [Schedule 2, Part 14, Class H of the Town and Country Planning \(General Permitted Development\) \(England\) Order 2015](#). This means that in some circumstances, they do not need planning permission to be installed.

Coast and Foreshore

3.310 Blackpool's coastline and foreshore is one of the resort's key assets, well used by both local residents and visitors. Coastlines warrant special protection as they are often sensitive to development due to their open character and the fact that they provide habitats for certain species of plants, animals and birds.

3.311 In order to meet the new Bathing Water Directive, a significant amount of work has been undertaken by the Council, United Utilities and other stakeholders to improve water quality and reduce the risk of flooding.

Policy DM33: Coast and Foreshore

Development proposals will be supported which secure further improvements to bathing water quality or flood protection. Development proposals that would adversely affect the appearance, integrity or environmental quality of the beach and foreshore will be resisted. The Coast and Foreshore is identified on the Policies Map.

3.312 The Council is committed to protecting and enhancing the environment of the coast to ensure that its appearance and environmental quality is maintained or improved. Proposals that would have a detrimental impact on Blackpool's coast and foreshore will be resisted.

3.313 Shoreline Management Plans (SMPs) are part of the Flood and Coastal Erosion Risk Management planning framework. The North West England and North Wales Shoreline Management Plan 2 (SMP) sets the long term policy for the management of the coast and is taken forward through shoreline strategies and schemes. The Management Plan seeks to 'hold the line' along the Fylde Coast which means maintaining the current standard of protection; and the Catchment Flood Management Plan seeks to manage run-off rates and minimise flood risk.

3.314 The Marine Management Organisation (MMO) was established following the Marine and Coastal Access Act 2009. As the marine planning authority for England the MMO is responsible for preparing marine plans for English in-shore and off-shore waters.

3.315 The North West Marine Plan extends from the mean high water springs to the territorial limit. Marine plans are being developed on a rolling programme. The North West Marine Plan, which includes Blackpool, is currently being prepared and will be delivered by 2021, with a 20 year view of activities. Each plan will be monitored with three yearly reviews. All authorisation and enforcement decisions must be made in accordance with the marine plan, and all decisions which are capable of affecting the marine area must have regard to the marine plan.

Development in the Countryside

3.316 The only remaining countryside area in Blackpool is on the eastern edge of the Borough (between Newton Hall and Mythop Road) as identified on the Policies Map. The area is predominantly in agricultural use and adjoins extensive areas of open countryside in neighbouring Fylde Borough. It forms a buffer between Staining and Blackpool and has an open character comprising fields and Biological Heritage Sites.

Policy DM34: Development in the Countryside

1. The intrinsic value and rural character of Blackpool's remaining area of countryside as shown on the Policies Map will be safeguarded.
2. Development in the countryside, shown on the Policies Map, will be limited to:
 - a. agricultural or horticultural purposes;
 - b. outdoor recreational uses appropriate to a rural area;
 - c. extensions and replacement dwellings providing they are in keeping with the scale and open character of the countryside. Any extensions and replacement dwellings in excess of 33% of the original ground floor footprint of the building will not be permitted;
 - d. isolated new homes in the countryside which meet the criteria set out in paragraph 79 of NPPF 2019 (or any future equivalent).

3.317 It is important that the countryside is protected from unacceptable development that would harm its rural character. The intrinsic value and rural character of this remaining small area of countryside in Blackpool Borough needs to be protected from inappropriate development and settlement encroachment. However, certain forms of development are necessary to support rural life and maintain or enhance the rural economy.

3.318 Outdoor recreational uses such as horse stabling and grazing appropriate to a rural area will only be permitted on sites where the use is unlikely to give the need for residential supervision or there is already a residential dwelling on site.

3.319 Enhancements of the wildlife features of the countryside areas that will promote the enjoyment of the natural environment by the public will be encouraged.

3.320 Modest extensions that are sensitively designed and relate well to the existing property and surrounding area will be permitted. Proposed developments that by virtue of their scale, design or

materials would have an adverse impact on the visual amenities and remaining rural character of the designated Countryside Area will be resisted. To avoid over large and conspicuous dwellings, no proposals will be permitted exceeding 33% of the original ground floor building footprint. This approach aligns with that adopted by Fylde Council in their Local Plan bearing in mind that Blackpool Borough's countryside area forms part of the wider expanse of countryside in Fylde Borough. A restriction to the scale of extensions has been successfully applied since the adoption of the 2006 Local Plan and has consistently been supported by Inspectors at appeal.

Biodiversity

3.321 Biodiversity is an important component of a high quality natural and built environment which helps strengthen the connection between people and nature and contributes to health and well-being, improves air quality, provides resilience to climate change and adds amenity value. The Council is committed to maintaining and enhancing the biodiversity and natural distinctiveness of sites with conservation value in Blackpool.

3.322 Core Strategy Policy CS6 highlights that international, national and local sites of biological and geological conservation importance will be protected, having regard to the hierarchy of designated sites and the potential for appropriate mitigation. Measures that seek to preserve, restore and enhance local ecological networks and priority habitats/ species will be required where necessary. This policy expands on policy CS6 for development proposals affecting biodiversity including Sites of Special Scientific Interest (SSSIs), Marton Mere Local Nature Reserve, Biological Heritage Sites and Protected Species.

Policy DM35: Biodiversity

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

SSSIs

2. Development will not be permitted in or adjacent to a Site of Special Scientific Interest where it would adversely affect, directly or indirectly, its wildlife and nature conservation importance. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.

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

3. Development will not be permitted where it would adversely affect County Heritage Sites – biological or geological - and other sites of importance to nature

conservation interests, including all ponds in the Borough. Where in exceptional circumstances the benefits of development proposals clearly outweigh the extent of ecological or geological harm, developers will be required to compensate for such harm to the fullest practicable extent compatible with the conservation interests of the site.

Protected Species

4. Development will not be permitted if after mitigation or compensation it would have an adverse impact on animal or plant species protected under national or international legislation. Development proposals should ensure that species and habitats set out in the UK and Local Biodiversity Action Plans will be protected and where possible enhanced. Where development is permitted, adequate compensatory measures must be undertaken to sustain and enhance the species and its habitat.

Agricultural Land

5. Development which is likely to lead to the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted unless supported by other policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.

3.323 It is vital that development proposals do not adversely impact on existing biodiversity. The Mitigation Hierarchy will therefore apply with a requirement to consider avoidance, mitigation and compensation in that order³².

3.324 The Environment Bill 2019 introduced the concept of Biodiversity Net Gain, which relates to the protection, preservation and enhancement of habitats. Developers will be required to consider the increase to existing biodiversity in respect of any new development in line with relevant Biodiversity Net Gain legislation and guidance.

SSSIs

3.325 Sites of Special Scientific Interest (SSSIs) are statutory sites of nature conservation value designated by Natural England and represent the best of the country's habitats.

³² [A cross sector guide to implementing the Mitigation Hierarchy](#) [opens a new page] -

3.326 Presently there is only one such site within Blackpool at Marton Mere. Marton Mere was declared an SSSI by the Nature Conservancy Council in 1979 and renotified in 1984 under the revised legislation contained in the Wildlife and Countryside Act 1981.

3.327 There are strict controls on the operation and use of land within the Council owned SSSI. The site covers 39 hectares and the water area of the Mere itself covers 18 hectares, which is one of the few remaining natural freshwater sites in Lancashire, supporting a great many species of birds throughout the year. The Council will seek to protect the SSSI and consult Natural England on any planning applications likely to affect land in the SSSI.

Other sites of nature conservation value

3.328 Due to the highly built up nature of Blackpool, there are a limited number of sites of nature conservation interest which increases the importance of protection of any sites where nature conservation interests are identified.

3.329 Biological Heritage Sites make a significant contribution to the biodiversity of Blackpool and will be conserved and protected. Blackpool's Biological Heritage Sites are identified in the Nature Conservation Paper (2012). The majority of the defined sites within Blackpool are within public open space or other areas of land allocated to remain open, many being ponds located on the periphery of the Borough along the town's eastern boundary.

3.330 The Council is committed to maintaining the biodiversity and local distinctiveness of sites of nature conservation interest and will endeavour to safeguard, conserve and enhance any further sites that are identified as adding to the wildlife and amenity value of the network of Biological Heritage Sites.

3.331 Development that could damage or destroy ponds or other local conservation sites will only be permitted if it can be clearly shown that the benefits of development outweigh both the nature conservation value and amenity value of the site.

3.332 Where in exceptional circumstances development is to be approved which could affect a conservation site, appropriate mitigation measures will be required to conserve, as far as possible, the biological value of the site and to provide for replacement habitats where damage is unavoidable.

Protected Species

3.333 Many species receive special protection under National, European and International legislation. This includes both flora and fauna. Protection by law is afforded to the species and new sites may be found or become important as habitats during the life of the Plan.

3.334 The presence of certain newts, bats, butterflies or other protected species is a material planning consideration when considering development proposals that would be likely to harm the species or its habitat. On such sites an expert on the relevant protected species should carry out a

site survey, with recommendations on how to safeguard the site or how to mitigate the effects of development if this can be acceptably achieved without serious adverse harm to the species involved.

3.335 In Blackpool, a substantial number of the already designated conservation sites are habitats of the Great Crested Newt and Water Vole, which are protected in the UK under the Wildlife and Countryside Act, 1981 and identified as a Priority Species under the UK Post-2010 Biodiversity Framework. The Great Crested Newt is also listed as a European Protected Species under Annex IV of the European Habitats Directive.

Agricultural Land

3.336 Although Blackpool Borough is largely built up and urban in nature, there are some small areas of agricultural land (classed as the best and most versatile agricultural land) to the east of the Borough towards Staining and across the Marton Moss area. It is important that the loss of this best and most versatile agricultural land is minimised.

Controlling Pollution and Contamination

3.337 The planning system contributes to and enhances the natural and physical environment by preventing development from contributing to, being put at unacceptable risk from or being adversely affected by unacceptable levels of air, soil, water or noise pollution.

3.338 Section 15 of the NPPF confirms that planning policies should seek opportunities to improve or mitigate impacts on air quality; should ensure development has no significant adverse noise impacts on health and quality of life; should limit the impact of light pollution on local amenity and landscapes; protect and provide net gains in biodiversity; and ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. The NPPF is clear that responsibility for securing a safe development rests with the developer and/or landowner.

Policy DM36: Controlling Pollution and Contamination

1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:
 - a. Will be compatible with adjacent existing uses and would not lead to unacceptable adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, users of the development itself or designated sites of importance for biodiversity, with reference to noise, vibration, odour, light, dust, other pollution or nuisance. Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;
 - b. In the case of previously developed, other potentially contaminated or unstable land, a land remediation scheme can be secured which will ensure that the land is remediated to a standard which provides a safe environment for occupants and users and does not displace contamination;
 - c. Will not give rise to a deterioration of air quality in the defined Air Quality Management Area in Blackpool Town Centre or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals;
 - d. Where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.

e. Will not pose a risk of pollution to controlled waters (surface or ground water) and will, where required, include mitigation and/or remediation to prevent any unacceptable levels of water pollution.

2. Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where it has been demonstrated that the amount, type and location of hazardous substances would not pose unacceptable health and/or safety risks.

3.339 It is the Council's duty to determine planning applications after taking account of advice on public health and safety. Many aspects of pollution control are already regulated through other legislation and statutory bodies and the Council as local planning authority will not seek to duplicate the functions of any pollution control authority.

3.340 The NPPF states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment.

3.341 In considering planning applications for developments and uses that would have a potentially adverse impact on their surroundings, the Council will seek to control the location of such activities and land uses and restrict their development in close proximity to residential, educational, institutional, recreational and other environmentally sensitive areas such as designated sites of importance for biodiversity. Where necessary the Council will require measures to be undertaken to mitigate any unacceptable effects of development. These measures might include remediating contaminated land, screening, landscaping, sound insulation or changing the layout of the site. In certain circumstances the Council would expect an Air Quality Impact Assessment to accompany a planning application, which would identify any impacts on air quality and mitigation, as set out in national guidance. Whilst there isn't a definitive guide to when such an impact would be required, this would typically be where a development is in an area where air quality is known to be of concern; and/or if the development would be likely to give rise to a negative impact on air quality. The requirement for an impact assessment should be agreed with the Council prior to the submission of an application.

3.342 At the time of adoption there is only one Air Quality Management Area declared in Blackpool Town Centre. This is located in the north of Blackpool Town Centre in the area around Talbot Road and Dickson Road (see Appendix F).

Community Facilities

3.343 Community facilities provide for the health and well-being, social, educational, recreational, leisure and cultural needs of the community. Such facilities can include libraries, community centres, educational and health centres and public houses. These facilities and services have an important role in developing and maintaining community inclusion and cohesion and help to create and maintain sustainable neighbourhoods. They provide the social infrastructure essential for day-to-day needs as well as helping enrich people's lives.

3.344 The NPPF highlights the role the planning system has in facilitating social interaction and creating healthy, inclusive communities. In this context national guidance seeks to guard against the loss of valued community facilities. Core Strategy policy³³ supports community facilities in order to secure a better quality of life for residents and to deliver sustainable neighbourhoods.

3.345 Policy DM37 therefore seeks to ensure that where appropriate community facilities are protected and where a shortfall is identified that such facilities are encouraged.

Policy DM37: Community Facilities

Existing community facilities

1. Proposals that would lead to the loss of a community facility through demolition or change of use will only be supported where:
 - a. the existing facility would be relocated or replaced in a location to serve the same community, or;
 - b. the applicant can demonstrate that there is no longer a need for the facility in its current use or as an alternative community use.
2. Proposals that would lead to the reduction in size of a community facility will only be supported where there would be an overall benefit to the facility and the community and would ensure viability in the long term.

³³ Core Strategy Policies CS11 – Planning Obligations, CS12 – Sustainable Neighbourhoods and CS15 – Health and Education

New community facilities

3. The Council will promote sites and encourage opportunities for new community facilities on appropriate sites, in areas where there is an identified shortfall of provision. Proposals for new local community facilities should be located on sites accessible by sustainable modes of travel.

Public Houses and Social Clubs

4. Proposals that would lead to the loss of a public house or social club through demolition or change of use will only be supported where:
 - a. the public house or social club is no longer economically viable when considered against CAMRA's Public House Viability Test³⁴ and that a range of measures have been undertaken to seek to improve viability;
 - b. the public house or social club has been robustly marketed as such at a market rate for a continuous period of at least 18 months;
 - c. no alternative community use has been identified;
 - d. the proposal would not result in the loss of a facility of particular value to the local community in terms of its architectural, social, heritage or cultural importance;
 - e. there is a diverse range of public house or social club provision within the locality;
 - f. the redevelopment of the site would secure an overriding public benefit for the local community.

3.346 Given the limited supply of land in Blackpool for facilities and competing pressures to meet a wide range of needs, it is important to ensure that decisions about community facilities are made in the interests of the communities which they serve. Where development proposals would involve the loss or reduction in community provision, the first consideration should be whether there is still a need for the existing use and how suitable the facility would be for an alternative community use before a non-community use of the site is considered.

3.347 The loss of a community facility will only be supported when the applicant has submitted evidence to demonstrate that there is no longer a need for the facility in its current use or as an alternative community use. The evidence required will depend on the nature of the community use and this must be agreed with the Council prior to the submission of an application. The scope of evidence required will be determined by the nature of the use, but will generally look at how

³⁴ [CAMRA Public House Viability Test](#)

community needs are being met elsewhere, how long the property has been vacant, how long it has been marketed for and the economic viability of the community use.

Public Houses and Social Clubs

3.348 The loss of public houses over recent years has increased due to the attractiveness of such sites for alternative uses and previous permitted development rights which allowed pubs to convert to retail use without planning permission. However, the Neighbourhood Planning Act 2017 and the Town and Country Planning (General Permitted Development) (Amendment) (No.2) Order 2017 now prevents the demolition of public houses, or their conversion to a different use without planning permission.

3.349 The importance of public houses as community assets has also been acknowledged through the NPPF which requires local authorities to 'plan positively' for such uses. There is also a body of evidence produced by organisations such as CAMRA (The Campaign for Real Ale), the All Party Parliamentary Beer Group and the Institute for Public Policy Research (IPPR) which also supports this view, the latter highlighting their social and community importance.

3.350 With regards to Blackpool, the town has experienced increased pressure to convert public houses and social clubs, along with associated land such as bowling greens, to other uses. This is of concern to the Council as such facilities can make a valuable contribution to the community by adding character to the area, providing local employment opportunities and a place for social interaction and activity. Public Houses and social clubs provide important facilities/space for recreation and leisure such as live music performances and community events. They have a valued and culturally important role and contribute positively to townscape and local identity and should be protected wherever possible.

3.351 An application involving the loss of a public house or social club will need to be accompanied by [CAMRA's Public House Viability Test](#) [opens a new window] which demonstrates that despite measures undertaken to improve the facility's viability, it cannot be made viable in the long term.

3.352 The viability test does not seek to protect the continued existence of each and every pub or social club. It does however provide a fact-based method to rigorously scrutinise and test the future viability against a set of well-accepted measures.

Allotments and Community Gardens

3.353 Allotments and community gardens have important recreational and health benefits, promoting healthy eating, physical activity and mental wellbeing as well as having nature conservation value.

Policy DM38: Allotments and Community Gardens

1. Planning permission will not be granted for development that would result in the loss of existing allotments and community gardens, as identified on the Policies Map unless:
 - a. there is no demonstrable need for the allotments/community garden in terms of quality, quantity and accessibility or there is a need but compensatory provision can be made elsewhere nearby; or
 - b. where partial redevelopment of existing allotments/community garden is proposed, this would result in more efficient use and improvements to the remaining allotments in a specific location.

3.354 The Council's allotments and community gardens are identified on the Policies Map. The majority of allotment sites in Blackpool are managed by the Blackpool Federation of Allotments. Community gardens are single pieces of land gardened collectively by a group of people, and include sites to the rear of Fulwood Avenue, rear of 3-15 Lostock Gardens and @theGrange.

3.355 Development that results in the loss of allotments or community gardens will generally be resisted. Any application for the loss of allotments/community gardens will be considered taking into account the impact of losing an allotment/community garden site on the quality, quantity and accessibility of allotments and any deficiency regarding access to allotments and community gardens.

Blackpool Victoria Hospital

3.356 Blackpool Victoria Hospital is the main hospital facility for Blackpool and the wider Fylde Coast and provides vital medical services to the community it serves. This policy provides guidance on appropriate development within the hospital estate.

Policy DM39: Blackpool Victoria Hospital

1. Proposals for the further development and improvement of health facilities and supporting uses at Blackpool Victoria Hospital will be permitted within the area defined on the Policies Map.
2. Any redevelopment proposals must consider the need for further improved accessibility and parking on the hospital site.

3.357 The hospital has undergone a number of improvements over the past decade including a new modern entrance facility and Cardiac Unit. The future strategy for the hospital includes the redevelopment and replacement of existing outdated facilities to make a more efficient use of the site. This includes facilities that support the main function of the hospital including improved medical staff accommodation and supporting office accommodation.

3.358 Parking improvements have been made in the form of two multi-storey car parks and improved circulation around the hospital site. It will remain a priority that any further phased redevelopment must consider the need for continued improved accessibility and parking.

Blackpool and the Fylde College – Bispham Campus

3.359 Blackpool and the Fylde College is a key education provider in Blackpool and delivers both further and higher education courses. The Council recognises the importance of Blackpool and the Fylde College Bispham campus as a focus for further education and also as a social and recreational centre meeting the needs of Blackpool residents.

