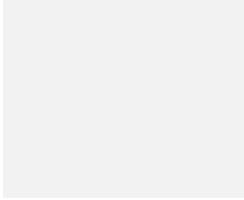


# **Blackpool Local Plan Part 2: Site Allocations and Development Management Policies**

Sustainability Appraisal Addendum – Main Modifications

JULY 2022

## Contacts



**CATHERINE WRIGHT**  
Senior Environmental Consultant

E: [catherine.wright@arcadis.com](mailto:catherine.wright@arcadis.com)

Arcadis.

80 Fenchurch Street  
London EC3M 4BY  
United Kingdom

T: +

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

## Sustainability Appraisal Addendum – Main Modifications

Author Catherine Wright

Checker Sarah Tooby

Reviewer Sarah Tooby

Approver Frank Hayes

Date JULY 2022

## Version Control

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

This report dated 07 July 2022 has been prepared for Blackpool Council (the “Client”) in accordance with the terms and conditions of appointment dated 14 June 2022 (the “Appointment”) between the Client and 80 Fenchurch Street London EC3M 4BY United Kingdom (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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# Appendices

## Appendix A

### Schedule of Proposed Main Modifications - Screening

# Abbreviations

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ALC	Agricultural Land Classification
AMR	Authority Monitoring Report
AQMA	Air Quality Management Area
BAEZ	Blackpool Airport Enterprise Zone
BC	Blackpool Council
BHS	Biological Heritage Site
BMV	Best and Most Versatile
BREEAM	Building Research Establishment Environmental Assessment Method
DM	Development Management
EA	Environment Agency
EZ	Enterprise Zone
GHG	Greenhouse Gas
GI	Green Infrastructure
HRA	Habitats Regulations Assessment
IMD	Index of Multiple Deprivation
LPA	Local Planning Authority
LSOA	Lower Layer Super Output Areas
LWS	Local Wildlife Site
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCI	Sites of Community Importance
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable (urban) Drainage System

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# 1 Introduction

## 1.1 Purpose of the Report

1.1.1 This Sustainability Appraisal (SA) Addendum has been prepared by Arcadis Consulting (UK) Ltd (Arcadis) on behalf of Blackpool Council (BC) to consider the proposed Main Modifications of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies (hereafter referred to as the 'Plan Part 2'). All Main Modifications have been screened through the SA process, further assessment undertaken where necessary, and the results set out in this SA Addendum, which sits alongside the Publication SA Report.

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

1.2.1 Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) was adopted in January 2016. It is a key planning document for Blackpool. It sets out where new housing, employment, retail and leisure development should be located to meet Blackpool's future needs to 2027.

1.2.2 The Plan Part 2 is a key planning document which allocates sites for development, as well as setting out a suite of development management policies to guide appropriate development.

1.2.3 BC submitted the Plan Part 2 to the Planning Inspectorate for independent Examination on 18<sup>th</sup> June 2021. The Examination Hearings were held between 6<sup>th</sup> and 9<sup>th</sup> December 2021.

## 1.3 What is Sustainability Appraisal and Strategic Environmental Assessment?

1.3.1 Sustainability Appraisal (SA) is the process of identifying the social, economic and environmental effects of a plan to ensure that sustainable development is at the heart of the plan-making process. It applies a holistic assessment of the likely effects of the plan on social, economic and environmental objectives. Section 19 of the Planning and Compulsory Purchase Act 2004<sup>1</sup> requires a local planning authority (LPA) to carry out SA of a plan. The Town and Country Planning (Local Planning) (England) Regulations 2012<sup>2</sup> dictate that, after adopting a plan, the LPA must make the SA Report available.

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<sup>1</sup> Available at: <https://www.legislation.gov.uk/ukpga/2004/5/contents> [Accessed: 16/06/22]

<sup>2</sup> Available at: <http://www.legislation.gov.uk/uksi/2012/767/contents/made> [Accessed: 16/06/22]

1.3.2 Strategic Environmental Assessment (SEA) is a legal requirement set out in The Environmental Assessment of Plans and Programmes Regulations 2004<sup>3</sup> (the SEA Regulations).

1.3.3 National Planning Policy Guidance (NPPG)<sup>4</sup> states that SA should incorporate the requirements of SEA into one coherent process. The SA has been applied as an iterative process during the preparation of the Plan to help contribute towards the objective of achieving sustainable development.

## 1.4 SA work to date

1.4.1 The SA process commenced in January 2017, when the SA Scoping Report prepared by Arcadis, was published for consultation. The Scoping Report established the appropriate scope and level of detail of the SA. The Final SA Scoping Report<sup>5</sup> was published in March 2017 following the consultation to take into account representations received from the statutory bodies: the Environment Agency, Natural England and Historic England. This constituted Stage A of the SA process.

1.4.2 In early 2019 an Interim SA Report was prepared in order to accompany a Local Plan Informal Consultation Paper of the Plan Part 2. This presented the results of Stage B of the SA Process. The Interim SA Report was first published in July 2019, and the final version published in November 2020<sup>6</sup>. The Interim SA Report was published for consultation between February and April 2021.

1.4.3 The Publication SA Report was then finalised taking into consideration changes to the Plan Part 2 and representations received during the consultation period. The Publication SA Report was published in April 2021<sup>7</sup>.

Table 1-1: Plan and SA/SEA process to date

Plan Stage	SA & SEA Stage	Completed
<b>Evidence Gathering and Issues and Options – Regulation 18 Scoping Document</b>	Stage A. Setting the context and objectives, establishing the baseline and deciding on the scope	SA Scoping Report consulted on January – March 2017 and finalised following responses
<b>Draft Site Allocations and Development Management Policies – Informal Consultation</b>	Stage B. Developing, refining and appraising alternatives and assessing effects Stage C. Preparing SA Report	Stage B: Mostly completed in the Interim SA Report February 2019 with limited number of new assessments completed in November 2020 Stage C: Completed in November 2020

<sup>3</sup> Available at: <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> [Accessed: 16/06/22]

<sup>4</sup> Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [Accessed: 16/06/22]

<sup>5</sup> Available at: <https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/FINAL-SA-Scoping-Blackpool-LP-Part-2-FINAL-27-03-17.pdf> [Accessed: 16/06/22]

<sup>6</sup> Available at: <https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/Local-plan-2021/blackpool-publication-sa-main-report-november-2020-combined.pdf> [Accessed: 16/06/22]

<sup>7</sup> Available at: <https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/Local-plan-2021/SD005-Sustainability-Appraisal-Update-Apr-21.pdf> [Accessed: 16/06/22]

Plan Stage	SA & SEA Stage	Completed
<b>Publication of Plan Regulation 19</b>	Stage C. Update and amend SA Report in light of changes to Plan Part 2 Stage D. Consultation on SA Report	Completed in April 2021
<b>Examination and Publication of Modifications</b>	Stages C & D. Update and amend report in light of any Modifications to the Plan Part 2	Examination Hearings held December 2021 <b>Assessment of Main Modifications – we are here</b>
<b>Adoption</b>	Stage E. Adoption Statement	<i>To be completed</i>



## 2 Modifications

### 2.1 Introduction to Modifications

- 2.1.1 The Plan Part 2 was submitted to the Secretary of State on 18<sup>th</sup> June 2021. The Examination Hearings were held between 6<sup>th</sup> and 9<sup>th</sup> December 2021.
- 2.1.2 At this time, the Inspector requested the Council to prepare additional evidence relating to employment land supply and delivery over the plan period and exceptional circumstances associated with the Blackpool Airport Enterprise Zone (BAEZ) and the proposed Green Belt release. The Inspector published the Post Hearings Letter (March 2022) which confirmed the Main Modifications required to make the Plan Part 2 sound and legally compliant. The main matters considered by the Inspector as part of the Post Hearing Letter related to the BAEZ and the associated Green Belt release. The Inspector found that without the release of land from the Green Belt, for development in the BAEZ in the specific location proposed, critical infrastructure and access improvements could not be achieved, and they advised the following: “... I am satisfied, having considered the evidence, exceptional circumstances exist to justify altering the Green Belt boundaries in respect of the proposed employment and enabling housing development in the BAEZ. However, exceptional circumstances do not exist with regard to the land proposed to be used for recreational purposes.” (Par. 8). The Inspector thereby indicated that evidence did not justify other Green Belt alterations other than that which relates to the BAEZ.
- 2.1.3 A total of 47 Main Modifications and 23 Additional Modifications have been proposed by BC, taking into consideration representation received on the Publication version of the Plan Part 2 and the Inspectors’ recommendations.
- 2.1.4 The proposed Additional Modifications have also been reviewed and were determined to be very minor amendments which did not need to be reflected in this SA Addendum.

### 2.2 Contents of the Plan Part 2

- 2.2.1 Following the incorporation of the Main Modifications, the contents of the Plan Part 2 has altered slightly.
- 2.2.2 Tables 2-1 and 2-2 set out the policies and site allocations of the Plan Part 2 and incorporate the Main Modifications. The policies and site allocations that have been removed through the Main Modification process have been highlighted with a ‘~~striketrough~~’ and policies that have been amended are highlighted in green. Changes to the site allocations are set out in Table 2-2 below, with deleted text signified with a ‘~~striketrough~~’ and new or amended text ‘underlined’.
- 2.2.3 There are no new policies or site allocations proposed through the Main Modifications.

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

<b>Site Allocations</b>
Policy HSA1: Housing Site Allocations
Policy MUSA1: Town Centre Mixed Use Site
Policy ASA1: Allotment Site
<del>Policy SLA1: Land Safeguarded for Future Development Needs</del>
<b>Housing</b>
Policy DM1: Design Requirements for New Build Housing Developments
Policy DM2: Residential Annexes
Policy DM3: Supported Accommodation and Housing for Older People
Policy DM4: Student Accommodation
Policy DM5: Residential Conversions and Sub-divisions
Policy DM6: Residential uses in the Town Centre
<b>Economy</b>
Policy DM7: Provision of Employment Land and Existing Employment Sites
Policy DM8: Blackpool Airport Enterprise Zone
Policy DM9: Blackpool Zoo
Policy DM10: Promenade and Seafront
Policy DM11: Primary Frontages
Policy DM12: Secondary Frontages
Policy DM13: Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre
Policy DM14: District and Local Centres
Policy DM15: Threshold for Impact Assessment
Policy DM16: Hot Food Takeaways
<b>Design</b>
Policy DM17: Design Principles
Policy DM18: High Speed Broadband for New Developments
Policy DM19: Strategic Views
Policy DM20: Extensions and Alterations
Policy DM21: Landscaping
Policy DM22: Shopfronts
Policy DM23: Security Shutters
Policy DM24: Advertisements
Policy DM25: Public Art
<b>Heritage</b>
Policy DM26: Listed Buildings
Policy DM27: Conservation Areas
Policy DM28: Non-Designated Heritage Assets
Policy DM29: Stanley Park
Policy DM30: Archaeology
<b>Environment</b>
Policy DM31: Surface Water Management

Policy DM32: Wind Energy
Policy DM33: Coast and Foreshore
Policy DM34: Development in the Countryside
Policy DM35: Biodiversity
Policy DM36: Controlling Pollution and Contamination
<b>Community</b>
Policy DM37: Community Facilities
Policy DM38: Allotments and Community Gardens
Policy DM39: Blackpool Victoria Hospital
Policy DM40: Blackpool and the Fylde College – Bispham Campus
<b>Transport</b>
Policy DM41: Transport requirements for new development
Policy DM42: Aerodrome Safeguarding

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

Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
Residential site allocations				
HSA1.1	Former Mariners Public House, Norbreck Road	0.20	Brownfield – vacant plot and car parking spaces	<del>35</del> <u>34</u> homes
HSA1.2	Former Bispham High School & land off Regency Gardens	9.13	Site of the closed down school Bispham High as well as four fields of grass and scrub	176 homes
HSA1.3	Land at Bromley Close	0.22	Greenfield, scrub area	12 homes
HSA1.4	Land rear of 307-339 Warley Road	0.33	Greenfield, scrub area	14 homes
HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.5	2 parcels of land, one being 1.4ha of brownfield and the other being approximately 4.1ha of greenfield	<del>460</del> <u>131</u> homes
HSA1.6	Land at Coleridge Road/George Street	0.14	Brownfield - vacant	44 <u>8</u> homes
HSA1.7	190-194 Promenade	0.12	Greenfield, scrub area	15 homes
HSA1.8	South King Street	0.65	Greenfield, scrub area	47 homes
HSA1.9	Bethesda Road Car Park	0.13	Brownfield – parking spaces	13 homes
HSA1.10	Whitegate Manor, Whitegate Drive	0.31	Brownfield - buildings	16 homes
HSA1.11	Land off Kipling Drive	0.27	Greenfield – behind residential properties	14 homes
HSA1.12	Land at Rough Heys Lane	0.67	Greenfield	27 homes
HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	Half brownfield, half greenfield including sports pitch	57 homes
HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	Brownfield – incomplete development	90 homes
HSA1.15	Land at Warren Drive	3.12	Greenfield	<del>86</del> <u>71</u> homes
HSA1.16	Land at Ryscar Way	2.06	Greenfield	47 homes
HSA1.17	Land at 50 Bispham Road	0.09	Greenfield, scrub area	12 homes

Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.36	Greenfield, scrub area	16 homes
HSA1.19	Kings Christian Centre, Warley Road	0.12	Brownfield – site of demolished derelict church	15 homes
HSA1.20	Land off Coopers Way	1.9	<del>Brownfield – residential and vacant</del>	45 homes
HSA1.21	<del>Land at Coleridge Road/ Talbot Road</del>	0.29	<del>Brownfield – vacant. Site now has permission and is under construction.</del>	25 homes
HSA1.22	7-11 Alfred Street	0.04	Brownfield – vacant furniture showroom building	14 homes
HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	Brownfield - partially completed development	192 homes, 190m2 commercial/community space
HSA1.24	<del>Site A, Former NS &amp; I Site, Preston New Road</del>	5.11	<del>Brownfield – incomplete development</del>	83 homes
HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	Brownfield – incomplete development	45 <u>22</u> homes
HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.17	Brownfield – parking and building	10 homes
HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	Brownfield – old church building	12 homes
HSA1.28	<del>Land at 200 – 210 Watson Road</del>	0.89	<del>Brownfield – vacant plot</del>	39 homes
HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	Brownfield – vacant buildings	88 homes
<b>Employment site allocations</b>				
DM7	Blackpool Airport Enterprise Zone	<del>46.4</del> <u>14.15</u>	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Vicarage Lane	0.2	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Clifton Road	2.5	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Preston New Road	0	Greenfield – residential gardens	E(g)
DM7	Chiswick Grove	0	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Mowbray Drive	0.3	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	Devonshire Rd / Mansfield Rd	0	Brownfield in an commercial/ industrial/ business focussed area	B2, E(g)
DM7	Moor Park	0	Brownfield in an commercial/ industrial/ business focussed area	B2, B8, E(g)
DM7	North Blackpool Technology Park	2	Brownfield in an commercial/ industrial/ business focussed area	B2, E(g)

Site Ref.	Site Address	Site Area (ha)	Existing Land Use	Proposed Use
DM7	Warbreck Hill	0	Brownfield in an commercial/ industrial/ business focussed area	E(g)(i)
Mixed Use site allocation				
MUSA1	Land at Church Street (former Syndicate site)	0.24	Brownfield – car parking	Mixed use including discount food retailer and multi storey car park.
Allotment site allocation				
ASA1	Land to the north of the Golf Driving Range	1.4	Greenfield	Allotments

## 2.3 Methodology

2.3.1 Each development management policy and site allocation in the Plan Part 2 was assessed for its likely effects on each SA Objective, as set out in the Publication SA Report. Identifying and describing effects involves close consideration of the characteristics of the plan and programme versus the characteristics of the effect.

