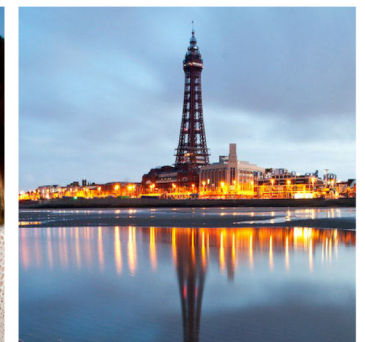
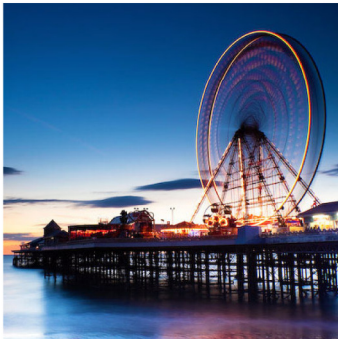


Blackpool Local Plan Part 1: Core Strategy

Infrastructure and Delivery Plan

November 2014

Blackpool Council



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1 Introduction and Background

1.1 Introduction

1.1.1 This is the **Infrastructure and Delivery Plan (IDP)** for the Blackpool Local Plan Part 1: Core Strategy. It seeks to establish what additional infrastructure and service needs are required to support the overarching strategy for new homes and jobs in the Borough to 2027. The IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way. It is also a key piece of evidence that will provide a robust basis on which the Council will seek to influence public, private and agency funding and priorities. Alongside the Core Strategy it will inform other business plans and strategies to help shape and influence development across the Borough.

1.1.2 The plan has been prepared by drawing on information from Council services (such as education and transport) and infrastructure providers external to the Council (such as utility companies and the NHS). Consultation with both internal and external partners has been ongoing during the preparation of the Core Strategy¹ and has been essential to plan for the infrastructure needs arising from the anticipated level and location of development.

¹ As set out in the Core Strategy Statement of Consultation

1.2 Infrastructure Delivery

1.2.1 The IDP follows the advice set out in the National Planning Policy Framework (NPPF)² which states that ***'Local Plans should plan positively for the development and infrastructure required in the area to meet objectives, principles and policies in the NPPF.'***

1.2.2 In accordance with the NPPF, there is a need to ensure efficient and effective use of existing infrastructure, as well as providing new infrastructure which supports development. There is also a need to identify infrastructure of regional and sub-regional significance, and appropriate means of delivery.

1.2.3 The term 'infrastructure' includes **'physical' infrastructure** such as road and rail needs, flood alleviation, electricity and gas supply, and waste water; **'social' infrastructure** such as education, health and community facilities and **'green' infrastructure** such as parks, playing fields, allotments, public open space and footpaths/cycle ways.

1.2.4 The Council's approach to seeking developer contributions towards infrastructure provision is set out in Policy CS11 of the Core Strategy Proposed Submission. The IDP will also provide the basis for establishing the Council's priorities in relation to the Community Infrastructure Levy (CIL). Work has been undertaken³ to assess the viability of CIL and recommends

² National Planning Policy Framework (NPPF) March 2012

³ Blackpool Local Plan and Community Infrastructure Levy Study (2014)

appropriate charging regimes. However, no decision has been taken on whether the Council will adopt CIL.

1.3 Outline Structure of the Document

1.3.1 The document establishes a framework to demonstrate the deliverability of policies set out in the Core Strategy, identifying the key programmes and projects which will support the delivery of the Core Strategy spatial objectives up to 2027. The IDP includes a series of summary tables which highlight the programmes and projects identifying the key delivery bodies and delivery mechanisms.

1.3.2 The infrastructure requirements identified in the IDP are based upon the situation and assessed needs as at **April 2014**. However the IDP is a 'live' document and will be reviewed and updated on an ongoing basis.

1.3.3 **Section 2** includes a brief overview of Blackpool with respect to its population and socio-economic profile followed by the sub-regional context. It also provides an overview of the spatial strategy as set out in the Core Strategy document.

1.3.4 **Section 3** describes the current infrastructure position and any future needs across the Borough under the broad headings:

Physical Infrastructure;

Social Infrastructure; and

Green Infrastructure

1.3.5 **Section 4** considers the specific infrastructure requirements for the spatial focus of the Core Strategy including the Strategic Sites.

2 Blackpool in Context

2.1 Blackpool Mini Profile

2.1.1 Blackpool is England's largest and most popular seaside resort attracting around 10 million adult visitors in 2013⁴. It is also the main retail, public administration, cultural and service centre for the wider Fylde Coast (population estimated to be around 326,000⁵). Located in the North West of England, Blackpool covers 35 km², with 11.2km of sea front. It supports a resident population of around 142,000⁶ making it the most densely populated Borough in Lancashire.

2.1.2 Intensely urban and compact in form, Blackpool is characterised at its heart by the Resort Core and adjacent town centre, an area of some 5km². This contains the iconic Blackpool Tower, three piers, Winter Gardens and Golden Mile. The Resort Core also contains dense neighbourhoods of holiday and residential accommodation. Blackpool's extended period of development in the late 19th century and growing popularity in the early to mid 20th century has left a legacy of high quality late Victorian and early 20th century commercial resort architecture

2.1.3 Elsewhere, Blackpool is predominantly residential in character, largely built up to its boundaries with the few remaining areas of open land located in the south and east of the Borough.

2.1.4 Blackpool has a workforce of around 62,500⁷ economically active people with an economy that is underpinned by tourism and the service sector. The town is also an important administrative centre, accommodating a number of large Government offices. There is no tradition of heavy industry; however the town's small manufacturing sector includes local specialism in food and drink, and plastics. The main employment estates are largely located in the south of the Borough..

2.1.5 The M55 connects the heart of the town to the national motorway network via Yeadon Way/Seasiders Way (Central Corridor). There are four railway stations within the Borough; Blackpool North, Blackpool South, Pleasure Beach and Layton. Almost 40%⁸ of Blackpool's households have no access to a car and rely primarily on public transport. Blackpool International Airport is located on the edge of Blackpool's southern boundary in Fylde and operates regular charter and scheduled flights throughout the UK and to a number of European destinations, carrying 262,630 passengers in 2013.⁹

2.1.6 Whilst Blackpool remains at the heart of the UK tourism and visitor economy, it has experienced a significant decline in visitor numbers from the 1980s onwards; a consequence of growing affluence, enhanced consumer choice and the perceived obsolescence of the town's visitor offer. Three decades of resort decline has led to an under-performing economy, high levels of deprivation, an unbalanced housing

⁴ Omnibus 2013.