Policy DM40: Blackpool and the Fylde College – Bispham Campus

Land shown on the Policies Map will be safeguarded for the future development and improvement of facilities at Blackpool and the Fylde College. Development for other purposes will not be permitted.

3.360 The further development and improvement of existing facilities and of remaining land within the site for continued educational use will be supported. Development for other purposes not directly associated with the function of the College will not be permitted.

Transport Requirements for New Development

3.361 Core Strategy policies **CS5: Connectivity** and **CS27: South Blackpool Transport and Connectivity** promote a sustainable and efficient transport network for Blackpool. The following policy provides further highway and transport requirements for all new development.

Policy DM41: Transport Requirements for New Development

1. New development will only be permitted where the access, travel and safety needs of all affected by the development are met. Proposals must ensure that:
 - a. safe and appropriate connection to the road network is secured for all transport modes requiring access to and within the development;
 - b. convenient, safe and pleasant pedestrian access and cycle routes are provided. Where existing public rights of way, or cycle routes are severed, effective alternative routes must be provided;
 - c. appropriate provision is made for public transport;
 - d. traffic management measures are incorporated to reduce traffic speeds; give pedestrians, people with impaired mobility and cyclists priority; and allow the efficient provision of public transport;
 - e. car, cycle and motorcycle parking is provided in accordance with the parking standards set out in Appendix G1; including the provision of electric vehicle (EV) charging infrastructure; and the layout provides for sufficient levels of servicing and operational space where required;
 - f. additional mitigation measures are factored into the proposal where traffic generated will impact on the surrounding highway network.
2. Transport Assessments and Travel Plans will be required having regard to the thresholds set out in Appendix G2.

3.362 This policy establishes the main requirements relating to highways, transport and parking which will apply to all development. Good accessibility to jobs, shops, education, community recreation and other facilities is fundamental to promoting sustainable communities and the ability to reach a site by different modes of transport and provide genuine choice is essential.

3.363 Opportunities to promote walking, cycling and public transport use should be prioritised to reduce congestion and maximise environmental quality. Transport and highway issues should be considered from the earliest stages of the design process and should take into account the needs of all users, including people with disabilities, the elderly and parents with young children; be integrated with the surrounding road network and must adhere to best practice as agreed with the Local Highway Authority.

3.364 Furthermore, developers should have high regard for highway safety, be mindful of traffic congestion, fully consider the access and parking needs (refer to Parking Standards in Appendix G1) of all users by all modes; and the impact on the environment and on people's health. The impact on local air quality should be taken into account in line with the requirements set out in Policy DM36: Controlling Pollution and Contamination.

3.365 Pedestrian access should be well designed to ensure that footways and crossing-points are safe, particularly for use by children and those with mobility impairments. The development's pedestrian network should connect to the surrounding built and natural environment, providing effective connectivity to public transport and other community facilities.

3.366 Highway design should facilitate cycling by all potential users. This will mean in appropriate cases the provision of specific cycling facilities, or a speed limiting highway design. Such designs must be integrated with the surrounding road network, which should be improved if necessary, providing easy cycling to and from the site. Appropriate provision for cycle storage for potential residents, staff and visitors will be required. Covered and secure cycle parking is required for all developments, where appropriate. Other complementary facilities including lockers, changing rooms, showers and drying rooms should be provided. Where cycle routes or other rights of way are to be severed, these must be re-provided, including crossing facilities to a standard agreed with the Local Highway Authority.

3.367 Traffic management designs within the proposed development should favour a low speed vehicle environment intended to allow pedestrians, cyclists and people with impaired mobility to move about freely and safely within its environs. This is particularly relevant to children, principally but not solely, in residential developments.

3.368 Design proposals should accommodate bus (and where appropriate tram) movements and operations including bus stop siting and supporting on-road parking control. Bus services are generally most effective when operating through developments using separate entry and exit points and this model should be assessed as part of the development design process, where deemed appropriate by the Local Highway Authority. Larger developments need to consider the

nature of existing bus routes and whether they provide sufficient connectivity to relevant destinations, particularly in urban fringe locations.

3.369 To promote the use of electric vehicles, appropriate infrastructure should be accommodated in new development using the latest technology. Such charging provision should be made both within the properties' curtilage and in public parking areas. In the case of housing, all units must be fitted with the infrastructure to facilitate the charging of electric vehicles. In the case of commercial or retail premises staff and visitors should reasonably expect to be able to re-charge (top up) an electric vehicle.

3.370 Transport measures to mitigate the potential impacts of development will be required and developers will be expected to fund off-site works where this is deemed necessary and will be achieved through planning conditions and/or through Section 106/Section 278 agreements. Any measures should be clear and agreed in writing with the Local Highway Authority and the Local Planning Authority as soon as possible in the planning process. Developers are strongly advised to seek pre-application advice from the Council on major proposals.

3.371 To help inform any mitigation measures, accessibility questionnaires, for both residential and non-residential development, should be submitted to the Local Planning Authority for certain types development³⁵; or where requested as part of the pre-application process. Accessibility questionnaires should be completed as accurately as possible and can be found at Appendix G3 for residential development and Appendix G4 for non-residential development.

3.372 The thresholds for Transport Assessments and Travel Plans are set out in Appendix G2 which provides guidance for when these are required. In certain circumstances flexibility around these thresholds can be considered on a case-by-case basis. Transport Statements will be required if below the Transport Assessment threshold, but above 500m² gross floor area. For both, the latest Planning Practice Guidance should be used and the scope should be agreed with the Local Highway Authority. All proposals over 500m² gross floor area, or with ten or more residential units, will be expected to demonstrate through a Transport Assessment or Transport Statement how accessibility by walking, cycling and public transport can be enhanced to improve the accessibility and connectivity or address concerns in some other manner, for example by financially supporting a local bus service.

3.373 Through the travel planning process, businesses and other organisations can minimise car journeys in support of local and national objectives. The developer must commit to the travel plan process, identify how the Travel Plan will be delivered and by whom, with a further commitment to monitor the plan and review it on a regular basis, which should be specified from the outset. The latest Planning Practice Guidance should be used in drawing up Travel Plans.

³⁵ All proposals of over 500m² gross floor area, or with ten or more residential units

Aerodrome Safeguarding

3.374 Aviation makes a significant contribution to national economic growth, including in relation to small and medium sized airports and airfields (aerodromes). NPPF (paragraph 104) recognises the importance of maintaining a national network of aerodromes and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs.

3.375 Blackpool Airport lies adjacent to Blackpool’s southern boundary within Fylde Borough and is an officially safeguarded civil aerodrome. The safeguarded area for the aerodrome extends into Blackpool Borough and is determined in accordance with government circular 1/2003 - advice to local planning authorities on safeguarding aerodromes and military explosives storage areas (as updated).

3.376 Safeguarded areas for Warton Aerodrome are determined in accordance with The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Storage Areas) Direction 2002 (as updated). The relevant safeguarding areas for Warton Aerodrome (also located in Fylde Borough), are identified by the Ministry of Defence (MOD). The safeguarded area reflects the need to restrict the height of built development in wider zones, including in Blackpool, in order to ensure safety for both aircraft crew and people on the ground. It also reflects the need to prevent interference to communication systems.

Policy DM42: Aerodrome Safeguarding

The Blackpool Airport Authority and the Ministry of Defence (MOD) will be consulted on all development proposals as appropriate within the aerodrome safeguarding area/zones shown on the Policies Map to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.

3.377 Aerodrome safeguarding is necessary to ensure that the operation and development of Blackpool Airport is not inhibited by buildings, structures, erections or works which would infringe on protected surfaces, obscure runway approach lights or have the potential to impair the performance of aerodrome navigation aids, radio aids or telecommunication systems; by lighting which has the potential to distract pilots; or by developments which have the potential to increase the number of birds or the bird hazard risk. The safeguarded area has been certified by the Civil Aviation Authority. Elsewhere in the Borough, proposed buildings and structures over a certain height will also be the subject of consultation with the airport authorities.

3.378 The MOD statutory aerodrome safeguarding zones surrounding Warton Aerodrome, which extend across parts of Blackpool, are shown on the Policies Map. The aerodrome height consultation zone protects the aerodrome’s outer horizontal obstacle limitation surface and

requires that the MOD is consulted upon applications for development that are 91.4m or greater in height. In addition to this, a significant area of Blackpool is covered by the statutory birdstrike safeguarding consultation zone. Within this the MOD should be consulted upon applications for waste management sites, the creation of water bodies, quarry restorations or other forms of development that would entail the creation of habitat that could be attractive to large or flocking birds hazardous to air traffic.

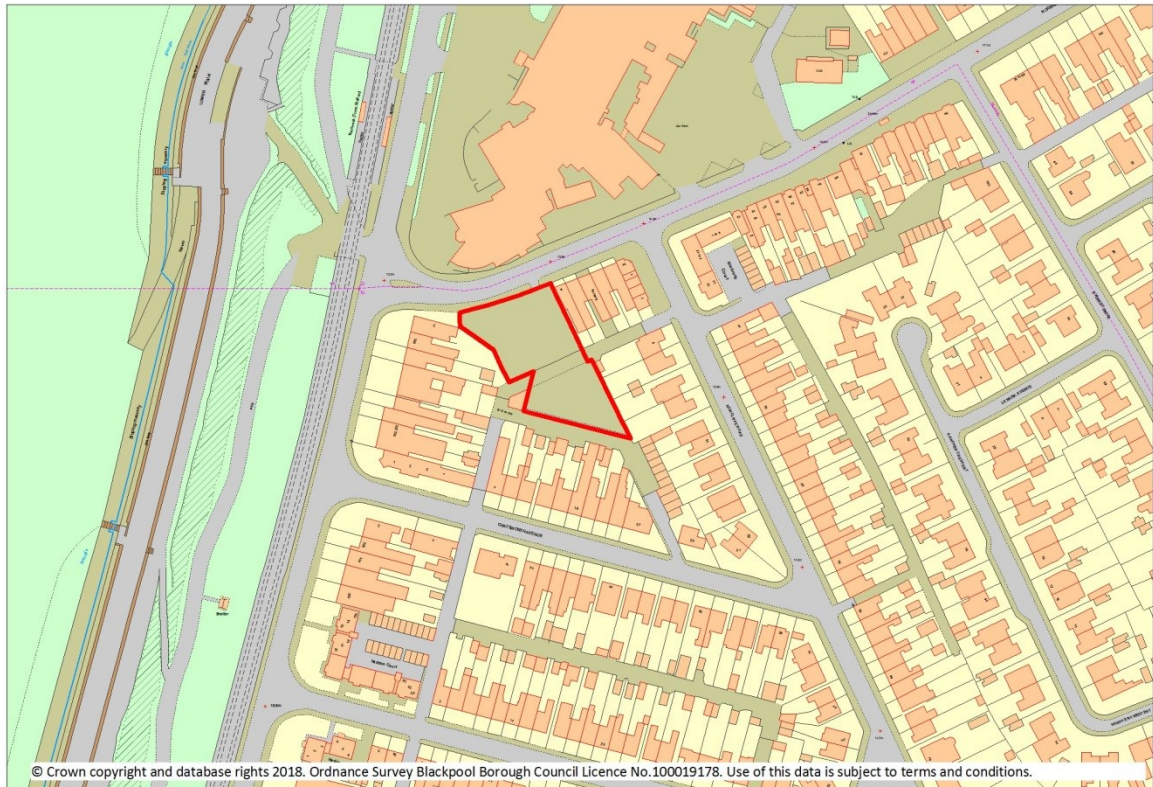
Appendices

Schedule 1

Housing allocations without planning permission* – Site Proformas

(*Without planning permission as at March 2019)

Site reference	HSA1.1
Site address	Former Mariners Public House, Norbreck Road, Blackpool, FY5 1RP
Ward	Bispham
Site area	0.20 ha
Number of dwellings expected to be delivered	34
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 bounded by residential properties to the west, south and east.

Housing Delivery:


This is a small cleared site with landowner interest in redevelopment for housing. The site is considered developable over the plan period.

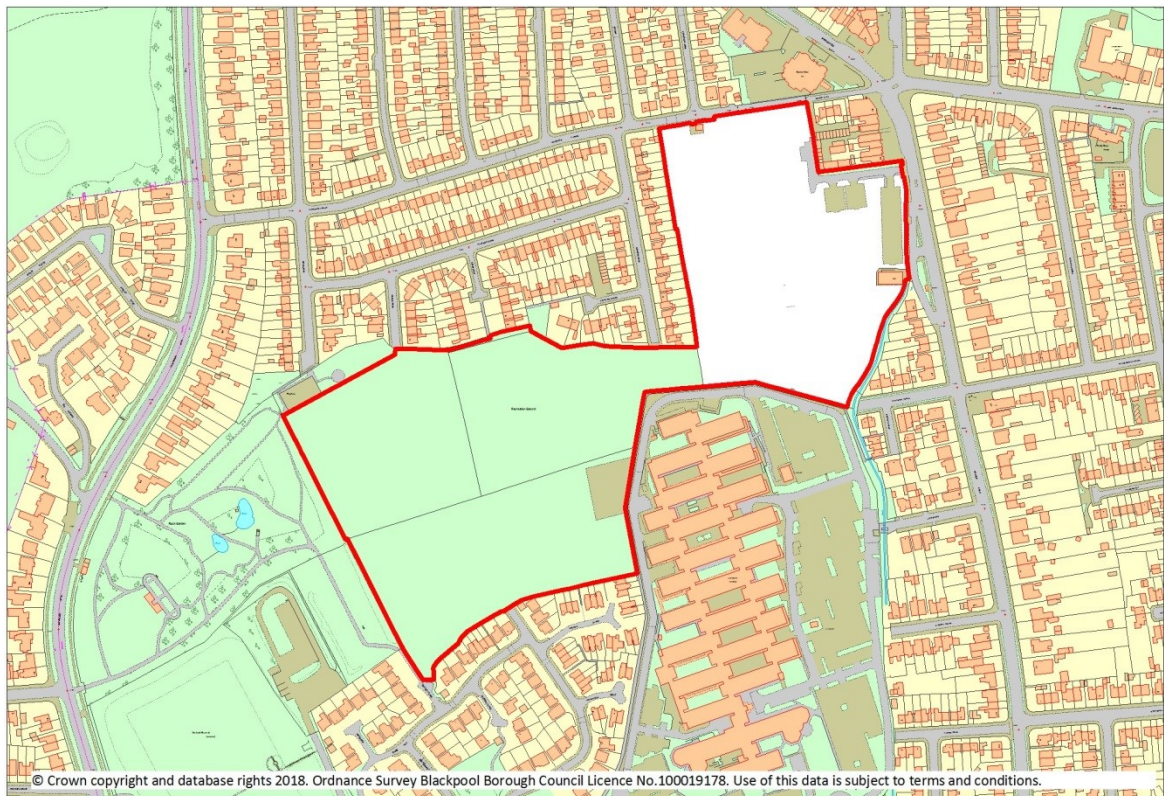
Highways Considerations:

- A new vehicle and pedestrian access will be required off Norbreck Road, which should be sited approximately 65m from its junction with Queens Promenade (A584).
- A secondary access should be taken from Norcliffe Road, which will require upgrading to an adoptable standard.
- Both Norbreck Road and the Promenade have 30 mph speed limits.
- Public transport is available on the Promenade with both bus and tram services provided.
- A pedestrian crossing is located to the north of the Norbreck Road junction facilitating safer access.
- Street lighting should be upgraded at the main Norbreck Road access and from the secondary access off Norcliffe Road. All issues should be addressed in the Transport Statement in support of any future planning application.

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.
- There is no known archaeology or archaeological potential associated with the site.

Site reference	HSA1.2	
Site address	Former Bispham High School, Bispham Road, Blackpool, FY2 0NH	
Ward	Greenlands	
Site area	9.13 ha	
Number of dwellings expected to be delivered	176	
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 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. 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. A local centre lies to the north east and there is a playground to the north west of the site.

Housing Delivery:

The site is owned by the local authority. Land Release Funding has been awarded to support housebuilding on the site and a planning application is under consideration (application 19/0241) for the relocation of the cadet hut and the erection of up to 176 dwellings. The site is expected to be delivered within five years.


Highways Considerations:

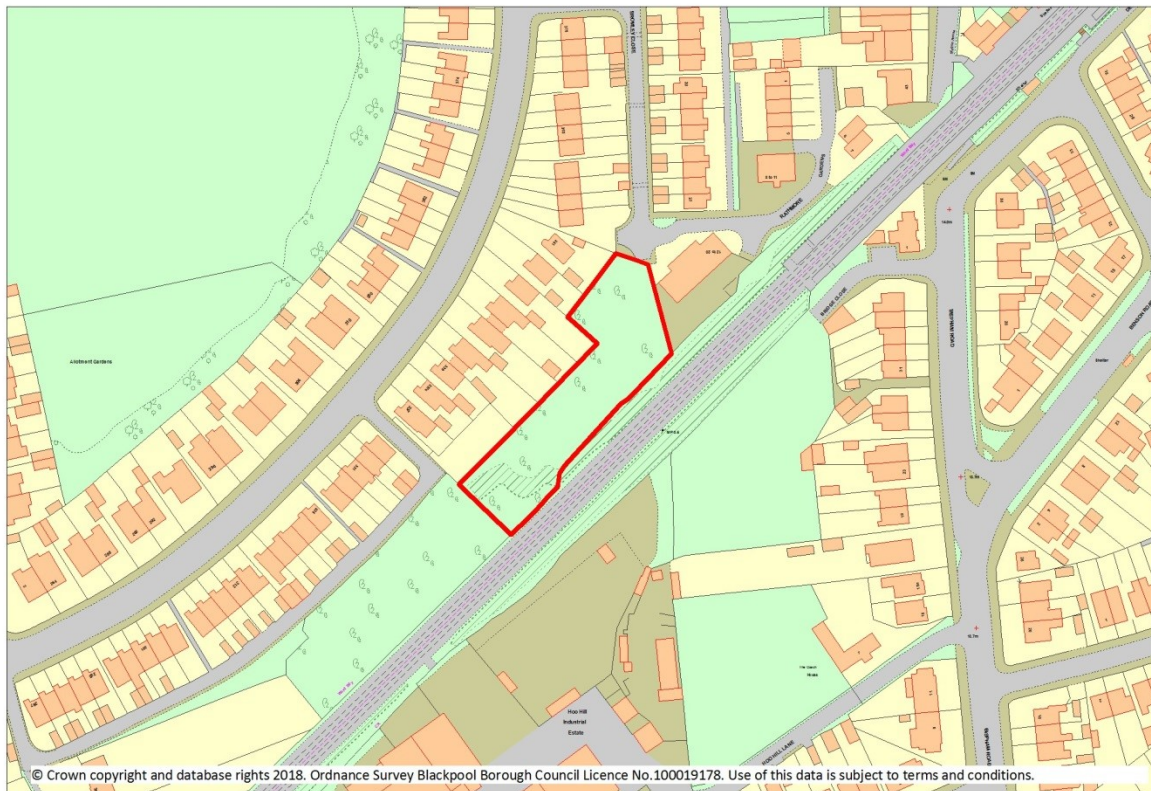
- The Highways Authority have confirmed that the site should be split in terms of vehicular access, with roughly half the dwellings accessed from Bispham Road and the other half via Leys Road/Regency Gardens, with no through connections in the middle.
- Good pedestrian linkages are required to both Bispham Road and Devonshire Road, where public transport is available.
- A Transport Assessment is required.
- A Travel Plan to encourage residents to adopt more sustainable travel patterns.
- The access junction from Bispham Road needs to be designed to the satisfaction of the Local Highway Authority.