2.3.2 As per Annex II (1) of the SEA Directive, the following characteristics of the Plan Part 2 are considered when predicting and evaluating effects:

- The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
- Environmental problems relevant to the plan or programme; and
- The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).

2.3.3 As per Annex II (2) of the SEA Directive, the following characteristics are also considered when predicting and evaluating their significance:

- The probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects;
- The transboundary nature of the effects;
- The risks to human health or the environment (for example, due to accidents);
- The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- The value and vulnerability of the area likely to be affected due to:
  - Special natural characteristics or cultural heritage;
  - Exceeded environmental quality standards or limit values; or
  - Intensive land-use; and

- The effects on areas or landscapes which have a recognised national, community or international protection status.

## Certainty

- 2.3.4 The nature of the assessment process involves an inherent degree of uncertainty. The Plan Part 2 is intended to be in place until 2027, over which time unforeseen circumstances could potentially arise as site-level baseline data used in the assessments can be highly changeable. For example, any given community facility in Blackpool could potentially close down or move within a period of months, and thus an assessment which considers a site to have good access to this facility pre-development, may not do so by the time construction begins, even if this is only within a few years. These circumstances are impossible to predict and are an inherent part of the SA and indeed the planning process. The planning system is generally robust enough to deal with such changes by re-assessing the needs of sites/communities at the time applications are made. Uncertainties are dealt with in the SA process by adopting a precautionary approach, wherein the worst-case scenario is assumed (unless reliable evidence suggests otherwise). For each assessment, an indication is given as to the degree of uncertainty considered to be involved in the identified effect.

## Permanence and timescale

- 2.3.5 The permanence and timescale of effects are also described. This is generally presented in the form of short-term, medium-term, long-term or permanent as well as whether these effects are reversible. In many cases, effects of Plan Part 2 proposals are likely to be multiple terms (e.g. arise in the short-term and reside in the long-term). Table 2-3 defines the notation used for describing these terms within the assessments.

## Secondary, cumulative and synergistic

- 2.3.6 The SEA Directive also requires the consideration of cumulative, synergistic and secondary effects, which we define as:
- **Secondary effects** are effects that are not a direct result but occur away from the original effect or as a result of a complex pathway;
  - **Cumulative effects** arise, for instance, where several developments each have effects but together also have a significant effect, or where several individual effects have a combined effect; and
  - **Synergistic effects** interact to produce a total effect greater than the sum of the individual effects, so that the nature of the final impact is different to the nature of the individual impacts.

## Magnitude of effects

- 2.3.7 The range of effects includes major adverse, minor adverse, uncertain, positive/adverse (i.e., both), neutral, minor positive and major positive effects. For the purpose of the SEA Directive, effects noted as 'major adverse' or 'major positive' are considered to be 'significant'. A positive effect would typically be one where the Plan proposal would be likely

to contribute towards the aims of the SA Objective, whereas an adverse effect would be one where the Plan proposal conflicts with the Objective.

- 2.3.8 It is possible that two or more minor effects can have a synergistic or cumulative relationship to result in a major, or significant, effect and thus minor effects are also accounted for throughout the assessments. Typically, if a proposal would be expected to have a positive effect(s) to the same extent that it would have an adverse effect(s), a '+/-' score is awarded. However, if it is considered to be likely that the adverse effect(s) would be of a greater magnitude than the positive effect(s), then an adverse score is awarded in-line with the precautionary principle.

Table 2-3: Notation used to describe types of effects

LT	Long-term effects likely to arise in 10-25 years of Local Plan implementation.
MT	Medium-term effects likely to arise in 5-10 years of Local Plan implementation.
ST	Short-term effects likely to arise in 0-5 years of Local Plan implementation.
D	Direct effects.
I	Indirect effects.
R	Effects are reversible.
IR	Effects are irreversible.
H/M/L	High, medium or low certainty of prediction.

Table 2-4: SA scoring for sites assessments

Impact	Description	Symbol
Major Positive Effect (Significant effect)	The proposal strongly contributes to the achievement of the SA Objective.	++
Positive Effect	The option contributes partially to the achievement of the SA Objective.	+
Neutral	There is no clear relationship between the option and/or the achievement of the SA Objective or the relationship is negligible.	0
Adverse Effect	The option partially detracts from the achievement of the SA Objective.	-
Major Adverse (Significant effect)	The proposal strongly detracts from the achievement of the SA Objective.	--
Uncertain	It is not possible to determine the nature of the impact as there may be too many external factors that would influence the appraisal, or the impact may depend heavily upon implementation at the local level.	?
Positive/Adverse	The option has a combination of both positive and negative contributions to the achievement of the SA Objective.	+/-

## 3 Appraisal of the Modifications

### 3.1 Preface

- 3.1.1 It is noted that throughout this section Main Modifications to the policies are shown using strikethrough and underline. In the assessment tables, 'R19' refers to the previous SA assessment of that policy, included in the Publication SA Report. 'MM' is the updated assessment.
- 3.1.2 The Main Modifications were screened, as set out in Appendix A, which identified those Main Modifications which were considered to be 'substantial'. The 'substantial' modifications are those that could potentially alter the existing findings presented in the SA and requires further consideration and possibly an update to the assessment that could potentially represent a significant change in terms of the SEA Regulations.

### 3.2 Policy HSA1: Housing Site Allocations

- 3.2.1 This policy has been modified to reflect the latest available land for residential development. Sites HSA1.20, HSA1.21, HSA1.24 and HSA1.28 have been removed from this policy, as housing development on these sites has been completed. Sites HSA1.1, HSA1.5, HSA1.6, HSA1.15 and HSA1.25 have been modified the reflect the number of dwellings to be delivered between 2021 and 2027, taking into account dwellings built out since the submission of the Plan Part 2. These changes have led to the total supply from allocated sites to decrease by 266 dwellings.
- 3.2.2 As a result of the changes in the number of completions, developments with planning permission and windfall allowances as set out in Table 1: Housing Supply Summary, the total housing supply within Blackpool has reduced from 4,544 to 4,338 dwellings – a reduction of 206 dwellings in total.

#### Policy HAS1: 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 <u>2021</u> <del>19</del> -2027
HAS1.1	Former Mariners Public House, Norbreck Road	0.20	<u>34</u> <del>35</del>
HAS1.2	Former Bispham High School & land off Regency Gardens	9.10	176
HAS1.3	Land at Bromley Close	0.22	12
HAS1.4	Land rear of 307-339 Warley Road	0.33	14
HAS1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.62	<u>131</u> <del>160</del>



### Policy HAS1: Housing Site Allocations

HAS1.6	Land at Coleridge Road/George Street	0.14	<u>8</u> 14
HAS1.7	190-194 Promenade	0.12	15
HAS1.8	South King Street	0.59	47
HAS1.9	Bethesda Road Car Park	0.13	13
HAS1.10	Whitegate Manor, Whitegate Drive	0.31	16
HAS1.11	Land off Kipling Drive	0.27	14
HAS1.12	Land at Rough Heys Lane	0.67	27
HAS1.13	Land at Enterprise Zone, Jepson Way	1.42	57
HAS1.14	Site B, Former NS & I Site, Preston New Road	3.31	90
HAS1.15	Land at Warren Drive	3.12	<u>71</u> 86
HAS1.16	Land at Ryscar Way	2.06	47
HAS1.17	Land at 50 Bispham Road	0.09	12
HAS1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.35	16
HAS1.19	Kings Christian Centre, Warley Road	0.12	15
<del>HAS1.20</del>	<del>Land off Coopers Way</del>	<del>1.22</del>	<del>45</del>
<del>HAS1.21</del>	<del>Land at Coleridge Road/ Talbot Road</del>	<del>0.29</del>	<del>25</del>
HAS1.22	7-11 Alfred Street	0.04	14
HAS1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	192
<del>HAS1.24</del>	<del>Site A, Former NS &amp; I Site, Preston New Road</del>	<del>5.11</del>	<del>83</del>
HAS1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	<u>22</u> 45
HAS1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.18	10
HAS1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	12
<del>HSA1.28</del>	<del>Land at 200 – 210 Watson Road</del>	<del>0.89</del>	<del>39</del>
HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88
<b>Total supply from allocated sites</b>			<b><u>1,153</u> 1419</b>

Table 1: Housing Supply Summary

Source	Number of Dwellings
Completions 1 April 2012 - 31 March 2021 19	<b>1,803</b> 1,307
New build dwellings with extant permission at 31 March 2021 19 (including <b>541</b> 584 dwellings on allocated sites)	<b>1,054</b> 1,177
<del>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</del>	175
Permitted conversions/changes of use (10 or more dwellings) at 31 March 2021 19	<b>119</b> 140
<del>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</del>	405
Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April 2021 19 - 31 March 2027	<b>600</b> 800
Allocated housing sites without planning permission	<b>612</b> 690
Additional supply from Town Centre Strategic Sites	150
<b>Total Housing Supply</b>	<b>4,338</b> 4,544

3.2.3 Policy HSA1 was not assessed as a whole within the SA Report as each allocation has been assessed individually. The effect of the overall supply from allocated sites in the Plan Part 2 has been considered as part of the cumulative effects assessment.

### 3.3 Policy SLA1: Land Safeguarded for Future Development Needs

3.3.1 Policy SLA1 has been removed from the Plan Part 2 following discussion at the Examination hearings, where it was determined that no Green Belt boundary alterations other than that related to the BAEZ were justified, and therefore, Policy SLA1 was determined not to be sound and was recommended for deletion by the Inspector.

#### **Policy SLA1: Land Safeguarded for Future Development Needs**

~~Development will not be permitted on Safeguarded Land as shown on the Policies Map until a review of the Local Plan is undertaken.~~

3.3.2 The deletion of Policy SLA1 in isolation would not alter the SA findings, but this policy has been considered as part of the cumulative effects assessment in Section 4.2 of this report.

## 3.4 Policy DM1: Design Requirements for New Build Housing Developments

- 3.4.1 The modification to Point 1 of this policy, as required by the Inspector, has the potential to reduce the quantity of new build homes that must meet the Nationally Described Space Standard. The addition of Point 8 to this policy states that proposals not in accordance with the requirements of Policy DM1 will only be permitted where there is evidence it would not be feasible or viable.

### Policy DM1: Design Requirements for New Build Housing Developments

1. As a minimum, 20% of all new build dwellings on ~~a site~~ **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 ~~a site~~ **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 permitted;
  - 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).

## Policy DM1: Design Requirements for New Build Housing Developments

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

3.4.2 These modifications could potentially reduce the positive effects of Policy DM1 on ensuring new homes within Blackpool meet the standards to ensure all new residents can live healthy and happy lives, without experiencing prejudice. However, the previously identified SA effects would not be expected to change as a result of this modification.

SA Objective	Effects	Policy DM1
SAO 3: To improve physical and mental health for all and reduce health inequalities	Score	+
	Uncertainty	L
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM1 includes provisions for private and usable amenity at homes which would be expected to be beneficial to the physical and mental wellbeing of residents. The policy also requires new developments <b><u>of five or more dwellings</u></b> to meet, as a minimum, nationally prescribed space standards.
	Adverse effects	None.
	Recommendations	None.
SAO 4: To ensure housing provision meets local needs	Score	++
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM1 would help to ensure that new residential development in the Borough is of a design and layout that enables residents to pursue high-quality lifestyles at home. <b><u>The policy also states that development that does not meet the requirements of Policy DM1 would only be permitted if there is clear evidence that the development would not be feasible if these requirements were met, which has the potential to weaken the significance of this policy on accessibility and equality of new residential development in Blackpool.</u></b>
	Adverse effects	None.
Recommendations	None.	

## 3.5 Policy DM7: Provision of Employment Land and Existing Employment Sites

3.5.1 Policy DM7 has been amended to reflect the land available for employment development as of March 2021, due to some employment development taking place since 2019.

### Policy DM7: Provision of Employment Land and Existing Employment Sites

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

Employment Area	Available Land (Ha) (as at March 2019 <del>21</del> )	Appropriate Use Classes
Blackpool Airport Enterprise Zone	<del>16.4</del> <b>14.15</b>	B2, B8, E(g)
Vicarage Lane	0.02	B2, B8, E(g)
Clifton Road	2.5	B2, B8, E(g)
Preston New Road (NS&I)	0	E(g)
Chiswick Grove	0	B2, B8, E(g)
Mowbray Drive	0.3	B2, B8, E(g)
Devonshire Rd/ Mansfield Rd	0	B2, E(g)
Moor Park	0	B2, B8, E(g)
North Blackpool Technology Park	2	B2, B8, E(g)
Warbreck Hill	0	E(g)(i)
<b>Total</b>	<b>18.97</b>	

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

3.5.2 The reduction in employment land available for development at the BAEZ would lead to a reduction in total available employment land by 1.95ha. This reduction would not be expected to change the cumulative positive effects identified in the SA Report. The modification would not alter the assessment of Policy DM7 in isolation.

Policy DM7	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport	
R19	+	+	+	O	+	++	++	+	++	++	++	+	+	+	-	++	-	-	-	-	-	-	++
MM	+	+	+	O	+	++	++	+	++	++	++	+	+	+	-	++	-	-	-	-	-	-	++

## 3.6 Policy DM8: Blackpool Airport Enterprise Zone

- 3.6.1 The proposed modifications to Policy DM8 seek to provide further clarification on the aims of this policy.
- 3.6.2 The modifications of new Points 3 and 6 and deletion of Points 4 and 5 seek to clarify which criteria within the policy relate to the wider enterprise zone, and which relate solely to the proposed allocation and associated Green Belt release.
- 3.6.3 The Green Belt Boundary at the Enterprise Zone is proposed to be amended as per the plan submitted at the Examination hearings to follow the boundary of the new sports pitches and to better align with Paragraph 143 (f) of NPPF 2021.
- 3.6.4 In response to a representation by the Environment Agency and to ensure alignment with the latest legislation, the requirement for biodiversity net gain to be delivered on site has been included.

