

# Blackpool Local Plan Part 2

## Schedule of Proposed Additional (Minor) Modifications

July 2022

Blackpool Council



## Introduction

This Schedule sets out a number of changes to the [Blackpool Local Plan Part 2: Site Allocation and Development Management Policies Publication Version \(Proposed Submission\) Regulation 19 – January 2021 \(SD001\)](#). These changes are considered to be minor in nature and do not materially affect any of the Local Plan's policies or interpretation of them. They are additional modifications for the Council to make on adoption of the Local Plan and will not be considered by the Inspector.

However, these are changes that the Council has identified as being necessary. Therefore, any comments relating to them can be provided for the Council's attention using the unique 'AdMod Ref'.

This Schedule should be read alongside the Schedule of Proposed Main Modifications, Schedule of Proposed Changes to the Publication Policies Map and the SA and HRA Addendums. The deadline for making comments on this document is Wednesday 7<sup>th</sup> September at 5pm.

| Additional Modification Reference | Section       | Policy/ Paragraph No. | Proposed Changes<br><del>Strikethrough</del> - deleted text<br><b><u>Bold Underline</u></b> - New or amended text  |
|-----------------------------------|---------------|-----------------------|--|
| AdMod01                           | Contents Page | List of Appendices    | <p>Schedule 1: Housing Allocations without Planning Permission</p> <p><b><u>Appendix A: Replacement of Saved Blackpool Local Plan Policies</u></b></p> <p>Appendix <del>B</del> A: Evidence Base List</p> <p>Appendix <del>C</del> B: Mixed Use Site Information</p> <p>Appendix <del>D</del> C: Allotment Site Allocation Information</p> <p><b><u>Appendix E: Blackpool Airport Enterprise Zone Green Belt Release Map</u></b></p> <p><b><u>Appendix F: Air Quality Management Area Map</u></b></p> <p>Appendix <del>G1</del> D1: Parking Standards</p> <p>Appendix <del>G2</del> D2: Transport Assessment (TA) and Travel Plan (TP) Thresholds</p> <p>Appendix <del>G3</del> D3: Residential Development Accessibility Questionnaire</p> <p>Appendix <del>G4</del> D4: Non-Residential Development Accessibility Questionnaire</p> <p>Appendix <del>H</del> E: Monitoring and Implementation Framework</p>  |
| AdMod02                           | Introduction  | 1.6-1.8               | <p><del>We consulted on the Regulation 18 Scoping Document during Sumer 2017 setting out the list of policies that we suggested should be included in the Local Plan Part 2. We then consulted on an Informal Paper during January and February 2019 which set out proposed site allocations, designations and development management policies. All the representations received to the consultations, along with our response to the issues raised, can be found in the <a href="#">Consultation Statement</a> [opens a new window].</del></p> <p><b><u>This Publication Document (Regulation 19) (Proposed Submission) has been informed by previous consultation as well as up-to-date evidence and policy guidance. It is the version of the Local Plan Part 2 that the Council will seek to adopt, and therefore policies will be given weight in decision taking in accordance with Paragraph 48 of NPPF 2019. It represents the final consultation stage in the document's preparation.</u></b></p> |

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|                                   |              |                       | <p><del>After considering the comments received to this consultation, we will then submit Part 2 and supporting documents to the Secretary of State for the Examination in Public (subject to any major issues), which will be chaired by an independently appointed Inspector. The Inspector's report will inform the final Local Plan Part 2 document which we expect to adopt in 2021. Figure 2 highlights the key stages in the document's preparation.</del></p> <p><b><u>There were a number of stages we had to follow in preparing the Local Plan Part 2 (Figure 2). Each stage presented an opportunity for the community and other stakeholders to be involved in the local plan process.</u></b></p> <p>*Figure 2 to be updated accordingly</p> |
| AdMod03                           | Introduction | 1.9-1.14              | Text deleted   |
| AdMod04                           | Introduction | 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 <b><u>B</u></b> A and can be found at evidence base [opens a new window].....   |
| AdMod05                           | Introduction | 1.16                  | <p><del>This Publication Document</del> <b><u>The Local Plan Part 2</u></b> has been subject to a Sustainability Appraisal (SA) by external consultants Arcadis, to ensure we meet the requirements of the plan making process. This SA process has been continuous commencing with the production of a SA Scoping Document back in 2017, and <del>including</del> <b><u>includes</u></b> SA of the Informal Consultation Paper (January 2019), <b><u>SA of the Publication Version (April 2021), and Main Modifications SA Addendum (July 2022).</u></b></p>  |