⁵ Census 2012

⁶ Census 2012

⁷ Census 2011

⁸ Census 2011

⁹ Civil Aviation Authority 2013

market and declining holiday areas. Blackpool is currently ranked as the 6th most deprived local authority in the country.¹⁰

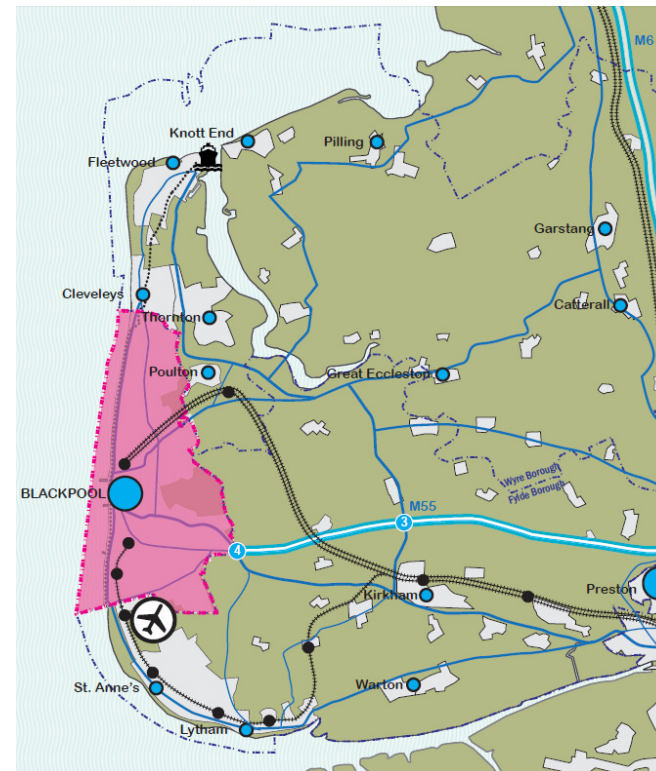
2.2 Sub-Regional Context

2.2.1 Blackpool lies within the Fylde Coast sub-region along with the neighbouring authority areas of Fylde and Wyre (see figure 1). The sub-region demonstrates a high level of self containment in terms of housing markets, travel to work patterns and economic functionality.

2.2.2 Identifying and addressing cross-boundary issues of infrastructure supply and demand is a key factor in achieving the future development and economic growth of the Blackpool and the wider sub-region. At a sub-regional level shared infrastructure issues include:

- road capacity and infrastructure including the A585 and evaluating the M55 to Norcross Link (Blue Route);
- improving rail accessibility to key national and regional centres and strengthening the role of the South Fylde rail line;
- consideration of surface water drainage issues along the urban coastal belt;

Figure 1: The Fylde Coast sub-region



Duty to Co-operate/Memorandum of Understanding

2.2.3 The Government has introduced, through the Localism Act and the National Planning Policy Framework (NPPF), a **Duty to Co-operate** on strategic planning issues¹¹.

¹⁰ 2010 Index of Deprivation

¹¹ Section 110 of the Localism Act, which adds a new section (33A) into the Planning and Compulsory Purchase Act 2004 relating to the Duty to co-operate

2.2.4 The Duty to Co-operate applies to all local planning authorities (LPAs) and requires working with neighbouring authorities and other prescribed bodies on strategic priorities. It includes the potential for the preparation of joint evidence to understand sub-regional strategic economic and housing needs.

2.2.5 LPAs are required to demonstrate that they have successfully co-operated with other prescribed bodies on cross-boundary issues as part of the local plan process.

2.2.6 A Memorandum of Understanding has been established between Blackpool, Fylde, Wyre Councils and Lancashire County Council. It identifies the strategic planning issues which require cross boundary co-operation and collaboration in order to ensure the requirements of the 'Duty to Co-operate' are met. It will also guide the approach that the four authorities take with respect to responding to strategic planning applications and nationally significant infrastructure projects.

2.2.7 In addition, a draft 'Statement of Compliance with the Duty to Co-operate' has been produced which sets out how the Council has co-operated with other authorities and prescribed bodies in the preparation of the Core Strategy.

2.3 Overview of Spatial Strategy

2.3.1 The 'Spatial Vision' in the Core Strategy seeks to re-establish Blackpool as the principal centre for business, culture, and education on the Fylde Coast with the town centre as the sub-regional centre for retail. It aims to provide a high quality visitor experience; balanced housing offer; higher value employment uses, inner area regeneration and

supporting growth in South Blackpool. In delivering this Vision, the Core Strategy focuses on four goals:

- Sustainable regeneration, diversification and growth;
- Strengthen community wellbeing to create sustainable communities and reduce inequalities in Blackpool's most deprived areas
- Regeneration of the town centre, resort core and inner areas to address economic, social and physical decline
- Supporting growth and enhancement in South Blackpool to meet future housing and employment needs for Blackpool and the Fylde Coast

2.3.2 Policy CS1 of the Core Strategy sets out the overarching spatial strategy for inner area regeneration and supporting growth in South Blackpool. This is to be achieved by:

Growth, development and investment focused on the Town Centre, Resort Core and neighbourhoods within the inner area. . Three strategic sites are identified in the town centre - the Winter Gardens, Central Business District and the Leisure Quarter.

Promoting supporting South Blackpool Growth to meet housing and employment needs, whilst recognising the important character of remaining lands at Marton Moss..

2.4 Housing and Employment Provision

Housing

2.4.1 The level of planned housing growth is set out in Policy CS2 of the Core Strategy Proposed Submission. Provision is made for around 4200

new homes for the period 2012 to 2027 which equates to around 280 additional dwellings per annum. This comprises sites within the existing urban area (including major regeneration sites), sites in South Blackpool and windfall sites.

2.4.2 Further information can be found in the Housing Requirement Technical Paper (2014) which accompanies the Core Strategy Proposed Submission.

Employment

2.4.3 The Fylde Coast displays strong travel to work patterns and economic functionality. It has traditional major strengths related to its resort and coastal economy and is a regionally and nationally significant location for advanced manufacturing and public sector administration.

2.4.4 The peripheral location of the Fylde Coast within the North West makes it critical to provide a portfolio of sustainable employment opportunities to improve economic performance. The three Fylde Coast authorities have recognised the need to capitalise on the particular assets, strengths and opportunities of the sub-region as a whole through the Duty to Co-operate.

2.4.5 Blackpool, Fylde and Wyre Borough Councils have undertaken separate employment land studies in order to assess future employment

land requirements. The Blackpool Employment Land Study identifies a requirement for 31.5ha of employment land over the plan period. In order to meet this need, the Council will continue to allocate the remaining available undeveloped employment land. In addition, Fylde Council have agreed, through the Duty to Co-operate, to provide around 14 hectares of employment land close to the Blackpool boundary to meet Blackpool's employment land shortfall.

2.4.6 Complementing this, it is essential to promote better quality employment sites and capitalise more on existing assets such as Blackpool Town Centre and key strategic sites in the wider sub-region. These sites include lands around Junction 4 of the M55, along the Blackpool Airport corridor, BAE Systems Enterprise Zone, Hillhouses (Thornton) and Fleetwood Port.

2.4.7 Further information can be found in the Employment Land Technical Paper (2014) which accompanies the Core Strategy Proposed Submission.