### Policy DM8: Blackpool Airport Enterprise Zone

1. ~~The~~ **That part** boundary of ~~the~~ Blackpool Airport Enterprise Zone (EZ) **which lies within Blackpool Borough** is identified on the Policies Map.
2. The Council supports the sustainable development of the EZ to create more businesses and jobs and attract international investment with positive benefits for the sub-regional economy and increasing the contribution to national growth. In supporting development at the EZ, the viable long term operation of Blackpool Airport must be maintained.
3. **The overall delivery of the EZ is guided by a masterplan, informed by local plan policy and establishing the development and design framework for the site determining the appropriate mix, quantum and location of development including landscaping, green infrastructure and biodiversity net gain to deliver the objectives of the EZ.**
4. ~~3-~~ **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. ~~e-~~ 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 275m<sup>2</sup> gross;
  - ii. café or sandwich shop no greater than 275m<sup>2</sup> gross;
  - iii. children's day nursery;

## Policy DM8: Blackpool Airport Enterprise Zone

- d. ~~the relocation and enhancement of the existing playing pitches and associated new changing facilities.~~
- e. ~~Enabling housing development at site allocation HSA1.13 identified on the Policies Map.~~
4. ~~The overall delivery of the EZ is guided by an agreed Blackpool Airport Enterprise Zone Masterplan. In line with local plan policy, the Masterplan will establish the development and design framework for the site and determine the appropriate mix, quantum and location of development to deliver the objectives of the Enterprise Zone;~~
5. ~~A Design Framework, including building, landscape, green infrastructure, sustainable urban drainage and incorporating cycle and pedestrian connectivity, will be required setting out the design principles for the site and taking into account the objectives of the Blackpool Green and Blue Infrastructure Strategy and Action Plan;~~
6. **To enable the objectives of the EZ to be delivered, the Green Belt boundary is amended as identified in Appendix E to release around 10.3 hectares of land to allow the first phase of development to be undertaken by 2027 to include:**
- 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. ~~6.~~ To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, Highways England and other stakeholders to produce a Local Development Order.

3.6.5 The modifications for Policy DM8 include the addition of the requirement for biodiversity net gain, which would be expected to further support the improvement of the vibrancy of local centres, the development of natural environments within Blackpool, and the enhancement of local biodiversity and local landscape character. Although this modification would not lead to a change in SA score, the additional wording has been added to the positive effects of these SA Objectives to further support the SA findings.

3.6.6 Reference to 'incorporating walking and cycling connectivity' has been removed specifically from Policy DM8; however, due to this being sought through Policies CS5 and CS6 of the Core Strategy, the score for SA Objective 22 would not change.

SA Objective	Effects	Policy DM8
SAO 10: To deliver urban renaissance	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R

SA Objective	Effects	Policy DM8
	Positive effects	DM8 facilitates the creation of businesses and jobs at Blackpool Airport Enterprise Zones and seeks to attract international investment. Development at the Airport EZ would be <b>guided by a masterplan accompanied by a Design Framework</b> that includes landscaping, and GI <b>and biodiversity net gain</b> .
	Adverse effects	None.
	Recommendations	None.
SAO 11: To develop and market the Borough as a place to live, work and do business	Score	+
	Uncertainty	L
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM8 facilitates the creation of businesses and jobs at Blackpool Airport Enterprise Zones and seeks to attract international investment. Development at the Airport EZ would be <b>guided by a masterplan accompanied by a Design Framework</b> that includes landscaping, and GI <b>and biodiversity net gain</b> .
	Adverse effects	None.
SAO 12: To protect, maintain and enhance green infrastructure, biodiversity and geodiversity	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	Development at the Airport EZ would be <b>guided by a masterplan accompanied by a Design Framework</b> that includes landscaping, and GI <b>and biodiversity net gain</b> . <b>This would be expected to help protect and enhance local biodiversity features.</b>
	Adverse effects	None.
SAO 13: To protect and enhance the Borough's landscape & townscape character and quality	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	As per DM8, development at the Airport EZ would be <b>guided by a masterplan accompanied by a Design Framework</b> that includes landscaping, and GI <b>and biodiversity net gain</b> . Local landscape and townscape character would therefore be likely to be preserved and potentially enhanced.
	Adverse effects	None.
SAO 22: To promote the use of more sustainable modes of transport	Score	+/-
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	Employees and businesses established at the Blackpool Airport EZ as a result of DM8 would have good access to public transport modes, including various bus links and the nearby Squires Gate Railway Station. <del>The policy also requires pedestrian and cycle connectivity.</del>
	Adverse effects	It is assumed that Blackpool Airport is unlikely to resume offering commercial flights in the near future. However, one of the key concepts behind DM8 is to help ensure the airport site is commercially viable and successful with the hope that



SA Objective	Effects	Policy DM8
		reintroducing commercial flights to the airport may be viable in the future. Flights are one of the most unsustainable modes of transport in terms of its impacts on the natural environment.
	Recommendations	Policies CS5 and CS6 would be expected to help ensure that any new developments are connected to, and accessible via, walking, cycling, wheeling <sup>8</sup> and public transport options.

Policy DM8	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	O	+	++	+	+	O	++	+	++	+	+	+	+	+	O	+	+/-	+/-	-	-	-	+/-
MM	O	+	++	+	+	O	++	+	++	+	+	+	+	+	O	+	+/-	+/-	-	-	-	+/-

### 3.7 Policy DM10: Promenade and Seafront

3.7.1 Policy DM10 has been amended in light of representation comments from Historic England as well as aligning with the latest NPPF and statutory duties.

#### Policy DM10: Promenade and Seafront

- 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:
  - re-development of existing poor quality, seasonal and transient uses with quality cultural and leisure facilities and holiday accommodation;
  - quality improvements and enhancements to buildings and frontages;
  - new high quality landmark buildings;
  - high quality public realm, landscaping and green infrastructure, lighting and security;
  - conserving, enhancing and securing sustainable futures for the town's heritage assets.
- Piecemeal development on the forecourts of commercial buildings on the Promenade between the Pleasure Beach and North Pier will not be permitted.
- 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.
- 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 in principle.
- Appropriate high quality improvements and development at the pier heads will be supported provided the proposals are comprehensive. Piecemeal proposals will not be accepted.

<sup>8</sup> Using a wheelchair or mobility aid.

3.7.2 The modifications in this policy would be expected to further support the protection and enhancement of the historic environment within Blackpool, seeking to ensure the promenade and seafront is conserved as a key feature of Blackpool. The SA score for this policy would not change as a result of this modification.

SA Objective	Effects	Policy DM10
SAO 14: To protect and enhance the cultural heritage resource	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM10 would help to ensure new development in the promenade and seafront area preserves <b>or enhances</b> heritage assets and also helps to enhance the character and visual amenity of the local townscape. This would help to protect or enhance the setting of any nearby heritage assets. <b><u>The policy would also ensure developments on the pier deck would not harm the significance of the historic asset.</u></b>
	Adverse effects	None.
Recommendations	None.	

Policy DM10	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	+	0	0	0	+	0	+	++	+	+	++	0	+	+	0	0	0	0	0	0	0	0
MM	+	0	0	0	+	0	+	++	+	+	++	0	+	+	0	0	0	0	0	0	0	0

### 3.8 Policy DM19: Strategic Views

3.8.1 Policy DM19 has been amended in response to representations from Historic England. The protection of the setting of Conservation Areas and Listed Buildings is set out in more detail under Policies DM26 and DM27 of the Plan Part 2, and it was not considered to be appropriate to replicate those requirements in this policy as well.

#### 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;
  - c. ~~into and within conservation areas;~~
  - d. ~~views of listed and locally listed buildings;~~

## Policy DM19: Strategic Views

e. ~~views of buildings which provide a landmark and assist with wayfinding.~~

2. Development that has a detrimental impact on these strategic views will not be permitted.

3.8.2 The deletion of text from Policy DM19 has removed the protection and enhancement of views of Conservation Areas and Listed Buildings within Blackpool, and therefore, the score of Policy DM19 has changed from a major positive ‘++’ to minor positive ‘+’ effect. As the protection of Conservation Areas and Listed Buildings is unchanged in other policies of the Plan Part 2, it would not be expected that the protection and enhancement of the historic environment on a cumulative scale would change as a result of these modifications (see Section 4.2 of this report).

SA Objective	Effects	Policy DM19
SAO 14: To protect and enhance the cultural heritage resource	Score	+
	Uncertainty	L
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	<del>DM19 seeks to ensure that strategic views in Blackpool, including views into and from within conservation areas as well as Listed Buildings.</del> <b><u>By protecting and enhancing views from the Blackpool Tower and seafront, this policy would help protect the setting of nearby heritage assets to some extent.</u></b>
	Adverse effects	None.
Recommendations	None.	

Policy DM19	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	0	0	0	0	0	0	0	0	0	0	0	0	++	++	0	0	0	0	0	0	0	0
MM	0	0	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0	0	0	0	0	0

## 3.9 Policy DM31: Surface Water Management

3.9.1 Policy DM31 has been amended to make reference to the minimum percentage in reduction of surface water run off rates, which were previously set out in the supporting text of this policy.

## 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 minimum 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.

3.9.2 The modifications to Policy DM31 strengthen the policy's positive effects in relation to water quality and flood risk (SA Objective 15) by setting out more detailed requirements for surface water runoff. However, this would not change the major positive '++' score identified in the previous SA Report.

SA Objective	Effects	Policy DM31
SAO 15: To protect and enhance the quality of water features and resources and to reduce the risk of flooding	Score	++
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM31 would help to ensure that surface run-off in Blackpool is sustainable managed, leading to a reduce risk of surface water flooding in some locations. The policy would also be likely to help preserve the quality of natural waterbodies by protecting them from pollution or contamination via surface run-off. <b><u>The policy requires development on greenfield sites to demonstrate the existing natural discharge is replicated as a minimum, a minimum 30% reduction in runoff rates for brownfield sites, and 50% reduction for critical drainage areas, which will help ensure water quality is protected and flood risk is minimised.</u></b>
	Adverse effects	None.
	Recommendations	None.

Policy DM31	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	o	o	o	o	o	o	o	o	o	o	o	o	o	o	++	+	o	o	o	o	o	o
MM	o	o	o	o	o	o	o	o	o	o	o	o	o	o	++	+	o	o	o	o	o	o

## 3.10 Policy DM35: Biodiversity

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

### Policy DM35: Biodiversity

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

#### SSSIs

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

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

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

## Policy DM35: Biodiversity

### 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.**

3.10.2 The changes to Policy DM35 seek to further ensure the protection of biodiversity assets within Blackpool, whilst emphasising the need to align with relevant legislation, such as the Habitats Directive and the Environment Act. Achieving a minimum of 10% Biodiversity Net Gain is a requirement of the Environment Act, which helps to ensure the enhancement of biodiversity. The new text in this policy to protect the best and most versatile (BMV) agricultural land would help to further conserve the ecological network of Blackpool's soils.

SA Objective	Effects	Policy DM35
SAO 12: To protect, maintain and enhance green infrastructure, biodiversity and geodiversity	Score	++
	Uncertainty	L
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM35 sets out protection for SSSIs, LNRs, BHSs and protected species. Development that would have an adverse impact on habitats or species protected under national or international legislation would not be permitted. <b><u>The policy requires adequate on or off-site mitigation to be delivered to ensure no adverse effects to biodiversity assets would arise as a result of proposed development, and as the policy requires development to be in line with the latest legislation and guidance, a 10% Biodiversity Net Gain would be the minimum required in line with the Environment Act, subject to future provisions including the DEFRA consultation on Biodiversity Net Gain regulations and Implementation January 2022.</u></b>
	Adverse effects	None.
	Recommendations	None.
SAO 16: To guard against land contamination & encourage re-use of brownfield sites within urban boundary & to protect soil resources	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM35 would be expected to help protect and enhance GI and vegetative cover across the Borough and in so doing would be likely to help protect and enhance soil resources in many locations. <b><u>Point 5 seeks to ensure the BMV agricultural land in Blackpool is protected from development unless the loss is outweighed by other planning considerations. This requirement will help protect the non-renewable, and ecologically and agriculturally important soils in Blackpool.</u></b>
	Adverse effects	<b><u>While we recognise that Policy DM35 seeks to deliver net biodiversity gains where opportunities exist the policy approach could potentially discourage the re-use of some brownfield land within the urban boundary. Current consultation proposals by DEFRA (January 2022) do not</u></b>

SA Objective	Effects	Policy DM35
		<b><u>exempt brownfield sites from the mandatory biodiversity net gain requirement.</u></b>
	Recommendations	None.

Policy DM35	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	O	O	+	O	+	O	O	+	O	+	+	++	++	+	+	+	+	+	O	O	O	O
MM	O	O	+	O	+	O	O	+	O	+	+	++	++	+	+	+	+	+	O	O	O	O

## 3.11 Policy DM36: Controlling Pollution and Contamination

3.11.1 Policy DM36 has been amended to emphasise that proposed development would not be permitted if there was the potential for adverse effects on designated sites of importance for biodiversity. The policy has also been modified to ensure development would not increase the risk of water pollution and mitigation/remediation would be included to prevent water pollution where necessary.

3.11.2 Point 1A of this policy have been amended in response to representations received from Natural England and Point 1E in response to Environment Agency representations.

### Policy DM36: Controlling Pollution and Contamination

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

## Policy DM36: Controlling Pollution and Contamination

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.

3.11.3 The amendments to Policy DM36 would be expected to further ensure the protection and enhancement of biodiversity assets within Blackpool but would not be expected to alter the previous identified SA score. Furthermore, the modifications at Point 1E would be expected to protect local water quality, and a minor positive score '+' has been identified.

SA Objective	Effects	Policy DM35
SAO 12: To protect, maintain and enhance green infrastructure, biodiversity and geodiversity	Score	+
	Uncertainty	M
	Duration	S-LT
	Direct/Indirect	D
	Reversible/Irreversible	R
	Positive effects	DM36 would help to reduce the risk of new development resulting in pollution or contamination that causes harm to biodiversity assets. <b><u>The policy also ensures development would not lead to unacceptable pollution which may lead to adverse effect on important sites for biodiversity, such as noise, odour or light pollution.</u></b>
	Adverse effects	None.
Recommendations	None.	
SAO 15: To protect and enhance the quality of water features and resources and to reduce the risk of flooding	Score	⊖ +
	Uncertainty	⊖ M
	Duration	N/A <del>S-LT</del>
	Direct/Indirect	N/A <del>D</del>
	Reversible/Irreversible	N/A <del>R</del>
	Positive effects	<b><u>DM36 would help to protect water quality and seeks to ensure that where development proposals have the potential to result in adverse effects on water quality, these effects are mitigated or remediated.</u></b>
	Adverse effects	None.
Recommendations	None.	

Policy DM35	SAO1 Crime	SAO2 Education	SAO3 Health	SAO4 Housing	SAO5 Community	SAO6 Access	SAO7 Economy	SAO8 Tourism	SAO9 Employment	SAO10 Urban Ren.	SAO11 Market dev.	SAO12 Biodiversity	SAO13 Landscape	SAO14 Cultural Heritage	SAO15 Water	SAO16 Land	SAO17 Climate Change	SAO18 Air quality	SAO19 Energy	SAO20 Natural Resources	SAO21 Waste	SAO22 Transport
R19	+	0	+	0	+	0	0	0	0	0	+	+	+	+	0	++	+	+	0	0	0	0
MM	+	0	+	0	+	0	0	0	0	0	+	+	+	+	+	++	+	+	0	0	0	0



## 4 Conclusions

### 4.1 Reasonable Alternatives

4.1.1 The requirements from the SEA Directive necessitate:

- That the SA describes the reasonable alternatives to the Plan Part 2 and predicts and evaluates their likely sustainability impacts to the same level of detail as all options being appraised – evidence has generated the Plan Part 2, rather than vice-versa;
- That the SA outlines the reasons for which reasonable alternatives were considered to be ‘reasonable’ whilst other options were not; and,
- That the SA provides a justification for the selection of the preferred approach in light of the alternatives dealt with.