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| AdMod06                           | Introduction   | 1.17                     | Arcadis also undertook the Habitats Regulation Assessment which is required by law to protect European Sites of Biological Importance in the region. The <del>latest HRA</del> <b><u>Screening Report (November 2020 <del>May 2021</del>) and subsequent addendum (July 2022)</u></b> has <del>have</del> been produced for the <del>Publication document</del> <b><u>Local Plan Part 2</u></b> and <del>required no further modifications to the Local Plan Part 2-</del> <b><u>concluded that none of the policies or associated allocation sites were considered to have a likely significant effect on any of the European sites.</u></b> |
| AdMod07                           | Introduction   | 1.22                     | The Monitoring and Implementation Framework set out in Appendix E of the Core Strategy has been updated to include links to relevant Development Management Policies and can now be found in Appendix <del>H E</del> <b><u>H</u></b> of this document.....  |
| AdMod08                           | Policy MUSA1:<br>Town Centre Mixed Use Site            | 2.13                     | The former Syndicate site located on Church Street is identified as a mixed use site on the Policies Map. It is a 0.24 ha site for ground floor convenience retail with a multi-storey car park above. The site is currently in council ownership. <b><u>Further detail on the site allocation can be found at Appendix C.</u></b>  |
| AdMod09                           | Policy ASA1:<br>Allotment Site                         | 2.18                     | The proposed site forms part of the Warren Drive/Deerhurst Road Natural and Semi-natural greenspace category in the OSA. The quality assessment carried out as part of the OSA scores the site as poor in terms of various factors such as signage, entrances, access for all abilities, car parking, cycling provision, facilities and activities, clear sightline, shelter and lighting. The allocation will and have little effect on the open character of the wider area. <b><u>Further detail on the site allocation can be found at Appendix D.</u></b>  |
| AdMod10                           | Development Management Policies –<br>Introductory text | 3.1                      | The Development Management policies in this section provide a more detailed policy context for the consideration of development proposals, as well as setting out standards and principles against which planning applications can be assessed. These policies will help to deliver the vision and objectives of the Local Plan Part 1: Core Strategy and   |

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|                                   |  |                          | conform to the strategic policies in the Core Strategy, in many instances, strengthening and elaborating on them to provide for their practical application. The links between the strategic policies and the development management policies are shown in the Monitoring and Implementation Framework at Appendix <del>H E</del> .   |
| AdMod11                           | Design Requirements for New Housing Development                              | 3.19                     | 3.19 Wall-mounted meter boxes in prominent positions will not be acceptable. Their obtrusive appearance is often made worse by associated pipes and cables and the inevitable loss, over time of the meter box doors. Meter boxes should be sunk into the ground - taking them out of sight or placed in visually secluded places. Electric Vehicle charging facilities should be provided in garages, car ports or on side elevations of properties with driveways. However, it is acknowledged that Electric Vehicle charging infrastructure may, in some cases need to be located on the front elevation (on a mid-terraced house for example). DM41 and Appendix <del>G1 D1</del> set out Electric Vehicle charging requirements in new developments, including changes of use. |
| AdMod12                           | DM13: Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre | Header                   | <del>Amusement Centres, Betting Shops and Pawnbrokers in the Town Centre</del> <b><u>Betting Shops, Adult Gaming Centres and Pawnbrokers in the Town Centre</u></b>   |
| AdMod13                           | DM17: Design Principles  | 3.162                    | The quality and type of materials used in new development can make a significant difference to the appearance and quality of a building and whether it enhances or detracts from the character of an area. Materials should be carefully selected to ensure they are both fit for purpose in a harsh marine climate, particularly in areas close to the Promenade and that they help the building fit into the surrounding townscape. <b><u>In order for new development to be as sustainable as possible and to keep as much material</u></b>  |