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 has been 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 identified as playing fields (albeit a lapsed site) that was associated with the previous school use. Consideration of paragraph 99 of the NPPF and Sport England's Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council's adopted Playing Pitch Strategy when the site comes forward through the planning process.
- 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 and significant ecological constraints have not been identified, but any locally important habitats (trees and shrubs) should be retained and/or replaced.
- 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 to consult and submit an application to the Secretary of State for Education for a change of use and disposal of the site. The local authority have commenced this process and are 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.
- There is no known archaeology on the site, but the playing fields and peat basin have medium potential for archaeological remains. A desk-based study should be undertaken and a field investigation is likely to be required prior to development.
- There is a designated public right of way running around the south eastern boundary of the site.

Site reference	HSA1.3	
Site address	Land at the end of Bromley Close, Blackpool, FY2 0RZ.	
Ward	Greenlands	
Site area	0.22 ha	
Number of dwellings expected to be delivered	12	
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 permission for 12 flats was granted on this site in 2007 (application 07/0303) and the permission was renewed in 2012, but the permission expired. It is a small vacant site with landowner interest in development for housing. The site is considered developable over the plan period.

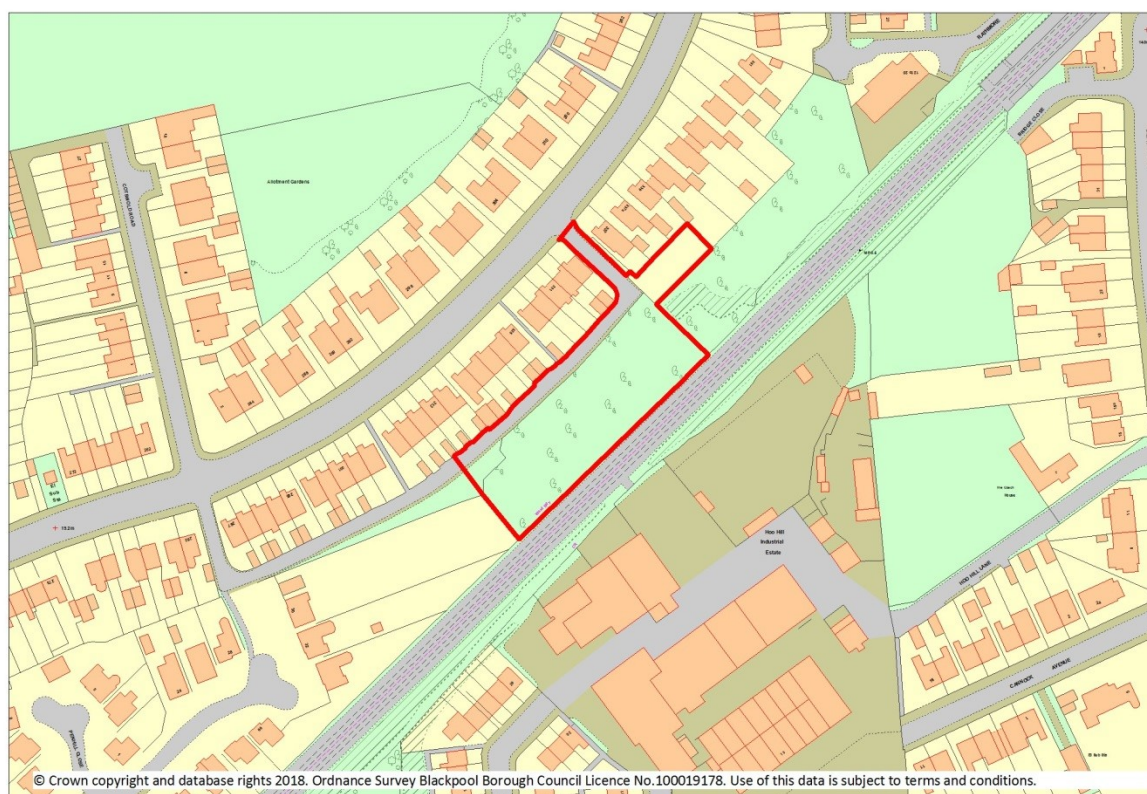
Highways Considerations:

- There is potential develop the site in conjunction with HSA1.4 to achieve a better standard of access as previously approved for HSA1.4.
- Due to the nature of parking on Warley Road, it will be necessary to ensure adequate car parking provision within the site. Bromley Close can be considered for site access.
- A Transport Statement should highlight the public transport choices available.

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.
- There is no known archaeology on this site and it has low archaeological potential.
- The site does not have any nature conservation designations, but there is minor potential for the site to support foraging bats and/or badgers. A Phase 1 habitat survey and badger survey will be necessary to support a planning application.
- 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 reference	HSA1.4	
Site address	Land rear of 307-339 Warley Road, Blackpool	
Ward	Greenlands	
Site area	0.33 ha	
Number of dwellings expected to be delivered	14	
Type	Greenfield	



Site Description:

The site is open land that is located off 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 permission for 8 houses and 6 flats was granted on this site in 2008 (application 07/0923), but the permission expired. It is a small vacant site with landowner interest in development for housing. The site is considered developable over the plan period.

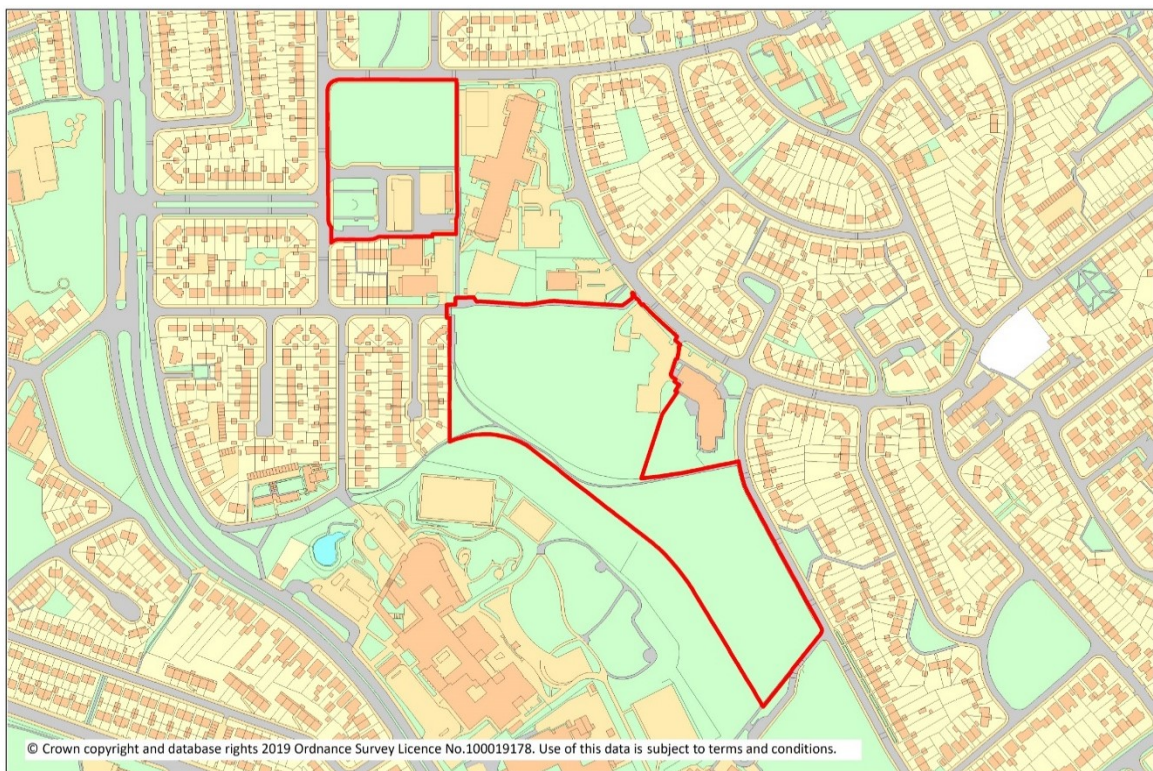
Highways Considerations:

- See HSA1.3 above
- The access road must be widened, footways provided on both sides of the road and the street lighting upgraded.
- Due to the nature of parking on Warley Road, it will be necessary to ensure adequate car parking provision within the site.
- A new Transport Statement will be required, which should highlight the public transport choices available.

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, but there is minor potential for the site to support foraging bats and/or badgers. A Phase 1 habitat survey and badger survey will be necessary to support a planning application.
- 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.
- There is no known archaeology on this site and it has low archaeological potential.
- The site is accessed off Warley Road.
- The development of the site is required to maintain access to the rear of the properties on Warley Road (nos. 307 – 339)

Site reference	HSA1.5	
Site address	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	
Ward	Park	
Site area	5.62 ha	
Number of dwellings expected to be delivered	131	
Type	Mixed	



Site Description:

This allocation consists of two sites comprising a cleared site at Chepstow Road/Gateside Drive 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 @thegrange community 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:

These sites are owned by the local authority and demolition of existing buildings has taken place. Public consultation has taken place on proposals for the sites and a masterplan is currently under preparation. The sites are expected to be delivered within five years.


Highways Considerations:

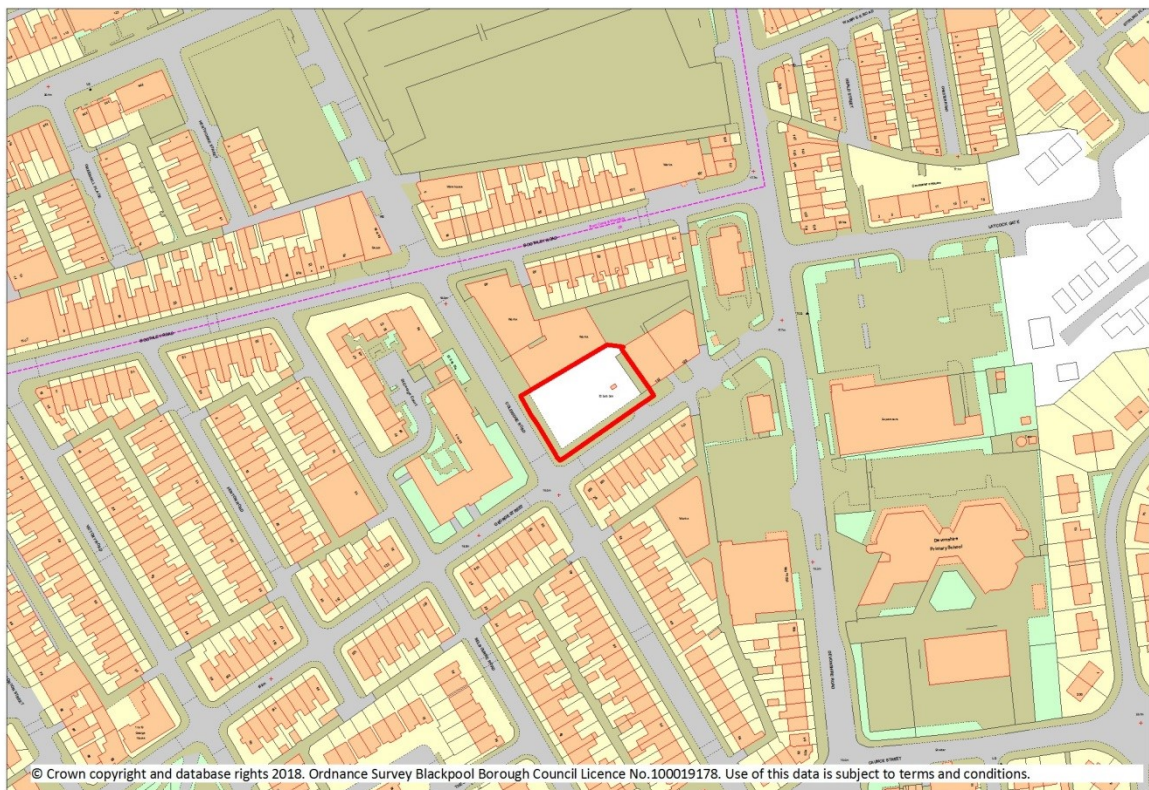
- The preference is for the smaller site to be accessed from the northern rather than the western boundary.
- Good pedestrian linkages are required to the bus services that serve Dinmore Avenue, Gateside Drive, Chepstow Road and Fulwood Avenue.
- Development proposals could give rise to perceptions of excessive traffic flows and speeds, so some form of traffic calming scheme should be considered between the site and the classified road network; this should integrate with the 20mph speed limit in the area.
- All highways issues, including access to the classified road network, highway safety and demonstration of adequate parking provision, should be addressed in a Transport Assessment. A Travel Plan will be required to encourage residents to adopt more sustainable travel patterns.

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 a Phase 1 habitat survey will be necessary to support a planning application.
- There are no heritage assets on site, or adjacent to the site.
- There is no known archaeology on either site, but there is some potential for archaeological remains on the southern site at Dinmore Avenue/Bathurst Avenue. A desk-based study should be undertaken for the southern site and a field investigation is likely to be required prior to its development.

- Parts of the sites are public open space. Overall, open space provision in Park ward meets or exceeds the proposed Borough standard as set out the 2019 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.
- Part of the site is identified as playing fields (albeit a lapsed site) that was associated with a previous school use. It has not had formal pitch marking for over 18 years. Consideration of paragraph 99 of the NPPF and Sport England's Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council's adopted Playing Pitch Strategy when the site comes forward through the planning process.
- 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 reference	HSA1.6	
Site address	Land at Coleridge Road/ George Street, Blackpool	
Ward	Brunswick	
Site area	0.14 ha	
Number of dwellings expected to be delivered	8	
Type	Brownfield	



Site Description:

This is a cleared 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 for housing. The site is considered developable over the plan period.

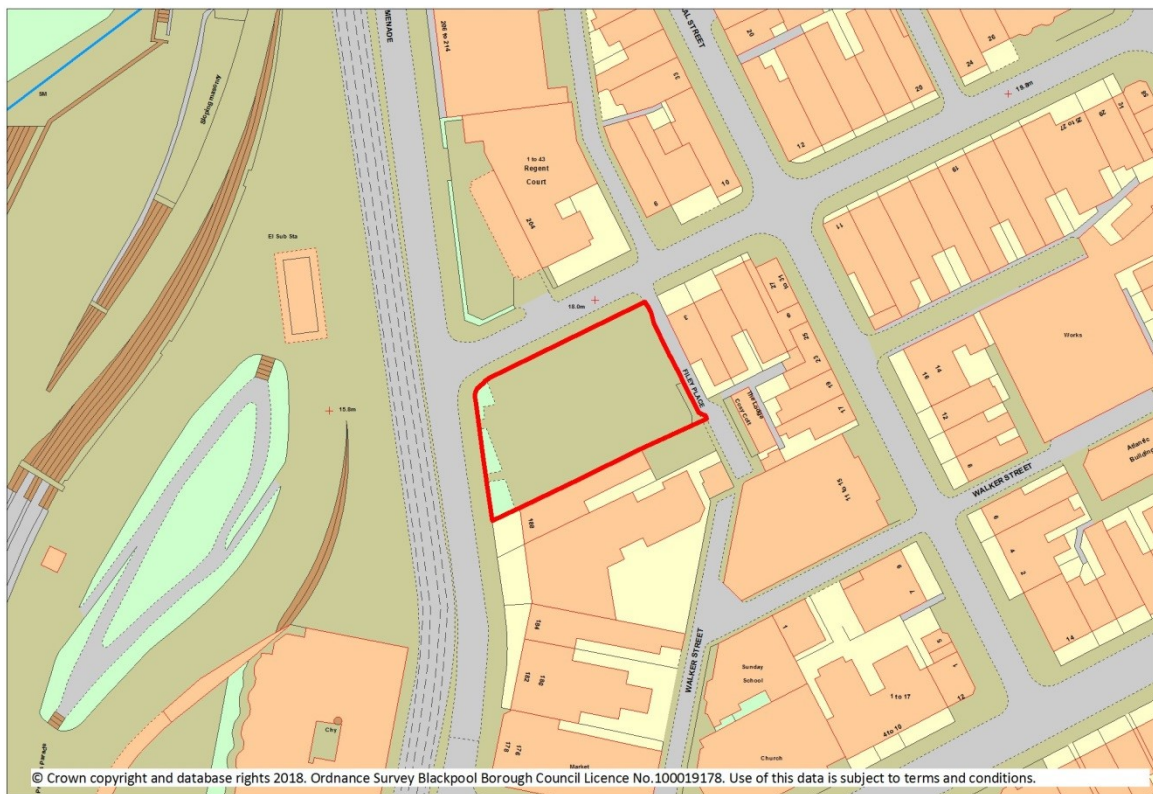
Highways Considerations:

- On-street parking is at a premium in this area and the development should cater adequately for its own parking demand.
- A Transport Statement will be required to address all highways issues, including safe access/egress and parking. Pedestrian linkages to nearby public transport should also be highlighted and appraised.”

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, but amphibian surveys are recommended as necessary to inform a planning application.
- There are no heritage assets on site, or adjacent to the site.
- There is no known archaeology or archaeological potential associated with the site.
- The site should be accessed off George Street or Coleridge Road.
- The site is adjacent to industrial units.

Site reference	HSA1.7	
Site address	190 – 194 Promenade, Blackpool, FY1 1RJ	
Ward	Claremont	
Site area	0.12 ha	
Number of dwellings expected to be delivered	15	
Type	Brownfield	



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 was subject to a planning application (11/0056) for 15 flats which was recommended for approval, but was withdrawn. The site is currently used as a temporary car park. There is landowner interest in development for housing in the medium term and the site is considered developable over the plan period.

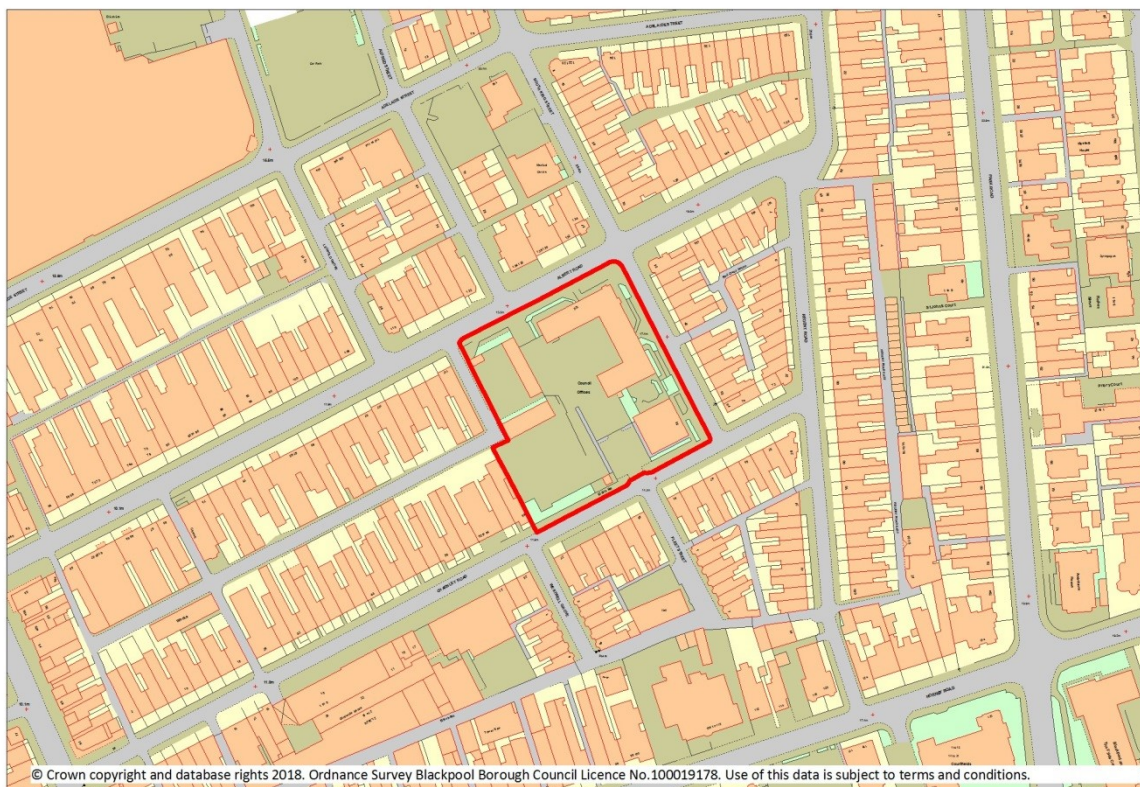
Highways Considerations:

- The access/egress should be off Banks Street as far from the Promenade (A584) as possible (approximately 40m from this key link).
- On-street car parking is at a premium in this area and the development should cater adequately for its own parking demand.
- A Transport Statement will be required to address all highways issues, including safe access, with pedestrian linkages to nearby public transport highlighted.