4.1.2 The Publication SA Report sets out the considerations that the Council made in identifying all reasonable sites in Blackpool for housing:

*“Through the Plan Part 2 the Council has sought to allocate all reasonable sites in the Borough where these homes could be located. For sites to be reasonable, they would need to be viable, available, deliverable, achievable, relatively sustainable (e.g. not within a SSSI) and would need to conform with the Plan strategy set out in the Plan Part 1. Whilst very small sites make a valuable contribution towards Blackpool’s housing supply, it is not considered practical to allocate them for housing in the Local Plan Part 2. Instead, these sites will contribute towards the housing supply through the windfall allowance. For the purposes of housing allocation in the Local Plan Part 2, a minimum site size threshold of ten units has been used, which accords with the site size threshold in Planning Policy Guidance”.*

*“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 potential allocation. Vacant and derelict land and buildings and additional opportunities in established uses have also been considered as part of the process”.*

4.1.3 The proposed Main Modifications do not include new sites or policies. The proposed Main Modifications are considered necessary for soundness but would not alter the overall vision for Blackpool compared to the aim of the approach of the Publication Plan Part 2 and assessed through the Publication SA Report.

4.1.4 There are no reasonable alternatives for BC to consider to the Main Modifications as they were proposed by the Inspector or required to reflect changes that have occurred since the Publication Plan Part 2. Alternatives to these proposed Main Modifications are not considered reasonable, as alternatives have the potential to result in the Plan Part 2 being found to be unsound.

## 4.2 Cumulative and Synergistic Effects of the Plan Part 2

4.2.1 The assessment of cumulative effects is spread across eleven themes, each of which is a combination of one or more SA Objectives. Table 4-1 presents the predictions and evaluations of cumulative effects caused by Parts 1 and 2 of the Local Plan in-combination. This assessment factors in the influence of the adopted Core Strategy as any development in Blackpool would need to accord with its various requirements.

4.2.2 The proposed Main Modifications would not be expected to alter the findings of the cumulative and synergistic effects assessment.

Table 4-1: Cumulative and synergistic effects assessment of proposals in the Local Plan 2012 – 2027 (including Part 1 and Part 2)

Positive	+	Neutral	O	Adverse	-		
Major Positive	++	Positive/Adverse	+/-	Major Adverse	--		
Short-term	ST	Medium-term	MT	Long-term effects	LT	High, medium, low certainty	H/M/L
Direct	D	Indirect	ID	Reversible	R	Irreversible	IR
<b>Cumulative effects on crime rates and fear of crime in the Borough</b>							
Duration	Uncertainty	Reversibility	Directness	Effect score			
S, M, LT	M	R	D & ID	++			
<p>Crime rates and fear of crime are on the whole expected to reduce in the Borough in the long-term. This is particularly the case within the inner urban areas due to the overall regeneration and high-quality living and working environments (proposed through all elements of the Local Plan) improving aspirations.</p> <p>The substantial provision of a broad range of new employment opportunities in accessible locations, including for those in the most need, would make a major contribution towards combatting crime rates.</p> <p>The protection and provision of community facilities, along with high-quality public realms and development designs that encourage high rates of natural surveillance, would be expected to contribute towards a reduced risk of crime as well as a lowered fear of crime.</p>							
<b>Cumulative effects on educational and skills attainment within the Borough's population</b>							
Duration	Uncertainty	Reversibility	Directness	Effect score			
S, M, LT	L	R	D & ID	++			
<p>Levels of educational and skills attainment for local people have the potential to improve in the long-term. Site allocations in the Plan Part 2 would help to ensure residents have excellent access to a range of educational facilities and opportunities. Policies in both the Plan Parts 1 and 2 would contribute towards an improved offering and accessibility of high-quality educational facilities and opportunities, including at primary and secondary schools as well as colleges and Blackpool University. The proposed range of policies, particularly in those in the Core Strategy, would also be likely to contribute towards an improved quality of life and improved aspirations. The proposed provision of new and diverse employment land would also help to provide skills training opportunities for local people.</p>							
<b>Cumulative effects on the health of the Borough's population</b>							
Duration	Uncertainty	Reversibility	Directness	Effect score			
S, M, LT	L	R	D & ID	++			
<p>Levels of health and well-being have the potential to improve in the long-term. The Core Strategy as well as the proposed DM Policies would help to significantly regenerate and improve environmental quality within Blackpool and would deliver new, accessible, high-quality, and affordable housing and employment development whilst enhancing GI and the quality of the public realm. These provisions would cumulatively contribute towards improved living standards and a better quality of life for local people. The provision of a broad range of high-quality jobs, homes and leisure facilities would make a major contribution towards facilitating improvements to the physical and mental wellbeing of local people.</p>							

The various provisions to improve green networks and pedestrian/cyclist networks within the Borough would encourage increased physical activity and healthier lifestyles.

Site allocations are situated in locations that would provide residents with excellent access to health facilities, including GP surgeries, Blackpool Victoria Hospital, and green spaces. The excellent access to the coastline afforded to most residents in the Borough is likely to be beneficial to their mental wellbeing.

#### Cumulative effects on housing provision

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	L	R	D	++

Housing will be provided to meet the identified Borough requirement. The Local Plan provides for an increased range, quality, and affordability of housing to meet current and future needs. There is a very clear focus upon the need to rationalise existing housing and accommodation stock to raise standards. In so doing the Plan would help to significantly reduce rates of homelessness, deprivation, poverty, inequality and crime.

#### Cumulative effects on community spirit in the Borough

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	M	R	D & ID	++

Community spirit has the potential to improve within the inner areas of the Blackpool Borough. The reduced level of development in South Blackpool, particularly at Marton Moss, could help to preserve the existing community spirit and cohesion in these areas in the long-term. Targeted development and regeneration within the resort core and town centre, including the provision of high-quality housing and employment opportunities of improved accessibility, would help to deliver urban renaissance and associated improvements to community spirit and pride through improved aspirations and opportunities and social wellbeing.

Adopting a neighbourhood planning approach in South Blackpool to development at Marton Moss is also likely to offer benefits for community spirit and cohesion by actively engaging the community in the future evolution of this area.

The Plan provides protection to community facilities throughout Blackpool. New and existing residents in the Borough would be expected to have excellent access to various communal spaces, such as shopping area, pubs and parks. The high-quality development delivered through the Plan would also be expected to help protect and enhance the local sense of place and distinctive character.

#### Cumulative effects on access to goods and services in the Borough

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	L	R	D	++

Access to services and facilities for local people would be expected to significantly improve by 2027.

The Core Strategy aims to provide employment, education and housing provision for all in accessible locations. Improved connectivity within the borough is a key feature of the Core Strategy, particularly through sustainable travel. The Plan Part 2 would help to ensure new residents are situated in locations where they have excellent access to a broad range of services and facilities and can reach them quickly and easily via walking, cycling, wheeling<sup>8</sup> and public transport. Various policies would also help to ensure that the accessibility of homes and communities, including walking, cycling and public transport routes, are protected and enhanced.

#### Cumulative effects on sustainable economic growth and tourism

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	L	R	D	++

Employment creation, business development and economic growth would be ensured through the Local Plan. Both Parts 1 and 2 would directly contribute towards sustainable economic growth (particularly through sustainable tourism), employment provision and economic inclusion. They would also contribute towards an improved natural and built environment, together with improved connectivity and housing provision, and this would help to market the Blackpool borough for increased investment.

The focus on regeneration within the resort core and the town centre facilitates the provision of a diverse range of employment opportunities. Directing the majority of new employment development towards the south of Blackpool would expand upon existing employment development already there and would capitalise upon sites that are situated on the Blackpool/Fylde border. This demonstrates the need for continued collaboration between the authorities to maximise the potential of this area.

The range of employment sites and the types of businesses permitted in these locations would be expected to help diversify the Borough's economy over the Plan-period and to ensure it can adapt and compete regionally and nationally.

### Cumulative effects on economic inclusion in the Borough

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	L	R	D	++

Sustainable economic development and employment sites will be focused within the urban areas, which are the most economically deprived locations. This would ensure economic inclusion and a reduction in unemployment in the areas most at need. The range of employment, retail and mixed-use site allocations proposed in the Plan Part 2 would help to situate this development in highly accessible locations that will benefit the employment opportunities of Blackpool's residents whilst also enhancing the commercial viability of this development.

Improved accessibility within the Borough, with improved public transport and walking / cycling opportunities, together with the location of jobs and homes within close proximity, should ensure easy access to employment for all. The protection and enhancement of GI, as set out in Core Strategy and DM Policies, would help to encourage higher rates of footfall in central areas of the Borough and this would be expected to help businesses here operate successfully. Diversification of the economy would be encouraged, which would also aid the skills development of local people. This is further supported by the training and mentoring schemes sought through the Core Strategy.

### Cumulative effects on biodiversity

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	+

The Core Strategy seeks to provide protection for biodiversity resources within Blackpool and sets out clear guidelines for this purpose. Core Strategy Policies seek to protect and enhance the GI network extending throughout the Borough and this would be likely to benefit biodiversity and wildlife in Blackpool and adjacent areas. It is also expected that the change of approach at Marton Moss within the Core Strategy (i.e. a focus upon retention and enhancement of its distinctive character) will also positively contribute to protecting biodiversity resources.

Various DM Policies in the Plan Part 2 would help to protect and enhance areas, designations, and features of biodiversity value from harm caused by development.

The majority of development would be on brownfield sites and this will help to limit the loss of greenfield land. However, a minor net loss of greenfield land remains likely as there are a limited number of small sites containing greenfield land.

Development on brownfield sites is an opportunity to enhance the biodiversity value within the sites, this is also a chance to improve local habitat connectivity such as by incorporating new GI elements into proposals as required in various Core Strategy policies. It is somewhat uncertain the extent to which there would be a coherent GI network extending throughout Blackpool and if this would be proactively and effectively managed. This could potentially have a minor adverse effect on local habitat connectivity, although it is also expected that proposals would replace any lost GI elements as much as is considered to be feasible. For example, there is a requirement in the Core Strategy for any proposal that would result in the loss of a tree to replace this tree with two of similar maturity and species. It may therefore be feasible for the Plan Part 2 to lead to a net increase in tree canopy in the Borough which, if achieved, is an indicator of a more coherent ecological network for wildlife. Blackpool is considered to have a tree canopy cover of approximately 4.4% which is the second lowest in the country behind only Fleetwood (which has approximately 4.3% tree cover and is just north of Blackpool). Greater tree canopy cover can provide significant benefits to local biodiversity and habitat connectivity and the Local Plan is an opportunity to ensure that new developments provide appropriate levels of new planting. **The latest legislation and guidance also requires development to achieve biodiversity net gain, further ensuring sufficient benefits to biodiversity are achieved across Blackpool.**

### Cumulative effects on townscape and landscape quality in the Borough

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	+

Core Strategy and DM Policies seek to provide protection and enhancement for the historic townscape and cultural heritage of the Borough by helping to ensure development avoids or mitigates any potential adverse effects. The regeneration of the resort core and the town centre would help to generate benefits for the townscape through an enhanced environmental and built quality. The Core Strategy specifically promotes high standards of design in all developments to maintain the integrity of the existing character / built quality and contribute to the distinctiveness of the Borough. Sites allocated in the Plan Part 2 generally situate development in locations where they would be in-keeping with the existing setting e.g. residential development is typically directed towards predominantly residential areas. In some cases, the proposed development in the Plan Part 2 would be likely to regenerate and revitalise empty plots of land and in so doing could help to enhance the local character as well as the setting of nearby heritage assets.

Although the Core Strategy seeks to respect the separate identities of Fylde and Blackpool, potential negative impacts could be experienced within the more rural areas (within the Fylde and Blackpool boroughs) adjacent to the M55, through increased visual intrusion. There is also a risk that some sites allocated in the Plan Part 2 could lead to the loss

of open spaces or GI and this could adversely impact the local character as well as the setting of any nearby heritage assets.

#### Cumulative effects on waste and natural resources

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	+/-

The Core Strategy makes provisions for sustainable development and design, incorporating energy efficiency and the use of renewable energy, the prudent use of natural resources, and the use of Sustainable Drainage Systems (SuDS). However, it is considered to be likely that the cumulative effect of all development in Parts 1 and 2 of the Plan in-combination would be a net increase in the consumption of water, energy and natural resources as well as a net increase in the generation of waste sent to landfill.

There are recognised constraints in the South Blackpool area relating to sewerage capacity.

#### Cumulative effects on sustainable transport

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	+/-

Parts 1 and 2 of the Local Plan have a heavy focus on development in urban locations which allow for efficient movements and high rates of walking, cycling, wheeling and public transport, as well as a focus on protecting and enhancing walking, cycling and public transport routes. There is a national trend in the UK of transport becoming increasingly low-emission and the Local Plan would be expected to help facilitate this transition. However, not all new residents would adopt low-emission or sustainable forms of transport and it is expected that the jobs and population growth facilitated by the Plan would lead to a net increase in the number of local people relying on personal car usage for various purposes including commuting to work. This may be a particular risk in Blackpool where the concentrated regeneration and new development in inner urban areas is partially adjacent to the M55.

#### Cumulative effects on climate change mitigation and air quality

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	-

A net increase in private car use caused by new residents and workers in Blackpool would be expected to have an adverse impact on local air quality and would exacerbate the Borough's contribution towards the causes of climate change as a result of air pollutants and greenhouse gas (GHG) emissions associated with road transport.

Many of the policies in the Plan would be expected to help ensure that new development in Blackpool is low-emission and energy efficient. The Core Strategy makes provisions for sustainable development and design and incorporates requirements related to energy efficiency and the use of renewable energy. It is somewhat uncertain the extent to which new developments would be energy efficient or permit low carbon lifestyles as some of the energy efficient standards are encouraged rather than enforced, although major new build residential schemes outside of the inner area would be required to use renewable and/or low carbon energy sources and this would make a major contribution towards reducing the carbon footprint of these developments.

Overall, the Local Plan seeks to deliver significant quantities of new development in Blackpool, much of which is situated on currently vacant land. A cumulative effect of all new residential and economic development in-combination would be a likely net increase in GHG emissions and energy consumption. This impact is likely to be relatively negligible on a site by site basis but, when considered all development sites in-combination, it may make it increasingly difficult to achieve GHG emissions reduction and air quality improvement targets. This may only be avoidable when new development taking place in the Borough is carbon neutral, which is unlikely to take place in the short- or medium-term.

In the centre of Blackpool is an Air Quality Management Area (AQMA). The anticipated rise in local car use could pose a risk to the air quality at the AQMA and make it increasingly difficult to achieve air quality improvement targets here.

#### Cumulative effects on climate change adaptation

Duration	Uncertainty	Reversibility	Directness	Effect score
S, M, LT	H	R	D	+

The Local Plan specifically seeks to direct new development away from land at risk of flooding and this is mostly successfully achieved. Given that most new development is situated on brownfield land, there is unlikely to be a significant risk of altering overland flow rates due to replacing permeable surfaces with hard cover. The Core Strategy makes provisions for sustainable development and design, incorporating the use of SuDS.

The potential for the Plan to lead to a net increase in tree canopy would be expected to help protect and enhance the important climate cooling services provided by tree cover.