3 Infrastructure Overview

Physical Infrastructure

The main partners in Blackpool for the provision and maintenance of physical infrastructure are:

- Blackpool Council
- United Utilities
- Environment Agency
- National Grid
- Electricity North West
- Network Rail
- Blackpool Transport
- British Telecom
- English Heritage

3.1 Transport

3.1.1 For a coastal town, Blackpool has good strategic transport links. This includes good connections to the national road and rail networks and Blackpool International Airport.

3.1.2 The Blackpool Local Transport Plan (LTP) 2011-2015 is the key vehicle for setting out transport policy and delivering it at the local level. The LTP relates to Blackpool, but has a Fylde Coast sub-regional and

national perspective. Cross boundary linkages to neighbouring Fylde and Wyre are important (Lancashire County Council (LCC) is the transport authority in these two districts).

3.1.3 Blackpool Council has worked closely with the two other transport authorities in Lancashire (Blackburn with Darwen Borough Council and Lancashire County Council) on the 'Sub-Regional Transport Framework for Lancashire' which informed the development of the LTPs of the three transport authorities. Blackpool Council has also worked closely with Lancashire County Council on the Fylde Coast Highways and Transport Masterplan which is anticipated to be published for consultation late in 2014.

3.1.4 Developing a more sustainable and efficient transport network will enable economic growth and opportunities for all. Good transport for all users is vital for Blackpool's social, economic and environmental wellbeing. Road, rail, tram and air links provide the mainstay of Blackpool's infrastructure. These are supported by a comprehensive network of footpaths, public rights of way and an increasing number of off-road cycle routes.

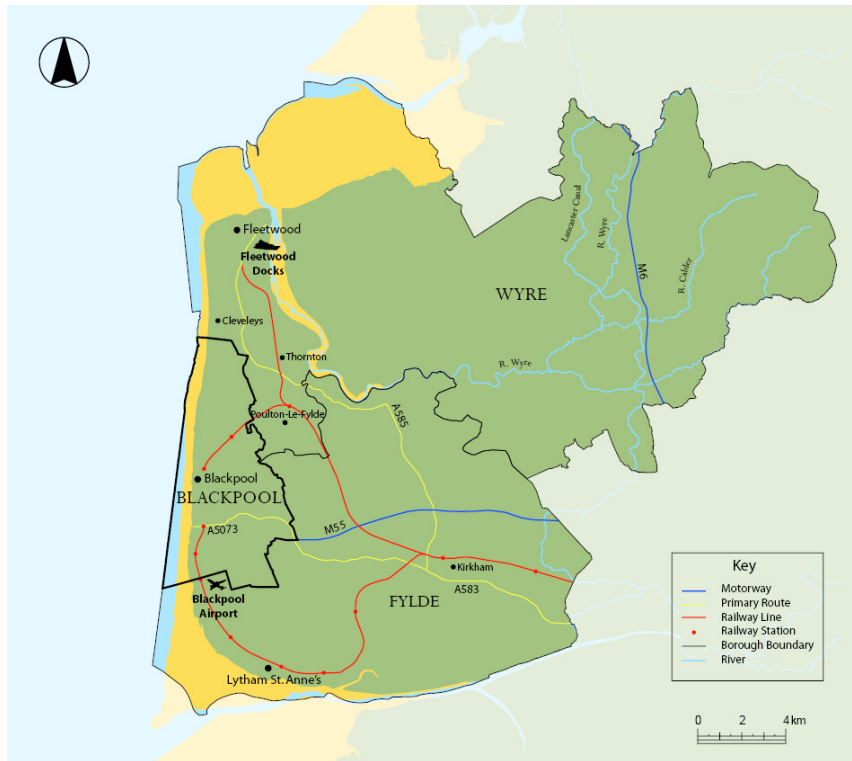


Figure 2: Transport Network in Blackpool and the Fylde Coast

Highways

3.1.5 The M55 motorway provides Blackpool with a strategic link to the wider national motorway network leading directly onto Yeadon Way/Seasiders Way, which is a key visitor route providing direct access to the town centre and resort. Other key routes into Blackpool include the

Promenade (A584), Talbot Road (A586), Preston New Road (A583) and Progress Way/Squires Gate Lane (A5230).

3.1.6 Blackpool Council, as a Unitary Authority, has responsibility for the local highway network and the production of the Local Transport Plan (LTP). However, the Highways Agency is responsible for the operation and maintenance of the M55.

3.1.7 Excellent road links are needed to support Blackpool’s visitor economy and local jobs and services. Yeadon Way/Seasiders Way is a key gateway to the resort, linking the M55 motorway to the town centre. It has extensive car parking areas adjacent to it which are of critical importance to the resort's economy. It is identified as a priority for improvements in the LTP, with a major maintenance scheme (£3.6m) to be carried out later this year including significant repairs to bridges, embankments and the road structure.

3.1.8 Blackpool Council has improved the overall condition of its roads and footways through Project 30, a prudential borrowing arrangement which provided £30m investment over 25 years. The project addressed the maintenance backlog and significantly improved the overall condition of the road network. LTP maintenance resources will complement Project 30 funding to deliver the overall transport objectives.

3.1.9 One Growth Deal scheme which will be brought forward is major maintenance to road bridges across the town. A number of bridges are in poor condition and unable to carry heavy loads, therefore a bridge maintenance improvement programme will be developed in co-operation with Network Rail, based on detailed assessments that have been undertaken.

3.1.10 In terms of sub-regional road infrastructure, the Duty to Co-operate Memorandum of Understanding identifies the commitment by the three Fylde Coast Authorities to:

- Continue to support improvements to the A585(T) to relieve short to medium term road congestion along that route and within the Blackpool urban area and improve the transport of freight.
- Continue to safeguard land for the M55 to Norcross Link to relieve longer term road congestion

Although these lie outside of Blackpool Borough, their implementation will impact upon the movement of vehicles in and around Blackpool.

Bus

3.1.11 Blackpool Transport is the main bus operator in the town. Buses have little priority on the existing road network with few bus lanes and only one bus-gate in the Borough.

3.1.12 In 2012 Blackpool received a grant of £1.5 million from the Government's Better Bus Area Fund (BBAF) to invest in projects to boost the town centre by improving bus stops and shelters, improving bus information points and improving bus service reliability. These projects include:

- A new bus lane created on Central Drive between Bank Hey Street and Reads Avenue, providing a more direct and therefore quicker route for buses travelling to South Blackpool.

- New bus shelters installed around the town centre, creating a more pleasant waiting environment
- New bus information points to make it easy to find which bus you need in the town centre
- Town centre promotions with discounted travel and information about bus services in Blackpool
- Advertising campaigns to encourage more people to travel by bus
- Improved technology to help late-running buses at traffic light controlled junctions, making the timing of bus journeys more reliable (anticipated to be completed by the end of 2014).

3.1.13 New bus-rail interchange facilities at Blackpool North are to be delivered through the Talbot Gateway/Central Business District project (see section 4.3)

Coaches

3.1.14 Coach travel is an important means of travel to the resort, making a major contribution to the resort economy as well as having a low-carbon footprint. To capitalise on this mode of transport, there is a need for convenient and attractive passenger pick-up/drop-off points and waiting facilities, as well as sufficient and accessible coach layover parking, which will be important to the future development of the resort.