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.
- The site is adjacent to the Town Centre Conservation Area and has been subject to a Heritage Impact Assessment that concludes that the site currently has a negative impact on views towards and from a number of designated and non-designated heritage assets. The development of the site should be carried out in accordance with the heritage impact assessment which includes an appropriate height and design to enhance those views.
- There is no known archaeology on this site and it has low archaeological potential.
- The site is accessed off Banks Street.

Site reference	HSA1.8	
Site address	Blackpool Council Offices, South King Street, Blackpool, FY1 4PW	
Ward	Talbot	
Site area	0.59 ha	
Number of dwellings expected to be delivered	47	
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 are 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 will need to be relocated for housing to be delivered on site. The site is considered developable over the plan period.

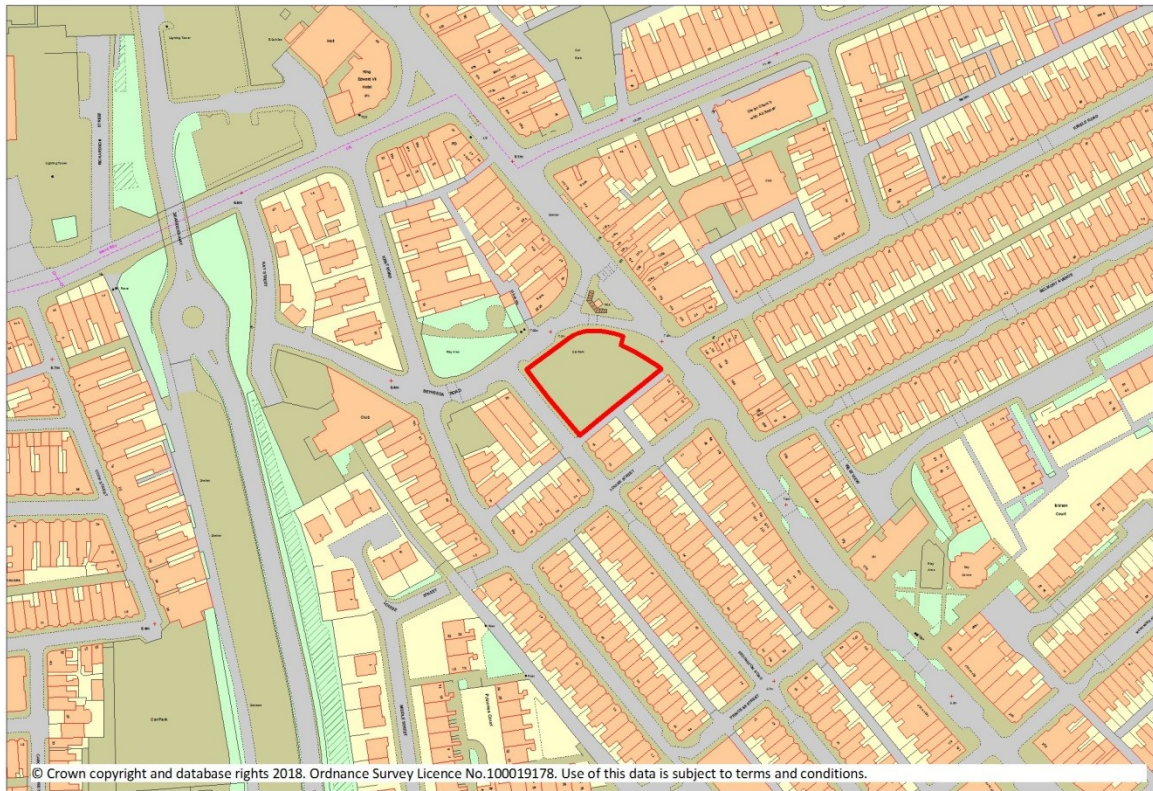
Highways Considerations:

- Subject to a thorough Transport Statement, there is no highway related reason why the suggested level of development could not be achieved. Access/egress points should be agreed with the Local Highway Authority.
- On-street parking is at a premium in this area and the development should cater adequately for its own parking demand.
- Convenient pedestrian linkage to the town centre via South King Street, Albert Road and Charnley Road will be essential for local amenities and public transport.
-

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 the site, or adjacent to the site.
- There is no known archaeology on this site and it has low archaeological potential, but photographic recording of the wall and any buildings shown on historic mapping is recommended.
- 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 reference	HSA1.9	
Site address	Car Park, Bethesda Road, Blackpool, FY1 5DT	
Ward	Bloomfield	
Site area	0.13	
Number of dwellings expected to be delivered	13	
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 currently in use as a car park and the site is considered developable over the plan period.

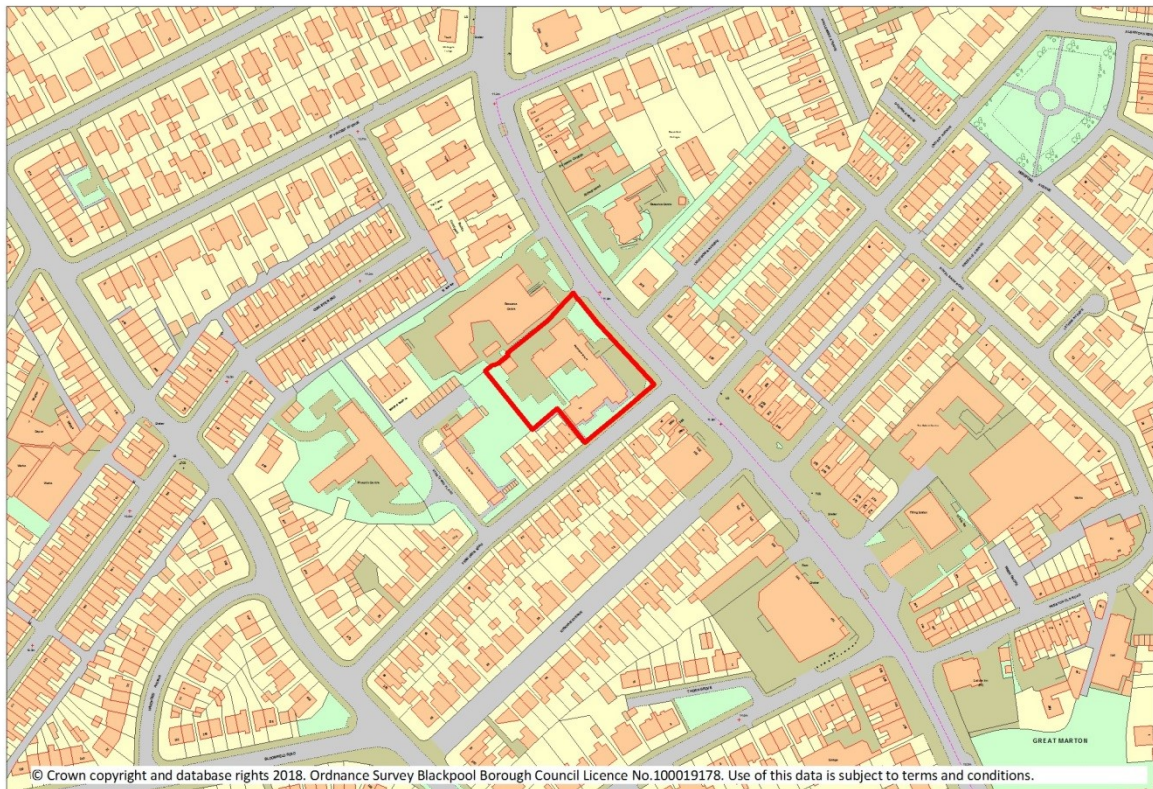
Highways Considerations:

- Vehicular access/egress should be taken from Erdington Road, the south-western boundary of the site.
- Adequate on-site car parking for the development's needs will be required.
- All pertinent issues should feature in a Transport Statement, including the requirement for good pedestrian connectivity for local amenities and public transport.

Key Development Considerations:

- This is a brownfield site currently used as a car park.
- 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.
- There is no known archaeology on this site and it has low archaeological potential.
- The site is accessed off Erdington Road.

Site reference	HSA1.10	
Site address	Whitegate Manor, Whitegate Drive, Blackpool FY3 9JL	
Ward	Tyldesley	
Site area	0.31 ha	
Number of dwellings expected to be delivered	16	
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 will need to take place in order to facilitate new build development. The site is considered developable over the plan period.

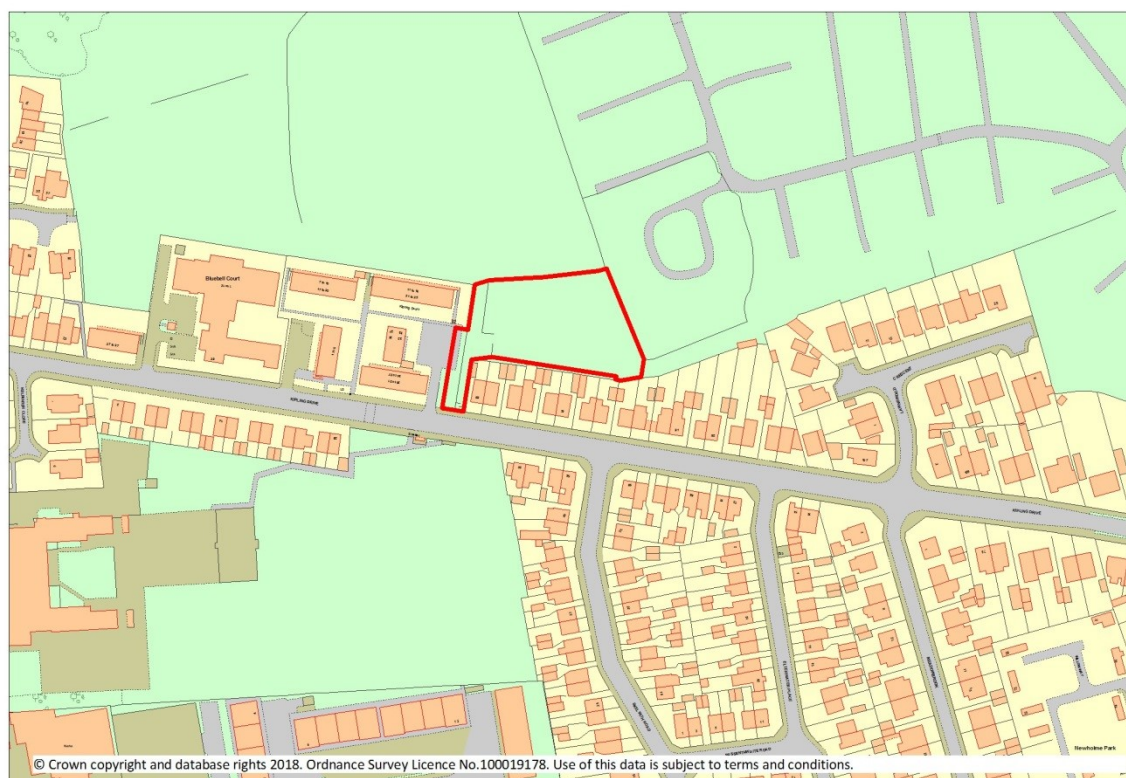
Highways Considerations:

- The Highways Authority consider that any proposal would not be materially different in highways terms to what is currently on site.
- Good pedestrian linkages are required to the nearest bus stops on Whitegate Drive.
- Primary access should be taken from Ferguson Road, with less direct access from Whitegate Drive.
- There are significant pressures relating to on-street parking in the area is at a so the development should cater adequately for its own parking needs.
- Access and parking issues should feature in a Transport Statement as a redevelopment proposal comes forward.

Key Development Considerations:

- This is a brownfield site and the existing buildings 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, but a bat survey of any buildings to be demolished is recommended to inform a planning application.
- There are no heritage assets on site, or adjacent to the site.
- The site includes one Historic Environment Record in the form of a nursery named on 1897 Ordnance Survey mapping, but the site was redeveloped and it has low archaeological potential.
- The site is accessed off Whitegate Drive or Ferguson Road.
- The mature trees around the perimeter of the site should be retained.

Site reference	HSA1.11	
Site address	Land to the rear of 69-85 Kipling Drive, Blackpool	
Ward	Marton	
Site area	0.28 ha	
Number of dwellings expected to be delivered	14	
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 has been extended onto the open space to the north of this site, which means that this parcel of land is surrounded by development, but this 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. The site is considered developable over the plan period.


Highways Considerations:

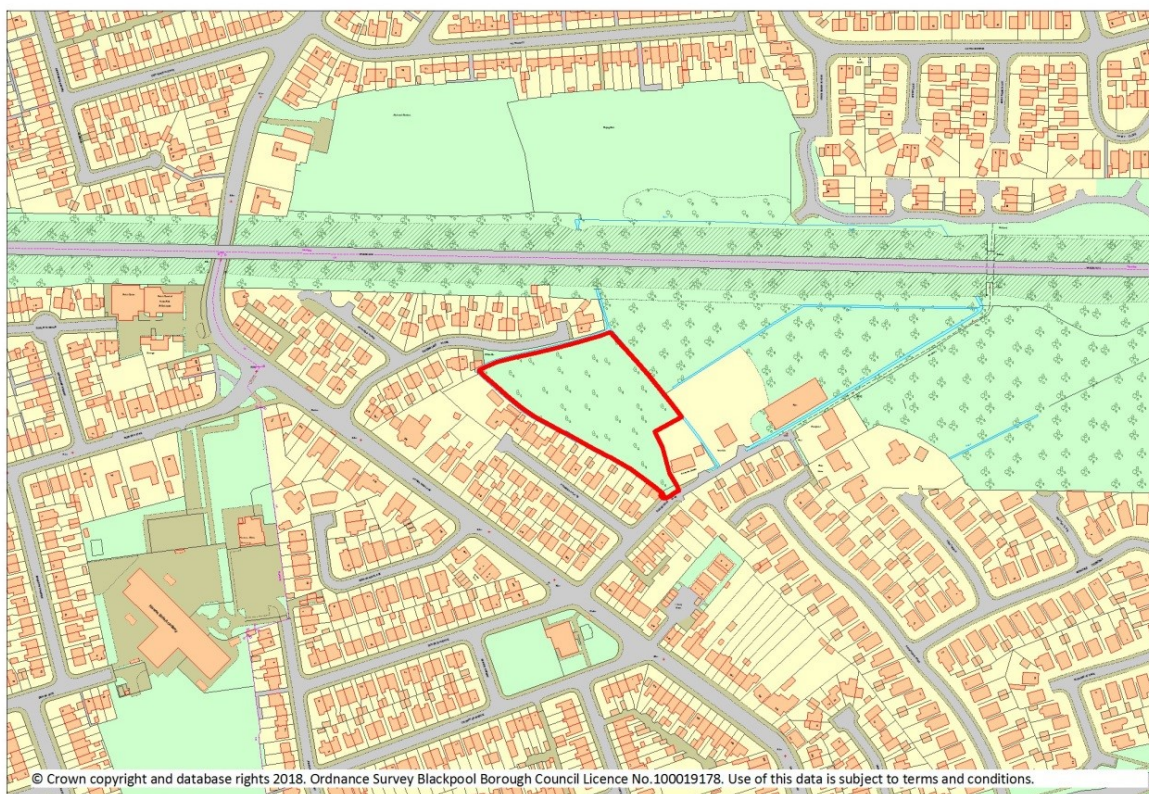
- It would be desirable for the existing access to Kipling Court, the neighbouring property, to be upgraded to act as a single access point for both Kipling Court and the new development, subject to agreement with all interested parties.
- In the event of the loss of parking at Kipling Court, re-provision will be required.
- The new development must be self-sufficient in terms of its parking requirements. The Transport Statement should address all pertinent issues as a viable proposal comes forward.
- Speed calming measures and bus stops are already in place along Kipling Drive, which has a 20mph speed limit.

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 does not have any nature conservation designations, but there is potential for the site to support foraging bats and badgers. A Phase 1 habitat survey, bat activity survey and a badger survey would be necessary to support a planning application.
- There are no heritage assets on site, or adjacent to the site.
- The site has no known archaeology, but has medium archaeological potential as it lies at a wetland edge indicating a potential for remains of prehistoric activity and paleo environmental remains to be encountered. A field investigation is likely to be required prior to its development.
- 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.
- Development will be required to take account of the proximity of the site to the existing Marton Mere Holiday Village and not compromise its operations.

Site reference	HSA1.12	
Site address	Land at Rough Heys Lane, Blackpool	
Ward	Stanley	
Site area	0.67 ha	
Number of dwellings expected to be delivered	27	
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. It is a relatively small site and is considered developable over the plan period.

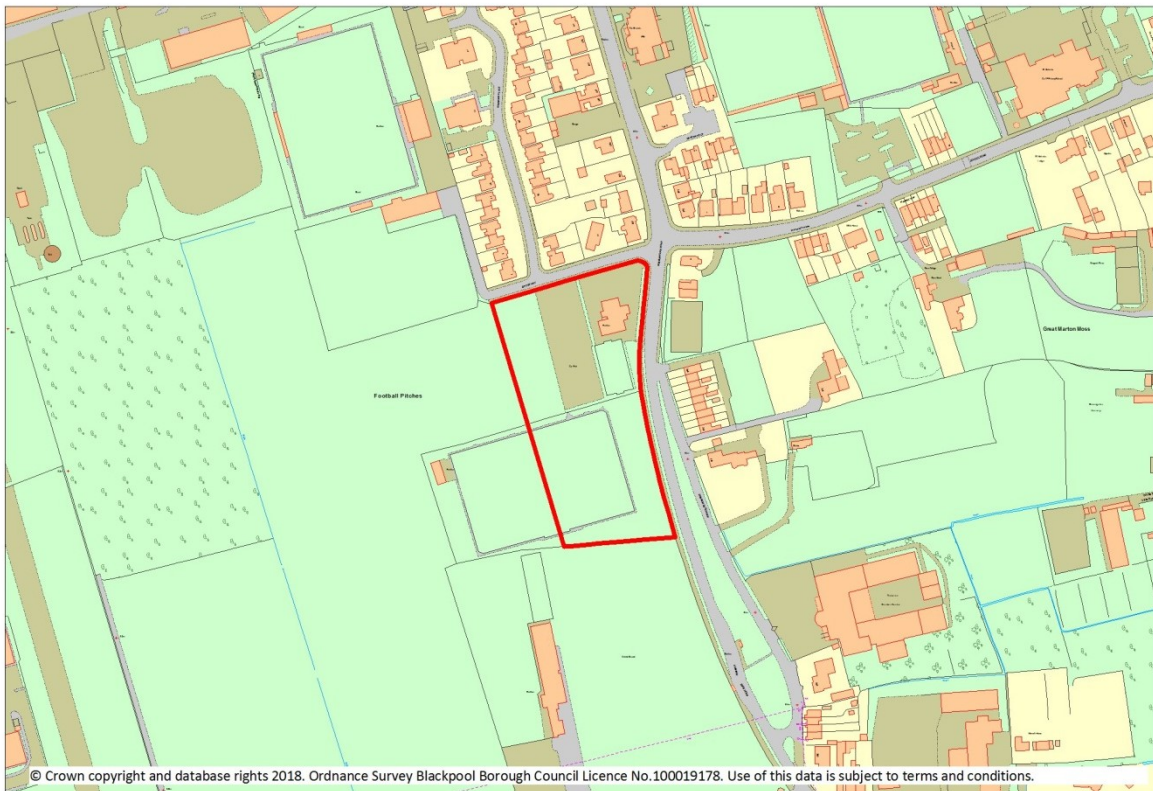
Highways Considerations:

- The site will is required to be well connected to the existing highway network, for both vehicular and pedestrian movement.
- Good pedestrian linkages are required to Hawes Side Lane, where public transport is available.
- All relevant highway issues should feature in the Transport Statement as development comes forward.