## 4.3 Cumulative effects with other plans and projects

- 4.3.1 Blackpool neighbours the authorities of Fylde and Wyre. Fylde Borough Council have adopted their Local Plan to 2032, and adopted their Local Plan incorporating the Partial Review on the 6<sup>th</sup> December 2021. The Partial Review replaced 9 policies of the Local Plan but did not lead to any changes to the site allocations. Wyre Borough Council adopted their Local Plan to 2031, and have submitted their Local Plan incorporating the Partial Review to the Secretary of State. Within both plans, various sites in each authority have been allocated for different types of development. Some of these sites are near the border of Blackpool and so could potentially have a cumulative effect in-combination with development in Blackpool.
- 4.3.2 It has been determined that the findings of the Publication SA Report in relation to cumulative effects with Fylde and Wyre Local Plans are still relevant and would not alter as a result of the proposed Main Modifications.

## 4.4 Monitoring

- 4.4.1 Feedback from the monitoring process helps to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately leads to more informed decision-making. In addition to monitoring the sustainability impacts of the Plan, it will also be necessary to monitor changes to the environmental, social and economic context and baseline conditions. The proposed Monitoring Framework set out in the Publication SA Report has not been amended as a result of the proposed Main Modifications.

## 4.5 Summary of the Modifications

- 4.5.1 This SA Addendum has provided further clarity on how the SA process accompanying the Plan Part 2 has satisfied the various requirements of SEA and SA and has made a meaningful contribution towards informing the plan-making process.
- 4.5.2 The proposed Main Modifications have primarily been procedural changes to take into consideration the recommendations from the Inspector following the Examination Hearings and the representation received during the consultation period, such as changes to policy wordings, explanatory text and proposals maps which are considered necessary to demonstrate soundness of the Plan Part 2. Amendments to the Plan Part 2 also seek to provide further clarity to policies and reduce repetition. The proposed Modifications include the deletion of four site allocations (HSA1.20, HSA1.21, HSA1.24 and HSA1.28), the reduction in the number of dwellings proposed at five sites (HSA1.1, HSA1.5, HSA1.6, HSA1.15 and HSA1.25) and amendments to Policy DM7 to reflect a reduction in available land for employment development at the BAEZ.

4.5.3 The amendments to the policies further support the positive benefits previously identified in the SA by providing further clarification. The Main Modifications would not be expected to significantly alter the scores identified for each SA Objective. Overall, the proposed Main Modifications have led to positive clarifications for the Plan Part 2 policies, even though the overall cumulative effects have not altered.

## **4.6 Next Steps**

4.6.1 Once the Blackpool Local Plan Part 2 has been adopted, an SA Post Adoption Statement will be published. This statement will provide information on how the sustainability considerations have been incorporated into the Plan Part 2, how the SA consultation representations have been taken into account and an outline of the reasons for choosing the Plan Part 2 as it has been adopted.

## Appendix A

### Schedule of Proposed Main Modifications Screening

Key to Categorisation:

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

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes <del>Strikethrough - deleted text</del> <b><u>Bold Underline</u></b> – New or amended text	Category
<b>Introduction</b>			
MM01	1.1	The Site Allocations and Development Management Policies Document is Part 2 of the Blackpool Local Plan and is a key planning document which allocates sites for development, safeguarding or protection and sets out a suite of development management policies to guide appropriate development. <b><u>This document does not contain any strategic policies and supersedes all saved policies within the Blackpool Local Plan 2006, as detailed in Appendix A.</u></b>	A – Very minor change.
MM02	1.15	The Local Plan Evidence Base helps us to develop a detailed understanding of key issues and characteristics of Blackpool and the Fylde Coast, and is used to inform and justify the policies in the plan. Additional evidence base has been developed to support the allocations and development management polices set out in the Local Plan Part 2. These documents along with other supporting documents are listed at Appendix A and can be found at evidence base [opens a new window]. In addition other Council strategies and declarations have been taken into account including: <ul style="list-style-type: none"> <li>• Blackpool Council Plan 2019-2024</li> <li>• Green and Blue Infrastructure Strategy (2019)</li> <li>• Blackpool Council Declaration on healthy weight (2016)</li> <li>• Blackpool Council Declaration of a climate emergency (2019)</li> <li>• <b><u>Blackpool’s Climate Emergency Action Plan (2021)</u></b></li> </ul>	A – The contents of the Climate Change Emergency Action Plan would not change the SA findings.
<b>Site Allocations</b>			



Schedule of Proposed Main Modifications Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes			Category	
		Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text				
MM03	HSA1	<b>Site Reference</b>		<b>Site Area (ha)</b>	<b>No. of dwellings expected to be delivered <del>2021</del> 19 - 2027</b>	C – The overall housing number has decreased. The SA needs to be updated to reflect the site allocations removed; and the site allocations where the number of residential units has decreased. The overall effects will need to be reviewed, and the numbers quoted within the assessment revised. The overall sustainability effects from the removal of sites may change, particularly in terms of cumulative and synergistic effects.
		HSA1.1	Former Mariners Public House, Norbreck Road	0.20	<del>34</del> 35	
		HSA1.2	Former Bispham High School & land off Regency Gardens	9.10	176	
		HSA1.3	Land at Bromley Close	0.22	12	
		HSA1.4	Land rear of 307-339 Warley Road	0.33	14	
		HSA1.5	Land at Chepstow Road/Gateside Drive and land at Dinmore Avenue/Bathurst Avenue, Grange Park	5.62	<del>131</del> 160	
		HSA1.6	Land at Coleridge Road/George Street	0.14	<del>8</del> 14	
		HSA1.7	190-194 Promenade	0.12	15	
		HSA1.8	South King Street	0.59	47	
		HSA1.9	Bethesda Road Car Park	0.13	13	
		HSA1.10	Whitegate Manor, Whitegate Drive	0.31	16	
		HSA1.11	Land off Kipling Drive	0.27	14	
		HSA1.12	Land at Rough Heys Lane	0.67	27	
		HSA1.13	Land at Enterprise Zone, Jepson Way	1.42	57	
		HSA1.14	Site B, Former NS & I Site, Preston New Road	3.31	90	
		HSA1.15	Land at Warren Drive	3.12	<del>71</del> 86	
		HSA1.16	Land at Ryscar Way	2.06	47	
HSA1.17	Land at 50 Bispham Road	0.09	12			

Schedule of Proposed Main Modifications Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes				Category
		Strikethrough - deleted text <b>Bold Underline</b> – New or amended text				
		HSA1.18	41 Bispham Road and land to the rear of 39-41 Bispham Road	0.35	16	
		HSA1.19	Kings Christian Centre, Warley Road	0.12	15	
		HSA1.20	<del>Land off Coopers Way</del>	<del>1.22</del>	<del>45</del>	
		HSA1.21	<del>Land at Coleridge Road/ Talbot Road</del>	<del>0.29</del>	<del>25</del>	
		HSA1.22	7-11 Alfred Street	0.04	14	
		HSA1.23	Foxhall Village Phases 2(S), 3 & 4	2.97	192	
		HSA1.24	Site A, Former NS & I Site, Preston New Road	5.14	83	
		HSA1.25	Site of Co-operative Sports and Social Club, Preston New Road	1.57	<b>22</b> <del>45</del>	
		HSA1.26	9-15 Brun Grove (Blackpool Trim Shops)	0.18	10	
		HSA1.27	Waterloo Road Methodist Church, Waterloo Road	0.14	12	
		HSA1.28	<del>Land at 200 – 210 Watson Road</del>	<del>0.89</del>	<del>39</del>	
		HSA1.29	585 – 593 New South Promenade and 1 Wimbourne Place	0.40	88	
		<b>Total supply from allocated sites</b>				
2.3-2.5 and Table 1	<p>2.3 In addition to the sites allocated in Policy HSA1, the Core Strategy housing requirement will be met through completions over the period 01 April 2012 – 31 March <del>2021</del> <b>49</b>, sites with planning permission including sites at identified South Blackpool Housing Growth locations, apartments as part of mixed use proposals at Town Centre Strategic Sites and a windfall allowance.</p> <p>2.4 Table 1 shows the housing supply position. The identified supply is approximately <b>4,338</b> <del>4,544</del> dwellings, which exceeds the housing requirement and ensures that there is a flexible portfolio of housing sites that can be delivered throughout the plan period. The Housing Topic Paper provides further detail and includes a housing trajectory, which sets out the expected rate of housing delivery over the plan period.</p>	C – The overall housing number has decreased. The SA will need to be updated to reflect these changes. The overall effects will need to be reviewed, and the				

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		<p>2.5 It is a requirement of the NPPF to identify a five year housing land supply from the intended date of adoption of the plan. A five year supply has been identified for the period 01 April <del>2021</del> 19 – 31 March 2026 24 and will be updated annually to ensure that a five year supply is maintained over the plan period.</p> <p><b>Table 1: Housing Supply Summary</b></p> <table border="1"> <thead> <tr> <th data-bbox="546 432 1296 483">Source</th> <th data-bbox="1296 432 1787 483">Number of Dwellings</th> </tr> </thead> <tbody> <tr> <td data-bbox="546 483 1296 528">Completions 1 April 2012 - 31 March <del>2021</del><sup>9</sup> 19</td> <td data-bbox="1296 483 1787 528"><b>1,803</b> 4,307</td> </tr> <tr> <td data-bbox="546 528 1296 608">New build dwellings with extant permission at 31 March <del>2021</del> 19 (including <b>541</b> 584 dwellings on allocated sites)</td> <td data-bbox="1296 528 1787 608"><b>1,054</b> 4,177</td> </tr> <tr> <td data-bbox="546 608 1296 687"><del>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</del></td> <td data-bbox="1296 608 1787 687">475</td> </tr> <tr> <td data-bbox="546 687 1296 767">Permitted conversions/changes of use (10 or more dwellings) at 31 March <del>2021</del> 19</td> <td data-bbox="1296 687 1787 767"><b>119</b> 440</td> </tr> <tr> <td data-bbox="546 767 1296 847"><del>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</del></td> <td data-bbox="1296 767 1787 847">405</td> </tr> <tr> <td data-bbox="546 847 1296 962">Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April <del>2021</del> 19 - 31 March 2027</td> <td data-bbox="1296 847 1787 962"><b>600</b> 800</td> </tr> <tr> <td data-bbox="546 962 1296 1007">Allocated housing sites without planning permission</td> <td data-bbox="1296 962 1787 1007"><b>612</b> 690</td> </tr> <tr> <td data-bbox="546 1007 1296 1051">Additional supply from Town Centre Strategic Sites</td> <td data-bbox="1296 1007 1787 1051">150</td> </tr> <tr> <td data-bbox="546 1051 1296 1096"><b>Total Housing Supply</b></td> <td data-bbox="1296 1051 1787 1096"><b>4,338</b> 4,544</td> </tr> </tbody> </table> <p><sup>1</sup> <b>Completions during 2020-2021 have been significantly impacted due to the Covid-19 Pandemic</b></p>	Source	Number of Dwellings	Completions 1 April 2012 - 31 March <del>2021</del> <sup>9</sup> 19	<b>1,803</b> 4,307	New build dwellings with extant permission at 31 March <del>2021</del> 19 (including <b>541</b> 584 dwellings on allocated sites)	<b>1,054</b> 4,177	<del>New build dwellings with permission granted 01 April 19 – 30 Sept 2019 (including 145 dwellings on allocated sites)</del>	475	Permitted conversions/changes of use (10 or more dwellings) at 31 March <del>2021</del> 19	<b>119</b> 440	<del>Permitted conversions/changes of use granted 01 April 19 – 30 Sept 2019 (10 or more dwellings)</del>	405	Windfall Allowance for conversions/changes of use (9 or less dwellings) and new build dwellings over period 1 April <del>2021</del> 19 - 31 March 2027	<b>600</b> 800	Allocated housing sites without planning permission	<b>612</b> 690	Additional supply from Town Centre Strategic Sites	150	<b>Total Housing Supply</b>	<b>4,338</b> 4,544	<p>numbers quoted within the assessment revised.</p>
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MM04	ASA1	<p>Land to the north of the Golf Driving Range, accessed from Fleetwood Road is allocated for a new allotment, <b>as identified on the Policies Map.</b></p>	<p>B – Very minor change.</p>																				
MM05	SLA1	<p><del>2.20 In order that Green Belt boundaries should be long lasting, land at Faraday Way between the existing urban area and the Green Belt is safeguarded for future development needs beyond the plan period.</del></p>	<p>C – As this policy has been</p>																				

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Main Modification Reference	Policy/ Paragraph No.	<p style="text-align: center;"><b>Proposed Changes</b></p> <p style="text-align: center;"><del>Strikethrough - deleted text</del></p> <p style="text-align: center;"><b><u>Bold Underline</u></b> – New or amended text</p>	Category
		<p><del>Paragraph 139 of NPPF states that planning permission for the permanent development of safeguarded land will only be granted following a Local Plan Review.</del></p> <p><del>2.21 Paragraph 85 of NPPF require plans to identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period.</del></p> <p><del>2.22 This policy identifies one area of Safeguarded Land within Blackpool Borough and outlines the restrictions on development that will be pursued over the period of the Local Plan.</del></p> <p><del>Policy SLA1: Land Safeguarded for Future Development Needs</del></p> <p><del>Development will not be permitted on Safeguarded Land as shown on the Policies Map until a review of the Local Plan is undertaken.</del></p> <p><del>2.23 The Local Green Belt Review Topic Paper (2020) highlighted several minor anomalies regarding the detailed local Green Belt boundaries. It recommended some amendments that relate to a very small proportion of the overall green belt across the Fylde Coast and does not amount to any strategic change to the Green Belt.</del></p> <p><del>2.24 One such amendment was to existing Green Belt at Faraday Way to follow natural field boundaries. Due to Blackpool's highly constrained nature, there may be a need to allocate this land that is no longer Green Belt for development needs in the future. Therefore it is safeguarded until a review of the Blackpool Local Plan is carried out.</del></p>	<p>removed from the Local Plan, the overall findings, including cumulative effects, which would previously have included consideration of this policy, will need to be reviewed and revised as appropriate.</p>
<b>Development Management Policies</b>			
MM06	DM1	<p>1. As a minimum, 20% of all new build dwellings on <del>a site</del> <b><u>sites of five dwellings or more</u></b> must meet the Nationally Described Space Standard (or any future successor);</p> <p>2. Housing designs and layouts must:</p> <p>a. respond to the topography, local character and distinctiveness of <del>a site</del> <b><u>the area</u></b> and be well integrated into existing development by respecting the established streetscene, building lines and patterns of development, in order to maintain or establish a strong sense of place. Exceptions may be made for housing proposals of high quality and innovative design, which raises the overall design quality of an area and contributes positively to the distinctiveness of a place;</p> <p><b><u>8. Proposals that are not in accordance with the above measures will only be permitted where there is clear evidence that it would not be feasible or it would directly prejudice viability. In such circumstances an application should be supported by an open book viability assessment.</u></b></p>	<p>C – The new wording at point 8 may mean that previous assessments will no longer be valid. Further consideration is needed.</p>

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Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category
	New sub-heading and paragraph after 3.28	<p><b><u>Accessible and Adaptable Housing</u></b></p> <p><b><u>Accessible and adaptable housing should be provided on schemes of ten dwellings or more, forming at least 10% of housing provision. This housing should be designed to meet technical standards M4(2) or M4(3) of the Building Regulations (or as updated). Housing meeting part M4(3) of Building Regulations should be secured through liaison with the Council’s Housing Manager and through developers working with Registered Providers on a case-by-case basis.</u></b></p>	C – The new text could lead to the assessment of more positive effects in relation to equality and accessibility, which should be brought out in the assessment.
MM07	DM3	<p>1. Proposals for supported accommodation (falling under Sui Generis or Use Class C2) and housing for older people (falling under Use Class C2 or C3) will be permitted where the development meets all of the following criteria:</p> <p>c. the site has a <del>good</del> <b>high</b> level of accessibility to public transport, shops, services and community facilities appropriate</p> <p>2. In order to protect the character and amenities of residential areas and avoid any undue concentration of Supported Accommodation and/or Housing for Older People (other than older person independent living schemes (use class C3)):</p> <p>a. no more than 10% of any <b><u>properties within</u></b> one block will be permitted in such use</p>	B – Very minor change.
	3.45	<p><b><u>Proposals for supported accommodation must have high level of accessibility, which</u></b> <del>Depending on the needs of occupiers of specialist accommodation, <b><u>generally means that</u></b> they may need to be located close to or on bus routes to essential services such as education, health care and family support, <b><u>having regard to the accessibility questionnaire in Appendix G3.</u></b> Therefore it is important that the accommodation provided is situated in an area which will support the needs of the future occupiers.</del></p>	A – Detail is similar to that previously included, in SA terms.
	3.56	<p>A Management Plan should be submitted with all applications to ensure that full consideration has been given to the proper management of the accommodation, in the interests of the future occupants, the residential amenity of neighbouring properties. Details of what should be included in a Management Plan <b><u>include:</u></b> <del>can be found in Appendix B-</del></p> <ul style="list-style-type: none"> <li>● <b><u>An emergency contact;</u></b></li> <li>● <b><u>waste management;</u></b></li> </ul>	A – Detail is similar to that previously included, in SA terms.