Cycling

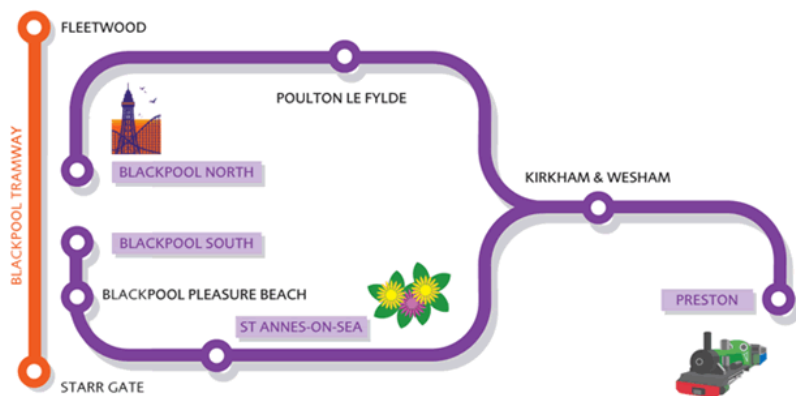
3.1.15 The National Cycle Network in the United Kingdom was initiated by the charity Sustrans (Sustainable Transport) and has 14,000 miles of walking and cycling routes across the country. The primary route in the Blackpool is the National Cycle Network (NCN) route 62, which runs along

the coast from Fleetwood, through Blackpool to Lytham and beyond. A branch of NCN 62 also runs inland through the town centre, Stanley Park and Blackpool Zoo.

3.1.16 Blackpool has two explorer routes, funded through the Cycle Towns Initiative. These run from the Promenade inland to Stanley Park and Blackpool Zoo. The Explorer Routes contribute to a network of cycle routes that are suitable for a wide range of cyclists. The routes provide a well signposted route to and from the Promenade and are suitable for any level of cyclists. Both routes are linear, but can be made in to a loop by using the shared path areas around Stanley Park and along the Promenade.

Rail

3.1.17 Blackpool benefits from two rail connections into Blackpool North and Blackpool South stations.



3.1.18 There are relatively poor links to the national rail network, mainly due to poor interchange facilities at Preston. Network Rail's project to electrify the line from Blackpool North to Preston and on to Manchester will help improve journey times. The overall project cost is £300 million (this includes Manchester to Liverpool electrification) and is due to be completed by 2017. This will facilitate rail services to major UK cities and the potential to increase rail's modal share, taking pressure off the road network.

3.1.19 Coinciding with the electrification will be the implementation of European Rail Traffic Management Systems. These will replace traditional railway signals with a computer display inside every train cab, reducing the cost of maintaining the railway, improving performance and enhancing safety.

3.1.20 The South Fylde line connects South Blackpool to Preston via Lytham St Annes. Being single track the line has limited services and the capacity of the rail infrastructure needs to be increased to allow more frequent services and greater efficiency. The Council and rail providers are actively exploring options to achieve this including tram/train technology and providing double-track or passing loops. The Council will continue to support a Community Rail Partnership that promotes this line and includes the Council, Network Rail and Train Operating Companies.

Tram

3.1.21 The Tramway, owned by Blackpool Council serves Blackpool, Cleveleys and Fleetwood and is a key transport asset to the Fylde Coast. The tramway has been upgraded to ensure the service continues to

operate for future generations, investing over £100m, bringing the service up to modern standards.

3.1.22 In July 2012 Blackpool Council received indicative 'programme entry' for an extension of the tramway to Blackpool North Station through the Transport for Lancashire Fund (Major Scheme Funding devolved from the DfT). This will improve access to the national rail network for residents of Blackpool, Fleetwood and Cleveleys and visitors. £16.4m has been awarded to Blackpool towards the estimated £18.2m total capital cost.

3.1.23 Further extensions to the tram network, including a link to Blackpool North rail station and to the South Fylde line, would develop the tramway's strategic potential and connect settlements on the Fylde Coast within a sub-regional integrated transport network. A number of extensions have been appraised and recommendations which support future growth in the region will be actively pursued.

Airport

3.1.24 Beyond the Blackpool boundary, Blackpool International Airport is an important sub-regional asset and will be a key driver in supporting economic growth across the Fylde Coast. It operates regular scheduled and charter flights throughout the UK and to a number of European destinations.

3.1.25 It is important that its position is maintained as a regional airport with the potential to provide strong business connections, supporting both tourism and business aspects of the economy. Lands around the airport will be critical in capitalising on this asset. Blackpool and

Fylde Councils are working with the airport owners and other stakeholders to identify opportunities for appropriate future growth and development, the integration of the airport with adjacent developments and supporting infrastructure requirements.

Parking

3.1.26 Parking provision and management has a key part to play in ensuring Blackpool remains a tourist destination of choice and is also instrumental in determining where Fylde Coast residents choose to shop. Good quality, well-planned and accessible car parking is therefore required to support the vitality and viability of Blackpool Town Centre, as well as the resort economy. Whilst the town has significant parking provision overall, particularly along Central Corridor, some of these are in more peripheral locations meaning they can be underused at times. With parking pressure in the town centre and limited opportunities to increase provision in more central areas, the Council will support measures that will help make this more peripheral parking more accessible to the town centre and resort whilst also seeking to ensure better provision overall.

3.1.27 Blackpool's inner area neighbourhoods suffer severe seasonal shortages of car parking for both residents and visitors. Whilst streets are able to cope with residential parking, the additional demand from visitor parking means that solutions are needed with respect to new parking provision and through improved access to under-used provision nearby. Parking provision and management has a key part to play in ensuring Blackpool remains a tourist destination of choice and is also instrumental in determining where Fylde Coast residents choose to shop. Good quality, well planned and accessible car parking will support the vitality and viability of Blackpool Town Centre.

Air Quality Management

3.1.28 Blackpool has one Air Quality Management Area (AQMA) in the town centre, which was declared in 2005. Pollution levels are monitored continuously to determine the success of measures implemented through the resulting Air Quality Action Plan. An updating and screening exercise was undertaken borough-wide in 2012, which showed no further AQMA designations necessary.

3.1.29 Implementing 'Smarter Choices' initiatives will help reduce emissions. Innovative marketing and promotion will encourage people to change their travel behaviour. Blackpool has an effective Travel Plan Partnership and has a track record of supporting effective workplace and personal travel plans.

Source:

- Blackpool Local Transport Plan 2011-2016
- Lancashire Transport Plan 2011-2021
- Lancashire Strategic Economic Plan (March 2014)

3.2 Utilities

Gas

Gas Transmission

3.2.1 National Grid owns and operates the high pressure gas transmission system in Britain. There are no high pressure gas

transmission pipelines within Blackpool.

(<http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW/gaspipes/>)

National Grid has confirmed that the proposed growth in Blackpool is unlikely to have a significant effect upon the National Grid's gas transmission infrastructure, given the scale of the gas transmission network.