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 does not have any nature conservation designations, but it includes trees, rough grassland, hedges and ditches and there is potential for it to support foraging and roosting bats, water voles and badgers. An extended Phase 1 habitat survey, water vole survey, bat surveys (roosting and activity) plant survey for meadow rue and badger survey would be necessary to support a planning application.
- There are no heritage assets on site, or adjacent to the site.
- The site has no known archaeology, but a field investigation is likely to be required prior to its development.
- 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 reference	HSA1.13	
Site address	Land at Jepson Way/Common Edge Road, Blackpool	
Ward	Stanley	
Site area	1.42 ha	
Number of dwellings expected to be delivered	57	
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 site is expected to be delivered within five years.

Highways Considerations:


- A withdrawn mixed use planning application indicated up to 57 houses in use class C3. The traffic generation of a residential development of that scale is capable of being accommodated on the local highway network, subject to the infrastructure improvements needed for the wider Blackpool Airport Enterprise Zone being implemented progressively over time.
- Access to the residential units (new and existing) must be taken from the proposed new junction/access road as it is proposed to shut Jepson Way as part of the wider Enterprise Zone scheme, necessary to simplify the junction at Common Edge Road/School Road/Jepson Way for better traffic circulation.
- Pertinent issues should feature in a Transport Assessment, including parking requirements for the development, linkage to public transport and interaction with the wider Enterprise Zone development.
- A Travel Plan will be required to encourage residents to adopt more sustainable travel patterns.

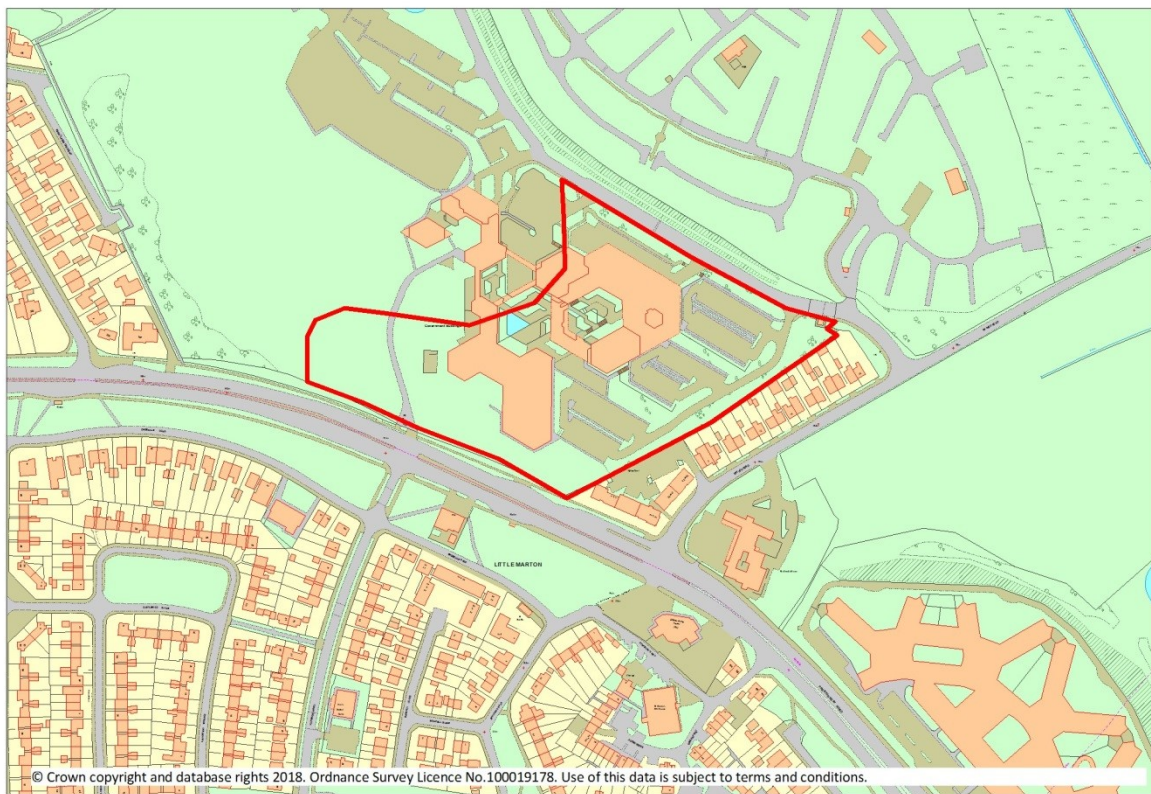
Key Development Considerations:

- 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 and potential ecological constraints have not been identified.
- There are no heritage assets on site, or adjacent to the site.
- There is no known archaeology on this site and it has low archaeological potential.
- 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. Consideration of paragraph 99 of the NPPF and Sport England's Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council's adopted Playing Pitch Strategy.
- 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.

Site reference	HSA1.14	
Site address	Site B, Former National Savings & Investment Site, Preston Road, Blackpool, FY3 9YP	
Ward	Marton	
Site area	3.2 ha	
Number of dwellings expected to be delivered	90	
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 under construction. The site has been cleared but is temporarily in use as a site compound for the residential development that is under construction.

A spine road has been constructed which provides access to this site, to the residential development that is under construction and to 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 is owned by the house builder that is developing the adjacent site and is considered developable over the plan period.

Highways Considerations:

- The development will be accessed via the recently provided signal controlled junction and link road, implemented for an earlier phase of the site's development.
- The new access is able to accommodate the traffic movements associated with the additional dwellings and provides pedestrian crossing facilities for access to bus stops and local amenities.
- A Transport Assessment and a Travel Plan will be required, addressing all pertinent issues.

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 and potential ecological constraints have not been identified.
- 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.
- Archaeological evaluation of the site was undertaken before the NS & I buildings were demolished and the site has no archaeological potential.

Appendix A: Replacement of Saved Local Plan Policies

2006 Saved Local Plan Policy		Superseded by adopted Core Strategy Policy	Superseded by SADMP Policy
Reshaping the Resort			
RR1	Visitor Attractions	CS21	DM10
RR2	Visitor Accommodation	CS21, CS23	
RR4	Amusement Arcades and Funfairs	CS21	DM10
RR7	Promenade Frontages within the Resort Core	CS17, CS21, CS23	
RR8	Resort Neighbourhoods	CS12, CS23	
RR9	Resort Neighbourhoods - Development Proposals Involving the Loss of Holiday Accommodation	CS12, CS23	
RR10	Resort Neighbourhoods - Change of Use to Holiday Accommodation	CS12, CS23	
RR11	Central Promenade and Seafront		DM10
RR12	Other Promenade Areas		DM10
RR13	Central Corridor	CS5, CS22	
RR14	Lytham Road/Bloomfield Road, Chapel Street, Central Drive and Dickson Road	CS5, CS22	
RR15	Blackpool Zoo		DM9
RR16	Norbreck Castle	CS23	
Establishing a Thriving Sub-Regional Centre			
SR1	Hounds Hill	Deleted	
SR2	Winter Gardens	CS18	
SR3	Blackpool North Transport Development Area	CS19	
SR3A	New Car Park	Deleted	
SR4	Cookson Street/King Street	Deleted	
SR5	Principal Retail Core	CS4	DM11
SR6	Retail/Cafe Zone	CS4	DM12
SR7	Mixed Use Zone	CS4	
SR8	Leisure Zone	CS4	DM10
SR9	Use of Upper Floors	CS4	DM6, DM11, DM12
SR10	Town Centre Traffic Distribution and Access to Car Parking	CS5	DM41
SR11	Pedestrian, Cyclist and Public Transport Priority	CS5	DM41
Lifting Quality in the Built Environment			
LQ1	Lifting the Quality of Design	CS7	DM1, DM17
LQ2	Site Context	CS7	DM1, DM17
LQ3	Layout of Streets and Spaces		DM17
LQ4	Building Design		DM17
LQ5	Public Realm Design		DM17
LQ6	Landscape Design and Biodiversity		DM21, DM35
LQ7	Strategic Views		DM19
LQ8	Energy and Resource Conservation	CS10	
LQ9	Listed Buildings		DM26
LQ10	Conservation Areas		DM27

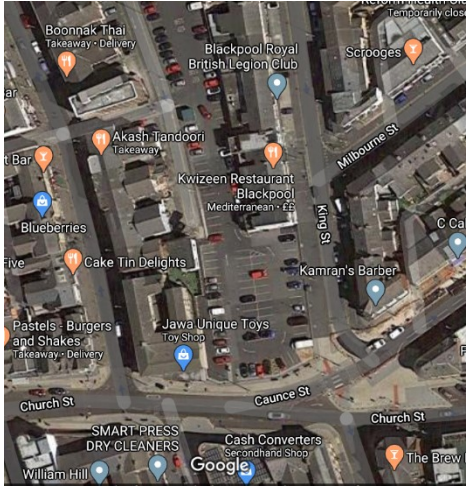
LQ11	Shopfronts		DM22
LQ12	Security Shutters		DM23
LQ13	Advertisements and Signs		DM24
LQ14	Extensions and Alterations		DM20
LQ15	Telecommunications Development	Deleted	
Homes for Every Need			
HN2	New Housing Allocations	CS2, CS25	HSA1
HN3	Phasing	CS2	
HN4	Windfall Sites	CS2	
HN5	Conversions and Sub-divisions		DM5
HN6	Housing Mix	CS13	
HN7	Density	CS13	
HN8	Affordable and Specialist Needs Housing	CS14	
HN9	Gypsies and Travelling Showmen	CS16	
Balanced and Healthy Communities			
BH1	Neighbourhoods	CS12	
BH2	Talbot and Brunswick Priority Neighbourhood	CS12	
BH3	Residential and Visitor Amenity	CS7	
BH4	Public Health and Safety		DM36
BH5	Protection of Public Open Space	CS6	
BH6	New Open Space Provision	CS6	
BH7	Playing Fields and Sports Grounds	CS6	
BH8	Open Land Meeting Community and Recreational Needs	CS6	
BH9	Allotments		DM38
BH10	Open Space in New Housing Developments		DM1, DM21
BH11	Shopping and Supporting Uses - Overall Approach	CS4	
BH12	Retail Development and Supporting Town Centre Uses	CS4	
BH13	District Centres		DM14
BH14	Local Centres		DM14
BH15	Change of Use of Premise Outside the Defined Centres	CS4	
BH16	Shopping Development Outside Existing Frontages	CS4	
BH17	Restaurants, Cafes, Public Houses, Hot Food Take-Aways	CS4	DM14, DM16
BH18	Amusement Centres		DM13
BH19	Neighbourhood Community Facilities		DM37
BH20	Provision of New Community Facilities	CS11, CS12, CS15	DM37
BH21	Protection of Community Facilities		DM37
BH22	Victoria Hospital		DM39
BH23	Blackpool and Fylde College		DM40
BH24	Residential Institutions and Community Care Residential Use		DM3
Diversifying the Local Economy			
DE1	Industrial and Business Land Provision	CS3, CS24	DM7, DM8
DE2	Industrial Improvement Zones	Deleted	
DE3	Mixed Use Industrial Zones	Deleted	
DE4	Outside the Defined Industrial/Business Estates	Deleted	
Conserving the Natural Environment			
NE1	Development within Green Belt	CS6	

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

Appendix B: Local Plan Part 2 Evidence Base Documents

Year	Evidence Base Documents
2020	Blackpool Local Plan Part 2 - Sustainability Appraisal
2020	Blackpool Local Plan Part 2 - Habitats Regulation Assessment Screening
2020	Blackpool Local Plan Part 2 - Viability Assessment
2020	Authority Monitoring Report
2021	Duty to Co-operate Statement of Common Ground
2015	Duty to Co-operate Fylde Coast Authorities' Memorandum of Understanding
Climate Change and Flooding	
2020	Strategic Flood Risk Assessment Update
2014	Blackpool Level 1 Strategic Flood Risk Assessment
2011	Lancashire Sustainable Energy Study - Blackpool Renewable Energy Potential
2010	Blackpool Climate Change and Renewable Energy Study
Housing	
2022	Addendum to the Housing Topic Paper 2021
2021	Housing Topic Paper
2020	Space Standards and Accessible Homes Topic Paper
2020	Blackpool Housing Monitoring Report
2019	Gypsy, Traveller and Travelling Showpeople Topic Paper
2019	Blackpool Strategic Housing Land Availability Assessment Update
2013	Fylde Coast Strategic Housing Market Assessment (SHMA) (Published February 2014)
Retail	
2020	Retail Topic Paper – Future capacity
2019	Local Centres Assessment
2018	Blackpool Retail, Leisure and Hotel Study
Employment and Economic Development	
2022	Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper
2020	Employment Land Update
2014	Employment Land Technical Paper
2014	Blackpool Employment Land Study
Heritage	
2016	Built Heritage Strategy for Blackpool
2009	Blackpool Heritage Characterisation Studies
Transport and Infrastructure	
2022	Infrastructure Delivery Plan Update
2020	Infrastructure Delivery Plan Update
2011	Local Transport Plan Strategy 2011-2016
Environment	
2020	Blackpool Playing Pitch Strategy Update
2020	Indoor Sports Facilities Review
2020	Green Infrastructure Topic Paper
2019	Green and Blue Infrastructure Strategy and Action Plan
2019	Blackpool Open Space Assessment
2012	Blackpool Nature and Conservation Statement
Health	
2020	Managing the Location of Hot Food Takeaways Topic Paper
2020	Betting Shops, Adult Gaming Centres and Pawnbrokers Topic Paper

Appendix C: Town Centre Mixed Use Site Information

Site reference	MUSA1	
Site address	Land at Church Street (former Syndicate site)	
Ward	Talbot	
Site area	0.24 ha	
Allocated Use	Mixed use including discount food retailer and multi storey car park	



Site Description:

The former Syndicate site located on the corner of Church Street and King Street. It is a 0.24 ha brownfield site currently used as a surface car park.

Delivery:

The site will be delivered by the Council, potentially working with private developers/retailers. With respect to the multi-storey car park, the Council has committed to provide additional car parking capacity within Blackpool Town Centre responding to the recommendations of Strategic Parking Review undertaken by AECOM in 2016.


Highways Considerations:

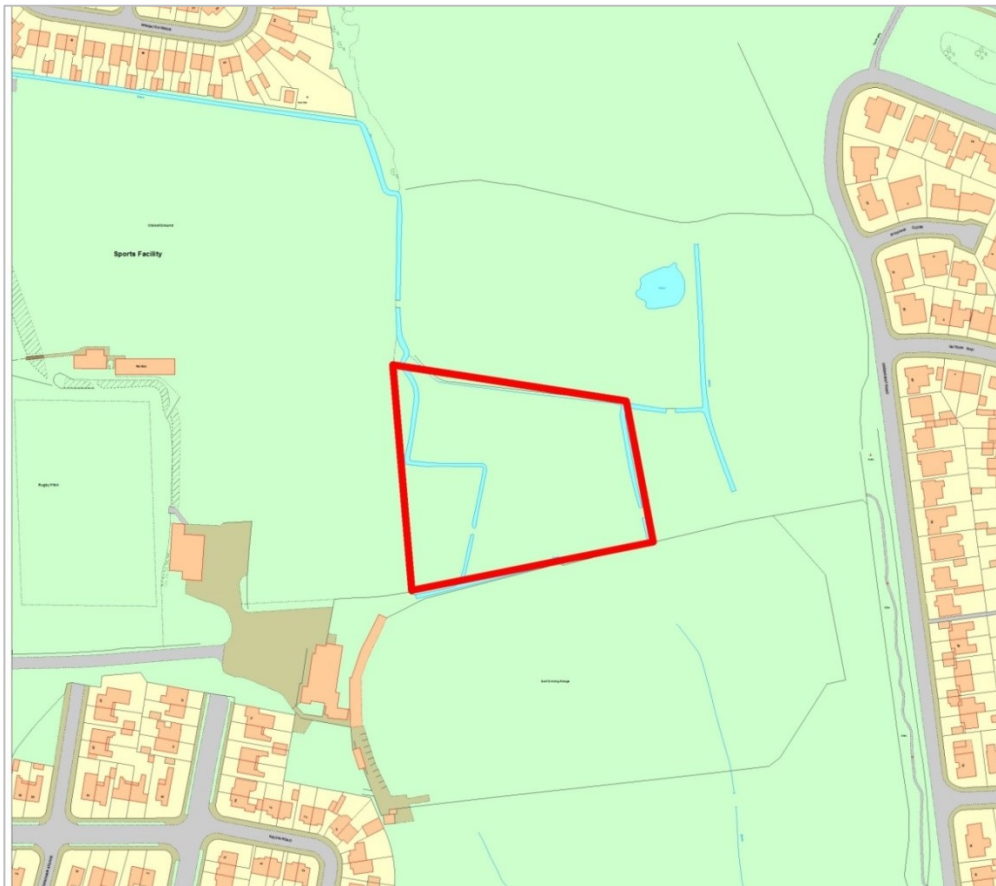
- The Highway Authority consider there to be no issues with the proposed allocation in principle. With regards to access, it is important can ensure that this fits in with the wider town centre masterplan and highway network changes.
- All issues should be addressed in a Transport Assessment in support of any future planning application. A Travel Plan will required for the retail element.
- Pedestrian access/egress to and from the site is good, as is public transport provision due to the town centre location.

Key Considerations:

- The site is in council ownership.
- The site is in Flood Zone 1
- An impact assessment has been undertaken to ensure that this additional retail floorspace complements, rather than competes with the substantial investment made at Talbot Gateway in the delivery of the Sainsbury's, whilst seeking to attract shoppers and residents nearby back into the town centre, instead of travelling to other foodstores in the Borough to meet their shopping needs.
- The scale of potential foodstore would fit within the 1,500 to 2,500 sq.m (gross) bracket, ensuring that the turnover of which would not untenably impact on the existing Sainsbury's foodstore at Talbot Gateway.

Appendix D: Allotment Site Allocation Information

Site reference	ASA1	
Site address	Land to the north of the Golf Driving Range, accessed from Fleetwood Road	
Ward	Norbreck	
Site area	1.4 ha	
Allocated Use	Allotments	



Site Description:

The 1.4ha site is current greenspace and forms part of the Warren Drive/Deerhurst Road Natural and Semi-natural greenspace category in the Open Space Assessment (OSA) (2018).