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		<ul style="list-style-type: none"> <li>• <b><u>behaviour and noise management;</u></b></li> <li>• <b><u>security;</u></b></li> <li>• <b><u>travel management and cycle parking;</u></b></li> <li>• <b><u>repairs and maintenance;</u></b></li> <li>• <b><u>health and safety.</u></b></li> </ul>	
	3.57	To support the Council's wider aims to create more balanced and healthy local communities and in order to avoid over-concentrations of Supported Accommodation and/or Housing for Older People (excluding older person independent living schemes (use class C3)) which can impact on the character and function of residential areas, no more than 10% of <b><u>properties in</u></b> any one block will be permitted in such uses and no similar specialist uses will be permitted within 400 metres, <b><u>as the crow flies,</u></b> of a similar existing premises.	A – Detail is similar to that previously included, in SA terms.
MM08	DM4	1. Proposals for student accommodation will be permitted subject to: b. being located within 800 metres <b><u>walking distance</u></b> of the relevant learning centre. Where an application site is beyond 800m a sequential approach must be undertaken with preference given to sites on or close to public transport routes <b><u>which provide a high level of accessibility to the relevant learning centre;</u></b> e. the proposal <b><u>providing internal spaces which through their layout and size lead to acceptable living conditions having regard to the relevant guidance;</u></b> <del>meeting the floorspace standards set out in the Student Accommodation Advice Note;</del>	B – Detail is similar to that previously included, in SA terms.
	3.62	Students tend to spend a significant amount of time in their bedrooms studying and in addition to standard bedroom furniture, a student bedroom requires study space. As such, a standard single bedroom size outlined in the National Technical Housing Standards is not appropriate for student accommodation. <b><u>Proposals should have regard to</u></b> <del>the</del> minimum floorspace standards for student accommodation in Blackpool <del>are</del> set out in the Student Accommodation Advice Note <b><u>and within the New Homes from Old Places SPD</u></b> (or as updated).	A – Detail is similar to that previously included, in SA terms.
	3.64	The University Centre is predominantly arts based and students often have to carry heavy or bulky equipment to and from their accommodation. With that in mind, 800 metres (1The Institution of Highways and Transportation - Providing for Journeys on foot, 2000 table 3.2) is considered to be a reasonable walking distance for students and this is the walking distance referred to in the Student Accommodation Advice Note which has successfully been implemented in the past. <b><u>The 800 metres should be measured as the most direct and safe walking route. Where an application is beyond the 800 metres, sites</u></b>	A – Detail is similar to that previously included, in SA terms.

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		<p><b><u>with a high level of public transport accessibility to the University Centre will be prioritised. In accordance with the Residential Accessibility Questionnaire at Appendix G3, sites are considered to have a high level of public transport accessibility if they are within 200 metres of a bus stop.</u></b></p>	
MM09	DM5	<p>1. Proposals for the sub-division and/or change of use of existing buildings for residential use will only be permitted where:</p> <p>b. the proposed units are all fully self-contained and satisfy the Nationally Described Space Standards (or any future successor) <del>and</del> <b><u>Proposals should also have regard to</u></b> the Council’s adopted floorspace and amenity standards;</p> <p>2. Within the Inner Area as defined on the Policies Map, <del>development</del> <b><u>proposals for the sub-division and/or change of use of existing buildings for residential use</u></b> will not be permitted where:</p>	B – Detail is similar to that previously included, in SA terms.
MM10	DM7 – Policy and supporting text	<p><b>Policy DM7: Provision of Employment Land and Existing Employment Sites</b></p> <p>1. Proposals for new development or redevelopment of existing premises will be permitted in accordance with the specified uses for each employment area as identified on the Policies Map:</p>	C – The total employment land available has decreased in size and this should be reflected in the SA.

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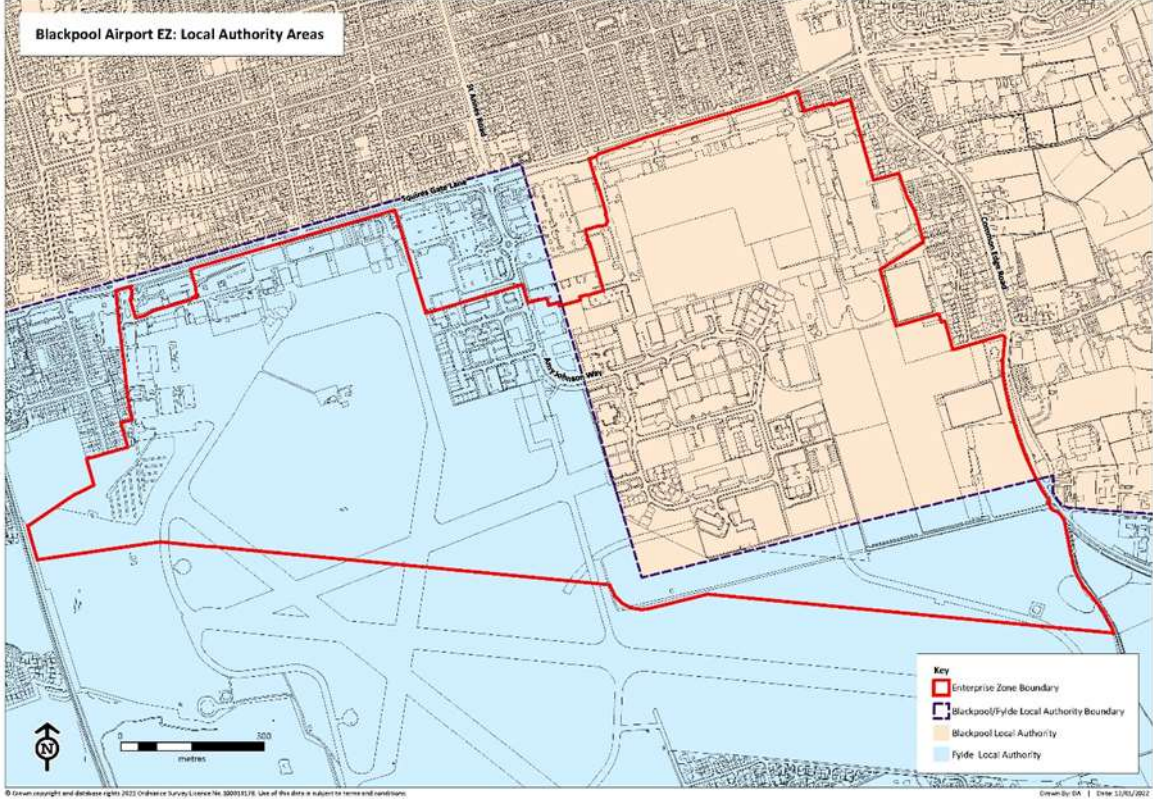
Main Modification Reference	Policy/ Paragraph No.	Proposed Changes			Category
		Strikethrough - deleted text <b>Bold Underline</b> – New or amended text			
		<b>Employment Area</b>	<b>Available Land (Ha) (as at March 2021 19)</b>	<b>Appropriate Use Classes</b>	
		Blackpool Airport Enterprise Zone <sup>10.8</sup>	<b>14.15</b> <del>46.4</del>	B2, B8, E(g)	
		Vicarage Lane	0.02	B2, B8, E(g)	
		Clifton Road	2.5	B2, B8, E(g)	
		Preston New Road (NS&I)	0	E(g)	
		Chiswick Grove	0	B2, B8, E(g)	
		Mowbray Drive	0.3	B2, B8, E(g)	
		Devonshire Rd / Mansfield Rd	0	B2, E(g)	
		Moor Park	0	B2, B8, E(g)	
		North Blackpool Technology Park	2	B2, B8, E(g)	
		Warbreck Hill	0	E(g)(i)	
		<b>Total</b>	<b>18.97</b>		
		2. Proposals for non B and E(g) uses will not be permitted except for those which are in accordance with Policy DM8: Blackpool Airport Enterprise Zone.			
		3. <b><u>Employment land at the Blackpool Airport Enterprise Zone includes around 9 hectares released from the Green Belt justified by exceptional circumstances in line with NPPF (2021) Paragraph 140.</u></b>			
		3.83 The main industrial/business areas identified in the policy provide a range of employment related uses that make an important contribution to Blackpool's employment offer and the local economy and will be retained as safeguarded employment land. Proposals for non-B or E(g) uses will not be permitted. The only exception to this is at the Enterprise Zone for proposals that accord with policy DM8.			
		3.84 The Core Strategy sets out the requirement for 31.5 hectares of new employment land over the plan period from 2012 to 2027. The sites to meet this need are included in this policy <sup>9</sup> . <b>The Employment</b>			



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		<p><b><u>Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022) recognises that significant safeguarded employment land has been developed for alternative uses since the start of the plan period. Furthermore, employment land take-up during this time has been around half of what was expected (0.62 ha per annum compared to 1.2 ha per annum).</u></b></p> <p>3.85 <b><u>Taking account of the above,</u></b> around nine hectares of additional employment land is identified at the <b><u>Blackpool Airport</u></b> Enterprise Zone <b><u>which compensates for the loss of less attractive employment land and will stimulate an increase in annual employment land uptake by providing attractive and accessible employment land in the Blackpool Airport Enterprise Zone. Robust justification for the additional employment land facilitated by the release of around 9ha of land from the Green Belt is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u></b> <del>This is set out in further detail within Policy DM8.</del></p> <p><sup>40</sup> <sup>8</sup> Incorporates Blackpool Business Park; Squires Gate Industrial Estate and Sycamore Estate.</p> <p><sup>44</sup> <sup>9</sup> Along with around 14 hectares of employment land in Fylde provided through the Duty to Co-operate and acknowledged in the adopted Fylde Local Plan (2018)</p>	
MM11	DM8 – Policy and supporting text	<p>3.86 Blackpool Airport Enterprise Zone (EZ) was approved in November 2015 and the site became operational in April 2016. The status of the EZ is valid for 25 years and provides business incentives of rate relief up to £275,000 over a period of five years and Enhanced Capital Allowance.<sup>10</sup> <sup>42</sup></p> <p>3.87 The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde (Figure 4). <del>The site</del> <b><u>and</u></b> incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. <b><u>The site also benefits from excellent access to the M55 via Progress Way and onward connectivity to the national motorway network and with local train, bus and tram routes connecting the Fylde Coast and beyond.</u></b></p> <p><b><u>Figure 4: Blackpool Airport Enterprise Zone</u></b></p>	C – The addition of the masterplan to guide development, including requirements for biodiversity net gain may lead to further positive effects of this policy.

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		 <p data-bbox="533 1153 1787 1316">3.88 The area is already well-established as a hub for business and commercial activity and has a history in aviation engineering, having previously been the manufacturing site for Vickers Wellington and Hawker Hunter military aircraft. Today, one of the airfield's key uses is in helicopter transportation to key energy generation sites in the Irish Sea, as well as being home for some 260 existing businesses including the Lancashire Energy HQ - a training base for the energy sector.</p> <p data-bbox="533 1326 1787 1385">3.89 The following policy <b><u>relates to land within Blackpool's administrative boundary; and</u></b> protects the designation of the site <del>and</del> <b><u>supporting</u></b> the delivery of the EZ.</p>	

		<p><b>Policy DM8: Blackpool Airport Enterprise Zone</b></p> <p>8. <del>The <u>That part</u> boundary of <u>the</u> Blackpool Airport Enterprise Zone (EZ) <u>which lies within Blackpool Borough</u> is identified on the Policies Map.</del></p> <p>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.</p> <p><b><u>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.</u></b></p> <p><del>3- 4. <u>Guided by the Masterplan</u>, <del>the</del> the following uses at the EZ will be supported:</del></p> <p>a. Target sectors comprising energy industry, advanced manufacturing and engineering, aviation and aerospace, food and drink manufacture and the digital and creative sector;</p> <p>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;</p> <p>e <b><u>5.</u></b> In the south east quadrant supporting facilities and services, excluding hot food takeaway uses (sui generis), to serve the EZ business community in this location limited to:</p> <p>i. convenience store no greater than 275m<sup>2</sup> gross;</p> <p>ii. café or sandwich shop no greater than 275m<sup>2</sup> gross;</p> <p>iii. children’s day nursery.</p> <p>d. <del>the relocation and enhancement of the existing playing pitches and associated new changing facilities</del></p> <p>e. <del>Enabling housing development at site allocation HSA1.13 identified on the Policies Map ;</del></p> <p><del>4. The overall delivery of the EZ is guided by an agreed Blackpool Airport Enterprise Zone Masterplan. In line with local plan policy, the Masterplan will establish the development and design framework for the site and determine the appropriate mix, quantum and location of development to deliver the objectives of the EZ;</del></p> <p><del>5. A Design Framework, including building, landscape, green infrastructure, sustainable urban drainage and incorporating cycle and pedestrian connectivity, will be required</del></p>	
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		<p><del>setting out the design principles for the site and taking into account the objectives of the Blackpool Green and Blue Infrastructure Strategy and Action Plan;</del></p> <p><b><u>6. To enable the objectives of the EZ to be delivered, the Green Belt boundary is amended as identified in Appendix E to release around 10.3 hectares of land to allow the first phase of development to be undertaken by 2027 to include:</u></b></p> <ul style="list-style-type: none"> <li>a. <b><u>serviced plots for employment development in line with point 4 above and Policy DM7;</u></b></li> <li>b. <b><u>enabling housing development (Site Allocation HSA1.13);</u></b></li> <li>c. <b><u>a new link road and associated existing highways improvements to provide an eastern gateway access into the EZ from Common Edge Road;</u></b></li> <li>d. <b><u>providing compensatory improvements to offset the impact of removing land from the Green Belt through improvements to the remaining Green Belt including:</u></b> <ul style="list-style-type: none"> <li>i. <b><u>the relocation and enhancement of the existing playing pitches and provision of new changing facilities and vehicle parking, to remain within the Green Belt with improved access</u></b></li> <li>ii. <b><u>new and/or enhanced green infrastructure including landscaping and biodiversity net gain; and</u></b></li> </ul> </li> <li>e. <b><u>supporting infrastructure.</u></b></li> </ul> <p><del>6.7.</del> To aid the delivery process, if requested, Blackpool Council will work with Fylde Borough Council, Lancashire County Council, <b><u>National</u></b> Highways England and other stakeholders to produce a Local Development Order.</p> <p>3.90 Blackpool Airport EZ is located in the south of the Borough off Squires Gate Lane. That part of the EZ, which lies within Blackpool, includes Sycamore Industrial Estate, Squires Gate Industrial Estate and Blackpool Business Park, as well as land used for sport playing fields in the southeast corner of the site. Blackpool Retail Park, which fronts onto Squires Gate Lane, is not included in the EZ designation, nor is the airport runway; the latter is excluded so as not to preclude future development to accommodate larger commercial aircraft <b>(Figure 4 refers)</b>.</p> <p>3.91 The <b><u>EZ</u></b> site has been a major business and industrial area for many years and has provided important employment opportunities with 1,800 employees already based on the site. It is envisaged that</p>	