Gas Distribution

3.2.2 National Grid Gas Distribution (NGGD) owns and operates the local gas distribution network in Blackpool.

3.2.3 Reinforcements and developments of the local distribution network are generally as a result of overall demand in a region rather than site specific developments.

Electricity

3.2.4 The electricity distribution in the North West is provided by Electricity North West (ENW).

3.2.5 Blackpool is fed by 132kV supply to three bulk supply points; Blackpool, Bispham and Thornton. These bulk supply points feed 33kV Primary Sub Stations and are inter-linked for reliability and security.

3.2.6 There are no known Borough-wide capacity issues, although there appears to be particularly high utilisation rates in the network for substations in parts of the Fylde Coast (both 132kV and 33kV) currently at Bispham, Marton and Copse Road.

3.2.7 The Council will continue to consult with providers to identify and address any capacity issues of proposed new development.

North West Coast Connections

3.2.8 A substantial amount of new electricity generation is planned to connect to the system in the region over the next few years. The key projects are:

- Moorside Power Station – A new 3,200 Megawatt (MW) nuclear power station proposed near Sellafield (see figure 4 for location). National Grid is required to connect this power station to the transmission system by 2022, and to export power from the station by 2023.
- Windfarm projects – Two offshore windfarm projects are contracted for the North West to connect to Heysham Power Station. National Grid is required to export power from these wind farms, which will total 1,126 MW capacity.

3.2.9 In order to meet these and other new connection requirements and to maintain sufficient levels of electricity generation to the region, major transmission infrastructure developments are required. The purpose of the North West Coast Connections project is to find the best way to reinforce the national electricity transmission system to provide the required new connections.

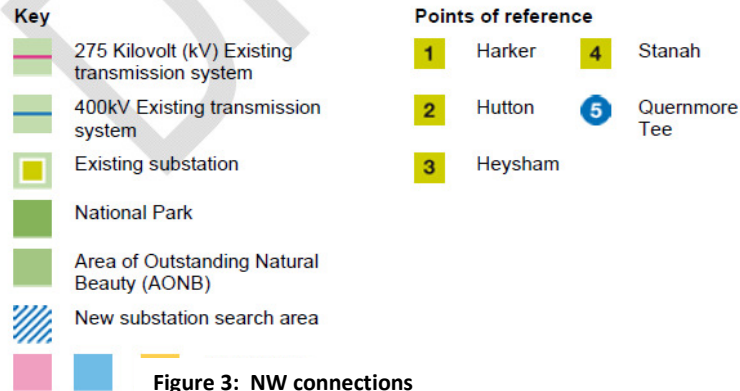


Figure 3: NW connections

3.2.10 The project team are continuing to engage with key stakeholders and have consulted on six strategic options for the route of new connections, along with potential areas of search for new substations and converter stations. This has assisted the project team in identifying two potential options that could be taken forward. The team is now working to identify potential routes, along with locations for substations and converter stations.

3.2.11 The project could potentially impact upon Blackpool. Figure 4 shows a potential route corridor from Moorside, across the sea, to connect to potential substations and converter station(s) within an 'Area of Search' on the Fylde coast, extending as far north as Lancaster. This 'Area of Search' is identified on the map as blue hatching. The Project team are continuing to develop the options, and it is anticipated that more detailed routing will be provided in due course. The project website contains regular updates on the project (see <http://www.northwestcoastconnections.com> for further information). It is anticipated that a planning application will be submitted to the Planning Inspectorate in 2015.

3.2.12 National Grid is working in partnership with various stakeholders as the project develops. The project is expected to be delivered by 2020 and cost in the region of £500 million. The project aligns with the wider masterplan for Britain's Energy Coast, which is a £2 billion package of regeneration projects that aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation.

3.3 Telecommunications

3.3.1 There are no known issues in terms of current capacity in Blackpool and the North West. Telecommunications providers have been consulted throughout the Core Strategy process.

3.3.2 Blackpool has a wireless network in areas within the town centre and wider Blackpool. With a WiFi device, access is free of charge in the selected hot spot zones across the town.

Superfast Broadband

3.3.3 Lancashire Superfast Broadband is a joint venture between Lancashire County Council, Blackpool and Blackburn with Darwen Councils and the twelve district authorities in Lancashire.

3.3.4 BT has been appointed as delivery partner with the aim to:

- Deploy superfast broadband to areas in Lancashire that are currently uneconomical for private sector investment.
- Promote superfast broadband across the whole of Lancashire

3.3.5 The completion of the project phase that covers Blackpool is expected in 2014.

3.4 Renewable Energy

3.4.1 The Council has proactively installed renewable energy sources, including photovoltaic array and small wind turbines at the Solaris Centre and along the Promenade. In terms of overall carbon reduction however,

the current installations are modest and make a limited impact on the overall reduction of Blackpool's carbon emissions.

3.4.2 AECOM was appointed by Blackpool Council to develop an evidence base to inform the development of CO² reduction and renewable energy policies to be included in the Core Strategy.

3.4.3 This AECOM study assessed the scale of potential from different renewable energy sources in Blackpool. The promenade areas along the beach are able to support development of wind energy. The urban centre has significant potential for the installation of district heating systems, fed by combined heat and power, along with building integrated micro-generation alongside both existing and new development.

3.4.4 An Energy Efficiency Supplementary Planning Document will be prepared by the Council giving more detailed advice on the measures that should be considered and where appropriate, provided to reduce energy use.

Source:

- Blackpool Climate Change and Renewable Energy Study (February 2010)

3.5 Water

Water Supply

3.5.1 Blackpool is located within the Integrated Water Resource Zone. This area covers South Cumbria, Lancashire, Greater Manchester, Merseyside, parts of Cheshire and Derbyshire. The majority of water comes from Haweswater and Thirlmere reservoirs in Cumbria, or the River Dee and Lake Vyrnwy in Wales.

3.5.2 The Revised Draft Water Resources Management Plan prepared by United Utilities states that the Integrated Resource Zone is likely to have a healthy surplus of water through to 2040, even if its population grows more than expected or the climate becomes drier than predicted.

Source:

- Revised Draft Water Resources Management Plan 2013 (produced by United Utilities)



© United Utilities Water PLC

Figure 4: Water Supply Areas

Bathing Water Quality

3.5.3 There are eight bathing waters along the Fylde Coast, four of which are within Blackpool Borough (Bispham, Blackpool North, Blackpool Central and Blackpool South).

Figure 5: Location of Designated Bathing Waters along the Fylde Coast



3.5.4 The current Bathing Water Directive (76/160/EEC, revised by Directive 2006/7/EC) aims to reduce and prevent the pollution of bathing water, and to inform European citizens of the degree of pollution. Its specific aim is to protect public health and the environment from pollution in bathing waters. It lays down the minimum levels of bacteria which may be present in bathing waters. The bathing season in England runs from the middle of May to the end of September.

3.5.5 The revised Bathing Water Directive (BWD) includes more stringent water quality standards, a stronger beach management focus and new requirements for the provision of public information. The majority of the revisions to the BWD will come into force by 2015, although most changes to the regulations are currently being implemented. The revised bathing water classification will consider a four year rolling bathing water quality dataset, rather than the present annual evaluation. This allows a smoothing of the data and less emphasis on individual results to give the overall classification.