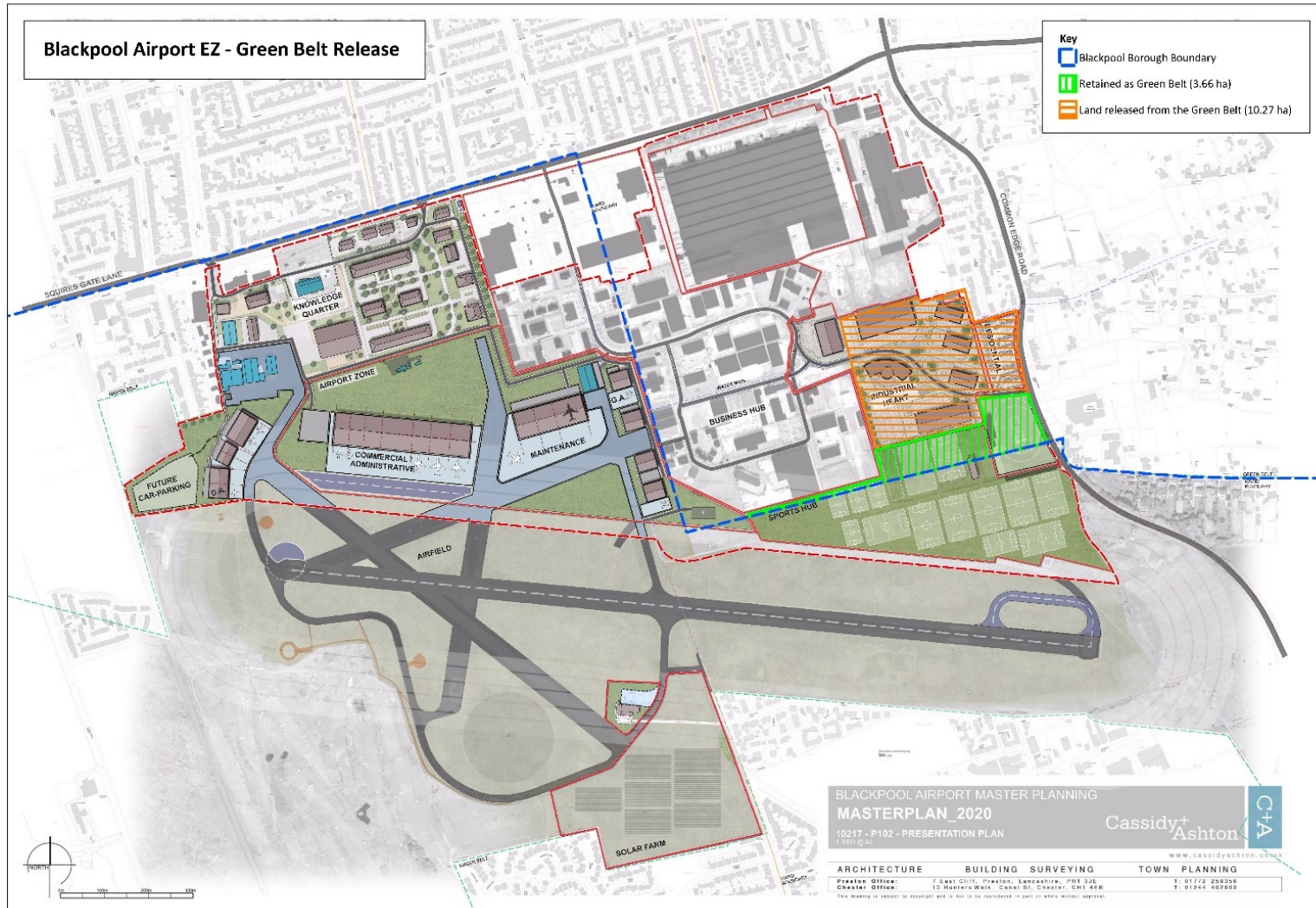
Delivery:

This new allotment will be delivered by Blackpool Council in partnership with the Allotments Federation and will provide for around 40 individual allotments (using the National Allotment Society standard of 250 square metres per allotment).

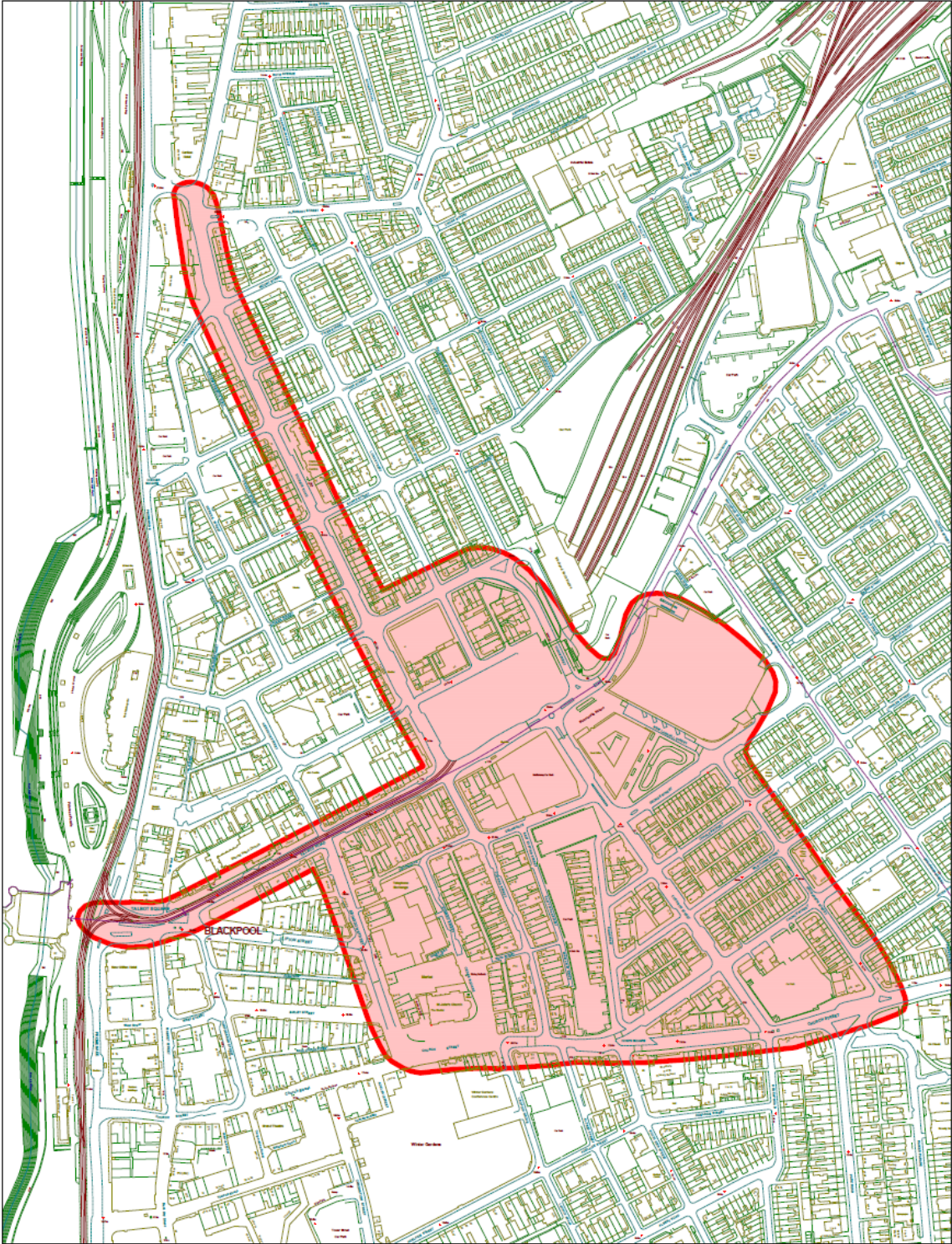
Key Considerations:

- The site is currently in council ownership.
- The site is in Flood Zone 3. Further detail is set out in the Council's Strategic Flood Risk Assessment Update (2020)
- Car parking is to be negotiated with the adjacent rugby club

Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map



Appendix F: Air Quality Management Area



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

© Crown copyright and database rights 2022. Ordnance Survey Licence No.100019178. Use of this data is subject to terms and conditions.

Appendix G1: Parking Standards

1. Introduction

1.01 These parking standards recognise the importance of providing convenient, safe and secure parking in association with new development. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposed development and applicants must demonstrate that the proposed level of parking is appropriate.

1.02 Car parking should be provided on site wherever possible, to ensure there is no detrimental effect on highway safety. With no maximum or minimum car parking standards, a flexible approach to the level of car parking provision will be applied at both the pre-planning application stage and the decision-making stage, dependent on the location of the development being considered. In highly accessible locations, parts of Blackpool Town Centre for example, due consideration to levels of parking provision will be given where proposals are deemed highly accessible, according to an accurately completed accessibility questionnaire (please see Policy DM41 and appendices D3/D4).

1.03 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, or earmarked for improvements to public transport.

1.04 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 charging technology. Mobility impaired parking, including parent and child spaces, should be conveniently placed where appropriate. Consideration should be given to safe covered storage and charging points for mobility scooters, electric wheelchairs and similar mobility aids especially when designing retirement or warden-controlled developments.

1.05 These 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

These are for guidance and will be discussed/agreed on a case by case basis:

Use Class/Description		Per m ² gross floor area, unless otherwise stated
F.2/E	Shop	
	- Food retail	1:17
	- Non-food retail	1:23
E	Financial and professional services (not medical)	1:37
E	Café or restaurant	1:9
Sui generis	Pub or drinking establishment	1:9
Sui generis	Take away	1:9
E	Office	1:30
	Research and development of products or processes	1:30
	Industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area)	1:37
B2	Industrial	1:45
B8	Storage or distribution	1:200
C1	Hotels, boarding and guest houses	1 per bedroom, plus coach parking if more than 30 bedrooms
C2	Residential institutions:	
	- residential care homes/nursing homes	1 per 5 residents
	- residential schools/colleges/residential training centres/halls of residence	Training centres, colleges & schools – 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.
	- hospitals	1 per bed, including those used in short stay operations
C3	Dwelling houses	
	- single bedroom housing	1 per dwelling
	- sheltered housing	1 per 2 dwellings
	- 2-3 bedroom family housing	2 per dwelling

	<ul style="list-style-type: none"> - 4+ bedroom family housing - Flats and apartments/communal parking 	<p>3 per dwelling average 1.5 per dwelling</p>
E/F.1	<p>Clinics and health centres</p> <p>Crèches/day nurseries/day centres</p> <p>Schools and sixth forms</p> <p>Non-residential education and training centres</p> <p>Training and conference centres</p> <p>Art galleries, museums and public libraries</p> <p>Public halls/exhibition halls/places of worship/law courts</p>	<p>4 per consulting room</p> <p>1.5 per 2 staff plus drop-off zone of 1 space per 10 children.</p> <p>1 per classroom/activity area</p> <p>1 per 2 full-time staff</p> <p>1:37</p> <p>1:31</p> <p>1:10</p>
Sui generis/E/F.2	<p>Cinemas, concert halls, bingo halls and dance halls</p> <p>Gymnasiums, indoor recreations not involving motorised vehicles or firearms</p> <p>Hall or meeting place for the principal use of the local community</p> <p>Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms</p>	<p>1 per 8 seats plus coach parking</p> <p>1:26</p> <p>1:26</p> <p>1 per 15 seats plus coach parking</p>

Notes for residential properties (dwelling houses):

- a) Individual garages, of minimum dimensions of 6m by 3m, count as one parking space. Double garages (minimum dimensions 6m by 6.7m) 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. Car parking space in front of a garage should be a minimum of 6m long to allow for opening/closing of an up and over door. Private drives should have a minimum width of 3.2m where they are used for both vehicular and pedestrian access to the property.
- b) At least one secure cycle parking space should be provided for single bedroom residential properties and at least 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 (6m by 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, 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, i.e. for residents, staff and visitors. 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.

2.02 In relation to servicing, applicants will be required to demonstrate that there is adequate provision and space within the site for the parking, manoeuvring, loading and unloading to meet the operational servicing requirements of the development. The space set aside for servicing should be of suitable size for the type and quantity of vehicles likely to be associated with the development. Delivery vehicles should ideally be able to safely enter and exit the site in a forward gear.

2.03 Reduced operational provision will be encouraged where opportunities are available for shared use of spaces. This should be considered as part of a Travel Plan for the site, particularly where there are frequent visits by employees to satellite locations. An example of this would be medical staff based at a hospital, but spending most of their time visiting clinics elsewhere in the area.

Coach parking

2.04 Coach parking is particularly important for certain land uses. Examples include major tourist attractions, stadiums, 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

2.05 In order to encourage the take-up of electric vehicles, the latest technology should be adopted in new development.

2.06 Provision of dedicated parking bays/charging infrastructure in new development (including conversions) is required as follows:

- Houses: For each house, appropriate vehicle charging infrastructure, within a garage or on the driveway.
- All other developments, including flats/apartments/terraced housing with communal parking: at least 10% of parking bays marked out for use by electric vehicles, together with charging infrastructure and cabling, including for any future expansion.

2.07 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.

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

2.09 To ensure flexibility, the quantum and specification of EV charging infrastructure should be agreed on a case-by-case basis.

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 Appropriate cycle storage provision for potential residents, staff and visitors will be required. The minimum level is 1 per 10 car parking spaces. Long-stay, covered, secure cycle parking will be required for all developments, where appropriate. 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 from the facilities. Other complementary facilities (lockers, changing rooms, showers and drying rooms) should be provided.

3.06 New dwellings without garages (minimum dimensions 6m by 3m) should have secure cycle storage provision.

Motorcycle parking

3.07 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. Bay size should be at least 2.1m by 1.4m.

3.08 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 G2: Transport Assessment (TA) and Travel Plan (TP) Thresholds

Land use	TA/TP threshold (m ² gross floor area unless specified)
Shop	1,000
Financial and professional services	2,500
Café or restaurant	1,000
Pub or drinking establishment	1,000
Hot Food Takeaway	1,000
Office/Research and development	2,500
Industrial	5,000
Storage or distribution	10,000
Hotels, boarding and guest houses	1,000
Residential institutions	1,000
Dwelling houses	50 dwellings
Learning and non-residential institutions	2,500
Assembly and leisure	1,000

Appendix G3: 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/tram 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 (signed, with specific infrastructure)	<100m	3	
		<500m	2	
		<1km	1	
	Distance to nearest secondary school	<400m	3	
		<600m	2	
		<1km	1	
		>1km	0	
	Distance to nearest town centre	<1km	3	
		<3km	2	
		<4km	1	

	Distance to nearest business park or employment concentration	<1km	3	
		<3km	2	
		<4km	1	
Public transport	Bus/tram frequency from nearest bus/tram stop (Mon-Sat daytime)	15 minutes or less	5	
		30 minutes or less	3	
		>30 minutes	1	
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	
		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 G4: 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/tram 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/tram frequency of principal service from nearest bus/tram 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/tram 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

Appendix H: Monitoring and Implementation Plan

1. The purpose of this updated Monitoring and Implementation Plan is to determine whether the Blackpool Local Plan is effective in meeting its spatial vision, goals and objectives and that it can deliver its intended outcomes. It sets out key indicators, targets or intended policy outcomes, potential risks to delivery, contingencies to address changes or shortfalls, and also identifies the implementation and delivery mechanisms and partners that will help to achieve the Core Strategy Spatial Vision. It updates the Monitoring and Implementation Plan set out Appendix C of the Core Strategy with links to the relevant Development Management Policies.

Monitoring

2. It is important that the effectiveness of the Local Plan can be monitored to establish if the policies contained within it are achieving the intended spatial vision, goals and objectives of the Part 1: Core Strategy. The performance and effects of the Local Plan policies will be monitored and reported on annually as part of an Authority Monitoring Report.

3. Blackpool Council and its partners are committed to creating a new Blackpool that truly lives up to its claim to be a great place to live. Blackpool's transformation will not be delivered unless appropriate objectives and targets are defined and the right planning policies are drawn up, effectively implemented and regularly reviewed. In this context effective monitoring is vital.

4. The Core Strategy identifies 4 goals and 21 objectives. The following table (Table 1) identifies the Core Strategy policies that will contribute to delivering each of the goals and objectives. To monitor the effectiveness of policies, a number of indicators have been identified to measure the impact of the Core Strategy and demonstrate how things are changing. The Monitoring and Implementation Plan sets out appropriate targets and policy outcomes to establish if the policies are achieving their intended effect.

5. For each policy a number of potential risks and contingencies have also been identified to demonstrate how the Core Strategy can deal robustly with changing circumstances. Where necessary the Authority Monitoring Report may identify any actions or contingencies that need to be taken to address issues identified as part of the monitoring process in order to improve the implementation and delivery of the Core Strategy. It may be the case that the process of monitoring may highlight the need for a timely partial or full review of the Core Strategy.

6. A review of the indicators monitored for the Blackpool Local Plan adopted in 2006 has been undertaken to inform which indicators should be included in the Monitoring and Implementation Plan. The indicators have been selected based on their appropriateness and the availability of data. Throughout the plan period, the indicators and targets will be reviewed to assess if they remain appropriate. It is recognised that in relation to some indicators the impact of the Core Strategy and its individual policies can only be determined after a number of years, therefore these will only be reported on at appropriate timescales.

Implementation

7. The Core Strategy must be capable of being implemented, to do so it is important that a clear and concise framework is established to provide a steer on the mechanisms for delivery and who is responsible. This will give greater confidence that the Core Strategy can be achieved.