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		<p>EZ status will attract an additional 180 businesses and create 3,000 <b>5,000</b> new jobs over its 25 year lifespan supporting the local and sub-regional economy; and providing sustainable economic growth and prosperity within Lancashire which is fundamental to the Lancashire Enterprise Partnership’s ambitions.</p> <p><del>3.92 The site benefits from excellent access to the M55 via Progress Way. Whilst the site is well located its accessibility and connectivity to the local road network will be improved, with additional highway junctions on Squires Gate Lane and Common Edge Road, to further access the site and support its delivery. In addition access by sustainable modes of transport is a key requirement of Core Strategy Policy CS27 South Blackpool Transport and Connectivity and the requirements of this policy will need to be met in delivering the masterplan for the site. In support of the masterplan, both a Transport Assessment and Framework Travel Plan were produced in early 2019 covering all development phases. The former addresses the traffic and transport implications of the proposal, including the access arrangements, and the latter has been drafted to encourage more sustainable travel patterns to the site. The proposed internal link road will be designed to accommodate a potential bus route through the site. A commitment to enable a bus service to route via the EZ link road is necessary to improve the public transport accessibility, particularly to some of the units within the EZ that are furthest from the nearest bus stops. Walking and cycling connectivity will also be improved.</del></p> <p><b><u>3.92 A Masterplan<sup>11</sup> has been developed to provide a strategic framework and direction for the development and delivery of the EZ over its lifespan. The role of the Masterplan is to establish the development and design framework for the site including the appropriate mix, quantum and location of development; accessibility in and around the site including public transport, cycling and pedestrian connectivity; building design principles; landscaping and green infrastructure requirements which needs to include providing opportunities for biodiversity net gain. As the site evolves and develops, updated iterations of the Masterplan will be produced to ensure the Masterplan accurately reflects and supports EZ development and responds to the evolving economic climate.</u></b></p> <p><b><u>3.93 Over its 25 year lifespan the aim of the EZ is to transform the economic base of Blackpool &amp; the Fylde Coast and position itself as a premier business location in the North West. In line with EZ objectives, Policy DM8 highlights the target sectors which will assist in this economic growth and diversification. Other business and industrial uses will also be supported provided these uses do not undermine development related to the target sectors.</u></b></p> <p><del>3.93</del> <b><u>3.94 In addition,</u></b> Policy DM8 also allows for the provision of local scale shops and services to serve the expanding EZ business community in the southeast (SE) quadrant of the site. Acceptable uses are a</p>	

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		<p>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, <del>as</del> reducing health inequalities in Blackpool, including reducing obesity is a key Council objective. <del>and</del> Restricting the number of new hot food takeaways in the Borough is part of the overall policy approach by the Council to tackling <b>obesity</b> this matter and is <b>justified in</b> underpinned by the evidence base.<sup>10</sup> <b><u>the ‘Managing the Location of Hot Food Takeaways’ evidence base document (December 2020 update).</u></b></p> <p><del>3.94 — The existing playing pitch facilities, which provide a valuable community resource, will be relocated further south within the site. Supported by new changing facilities, the relocated pitches will provide upgraded playing facilities including a new 3G pitch increasing the carrying capacity for sport at this location. These enhanced sporting facilities align with the health and wellbeing priorities of the Public Health Authority and key objectives in the Core Strategy.</del></p> <p><b><u>3.95 To assist in the timely delivery of the EZ and to ensure that the employment benefits across the EZ are realised, around 10.3 hectares of land has been released from the Green Belt in the southeast corner of the site. This released land will enable the first phase of EZ development identified in Point 6 of DM8 to be realised by 2027, capitalising on currently available funding streams; and generating income from the employment and housing development to fund essential EZ infrastructure securing the long term financial viability of the site. The employment development will also boost the uptake of employment land in the Borough and assist in meeting the Core Strategy employment land take-up target of 2.2ha per annum. The detailed justification for the Green Belt release is set out in the Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (Feb 2022).</u></b></p> <p><del>3.95 — Residential development is located very close to the boundaries of the EZ to the east, north and west and has co-existed alongside the existing employment area, in particular in the north and east, for many years. Included in the business case and the subsequent masterplan and to assist the delivery of the EZ, Site Allocation HSA1.13 (up to 57 dwellings) has been identified on the eastern boundary alongside existing residential development, providing the most suitable land use at this location and continuity of residential frontage to Common Edge Road. Any additional residential development over and above this specified allocation within the EZ will also have to clearly demonstrate that it is needed to deliver the EZ priorities and objectives.</del></p>	

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		<p><b><u>3.96 In addition to employment development, a housing site on the eastern boundary of the EZ has been allocated allowing up to 57 dwellings in proximity to existing residential development to be developed by 2027. This housing is enabling development contributing to underpinning the financial viability of the EZ.</u></b></p> <p><del>3.96— A design framework incorporating landscaping and green infrastructure is required to ensure a key objective of the EZ Masterplan is realised in delivering ‘a high quality and sustainable urban environment where cutting-edge architecture is complemented with healthy, safe and connected spaces to create an interesting, active and engaged place to work and do business’.</del></p> <p><b><u>3.97 As part of the first phase of development, a new link road and associated existing road improvements will be provided creating an eastern gateway from Common Edge Road into the EZ linking to Amy Johnston Way. This will open up access to the industrial heartland of the EZ and new development opportunities by providing access to new serviced employment plots and the housing site. The new road will also link through to the EZ Business Hub to relieve existing traffic congestion at the current single point of entry into the EZ from Squires Gate Lane<sup>12</sup> and provide the opportunity to improve public transport accessibility within and through the site.</u></b></p> <p><del>3.97— In developing the framework, policies DM21: Landscaping, DM25: Public Art along with Core Strategy policies CS6: Green Infrastructure, CS7: Quality of Design and CS9: Water Management in particular will need to inform the framework. These policies clearly set out the advantages to the economy in providing quality design, green infrastructure and public realm, impacting positively through enhanced built and natural environment, whilst at the same time supporting the local health and cultural wellbeing. In developing the framework sustainable urban drainage should be integral to the proposals.</del></p> <p><b><u>3.98 To allow the new link road, serviced employment plots and housing site to be brought forward, the existing playing pitches and changing facilities within the site at Common Edge Road, which provide a valuable community resource, will be relocated further south within the site but remaining within the Green Belt (Appendix E refers). The new relocated sporting facilities will comprise enhanced playing pitches for football and rugby league including a new 3G football pitch as well as new and upgraded changing facilities. Accessibility to the enhanced sporting facilities within the remaining Green Belt will also be improved including upgraded pedestrian access and cycling and parking facilities. These enhanced sporting facilities and improved accessibility, along with improved green infrastructure and landscaping with biodiversity net gain within the remaining Green Belt will provide the appropriate required compensatory measures for the loss of Green Belt land within the EZ.</u></b></p>	

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		<p><b><u>3.99 The first phase of development to 2027 requires substantial supporting infrastructure. The key elements of this infrastructure are set out in the updated Infrastructure and Delivery Plan (February 2022). The infrastructure includes within the new link road, ducting capacity for a local district heating system and accommodating a major fibre optic telecommunications cable. It also includes making provision for a Local Full Fibre Network (LFFN); extending the existing gas mains network; a new primary sub-station, the diversion of the 33kva electricity cable and a series of smaller network sub-stations; a new water main and foul drainage connection and a surface water drainage system incorporating large scale drainage attenuation.</u></b></p> <p><sup>10</sup> <sup>42</sup> ECA allows businesses to recuperate their investment in fixed plant and machinery by reductions in Corporation Tax of Euro 125 million currently available to November 2023.</p> <p><sup>11</sup> <b><u>Blackpool Airport Masterplan 2018 and updated Masterplan Plan 2020</u></b></p> <p><sup>12</sup> <b><u>Blackpool Airport Enterprise Zone Masterplan Plan 2020 refers</u></b></p>	
MM12	DM9	<p>1. Development proposals for lands within Blackpool Zoo as identified on the Policies Map will only be permitted if they preserve or enhance the character and appearance of the parkland setting of the Zoo grounds and of the adjoining Stanley Park Conservation area <b><u>and Registered Park and Garden.</u></b></p>	B – Detail is similar to that previously included, in SA terms.
MM13	DM10	<p>1. Development proposals which further improve the appearance and economic function of the Promenade and Seafront east of the tram tracks, between the Pleasure Beach and North Pier, <b><u>as identified on the Policies Map,</u></b> will be supported where they involve:</p> <p>4. Appropriate improvements and development on the pier decks and platforms which underpin the sustainable future of the piers and which preserve <b><u>or enhance</u></b> their character <b><u>or appearance and result in no harm to their significance</u></b> will be supported <del>in principle.</del></p>	C – Modification may alter SA findings as it provides more potential to achieve more sustainable development – to be reviewed.
	New footnote	<p><b><u>A landmark is a building or feature that is easily recognised and that can assist wayfinding</u></b></p>	A – Detail is similar to that previously included, in SA terms.



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

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	3.167	<p>In addition to the wider economic benefits of ensuring that residents and business occupiers (<b><u>i.e. Class B2, B8 and E(g) employment uses</u></b>) are able to access full fibre broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.</p>	A – Detail is similar to that previously included, in SA terms.
MM18	DM19 and supporting text	<p>3.168 <del>Local</del> <b><u>Strategic</u></b> views of assets of particular importance such as historic or distinctive buildings <b><u>and landscapes</u></b> help to shape the identity of a place. New development should safeguard and enhance important views of <b><u>such</u></b> landmark buildings and landscapes. <del>, particularly listed and locally listed buildings and buildings and spaces within Conservation Areas.</del></p> <p>3.169 <del>In and around Blackpool Town Centre, views of historic buildings such as (but not limited to) the Winter Gardens and the Grand Theatre are particularly sensitive to changes in their setting</del> <b><u>Views of Blackpool Tower and the seafront and coastline</u></b> <del>the Winter Gardens and the Grand Theatre</del> are particularly sensitive to changes in their setting <b><u>given that the Tower is the focal point of the Promenade and the seafront and coastline serves as a shop window to the resort.</u></b> <del>as are new landmark buildings like Festival House and public spaces such as the Tower Festival Headland and St John's Square.</del></p> <p>3.170 This policy aims to enable appropriate development in locations which will enhance Blackpool's offer without detracting from <b><u>these</u></b> established strategic views.</p> <p><b>Policy DM19: Strategic Views</b></p> <p>1. Development should protect and enhance views of the following buildings and features of strategic importance:</p> <ol style="list-style-type: none"> <li>a. Blackpool Tower – views from the seafront, from the piers and along main transport corridors leading into the Town Centre;</li> <li>b. along the seafront and coastline;</li> <li><del>c. into and within conservation areas;</del></li> <li><del>d. views of listed and locally listed buildings;</del></li> <li><del>e. views of buildings which provide a landmark and assist with wayfinding.</del></li> </ol> <p>2. Development that has a detrimental impact on these strategic views will not be permitted.</p>	C – The changes to this policy may reduce the benefits seen in relation to SA Obj. 14 heritage, and the policy no longer references protecting views from conservation areas, and listed buildings. Assessment to be reviewed.

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

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		proportion or scale with the shopfront, cover original features or are considered to have a detrimental effect on the appearance of the building or the street scene. <b><u>Principal (main) signage should normally comprise a fascia sign that is in proportion to the shopfront and fascia or where no fascia exists, in appropriate locations within existing shopfronts.</u></b>	previously included, in SA terms.
MM21	3.225	This policy seeks to ensure that advertisements are well designed and placed and are appropriate in their setting and cause no harm to residential amenity or negatively impact on highway safety. <b><u>The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (or as amended). This policy is set within the context of these regulations.</u></b>	A – Detail is similar to that previously included, in SA terms.
	3.235	The Council takes a proactive approach to preserving or enhancing the townscape and public realm. Where existing advertisements with deemed consent are considered to <del>harm</del> <b><u>have substantial injury to</u></b> the character and amenity of a building or local area the Council will, where appropriate seek removal of these advertisements, which may include serving of discontinuance notices	A – Detail is similar to that previously included, in SA terms.
MM22	DM25	4. Where it is not appropriate to deliver a public art project as part of a specific development, financial contributions will be sought to make appropriate provision for public art, <b><u>unless it can be demonstrated that this would not be viable or feasible.</u></b>	B – Detail is similar to that previously included, in SA terms.
MM23	DM27	<p>1. Proposals within or affecting the setting of any of Blackpool's conservation areas <b><u>as identified on the Policies Map</u></b>, should <b><u>preserve</u></b> <del>conserve</del> or enhance those elements that make a positive contribution to their special character <del>and</del> <b><u>or</u></b> appearance including its setting, <b><u>having regard to the Council's Conservation Area Appraisals</u></b>. <del>as identified within the conservation area appraisal.</del></p> <p>2. Demolition, or other unacceptable harm to the significance of a building or feature that makes a positive contribution to the significance of the Conservation Area, will only be permitted where this harm is outweighed by the public benefits of the proposal. Such proposals must be accompanied by clear details of the proposal and justify the harm in line with national policy through a heritage statement. Where a heritage statement fails to adequately explain and justify the proposal and its impact on the significance of the heritage asset <b><u>as a whole</u></b>, this may be used by the Council as grounds to justify refusal of the scheme.</p> <p>3. Proposals should:</p>	B – Detail is similar to that previously included, in SA terms.