3.5.6 The 2012 bathing season marked the beginning of the transition between the current and the revised BWD. The general tightening of legislation and new reporting of Bathing Water Classifications will require United Utilities to meet the maximum three spills per bathing season requirement. A spill is an intermittent discharge into the sea that can last up to 12 hours due to the combined sewer being overloaded.

3.5.7 The result of the 2013 testing showed that all of Blackpool's bathing waters met the current minimum bathing water standards.

Figure 6: 2013 Bathing Water Results



Figure 7: Past Bathing Water Quality

*Blackpool North bathing waters were closed until the end of 2011 due to coastal defence works

Bathing Water	2009	2010	2011	2012	2013
Bispham	Minimum	Minimum	Minimum	Minimum	Minimum
Blackpool North*	Closed*	Closed*	Closed*	Fail	Minimum
Blackpool Central	Minimum	Minimum	Fail	Minimum	Minimum
Blackpool South	Minimum	Minimum	Fail	Fail	Minimum

3.5.8 The Environment Agency has used four years monitoring data (2009-2012) to predict which bathing waters are likely to meet the more stringent revised bathing water standards. Only Bispham is projected to meet the new 'Sufficient' standard.

3.5.9 The failures observed along the Fylde Coast in the past are a result of both regional and local factors. Bathing water quality is heavily influenced by diffuse sources from the Rivers Ribble and Wyre and from the water drainage catchment area that flows into the Blackpool sewerage system. Large scale infrastructure at Fleetwood and the impending "spill reduction" schemes along the Fylde Coast are anticipated to have a significant beneficial effect on local bathing water quality. There does, however, remain a significant contribution from animals (birds, donkeys and horses), misconnections into surface water systems, storm water systems and direct contamination from bathers and dogs.

3.5.10 Bathing water quality is an extremely significant issue for Blackpool and the visitor economy as consistent failures over four years will lead to mandatory warning notices on Blackpool's beaches advising the public of their poor condition.

Surface and Waste Water

3.5.11 Directly linked to the above, a key issue for the delivery of the Core Strategy is surface water and wastewater management. Storm water discharge from the combined sewer system makes a significant contribution towards poor quality bathing water.

3.5.12 Blackpool's sewerage system is a combined system (one carrying both foul and surface water), resulting in large volumes of rainwater finding its way into the sewer network. The combined pressures of population growth and more intense storm events are likely to increase the load on existing infrastructure, leading to more frequent spills from the combined sewer overflows of Manchester Square and Anchorsholme Outfall pumping stations as a result. There is a need to reduce the impact of these events in order to improve water quality standards in receiving waters and to minimise the risk of serious damage and inconvenience to the public.

3.5.13 United Utilities is responsible for sewerage services across the Borough. Sewerage companies have a legal obligation to ensure that adequate sewage treatment infrastructure is provided to meet the requirements of new residential development. Blackpool Council has consulted United Utilities and the Environment Agency extensively through the development of the Core Strategy. Further details of surface

water and waste water capacity and management issues are set out in Section 4 in relation to development in South Blackpool.

3.5.14 The primary focus of the Core Strategy is Blackpool, however wider consideration of cross-boundary surface water issues involving both Fylde and Wyre is essential, with shared infrastructure and drainage issues along the urban coastal belt.

Existing Assets

3.5.15 The existing Land Drainage Assets in the Borough consist of both culverted and open watercourses. There are seven pumping stations within the Borough that deal with surface water. The principle ones are situated at Marton Mere, which is owned and operated by the Council, and on Progress Way at Newhall Avenue which is operated by the Council on behalf of Lancashire County Council. They are subject to Routine and Reactive Maintenance Contracts and are monitored by 24 hour telemetry systems. Two smaller stations are at Mossom Lane and Carleton Cemetery, both owned and operated by the Council. Two further surface water pumping stations are on Highfield Road and Cornford Road and are owned and operated by United Utilities and have a separate incorporated foul pumping facility.

3.5.16 There are a further 23 pumping stations owned and operated by United Utilities, varying in size and criticality. These handle combined sewage which includes a considerable percentage of the Borough's surface and ground water. This is then transferred, via the Coastal Transfer Main, to a Treatment Works at Jameson Road, Fleetwood.

Historical Position

3.5.17 Prior to 1996, the majority of the Blackpool and Fleetwood urban areas were sewered with combined sewer system that drained to major pumping stations on the seafront, which then provided the discharge of all foul and surface water into the Irish Sea through long sea outfalls.

3.5.18 The construction of the Fylde Tunnel in 1996 from Manchester Square up to Fleetwood and the construction of a Wastewater Treatment Facility at Fleetwood provided treatment of sewage for the urban area for the first time. The scheme was built primarily in respect of bathing water quality of the Fylde Coast from St Annes up to Fleetwood.

3.5.19 Post this construction, improvements occurred, with bathing waters generally meeting the mandatory standards associated with the original EU Bathing Water Directive. However the change in legislation discussed in paragraphs 3.5.4 and 3.5.5 will raise the quality requirements and change the overall status to poor performance. As a consequence, the Environment Agency have required more work in reducing spills to approximately 3 spills per bathing season.

3.5.20 Significant work has been undertaken at Fleetwood Wastewater Treatment Works to provide for additional capacity to treat a greater load from the Blackpool and Fleetwood areas. However, United Utilities have expressed issues with regard to the network hydraulic capacity. This particularly relates to the main Fylde/Blackpool Interceptor tunnel. This concern is driven by the frequency of storm spills at Manchester Square, Anchorsholme and Chatsworth Avenue pumping stations.

3.5.21 United Utilities' strategy for spill reduction has been endorsed by the Environment Agency. The strategy includes the development of a new

model for the Blackpool, Fleetwood, Thornton and Cleveleys area for the removal of significant surface water from the old combined sewer system. The model is currently being prepared and the development of surface water separation options will follow subject to funding by Ofwat and the local authorities.

3.5.22 The Water Industry works in five-year planning cycles, in which proposals are submitted to the water and sewerage regulator, Ofwat. As funding for the programme is only progressed in 5 year cycles, there can be no certainty as to sewerage provider's longer term investment programme. As a result Ofwat needs to be certain that development will take place before it can allocate funds to develop infrastructure.

3.5.23 The next period of investment will be 2015-2020 and United Utilities has already commenced looking at its programme for this period. A submission was made early in 2014, with the outcome and response from Ofwat finalising the United Utilities Asset Management Plan in December 2014. The growth proposed in the Core Strategy will inform the consideration of schemes being put forward as part of the 2015-2020 programme.

Work Undertaken

3.5.24 A number of pieces of work have been undertaken in recent years dealing with the issues of surface water and bathing water quality across Blackpool and the Fylde Coast.