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|                                   |  |                          | <b><u>out of landfill, wherever possible, materials should be re-claimed or be recycled and should be re-useable or recyclable at the end of the lifetime of the development.</u></b>  |
| AdMod14                           | DM25: Public Art                                 | 3.237                    | NPPG <del>advises</del> <b><u>Government guidance has advised</u></b> that ‘Public art and sculpture can play an important role in making interesting and exciting places that people can enjoy using’.  |
| AdMod15                           | DM25: Public Art                                 | Footnotes 20 and 21      | 20 NPPF Paragraph 8 ( <del>July 2019</del> <b><u>July 2021</u></b> )<br>21 NPPF paragraph 93 ( <del>July 2019</del> <b><u>July 2021</u></b> )  |
| AdMod16                           | DM41: Transport Requirements for New Development | Point 1e and 2           | e. car, cycle and motorcycle parking is provided in accordance with the parking standards set out in Appendix <del>G1 D1</del> ;<br><br>2. Transport Assessments and Travel Plans will be required in accordance with the thresholds set out in Appendix <del>G2 D2</del> .  |
| AdMod17                           | DM41: Transport Requirements for New Development | 3.357                    | Furthermore, developers should have high regard for highway safety, be mindful of traffic congestion, fully consider the access and parking needs (refer to Parking Standards in Appendix <del>G1 D1</del> ) of all users by all modes; and the impact on the environment and on people’s health. The impact on local air quality should be taken into account in line with the requirements set out in <del>policy</del> Policy DM36: Controlling Pollution and Contamination.                  |
| AdMod18                           | DM41: Transport Requirements for New Development | 3.364                    | To help inform any mitigation measures, accessibility questionnaires, for both residential and non-residential development, should be submitted to the Local Planning Authority for certain types development 31; or where requested as part of the pre-application process. Accessibility questionnaires should be completed as accurately as possible and can be found at Appendix <del>G3 D3</del> for residential development and Appendix <del>G4 D4</del> for non-residential development. |

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| AdMod19                           | DM41: Transport Requirements for New Development  | 3.365                           | The thresholds for Transport Assessments and Travel Plans are set out in Appendix <del>G2</del> <b><u>G2</u></b> ....  |                    |   |                    |   |                    |  |
| AdMod20                           | Appendix A  | -                               | New evidence base to add: <table border="1" data-bbox="976 592 2040 740"> <tr> <td data-bbox="976 592 1151 667"><b><u>2022</u></b></td> <td data-bbox="1151 592 2040 667"><b><u>Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (February 2022)</u></b></td> </tr> <tr> <td data-bbox="976 667 1151 703"><b><u>2022</u></b></td> <td data-bbox="1151 667 2040 703"><b><u>Infrastructure and Delivery Plan – Update (February 2022)</u></b></td> </tr> <tr> <td data-bbox="976 703 1151 740"><b><u>2022</u></b></td> <td data-bbox="1151 703 2040 740"><b><u>Addendum to the Housing Topic Paper 2021 (July 2022)</u></b></td> </tr> </table> | <b><u>2022</u></b> | <b><u>Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (February 2022)</u></b> | <b><u>2022</u></b> | <b><u>Infrastructure and Delivery Plan – Update (February 2022)</u></b> | <b><u>2022</u></b> | <b><u>Addendum to the Housing Topic Paper 2021 (July 2022)</u></b> |
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| <b><u>2022</u></b>                | <b><u>Infrastructure and Delivery Plan – Update (February 2022)</u></b>                                     |                                 |  |                    |   |                    |   |                    |  |
| <b><u>2022</u></b>                | <b><u>Addendum to the Housing Topic Paper 2021 (July 2022)</u></b>  |                                 |  |                    |   |                    |   |                    |  |
| AdMod21                           | Appendix D1 (now G1) Parking Standards  | 2.05                            | In order to encourage the take-up of electric vehicles, the latest technology should be adopted in new development, <del>as set out below.</del>   |                    |   |                    |   |                    |  |
| AdMod22                           | Appendix D1 (now G1) Parking Standards  | 2.06                            | Provision of dedicated parking bays/charging infrastructure in new development (including conversions) <b><u>is required as follows:</u></b>   |                    |   |                    |   |                    |  |
| AdMod23                           | Appendix D1 (now G1) Parking Standards  | Additional paragraph after 2.08 | <b><u>To ensure flexibility the quantum and specification of EV charging infrastructure should be agreed on a case-by-case basis.</u></b>  |                    |   |                    |   |                    |  |