Monitoring and Implementation of the Blackpool Local Plan 2012-2027

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
CS2: Housing Provision	1, 2, 18, 19	DM1, DM2, DM3, DM4, DM5, DM6, DM7	Number of net completions per annum against the phased housing requirement	1,250 net completions in 1-5yrs; 1,400 in 6-10yrs; 1,550 in 11-15yrs	<ul style="list-style-type: none"> Shortfall in number of completions against annual requirement Continued slow recovery of the housing market Developments not implemented or built-out as planned due to issues relating to viability, access to finance or unidentified site constraints etc. 	<ul style="list-style-type: none"> Review reason for shortfall including planning permissions, lapsed / implemented permissions Engage with applicants/developers to find out why sites are not being implemented Work with key delivery partners / stakeholders to manage the delivery of development; and help to overcome any barriers and constraints Review S106 agreements / contributions and re-negotiate with developers as appropriate Regular SHLAA updates and consider a 'call for sites' exercise to identify additional land Development of Council initiatives / funding mechanisms to help bring forward additional housing supply and encourage investment Consider a timely policy review and whether it is appropriate to change the phasing supply 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Selective housing intervention and asset management programmes Fylde Coast Housing Strategy Strategic Housing Land Availability Assessment (SHLAA) Holiday Accommodation SPD and New Homes from Old Places SPD (both adopted 2011) Developer Contributions Housing Implementation Strategy NHB / Growing Places Fund / LIP 	<ul style="list-style-type: none"> Blackpool Council Blackpool Housing Company Housing Developers Landowners Blackpool Coastal Housing/Registered Providers Homes England Lancashire Enterprise Partnership (LEP)
			Amount of housing provided in the existing urban area	1950 net completions over the plan period				
			Amount of housing provided in South Blackpool	750 net completions over the plan period (including Moss House Road, Whyndyke & Runnell Farm sites)				
			Number of net completions on windfall sites	1500 net completions on windfall sites over the plan period				
			Proportion of net completions on previously developed land and Greenfield sites	Continue to prioritise the reuse of previously developed land				
			5year land supply including amount of committed development (with planning permission/ awaiting a S106 agreement)	Identify and update annually a supply of deliverable sites to provide 5years worth of housing (and a 5%/ 20% buffer in line with the requirements of NPPF)				
CS3: Economic Development and Employment	1, 3, 17	DM7, DM8	Amount of existing industrial/business land within the defined main employment areas redeveloped (or permitted for redevelopment) for new E(g)(i), B2, B8 employment and non-employment uses (Redeveloped sites include Brownfield Sites and Previously Developed Land)	Safeguard around 180 ha of existing industrial / business land in the 13 main employment areas for employment use	<ul style="list-style-type: none"> Loss of E(g)(i), B2, B8 land / premises in the main employment areas to non-employment uses and increase in vacancy rates Take-up of land supply for non-employment uses Slow economic recovery making new investment more difficult to secure Businesses wanting to locate / relocate outside Blackpool Pressure for employment development on other sites in Blackpool Loss of E(g)(i) use business space as a result of new regulations allowing more flexible permitted development (PD) rights 	<ul style="list-style-type: none"> Identify reasons for any loss of allocated land / floorspace for non-employment uses and the impact (negative or positive) on the site affected and on overall employment provision Monitor employment land supply v demand to ensure it meets market requirements; and consider a review of existing employment allocations or policy if necessary Discuss with landowners and developers the likely delivery prospects of available sites and help to overcome any barriers / constraints to manage the delivery of new development Identify any barriers to business investment / growth in Blackpool and consider incentives to encourage businesses to locate and/or remain Identify key growth sectors to target and engage with potential investors / new businesses accordingly Engage with the LEP/Fylde Coast authorities to monitor the sub-regional economy and develop measures to encourage sub-regional growth and inward investment Monitor the local skill base and the gap between demand and supply profiles; and work with key delivery partners to address this by targeted 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Blackpool Local Economy Action Plan (2011) Blackpool Town Centre Strategy (2013) Lancashire Growth Plan 2013/14 (2013) and complementary Fylde Coast Local Growth Accelerator Strategy (to be developed) Lancashire Strategic Economic Plan (2014) and Local Growth Deal (to be developed) Fylde Coast Transport Masterplan (to be developed) Skills Programmes Enterprise pathways to support start-up businesses e.g. Get Started Fylde Coast Investment Plan Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council LEP Fylde Borough Council Wyre Borough Council Commercial Developers Landowners Key Employers Education providers e.g. Blackpool and the Fylde College Blackpool Town Centre BID
			Take-up of undeveloped, allocated industrial /business land for E(g)(i), B2, B8 employment and non-employment uses; and total amount of available land (supply) remaining	Around 17.8ha of land developed for new employment uses; with the remaining baseline supply expected to deliver enabling development				
			Number of vacant units and non-employment uses on allocated employment sites	Improve occupancy levels and safeguard employment uses within the defined main employment areas				
			Amount (sqm) and percentage of completed office development in Blackpool Town Centre	Promote offices, enterprise and business start-ups in Blackpool Town Centre				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			Economic activity / Employment rates of Blackpool residents	Increase in the number of residents in employment or actively looking for work	<ul style="list-style-type: none"> No change in labour market participation and employment levels Mismatch in skills supply and demand profiles so local residents not in a position to compete for new jobs created 	programmes to equip local people with the skills necessary to access future jobs		
			Skills, qualifications and GCSE performance of Blackpool residents	Improve local skill base, higher level qualifications and GCSE attainment				
			Levels of young people not in employment, education or training (NEET)	Reduce NEET levels				
			Number of new business starts and associated survival rates	Increase the number of and survival rate of start-up businesses in Blackpool				
CS4: Retail and Other Town Centre Uses	3, 8, 15	DM11, DM12, DM13, DM14, DM15, DM16	Amount (sqm) of completed retail development (A1 use class) and percentages completed in the defined Town Centre, District Centres, and Local Centres	Focus new major retail development in Blackpool Town Centre. Support retail / other town centre uses (as appropriate) in the Town, District and Local Centres	<ul style="list-style-type: none"> Further downturn in the economy may make new investment difficult to secure Limited availability of suitable sites or units to accommodate future requirements Pressure for out-of-centre development Expenditure captured by competing destinations (including out-of-centre) and online shopping Loss of retail space due to new regulations allowing more flexible PD rights 	<ul style="list-style-type: none"> Work closer with key partners Analyse cause of vacancies and identify measures to reduce the proportion of vacancies In consultation with agents review the supply and demand for retail space and other uses in the Town Centre, District and Local Centres Consider a review of the Blackpool Town Centre Strategy Consider a review of policy 	<ul style="list-style-type: none"> Site Allocations and Development Management document Blackpool Town Centre Strategy (2013) Individual planning applications and development management process Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council Town Team Blackpool Town Centre Business Improvement District (BID) Town Centre Steering Group Commercial Developers/ Agents Property Landlords Retailers and occupiers of units Public Health Blackpool and the National Child Measurement Programme
			Amount (sqm) of completed other town centre uses ¹ (by use class) and percentages completed in the defined Town Centre, District Centres, and Local Centres	Support other town centre uses (where appropriate to the scale, role and function of the centre) in Town, District and Local Centres				
			Amount (sqm) of retail and other town centre use development completed in out-of-centre ² locations	Focus new major retail development in Blackpool Town Centre				
			Position of Blackpool Town Centre in the National (UK) retail rankings (linked to the number of national multiple retailers)	Positive movement in the retail rankings /increase the number of higher end national multiple retailers				
			Composition of units/ floorspace in the town centre (convenience/comparison/service)	Allow for new comparison goods floorspace of up to 16,390 sqm to 2021				

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

² As stated in the NPPF, “unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres” (page 57).

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			Percentage of pupils in Reception and Year 6 per ward with obesity.	A reduction in childhood obesity to no more than 10% of reception aged children and 15% of children in Year 6 with obesity.				
CS5: Connectivity	1, 4, 8, 11, 21	DM41, DM42	Proportion of major developments receiving planning permission with an agreed travel plan	Reducing car use, changing travel behaviour	<ul style="list-style-type: none"> Reduction in developer contributions Reduction in public transport usage Reduction in rail infrastructure spending Reduction in Local Authority funding 	<ul style="list-style-type: none"> Review at next revision of the Blackpool Local Transport Plan and if necessary review policy Identify additional potential sources of funding Review the implementation and effectiveness of travel plans submitted with major applications Consider a review of policy 	<ul style="list-style-type: none"> Blackpool Local Transport Plan 2011-2016 (2011) and Implementation Plan Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions Blackpool Town Centre Strategy (2013) Parking Strategy Promenade Movement Strategy Blackpool Wayfinding Strategy Emerging Fylde Coast Transport Masterplan 	<ul style="list-style-type: none"> Blackpool Council Lancashire County Council Public Transport Operators Network Rail Developers Highways Agency
			Effectiveness of travel plans submitted with major applications post completion	Reducing car use, changing travel behaviour				
			Number and type of transport improvements, including extensions and enhancements to cycle and pedestrian routes (length of new dedicated routes)	Providing high quality convenient, safe and pleasant cycle and pedestrian routes				
CS6: Green Infrastructure	5, 8, 11, 20	DM10, DM21, DM29, DM31, DM33, DM34, DM35, DM38	Number of green spaces managed to 'Green Flag Award' standard	Provide good quality and well-managed green spaces	<ul style="list-style-type: none"> Significant unmitigated loss of public open space to other uses. Reduction in Local Authority and other public agency funding Reduction in developer contributions for off-site provision of open space for new development 	<ul style="list-style-type: none"> Review reason(s) for any loss of open space and where appropriate understand why exceptions have been made Investigate potential additional funding streams to provide new or to maintain /enhance existing open space Review supply and demand of open space Review policy requirements for new development and effectiveness of securing financial contributions towards off-site provision of open space Review policy and if necessary amend to strengthen protection If negative impact is demonstrated asses and improve the role of key stakeholders in the development management process Consider a review of policy 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions Standards for open space provision for new residential development Green Infrastructure Strategy and Action Plan The North West England and North Wales Shoreline Management Plan (SMP2) (2010) Surface Water Management Plan Blackpool Active Lives Strategy Blackpool Playing Pitch Strategy 'Woodlands from Waste' Programme Lancashire Biodiversity Action Plan 	<ul style="list-style-type: none"> Blackpool Council Developers Neighbouring authorities
			Amount (sqm) of public open space and playing fields lost to other uses	Protect existing green infrastructure (including open space and playing fields)				
			Amount (£) invested in existing green infrastructure and where	Secure qualitative improvements to existing green infrastructure provision				
			Committed sum payments received and spent	Secure qualitative improvements to existing green infrastructure provision				
			Area (ha) designated as Green Belt	Protect the current Green Belt boundaries in Blackpool				
			Number of developments approved in the Green Belt	Protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements				
			Change in areas and populations of biodiversity importance including: i. Change in the priority habitats and species by type and;	Protect international, national and local sites of biological and geological conservation importance and enhance local ecological networks and priority habitats/species.				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			ii. Changes in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance					
			Condition of Sites of Special Scientific Interest	Maintain the '100% favourable' condition of the Marton Mere SSSI				
CS7: Quality of Design	5, 9	DM17, DM18, DM19	Number of planning permissions refused on poor design grounds	High quality, well designed developments that contribute positively to the character and appearance of the local, natural and built environment	<ul style="list-style-type: none"> Significant number of planning applications fail to meet the required standards and/or are refused on poor design grounds 	<ul style="list-style-type: none"> Work closer with applicants to improve the quality of schemes Identify reasons and if necessary review implementation of policies Consider preparing development briefs incorporating design guidance for key sites Consider a review of policy 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Sustainable Homes SPD Commercial Street Frontages SPD New Homes from Old Places SPD (2011) Development Briefs (e.g. Talbot Gateway and Leisure Quarter) Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council Developers
			Amount of public realm improved (ha)	Provide public (and private) spaces that are well-designed, safe, attractive, and complement the built form				
CS8: Heritage	5, 14	DM 26, DM27, DM28, DM29, DM30	Number and size (ha) of Conservation Areas	Safeguard heritage assets from inappropriate development	<ul style="list-style-type: none"> An increase in the number of listed buildings on the Heritage at Risk Register due to issues of viability/lack of funding Reduction in Local Authority funding Proposals for inappropriate development that would affect a listed or locally listed building 	<ul style="list-style-type: none"> Review reasons and possible interventions Prioritise conservation advice and provide assistance where appropriate Investigate potential additional funding streams (e.g. English Heritage, Heritage Lottery Funding, CIL) Consider mitigation measures and if necessary review policy and strengthen protection Consider a review of policy 	<ul style="list-style-type: none"> Blackpool Conservation Areas Blackpool Local List of Buildings of Architectural and/or Historic Interest Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Blackpool Council Historic England Blackpool Civic Trust Developers
			Number of:	Conserve buildings of architectural and/or historic interest and identify and adopt a local list of heritage assets				
			i. Listed buildings					
			ii. Locally listed buildings of architectural and/or historic interest					
			Number of listed buildings on the Heritage at Risk Register	No increase				
			Number of applications for Listed Building Consent per annum	Safeguard heritage assets from inappropriate development				
CS9: Water Management	6	DM31, DM33	Number of planning permissions granted which incorporate Sustainable Drainage Systems (SuDS)	Minimise surface water flood risk	<ul style="list-style-type: none"> Physical constraints (e.g. ground conditions) may make certain sites inappropriate for SuDS Significant number of planning applications failing to minimise 	<ul style="list-style-type: none"> Identify reasons, and if necessary review guidance available to applicants Work closer with applicants and key delivery partners to improve the quality of development schemes and where possible provide further guidance on incorporating or retrofitting SuDS Consider a review of policy 	<ul style="list-style-type: none"> Sites Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Blackpool Council (SuDS Approval Body) Fylde Peninsula Water Management Group
			Number and type of sustainable drainage systems (SuDS) approved by the SuDS	Minimise surface water flood risk				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			Approval Body (including retro-fitted SuDS)		surface water run-off or address flood risk issues		<ul style="list-style-type: none"> The North West England and North Wales Shoreline Management Plan (SMP2) (2010) Lancashire & Blackpool Flood Risk Management Strategy Surface Water Management Plan 	<ul style="list-style-type: none"> Environment Agency United Utilities Developers
		Number of planning permissions granted contrary to the advice of the Environment Agency either on flood defence grounds or water quality.	None granted in order to minimise surface water flood risk and improve the quality of Blackpool's bathing water					
		Compliance with the mandatory standards of the EU Bathing Water Directive	Achieve compliance with the EU Bathing Water Directive's Guideline Standards at all monitoring points - maintain annually					
CS10: Sustainable Design and Renewable and Low Carbon Energy	6	DM1, DM32	Number of new non-residential development over 1,000m ² completed to BREEAM 'very good' standard or above.	All new non-residential development over 1,000m ² should achieve the BREEAM 'very good' standard.	<ul style="list-style-type: none"> Lack of viability in development schemes may make the policy difficult to implement Spatial characteristics of the Borough may limit the scope for some types of energy generation schemes (e.g. wind turbines and biomass) 	<ul style="list-style-type: none"> Investigate potential additional funding streams to support schemes such as community based energy generation. Work with key delivery partners and applicants to identify barriers to delivery and understand what further guidance or assistance could be provided by the authority to assist delivery Review reasons and assess the impact of requirements on the viability of development schemes and if necessary review policy 	<ul style="list-style-type: none"> Sites Allocations and Development Management document Individual planning applications and development management process Sustainable Homes SPD Building Regulations BREEAM Standards 	<ul style="list-style-type: none"> Blackpool Council Developers Renewable and low carbon energy providers
			Number of planning permissions granted for developments incorporating renewable and low-carbon energy into their design	Minimise carbon dioxide emissions from new developments and support the generation of energy from renewable and low carbon energy sources				
			Number of renewable and low carbon energy generation schemes installed and operational	Minimise carbon dioxide emissions from new developments and support the generation of energy from renewable and low carbon energy sources				
CS11: Planning Obligations	7, 18, 21		Planning appeals dismissed for development not demonstrating adequate infrastructure capacity to serve the development	100% of appeals dismissed	<ul style="list-style-type: none"> Reduction in S106 (and CIL if applicable) infrastructure funding S106 agreements (and CIL if applicable) may make some developments unviable but overall should not threaten delivery of the Plan Additional infrastructure requirements arising 	<ul style="list-style-type: none"> Identify the reasons for a decrease in s106/CIL (if applicable) monies Work closer with key partners, developers and landowners to better manage the delivery of development Review viability and implementation of policy and CIL (if applicable) Consider a review of the CIL Charging Schedule (if applicable) Consider introducing a Development Management policy to prioritise delivery Consider a review of policy 	<ul style="list-style-type: none"> Developer Contributions Individual planning applications and development management process Site Allocations and Development Management document 	<ul style="list-style-type: none"> Blackpool Council Developers Service and infrastructure providers
			List of infrastructure projects identified in the most recent Infrastructure Delivery Plan (IDP) that have been committed, commenced or completed annually	To achieve delivery of infrastructure in line with the Blackpool IDP				
			Value of developer contributions collected from new development (and spent on infrastructure priorities)	Regular monitoring of Section 106 (S106) agreements (and monies from CIL if applicable)				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
CS12: Sustainable Neighbourhoods	2, 8, 16, 19	-	Amount (sqm) of new local services and community facilities ³ provided in each neighbourhood	Provide high quality local services and community facilities accessible to all members of the community	<ul style="list-style-type: none"> ▪ Availability of finance/ funding to deliver housing investment in existing stock ▪ Limited use, lack of viability or review of asset management properties/sites may result in the loss of community facilities and local services ▪ Later phases of major housing development schemes do not come forward as planned ▪ Introduction of HMOs through relaxed Government regulations on PD rights ▪ Availability of enforcement resources 	<ul style="list-style-type: none"> ▪ Review viability and implementation of policies ▪ Consider introducing development management polices to prioritise retention of community facilities (in the case of viability) or improve policy implementation ▪ Review supply and demand of facilities ▪ Continue to work with developers, residents and other stakeholders to manage the delivery of redevelopment schemes; and help to overcome any barriers and constraints ▪ Review the use of Article 4 Directions as appropriate ▪ Continue to monitor enforcement activity and resources ▪ Consider a review of policy 	<ul style="list-style-type: none"> ▪ Site Allocations and Development Management document ▪ Individual planning applications and development management process ▪ Selective housing intervention and asset management programmes ▪ Selective licensing scheme ▪ Major housing developments (e.g. Rigby Road and Queens Park) ▪ Article 4 Direction controlling the change of use from a house to a HMO ▪ Developer Contributions ▪ Fylde Coast Housing Strategy ▪ Fylde Coast Local Investment Plan ▪ Housing Implementation Strategy ▪ Growing Places Fund ▪ New Homes Bonus ▪ Lancashire Strategic Economic Plan 	<ul style="list-style-type: none"> ▪ Blackpool Council ▪ Housing developers and sub-contractors ▪ Private sector providers ▪ Homes England ▪ BCH ▪ LEP
			Number of dwellings completed from major housing developments, including Rigby Road and Queens Park	Around 410 new dwellings at Rigby Road and 198 (gross) new dwellings at Queens Park, providing high quality housing with an appropriate mix of types and tenures to meet the needs and aspirations of existing and future residents				
			Number of de-conversions, empty homes brought back into use and Council homes improved by other housing investment	Rebalance the existing housing stock by creating more high quality family homes. Reduce the number of vacant properties and single bed flats. To bring all Council homes up to meet the Decent Homes Standard				
			Number of Houses in Multiple Occupation (HMOs) in the inner areas removed from the housing stock	Reduce the number of HMOs in order to address the problems and challenges associated with their occupation				
			Number of unlawful residential uses subject to successful enforcement action	Continue to investigate unauthorised uses and take appropriate action				
CS13: Housing Mix, Standards and Density	2, 5, 9, 16, 19	-	New build completions by density i.e. less than 30 dwellings per ha (dph); between 30-50 dph; and above 50 dph	Make efficient use of land, seeking to achieve an optimum density appropriate to the character of the locality	<ul style="list-style-type: none"> ▪ Slow recovery of the housing market may delay achieving a more balanced housing stock ▪ Planning applications not meeting the required housing mix or adopted minimum standards e.g. citing viability reasons ▪ Larger flatted developments proposed across the inner area 	<ul style="list-style-type: none"> ▪ Analyse why target mix or minimum standards have not been proposed; negotiate with developers as appropriate; and in the event of exceptions being made to permit such developments analyse why this was the case ▪ Work with key stakeholders to identify development constraints ▪ Review evidence base on viability, housing market conditions and future population need to ensure it remains appropriate and update if necessary ▪ Consider a review of policy including the supporting SPDs on minimum standards 	<ul style="list-style-type: none"> ▪ Site Allocations and Development Management document ▪ Individual planning applications and development management process ▪ New Homes from Old Places Residential Conversion and Sub-division SPD (2011) 	<ul style="list-style-type: none"> ▪ Blackpool Council ▪ Housing developers ▪ Private sector providers ▪ BCH ▪ Blackpool Housing Company
			Number of new homes meeting the relevant standards for conversions ⁴	100% of new dwellings created through conversions must meet the adopted minimum standards to provide quality homes.				
			Number of new homes meeting the relevant standards for new build ⁵	As a minimum, on developments providing new build dwellings, 20% of all dwellings provided on a site must meet the Nationally Described Space Standard				

³ The NPPF suggests that community facilities can include local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (paragraph 92a). The Blackpool Local Plan Part 2 suggests in Policy DM37: Community Facilities that community facilities include libraries, community centres, educational and health centres, public houses and social clubs.