3.5.25 The Central Lancashire and Blackpool Outline Water Cycle Study (WCS) was undertaken in April 2011 by Halcrow on behalf of Blackpool and Central Lancashire Councils (Preston, South Ribble and Chorley). The

study assessed flood risk planning data, foul drainage, surface water management, water resource and infrastructure issues.

3.5.26 The WCS did not identify any absolute barriers to development in Blackpool although it recognised that there are some constraints to development which need to be addressed through the development process.

3.5.27 In 2012 the Fylde Peninsula Water Management Group (FPWMG) was formed. This is a partnership comprising representatives of the Environment Agency, United Utilities, Blackpool, Wyre and Fylde Councils, Lancashire County Council and Keep Britain Tidy.

3.5.28 The Group was established following the recognition that the organisations all had similar obligations that would be better addressed utilising each other's resource and expertise and thus avoiding duplication.

3.5.29 The intentions of the partnership are to:

- Improve the quality of our bathing waters
- Reduce the risk of surface water flooding
- Improve coastal protection
- Deliver legislative duties
- Develop policy on Sustainable Drainage Systems (SuDS) and its implementation.

3.5.30 A ten point action plan has been produced which sets out the work that is needed to deliver long term improvements to bathing water quality across the Fylde Peninsula including to :

1. Reduce the number of spills from water company assets and reduce the flood risk within the sewer network.
2. Reduce the impact of polluted surface water outfalls
3. Target and deliver 50 hectares of retrofitted SuDS within 10 years
4. Prioritise development on Brownfield land
5. Management of surface water at new developments meets current best-practice standards
6. Incorporate best-practice water efficiency measures in new developments.
7. Improve Beach Management
8. Working with the tourist industry and local businesses
9. Promote Fylde Beach Care and develop and support community and business initiatives that foster ownership of bathing beaches
10. Improve land management practices

3.5.31 The group recently commissioned Atkins to undertake a Fylde Peninsular SuDS Study. The project considered how retrofitting of SuDS could be implemented on the Peninsula to reduce the impacts of urban drainage flooding and combined sewer outflow spillages across the Fylde Coast. The study identified two sites to pilot retrofitting SuDS:

- Tesco car park, Clifton Road, Blackpool
- Fylde Council office building and car park, St Annes

3.5.32 The FPWMG is now working with Atkins to facilitate the two pilot schemes.

3.5.33 A Surface Water Management Plan (SWMP) is also being prepared by ARUP for Blackpool Council and is due to be published in 2014. The SWMP will identify potential solutions and management

options for surface water flood risk within Blackpool and recommend a preferred option or strategy.

New Development and Surface Water Management /Sustainable Drainage Systems (SuDS)

3.5.34 United Utilities are looking to put surface water infrastructure in place to support the management of surface water through the Ofwat Asset Management Plan submission. This aims to provide a discharge route for the future discharge of surface water from developments around Junction 4 of the M55 to ensure no increase in surface water volumes on the Fylde Coast combined sewer system. This infrastructure is subject to approval by Ofwat.

3.5.35 In relation to sustainable drainage systems, site drainage is a major consideration when selecting possible development sites, development layout and design. The treatment and processing of surface water within the combined system is a not a sustainable solution. The current natural discharge solution for surface water for a site should be continued and/or mimicked. In accordance with the following hierarchy (paragraph 3.5.36), surface water will be expected to be managed at source and not transferred. The transfer of surface water often leads to further problems in that location. The local planning authority will expect developers to thoroughly investigate all alternative options before discharging surface water, directly or indirectly, into a public sewerage network.

3.5.36 The priority options for the management of surface water are:

- Continue and/or mimic the site's current natural discharge process;

- Store for later use;
- Discharge into infiltration systems located in porous sub soils;
- Consider permeable paving materials
- Attenuate flows into green engineering solutions such as ponds; swales or other open water features for gradual release to a watercourse and/or porous sub soils;
- Attenuate by storing in tanks or sealed systems for gradual release to a watercourse;
- Direct discharge to a watercourse (However, in Blackpool, several of these are connected to United Utilities combined sewers, which contribute to the spills occurring despite the large volumes of storage capacity in the system. It is therefore necessary to ensure that proposed new residential areas manage surface water and that it is released naturally into a preferred water system.)
- Direct discharge to a surface water sewer; and
- Only as a last resort after all other options have been discounted, including evidence of an assessment, controlled discharge into the combined sewerage network.

3.5.37 If, after having investigated the above hierarchy it is necessary to have recourse to the public sewer, it will be necessary for development

on greenfield sites to minimise the rate and volume of discharge to the public sewerage system as much as possible. On previously developed land, United Utilities would be looking for complete removal of surface water from the network by incorporating soakaways/SuDS features on the new development. If this is not achievable, United Utilities would be looking to for development to reduce the volume of surface water discharging from the site to the original greenfield runoff rate however if this is not feasible for practical reasons a reduction of at least 30% will be sought, rising to a minimum of 50% in critical drainage areas.

3.5.38 Core Strategy Policy CS9 'Water Management' supports the United Utilities approach and sets out that all development must minimise flood risk and surface water run-off resulting from development and ensure no additional flow enters the sewerage system. The policy also supports the retro-fitting of SuDS within existing urban areas to reduce surface water run-off.

3.5.39 There are Secondary Aquifers within the Borough which may be suitable for infiltration SuDS. For superficial deposit aquifers in particular, the suitability for SuDS will also be highly dependant on local conditions, such as depth to groundwater since high groundwater levels could prevent effective infiltration. However much of Blackpool has superficial deposits of Till which is indicated as Unproductive Strata (i.e. non aquifer). In these areas, the low permeability of the overlying till layer may prevent infiltration SuDS being feasible, even where the bedrock is more permeable. In these areas therefore, attenuation based SuDS will generally be more applicable.

Flood and Water Management Act 2010

3.5.40 The Flood and Water Management Act received Royal assent in April 2010. The Act provides a more comprehensive management of flood risk for people, homes and businesses, protects water supplies to the consumer and helps safeguard community groups from unaffordable rises in surface water drainage charges.

3.5.41 At unitary level, the Act establishes a SuDS approving body (SAB). The SAB will have responsibility for the approval of proposed drainage systems in new developments and redevelopments (in accordance with National Standards for Sustainable Drainage). The Act also amends Section 106 of the Water Industry Act 1991 to make the right to connect surface water to the public sewer conditional on the SAB approving the drainage of the site. The Act also requires the SAB to adopt and maintain approved SuDS that serve more than one property.

3.5.42 The Act requires Lead Local Flood Authorities (LLFA's) to maintain a register and record important flood risk management strategies and to investigate flooding to determine which authority has responsibility.

Source:

- Consultation with United Utilities and Environment Agency
- Central Lancashire and Blackpool Outline Water Cycle Study (December 2010)
- Fylde Peninsular Water Management Group
- Fylde Peninsular SUDS Study (Atkins 2013)
- Beach Management Activities along the Fylde Coast – Possible Measures to Control Local Bathing Water Quality (January 2013)
- An Action Plan to Improve Bathing Waters across the Fylde Peninsula (Draft Feb 2013)
- Surface Water Management Plan (in preparation)

3.6 Sea Defences

3.6.1 The coast is a key asset for the Fylde Coast and significant public investment via DEFRA has taken place in recent years to provide sea defences and alleviate the risk of flooding. This has brought a significant improvement to public realm in Blackpool .