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		b. <del>Conserve</del> <b>Preserve</b> or enhance features making a positive contribution. In particular, design, massing and height of any building should closely relate to adjacent buildings and should not have an unacceptable impact on townscape and landscape;	
MM24	DM29	1. Development proposals within or affecting the setting of Stanley Park, <b>as identified on the Policies Map</b> , should:	B – Very minor change.
MM25	DM30	1. Development which would result in harm to or loss of the significance of <del>archaeological sites including a</del> <b>scheduled monument (or a site of national significance)</b> , will not be permitted unless it can be clearly demonstrated that the public benefits which cannot be met in any other way would clearly outweigh the harm.'	B – Detail is similar to that previously included, in SA terms.
	Paragraph 3.278	Where it can be demonstrated that the substantial public benefits of any proposals outweigh the harm to a <del>non-designated archaeological site</del> <b>scheduled monument (or site of national significance)</b> , consideration will be given to the significance of remains and measure sought to ensure mitigation of damage through preservation of the remains in situ as a preferred solution. Where this is not justified, the developer will be required to: a) make adequate provision for excavation and recording before and / or during development b) demonstrate how the public understanding <del>e)</del> <b>and</b> appreciation of the site can be improved.	A – Very minor change.
MM26	DM31	2. On greenfield sites applicants will be required to demonstrate that the current natural discharge rate is replicated as a minimum. <b>The starting point for this will be a maximum greenfield run-off rate for greenfield sites.</b> 3. On previously developed sites applicants should target a reduction from pre-existing discharges of surface water to a target of greenfield rates and volumes so far as reasonably practicable, <b>with a starting point of a minimum of a 30% reduction in run-off rates</b> . In critical drainage areas the greenfield standard will be expected, <b>with a minimum of a 50% reduction in run-off rates.</b>	C - The further detail to this policy would enhancing the positive effects by setting specific targets. Assessment to be reviewed and amended as appropriate.
MM27	DM32	d. the <b>proposal would not lead to an adverse</b> impact on any heritage asset and their setting, including strategic views; <del>has been assessed;</del>	B – Detail is similar to that previously

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		g. all <del>assessments of</del> impacts on air traffic safety, radar and communications <del>have been assessed and consulted upon</del> <b>consultation</b> with the appropriate bodies <b>have not identified any adverse impacts</b> ;	included, in SA terms.
MM28	DM33	Development proposals will be supported which secure further improvements to bathing water quality or flood protection. Development proposals that would adversely affect the appearance, integrity or environmental quality of the beach and foreshore will be resisted. <b><u>The Coast and Foreshore is identified on the Policies Map.</u></b>	B – Very Minor Change.
	3.311	<del>At its landward extent, a marine plan will apply up to the mean high water mark. Marine plans are being developed on a rolling programme. The North West Marine Plan, which includes Blackpool, is currently being prepared and will be delivered by 2021, with a 20 year view of activities. Each plan will be monitored with three yearly reviews. Planning applications within the Coast and Foreshore designation will also need to be considered against the North West Inshore Marine Plan.</del> <b><u>All authorisation and enforcement decisions must be made in accordance with the marine plan, and all decisions which are capable of affecting the marine area must have regard to the marine plan.</u></b>	A – Detail is similar to that previously included, in SA terms.
MM29	DM35	<p>1. Development proposals will be required to:</p> <p>a. result in no loss or harm to biodiversity through avoidance, adequate mitigation <b><u>either on site or off site</u></b> or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement;</p> <p>b. minimise the impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancement and habitat creation where opportunities exist <b><u>in line with relevant legislation and guidance.</u></b></p> <p>2. Development will not be permitted in or adjacent to a Site of Special Scientific Interest where it would adversely affect, directly or indirectly, its wildlife and nature conservation importance. <b><u>The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.</u></b></p> <p>4. Development will not be permitted if <b><u>after mitigation or compensation</u></b> it would have an adverse impact on animal or plant species protected under national or international legislation.</p> <p><b><u>Agricultural Land</u></b></p>	C – The additional wording on protection of ALC soil will lead to further positive effects.

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		<p><b><u>5. Development which is likely to lead to the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) will not be permitted unless supported by other policies in the plan or it is demonstrated that the loss is outweighed by other planning considerations.</u></b></p>	
	3.320	<p>The Environment Bill 2019 introduced the concept of Biodiversity Net Gain, which relates to the protection, preservation and enhancement of habitats. Developers will be required to consider the increase to existing biodiversity in respect of any new development <b><u>in line with the relevant Biodiversity Net Gain legislation and guidance.</u></b></p>	A – Very Minor Change.
	Additional sub-heading and text after paragraph 3.331	<p><b><u>Agricultural Land</u></b>  <b><u>Although Blackpool Borough is largely built up and urban in nature, there are some small areas of agricultural land (classed as the best and most versatile agricultural land) to the east of the Borough towards Staining and across the Marton Moss area. It is important that the loss of this best and most versatile agricultural land is minimised.</u></b></p>	A – Change considered under Policy DM35
MM30	DM36	<p>1. Development will be permitted where in isolation or in conjunction with other planned or committed developments it can be demonstrated that the development:</p> <p>a. Will be compatible with adjacent existing uses and would not lead to <del>significant</del> <b><u>unacceptable</u></b> adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants, <del>or</del> users of the development itself <b><u>or designated sites of importance for biodiversity</u></b>, with reference to noise, vibration, odour, light, dust, other pollution or nuisance. Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals;</p> <p>c. Will not give rise to a deterioration of air quality in a <del>the</del> <b><u>the</u></b> Air Quality Management Area <b><u>in Blackpool Town Centre</u></b> or result in the declaration of a new AQMA. Where appropriate an air quality impact assessment will be required to support development proposals;</p> <p>e. Will not <del>cause</del> <b><u>pose a any-risk of pollution to controlled waters (surface or ground water) and will, where required, include mitigation and/or remediation to prevent any unacceptable levels of water pollution.</u></b></p> <p><del>to surface or ground water and mitigation will be required to prevent any harm where necessary.</del></p>	C – Changes to policy wording could lead to positive effects in relation to Obj. 15.
	Paragraph 3.336	<p>In considering planning applications for developments and uses that would have a potentially adverse impact on their surroundings, the Council will seek to control the location of such activities and land uses and restrict their development in close proximity to residential, educational, institutional, recreational and other environmentally sensitive areas <b><u>such as designated sites of importance for biodiversity</u></b>. Where</p>	A - Included in the assessment of Policy DM36.

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		<p>necessary the Council will require measures to be undertaken to mitigate any unacceptable effects of development. These measures might include remediating contaminated land, screening, landscaping, sound insulation or changing the layout of the site. <b><u>In certain circumstances the Council would expect an Air Quality Impact Assessment to accompany a planning application, which would identify any impacts on air quality and mitigation, as set out in national guidance. Whilst there isn't a definitive guide to when such an impact would be required, this would typically be where a development is in an area where air quality is known to be of concern; and/or if the development would be likely to give rise to a negative impact on air quality. The requirement for an impact assessment should be agreed with the Council prior to the submission of an application.</u></b></p>	
	New paragraph after 3.336	<p><b><u>At the time of adoption there is one Air Quality Management Area declared in Blackpool Town Centre. This is located to the north of Blackpool Town Centre in the area around Talbot Road and Dickson Road (see Appendix F for map)</u></b></p>	A – Detail will not affect the SA. AQMA effects dealt with under DM36 assessment.
MM31	New paragraph after 3.340	<p><b><u>The loss of a community facility will only be supported when the applicant has submitted evidence to demonstrate that there is no longer a need for the facility in its current use or as an alternative community use. The evidence required will depend on the nature of the community use and this must be agreed with the Council prior to the submission of an application. The scope of evidence required will be determined by the nature of the use, but will generally look at how community needs are being met elsewhere, how long the property has been vacant, how long it is has been marketed for and the economic viability of the community use.</u></b></p>	B – Detail is similar to that previously included, in SA terms.
MM32	DM38	<p>1. Planning permission will not be granted for development that would result in the loss of existing allotments and community gardens, <b><u>as identified on the Policies Map</u></b>, unless:</p>	B – Very minor change
MM33	DM41	<p>2. Transport Assessments and Travel Plans will be required in accordance with <b><u>having regard to</u></b> the thresholds set out in Appendix <del>G2 D2</del>.</p>	B – Very minor change
	3.365	<p>The thresholds for Transport Assessments and Travel Plans are set out in Appendix <del>G2 D2</del> <b><u>which provides guidance for when these are required. In certain circumstances flexibility around these thresholds can be considered on a case-by-case basis.</u></b> Transport Statements will be required if below the Transport Assessment threshold, but above 500m<sup>2</sup> gross floor area. For both, the latest Planning Practice Guidance should be used and the scope should be agreed with the Local Highway Authority. All</p>	A – Detail is similar to that previously included, in SA terms.



Schedule of Proposed Main Modifications Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b>Bold Underline</b> – New or amended text	Category		
		proposals over 500m2 gross floor area, or with ten or more residential units, will be expected to demonstrate through a Transport Assessment or Transport Statement how accessibility by walking, cycling and public transport can be enhanced to improve the accessibility and connectivity or address concerns in some other manner, for example by financially supporting a local bus service.			
MM34	New paragraph after 3.368	<b><u>Safeguarded areas for Warton Aerodrome are determined in accordance with The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Storage Areas) Direction 2002 (as updated). The relevant safeguarding areas for Warton Aerodrome, also in Fylde Borough, are identified by the Ministry of Defence (MOD). The safeguarded area reflects the need to restrict the height of built development in wider zones, including in Blackpool, in order to ensure safety for both aircraft crew and people on the ground. It also reflects the need to prevent interference to communication systems.</u></b>	B– Detail will not affect the SA.		
	DM42	The Blackpool Airport Authority <b><u>and the Ministry of Defence (MOD)</u></b> will be consulted on all development proposals <b><u>as appropriate</u></b> within the aerodrome safeguarding area/ <b><u>zones</u></b> shown on the Policies Map <b><u>to ensure there is no adverse impact on airport safety at Blackpool Airport or Warton Aerodrome.</u></b>	B– Detail will not affect the SA.		
	New paragraph after 3.369	<b><u>The MOD statutory aerodrome safeguarding zones surrounding Warton Aerodrome, which extend across parts of Blackpool, are shown on the Policies Map. The aerodrome height consultation zone protects the aerodrome’s outer horizontal obstacle limitation surface and requires that the MOD is consulted upon applications for development that are 91.4m or greater in height. In addition to this, a significant area of Blackpool is covered by the statutory birdstrike safeguarding consultation zone. Within this the MOD should be consulted upon applications for waste management sites, the creation of water bodies, quarry restorations or other forms of development that would entail the creation of habitat that could be attractive to large or flocking birds hazardous to air traffic.</u></b>	B– Detail will not affect the SA.		
<b>Schedule 1</b>					
MM35	HSA1.1 Former Mariners Public House	<table border="1" data-bbox="533 1145 1379 1193"> <tr> <td data-bbox="533 1145 1173 1193">Number of dwellings expected to be delivered</td> <td data-bbox="1173 1145 1379 1193">35 <del>34</del></td> </tr> </table>	Number of dwellings expected to be delivered	35 <del>34</del>	B – Change considered under Policy HSA1.
Number of dwellings expected to be delivered	35 <del>34</del>				
MM36	HSA1.2	<ul style="list-style-type: none"> <li>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. <del>Further information can be found in the Playing Pitch Strategy</del></li> </ul>	B – Changes not substantive to alter SA effects.		

Schedule of Proposed Main Modifications Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category		
		<p><del>(PPS) Update Draft – December) 2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan.</del></p> <p><b><u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u></b></p>			
MM37	HSA1.4	<p>Key Development Considerations</p> <p>Additional bullet point:</p> <ul style="list-style-type: none"> <li>• <b><u>The development of the site is required to maintain access to the rear of the properties on Warley Road (nos. 307 – 339)</u></b></li> </ul>	B – Changes not substantive to alter SA effects.		
MM38	HSA1.5	<table border="1" data-bbox="533 632 1117 740"> <tr> <td data-bbox="533 632 826 740">Number of dwellings expected to be delivered</td> <td data-bbox="826 632 1117 740"><del>160</del> <b><u>131</u></b></td> </tr> </table> <ul style="list-style-type: none"> <li>• Part of the site is identified as playing fields (albeit a lapsed site) that was associated with a previous school use. It has not had formal pitch marking for over 18 years. <del>Further information can be found in the Playing Pitch Strategy (PPS) Update Draft – December) 2020. Mitigation through a Section 106 agreement will be required. The monies to be invested informed by the draft PPS and Action Plan.</del></li> </ul> <p><b><u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation, informed by the Council’s adopted Playing Pitch Strategy when the site comes forward through the planning process.</u></b></p>	Number of dwellings expected to be delivered	<del>160</del> <b><u>131</u></b>	B – Change in housing numbers considered under Policy HSA1.
Number of dwellings expected to be delivered	<del>160</del> <b><u>131</u></b>				
MM39	HSA1.6	<table border="1" data-bbox="533 1027 1417 1075"> <tr> <td data-bbox="533 1027 1193 1075">Number of dwellings expected to be delivered</td> <td data-bbox="1193 1027 1417 1075"><del>14</del> <b><u>8</u></b></td> </tr> </table>	Number of dwellings expected to be delivered	<del>14</del> <b><u>8</u></b>	B – Change in housing numbers considered under Policy HSA1.
Number of dwellings expected to be delivered	<del>14</del> <b><u>8</u></b>				
MM40	HSA1.7 Bullet 4: Key Development Considerations	<p>The development of the site should be carried out <b><u>in accordance with the heritage impact assessment which includes</u></b> <del>to</del> an appropriate height and design to enhance those views.</p>	B – Changes not substantive to alter SA effects.		
MM41	HSA1.9	Housing Delivery:	B – Very minor change.		

Schedule of Proposed Main Modifications Screening

Main Modification Reference	Policy/ Paragraph No.	Proposed Changes Strikethrough - deleted text <b><u>Bold Underline</u></b> – New or amended text	Category
		The site is owned by the local authority. It is a small site <del>where properties have been cleared</del> <b><u>currently in use as a car park</u></b> and the site is considered developable over the plan period.	
MM42	HSA1.9	Key Development Considerations: • This is a <del>cleared</del> -brownfield site <b><u>currently used as a car park</u></b>	B – Very minor change.
MM43	HSA1.13 Land at Jepson Way/Common Edge Road, Blackpool	• The site currently has designations including protected playing fields and public open space. The playing fields and football club will be relocated to the south as identified in the Enterprise Zone masterplan. <del>The re-provision of sporting facilities is detailed in the Playing Pitch Strategy (PPS) Update Draft – December) 2020.</del> <b><u>Consideration of paragraph 99 of the NPPF and Sport England’s Playing Field Policy Exception E4 is required to secure appropriate mitigation for the existing playing field land informed by the Council’s adopted Playing Pitch Strategy.</u></b>	B – Changes not substantive to alter SA effects.
MM44	New Appendix A	New Appendix A – Table showing replacement of Saved Blackpool Local Plan Policies	A – Detail will not affect the SA.
MM45	Appendix G (was E): Monitoring Framework	New indicators to monitor DM16: Hot Food Takeaways	A – Detail will not affect the SA.
MM46	New Appendix E	New Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map	A – Detail will not affect the SA.
MM47	New Appendix F	New Appendix F: Map of Air Quality Management Area	A – Detail will not affect the SA. AQMA effects dealt with under DM36 assessment

**Arcadis UK**

80 Fenchurch Street  
London EC3M 4BY  
United Kingdom

T: +44 (0) 20 7812 2000

[arcadis.com](http://arcadis.com)