⁴ As set out in the Technical Housing Standards – Nationally Described Space Standard and in part ‘New Homes from Old Places Residential Conversion and Sub-division’ Supplementary Planning Document (SPD)

⁵ As set out in the Technical Housing Standards – Nationally Described Space Standard

Monitoring						Implementation		
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			<p>(or any future successor) to provide quality homes.</p> <p>New build completions by dwelling type i.e. detached, semi-detached, terraced and flatted properties</p> <p>New build and conversion completions by dwelling size i.e. 1/2/3/4+ bedrooms</p>	<p>New developments to include a mix of house types/sizes to rebalance the stock and provide more family homes. On sites > 1ha there should be a maximum of 10% 1 bed units and at least 20% 2 bed/20% 3+ bed units. On smaller sites a mix of sizes is required or it should contribute towards a balanced mix in the wider area.</p> <p>Developments of > 10 flats in the inner area should be directed to the town centre or seafront; and at least 70% of the flats should be 2bed units or more.</p>	<ul style="list-style-type: none"> Having no specific density targets may result in inefficient use of land 			
CS14: Affordable Housing	2, 10, 19		Number of affordable housing completions (new build and conversion) in relation to permitted new housing stock	Maximise affordable housing delivery to help address Blackpool's assessed need (264 new affordable units per annum in the next five years)	<ul style="list-style-type: none"> Slow recovery of the housing market may reduce ability to help address short-term affordable housing need Availability of finance to acquire existing stock / create affordable units Reduced viability in development schemes making policy targets difficult to achieve Renegotiation of s106 agreements may reduce developer contributions committed Reliance on private housing rental market to meet affordable need 	<ul style="list-style-type: none"> Review reasons for under delivery against identified need (may involve reviewing targets achieved by individual developments/S106 agreements/developer contributions/viability of sites with planning permission) Work with key stakeholders to secure finance to maximise the delivery of affordable homes from acquisitions; and identify potential additional funding streams e.g. New Homes Bonus and Growing Places Fund Continue to negotiate with developers on S106 agreements and encourage pre-application discussions Work with registered providers to align affordable housing provision with future need Council and its partners to explore improving the stock of affordable homes through other alternative sources Consider a review of policy 	<ul style="list-style-type: none"> Affordable Housing SPD Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions Fylde Coast Local Investment Plan Fylde Coast Housing Strategy Housing Implementation Strategy Growing Places Fund New Homes Bonus Lancashire Strategic Economic Plan 	<ul style="list-style-type: none"> Blackpool Council Housing developers Registered Providers (RSL) BCH Homes England Private sector providers
			Number of additional affordable housing units as a result of change in tenure of existing housing stock (acquisitions)	Developments creating 15+ net dwellings required to provide 30% affordable units				
			Number of committed affordable units (i.e. with extant planning permission)					
			Affordable housing completions by dwelling size i.e. 1/2/3/4+ bedrooms	A mix of affordable homes which reflects the importance of family sized units to help rebalance the stock				
			Affordable housing completions by tenure	General requirement is for a mix of social rented and intermediate housing for sale or for rent (dependent on location)				
			Developer contributions to affordable housing i.e. financial contributions from planning obligations (s106); or amount of discounted or free land received (ha)	Off-site contributions from developments creating 3-14 net dwellings (as a % of the open market value of the dwellings) and from larger developments as appropriate (equivalent to 30% on-site provision)				
CS15: Health and Education	8, 11, 12	DM39, DM40	Amount (sqm) of additional health and education facilities completed	Provide new/enhance existing facilities to meet identified health/education needs	<ul style="list-style-type: none"> Reduction in developer contributions may limit the delivery of health and educational facilities 	<ul style="list-style-type: none"> Examine potential additional funding streams Work with education and health providers to establish reasons and address if necessary 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Blackpool Council Blackpool and the Fylde College Blackpool Sixth Form College
			Male and female life expectancy	Improve the health and well-being of Blackpool's residents				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			Number of Lower Super Output Areas in the bottom 10% for health deprivation and disability	Reduce number of Lower Super Output Areas in the bottom 10% for health deprivation and disability	<ul style="list-style-type: none"> No change in skill levels or educational attainment No change or decline in the overall health and well-being of residents 	<ul style="list-style-type: none"> If necessary, identify sites for additional education/health provision in partnership with providers/developers Consider a review of policy 	<ul style="list-style-type: none"> Developer Contributions Blackpool Joint Health and Well-being Strategy 	<ul style="list-style-type: none"> Education and Training providers NHS England Blackpool Clinical Commissioning Group
		Percentage of pupils in local authority schools achieving five or more GCSEs at grade A* - C or equivalent	Improve the overall education of Blackpool's population					
		Percentage of working age people with no qualifications	Improve the overall education of Blackpool's population					
CS16: Traveller Sites	13		Total number of traveller pitches/plots available (Gypsy and traveller pitches, Travelling Showpeople plots and transit pitches)	Meet locally set pitch and plot targets (according to the most recent Gypsy, Traveller and Travelling Showperson Accommodation Needs Assessment agreed by the Council)	<ul style="list-style-type: none"> Shortfall in provision against identified need Limited availability of suitable and affordable land/sites to meet identified need Unauthorised encampments and developments 	<ul style="list-style-type: none"> Identify reasons for any shortfall in plot/pitch provision against need, including delivery constraints Review effectiveness of policy implementation Consider identifying further sites for accommodating additional pitches/ plots Consider a review of policy and amendment of assessment criteria for traveller sites Work with neighbouring authorities to deliver the identified Fylde Coast need for Gypsy and Travellers and Travelling Showpeople 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Duty to Co-operate 	<ul style="list-style-type: none"> Blackpool Council Neighbouring Authorities Land Owners Gypsy and Travellers and Travelling Showpeople
			Net additional traveller pitches/plots completed per annum (Gypsy and Traveller)					
			Number of planning applications for new sites or extensions to existing sites that are refused for not meeting the Policy criteria	Make adequate site provision of traveller sites that are sustainable economically, socially, and environmentally				
			Number of unauthorised encampments or developments and enforcement actions carried out in relation to traveller sites	Meet identified need and provide adequate traveller sites that are sustainable economically, socially, and environmentally				
CS17: Blackpool Town Centre	3, 15	DM6, DM11, DM12, DM13	Diversity of main town centre uses (by number, type and amount of floorspace) as identified from Town Centre Health Checks/GOAD surveys	Introduce a more diverse town centre offer, including quality cafes/restaurants, leisure, cultural and entertainment activities and offices	<ul style="list-style-type: none"> Further downturn in the economy making new investment difficult to secure/causing increased vacancy levels Configuration of units not attractive to potential town centre investors 	<ul style="list-style-type: none"> Engagement with key stakeholders/businesses including public and private sector bodies Analyse footfall and develop appropriate measures/incentives for improvement Analyse vacancy levels, including any concentrations, and consider appropriate measures e.g. scope for redevelopment Work with commercial agents to review the supply and demand for retail space and other town centre uses 	<ul style="list-style-type: none"> Blackpool Town Centre Strategy (2013) Town Centre Steering Group Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council Town Team Blackpool Town Centre BID BFWEDC LEP Commercial developers / agents Landlords
			Proportion of ground floor vacancy rates	Reduce vacancy rates within the town centre and the Principal Retail Core				

Monitoring							Implementation		
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners	
			Number of residential completions within Blackpool Town Centre	Introduce a high quality residential offer in the longer term	<ul style="list-style-type: none"> Loss of town centre uses due to new regulations allowing more flexible PD rights National chain operators scaling-back investment Availability of finance to secure environmental improvements Limited demand for town centre residential uses 	<ul style="list-style-type: none"> Identify potential additional funding streams/developer contributions Consider the need for an Article 4 Direction Town centre marketing/promotional material Consider a review of policy including the Town Centre Strategy 		<ul style="list-style-type: none"> Town centre businesses 	
			Town Centre pedestrian flows (footfall)	Increase in footfall					
			State of the Town Centre environmental quality	Enhance the quality of buildings, streets and spaces					
			Presence of national operators	Increase in the number of higher end, national retail, leisure, entertainment, cafe, restaurant and hotel chains in the town centre					
CS18: Winter Gardens	14, 15		Additional uses brought forward in the Winter Gardens	Re-establish the Winter Gardens as a key leisure, entertainment and conferencing venue for the resort in accordance with an agreed business plan/model	<ul style="list-style-type: none"> Availability of public sector finance / funding Further downturn in the economy making new investment difficult to secure 	<ul style="list-style-type: none"> Maximise engagement/buy-in to the business model from primary and secondary stakeholders Identify potential additional funding streams (e.g. CIL (if applicable), English Heritage, Heritage Lottery Funding) or develop contingency methods Consider a review of policy/business model 	<ul style="list-style-type: none"> Winter Gardens Strategy and Business Plan Three year repair programme Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Winter Gardens Project Board Blackpool Council Historic England Use providers Marketing Blackpool 	
				'At risk' status of the Winter Gardens					Secure the future of the Winter Gardens so that it is no longer identified 'at risk'
				Number of events held per year					Increase use of the Winter Gardens
CS19: Central Business District (Talbot Gateway)	3, 15		Type (Use Class) and amount (sqm) of completed development in the Central Business District	Comprehensive redevelopment of the Central Business District with mixed-use development	<ul style="list-style-type: none"> Further downturn in the economy making new investment to deliver further phases difficult to secure 	<ul style="list-style-type: none"> Engagement with key delivery partners to re-examine constraints to development and develop contingency methods Identify potential additional funding streams/ use of developer contributions Consider a review of policy including the SPD 	<ul style="list-style-type: none"> Talbot Gateway Planning Brief SPD (2006) Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Project Board Blackpool Council Muse Developments Transport operators Developers/businesses 	
CS20: Leisure Quarter (Former Central Station Site)	14, 15		Amount (sqm) of leisure development completed on the site	Comprehensive redevelopment of the entire site for major leisure development	<ul style="list-style-type: none"> Further downturn in the economy making new investment to deliver comprehensive redevelopment difficult to secure 	<ul style="list-style-type: none"> Work closer with key partners to re-examine constraints to development and develop contingency methods Market the site to an international audience Consider a review of policy including the SPD 	<ul style="list-style-type: none"> Leisure Quarter Development Brief SPD (2011) Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Blackpool Council Developers and key leisure operators/ investors Existing operators on site 	
				Type (Use Class) and amount (sqm) of complementary development completed on the site					Complementary uses, including leisure, hotel, ancillary retail and parking, that would add value/support the major leisure development, and deliver comprehensive redevelopment of the entire site

Monitoring						Implementation		
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
CS21: Leisure and Business Tourism	14	DM9, DM10	Amount (sqm) of completed leisure development over 500m ² by location i.e. % completed in Blackpool Town Centre and the Resort Core	Tourism attractions focused on the town centre and resort core	<ul style="list-style-type: none"> Further downturn in the economy making new investment difficult to secure Pressure for non-leisure uses within the town centre and resort core Pressure for major new leisure development outside the resort core 	<ul style="list-style-type: none"> Engagement with key stakeholders/businesses including public and private sector bodies Review resort marketing/promotion Consider a review of policy 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development process Leisure Quarter Development Brief SPD (2011) Holiday Accommodation SPD (2011) 	<ul style="list-style-type: none"> Blackpool Council Key resort operators Visitor accommodation providers Visit Blackpool
			Amount (sqm) of new visitor accommodation by location i.e. % completed in the town centre, resort core and adjacent holiday accommodation areas	Visitor accommodation focused on the town centre, resort core and holiday accommodation areas				
			Number of visitors to the resort per year	Increase in visitor numbers due to a stronger resort appeal				
CS22: Key Resort Gateways	2, 4, 14, 16	-	Amount (sqm) of completed development on land within and adjoining Central Corridor	Redevelopment of land within and adjoining Central Corridor to support further improvement/enhancement	<ul style="list-style-type: none"> Availability of funding/ developer contributions to deliver improvements and enhancements 	<ul style="list-style-type: none"> Review at next revision of the Blackpool Local Transport Plan Identify additional potential sources of funding Consider a review of policy 	<ul style="list-style-type: none"> Blackpool Local Transport Plan (Implementation Plan 2018 to 2021) Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions 	<ul style="list-style-type: none"> Blackpool Council Developers Transport providers
			Amount (sqm) of improved vehicular, pedestrian and cycling linkages through Central Corridor	Improved linkages through the Corridor and extending the network of green ways to support further enhancement				
			Number and type of improvements made to parking and reception facilities	Improved parking and reception facilities				
			Number and type of improvements made to landscaping, signage, lighting and security	Enhanced landscaping, signage, lighting and security				
CS23: Managing Holiday Bed Spaces	2, 8, 14, 16	-	Number of planning permissions/refusals for change of use from holiday accommodation <i>within</i> the main holiday accommodation areas	Retain existing holiday accommodation unless exceptional circumstances are demonstrated as set out in policy	<ul style="list-style-type: none"> Continued fall in staying visitor numbers Pressure for change of use from holiday accommodation to residential use within the main holiday accommodation areas Planning permission not required for change of use in some instances Change of use proposals not in line with the New 	<ul style="list-style-type: none"> Analyse planning permissions to understand reasons behind pressure for change of use including any concentrations Engagement with key stakeholders/ businesses including accommodation providers and market agents Review wider resort marketing/promotion Identify additional potential sources of funding e.g. to encourage accreditation or complementary public realm improvements Consider a review of policy including the main holiday accommodation areas defined in the Holiday Accommodation SPD and the minimum 	<ul style="list-style-type: none"> Holiday Accommodation SPD (2011) New Homes from Old Places SPD (2011) Site Allocations and Development Management document Individual planning applications and development management process 	<ul style="list-style-type: none"> Blackpool Council Holiday accommodation providers Stay Blackpool Developers/ commercial agents Marketing Blackpool
			Number of planning permissions/refusals for change of use from holiday accommodation <i>outside</i> the main holiday accommodation areas	Encourage change of use from holiday accommodation to high quality homes				
			Number of net new dwellings completed as a result of	Encourage change of use from holiday accommodation to high quality homes				

Monitoring						Implementation		
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
			change of use from holiday accommodation Number of staying visitors to the resort per year	Increase in staying visitors	Homes from Old Places SPD	standards set out in the New Homes from Old Places SPD		
CS24: South Blackpool Employment Growth	3, 17	DM7, DM8	Amount of new employment development (Class B and E(g)(i) uses) completed in South Blackpool at Blackpool Airport Corridor and lands close to Junction 4 of the M55 (including take-up of available land supply and redevelopment of existing sites)	Support major new business/industrial development at sustainable locations in South Blackpool	<ul style="list-style-type: none"> Further downturn in the economy making new investment difficult to secure Planning permissions not implemented due to issues relating to viability/access to finance Loss of allocated industrial/ business land (including undeveloped land) to non-employment uses Employment development attracted elsewhere 	<ul style="list-style-type: none"> Identify reasons for lack of take-up and monitor employment land supply v demand to ensure it meets market requirements Analyse any loss of allocated land for non-employment uses and the impact on employment provision in South Blackpool (including regenerative benefits of enabling development) Engage with landowners/developers on the likely delivery prospects of sites and help to overcome any barriers/constraints to manage the delivery of new development Engage with the LEP/Fylde Coast authorities to develop measures to encourage inward investment in this location to support sub-regional growth Consider a review of policy including the flexibility given to enabling development and the existing employment allocations 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Fylde Coast Investment Plan Whitehills Development Brief Blackpool International Airport Masterplan (currently being prepared) Duty to Co-operate Local Growth Accelerator Strategy 	<ul style="list-style-type: none"> Blackpool Council BFWEDC Fylde Borough Council Lancashire County Council LEP Blackpool Airport Existing businesses/landowners
			Amount of existing employment land redeveloped to provide business/industrial facilities (Class B and E(g)(i) uses) in South Blackpool (Redeveloped sites include Brownfield Sites and Previously Developed Land)	Support the redevelopment of existing employment sites within South Blackpool				
CS25: South Blackpool Housing Growth	2, 18, 19, 20	DM1	Net dwellings completed per annum in South Blackpool	750 net completions over the plan period (including Moss House Road, Whyndyke and Runnell Farm sites)	<ul style="list-style-type: none"> Shortfall in number of completions Slow recovery of the housing market Planning permissions not implemented or built-out as planned due to issues relating to viability, access to finance or unidentified constraints etc Developments not meeting the required housing mix 	<ul style="list-style-type: none"> Review reason for shortfall including planning permissions, lapsed permissions etc Engage with applicants/developers to find out why sites are not being implemented Work with key delivery partners and other stakeholders to manage the delivery of development and help to overcome any barriers and constraints Review S106 agreements/contributions and re-negotiate with developers as appropriate Review why an appropriate housing mix has not been achieved and understand why exceptions have been made Regular SHLAA updates and consider a 'call for sites' exercise to identify additional land 	<ul style="list-style-type: none"> Site Allocations and Development Management document Individual planning applications and development management process Strategic Housing Land Availability Assessment (SHLAA) Sustainable Homes SPD (new build) Developer Contributions Housing Implementation Strategy Duty to Co-operate 	<ul style="list-style-type: none"> Blackpool Council Housing Developers Landowners Fylde Borough Council Lancashire County Council
			New build completions by dwelling type in South Blackpool i.e. detached, semi-detached, terraced and flatted properties	Dwelling type mix complements (rather than competes with) new housing being delivered in the inner area				
			New build completions by dwelling size in South Blackpool i.e. 1/2/3/4+ bedrooms	Dwelling size mix complements (rather than competes with) new housing being delivered in the inner area				

Monitoring							Implementation	
Core Strategy Policy	Objective	Related DM Policies	Indicator	Target / Policy Outcome	Potential Risk	Contingency	Implementation / Delivery Mechanism	Key Delivery Partners
						<ul style="list-style-type: none"> Consider a timely policy review and whether it is appropriate to change the phasing supply 		
CS26: Marton Moss	5, 20		Development of neighbourhood policy supporting the retention and enhancement of the distinctive character of Marton Moss	Pursue a neighbourhood planning approach for Marton Moss to retain and enhance the character of the Moss whilst identifying acceptable development.	<ul style="list-style-type: none"> Limited support or resources to bring forward a Neighbourhood Plan Pressure for development that is not in accordance with the CS26 criteria 	<ul style="list-style-type: none"> If the Marton Moss community do not wish to prepare a Neighbourhood Plan, the local planning policy for the area will be developed as part of the Site Allocations and Development Management document Identify alternative sources of funding to assist with the neighbourhood planning approach Consider a review of policy 	<ul style="list-style-type: none"> Neighbourhood Plan/Site Allocations and Development Management document 	<ul style="list-style-type: none"> Blackpool Council Marton Moss Neighbourhood Forum Marton Moss community (including residents and businesses)
			Number of applications received and % approved/refused in line with part 2 of Policy CS26					
CS27: South Blackpool Transport and Connectivity	4, 21	DM41, DM42	Projects that have helped to improve connectivity in South Blackpool	A comprehensive public transport, pedestrian and cycle improvement strategy for South Blackpool	<ul style="list-style-type: none"> Availability of funding / developer contributions 	<ul style="list-style-type: none"> Review at next revision of the Blackpool Local Transport Plan and if necessary review policy Consider a review of policy 	<ul style="list-style-type: none"> Blackpool Local Transport Plan (Implementation Plan 2018 to 2021) Blackpool Airport Masterplan Fylde Coast Transport Masterplan Site Allocations and Development Management document Individual planning applications and development management process Developer Contributions Duty to Co-operate 	<ul style="list-style-type: none"> Blackpool Council Public Transport Operators Developers Key businesses in the area including Blackpool Airport Fylde Borough Council Lancashire County Council
			Developments permitted in South Blackpool with travel plans	Major new housing and employment development to incorporate Green Travel Plans				