3.6.2 The total length of coastline within the Borough is protected from coastal erosion and tidal inundation through the use of hard defences. The defences have been constructed in phases dating from 1900. The current policy of maintenance is prioritised on the basis of need along all

sections of the seawall. The work carried out is prioritised in such a way that breaches of these existing defences are avoided.

3.6.3 Work to improve the sea defences has been undertaken in phases since with some of the larger schemes comprising the regeneration of South Beach and works at Bispham to replace the time expired seawall. Work was completed in 2011 to replace 3.2km of time expired seawall between South Pier and North Pier.

3.6.4 Work is currently underway on a project which will see construction of new coastal defences at Anchorsholme, over a 1km length of seafront. These defences will involve new toe protection, sea walls and promenade. The cost of the scheme is £25 million, funded wholly by DEFRA.

3.6.5 The Council's Shoreline Management Plan seeks to sustain the existing coastline and beaches for coastal defence, recreation amenity and environmental conservation. The Council is also committed to minimising coastline pollution. Seawater quality has in the past been a problem, but major new infrastructure has improved quality and further improvements will be fully supported by the Council.

Source:

- Blackpool Strategic Flood Risk Assessment (December 2009)
- North West England and North Wales Shoreline Management Plan (February 2011)

3.7 Municipal Waste

3.7.1 Blackpool Council joined with Lancashire County Council to procure a long term private finance initiative contract to recycle, recover and dispose of all waste collected within their administrative boundaries. Under this contract planning permission has been granted for strategic facilities at Leyland, Thornton and Huncoat. Even when these facilities are operational there will be a need for some waste to be landfilled but the facilities will provide certainty for Lancashire's and Blackpool's municipal waste.

3.7.2 These facilities are identified in the Municipal Waste Management Strategy, and provide sufficient capacity with respect to mechanical biological treatment, composting and materials recovery up to 2021 and beyond.

3.7.3 There is also a Blackpool Council-owned transfer station located at Layton Depot. The Council has entered into a partnering agreement with Wyre and Fylde Borough Councils, which will lead to cost efficiency savings for all the Councils and reduce waste transport movements.

3.8 Historic & Built Environment

3.8.1 Blackpool has two Conservation Areas (Town Centre and Stanley Park), 40 listed buildings and one Grade II* Listed public park (Stanley Park).

3.8.2 The maintenance and protection of the listed buildings is the responsibility of their respective owners. However, the Council also has a

responsibility to protect these assets and maintain the contribution that they make to Blackpool's culture and quality of the built environment.

3.8.3 Further detail of current projects relating to heritage assets in the Town Centre is set out in Section 3, including the Winter Gardens and Blackpool Tower.

3.8.4 The Blackpool Townscape Heritage Initiative was a £2m Heritage Lottery Fund scheme aimed at regenerating Conservation Areas through investment in key buildings and public realm. The Blackpool scheme was centred on the Town Centre Conservation Area with many properties being improved and a new pedestrian square and events space created.

3.8.5 In 2009 the Council commissioned a series of nine intensive characterisation reports. These reports have informed the following projects:

- A review of the two existing Conservation Areas with a view to extending the boundaries
- Investigation into the potential for new conservation areas
- The implementation of a 'local list' of buildings of historical or architectural significance.

3.8.6 Responding to these recommendations, a proposal has been put forward to extend the Town Centre Conservation Area to include important heritage buildings such as Blackpool Tower. In addition the Council has adopted 65 locally listed buildings in the Bloomfield, Victoria and Waterloo wards with the view to adopt further buildings in other wards in the near future.

Physical Infrastructure Summary

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Roads	Maintenance improvements to existing highways (Project 30)	CS5: Connectivity CS12: Sustainable Neighbourhoods CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council	£30 million	Blackpool Council	-	-	2011-2014
Roads	Improved signage networks Advanced directional signage Improved way finding signage	CS5: Connectivity CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council	£0.87 million	Local Transport Plan	-	-	2011-2015
Road	Integrated Traffic Management System	CS5: Connectivity CS17: Blackpool Town Centre CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council	£2.4 million	Growth Deal (£1.7m) Blackpool Council (£0.7m)	-	-	2015-2016
Roads	Yeadon Way maintenance	CS5: Connectivity CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council Transport for Lancashire (Local Transport Body)	£3.6 million	Local Pinch Point Fund Blackpool Council	-	-	2014-15
Roads	Upgrade of street lighting and signal controlled	CS5: Connectivity CS10: Sustainable Design and Renewable and Low Carbon	Blackpool Council	£153 million	Blackpool Council Private Finance	-	-	2010-2035

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
	installations	Energy CS12: Sustainable Neighbourhoods CS17: Blackpool Town Centre CS22: Key Resort Gateways CS26: South Blackpool Transport and Connectivity			Initiative			
Roads	Upgrade of coach facilities including drop-off, pick-up and layover	CS5: Connectivity CS12: Sustainable Neighbourhoods CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS20: Leisure Quarter CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council	TBC	-	TBC	TBC	Over the life of the plan
Roads	Improvements to car park quality: - Banks Street - Talbot Road multi-storey - Central - Chapel Street - Bonny Street	CS5: Connectivity CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS20: Leisure Quarter CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council MUSE	Forms part of the wider development scheme	Developer	-	-	Talbot Gateway/CBD : 2013-2014 Leisure Quarter: As part of the development
Roads	Maintenance and improvement of bridges	CS5: Connectivity CS12: Sustainable Neighbourhoods CS17: Blackpool Town Centre CS21: Leisure and Business Tourism CS20: Leisure Quarter CS22: Key Resort Gateways CS27: South Blackpool Transport and Connectivity	Blackpool Council	£4.2 million	Growth Fund (£3.8m) Blackpool Council (£0.4m)	-	-	2015-2019

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Rail	Electrification of line from Blackpool North to Preston and Manchester	CS5: Connectivity CS17: Blackpool Town Centre CS19: Central Business District	Network Rail	Overall cost £300 million (this includes Manchester to Liverpool electrification)	Funded from the £1.3 billion allocated by government for Network Rail's network electrification programme	-	-	Blackpool to Preston electrification completed by 2016
Tram	New tramway extension to Blackpool North Station	CS5: Connectivity CS17: Blackpool Town Centre CS19: Central Business District (Talbot Gateway) CS21: Leisure and Business Tourism CS27: South Blackpool Transport and Connectivity	Blackpool Council Transport for Lancashire (Local Transport Body)	£18.2 million	Devolved Local Major Scheme funding	£1.8 million	Blackpool Council CIL	2017-2019
Surface water management	Use of attenuation based SuDS to remove surface water	CS7: Quality of Design CS9: Water Management CS12: Sustainable Neighbourhoods CS25: South Blackpool Housing Growth	Developer United Utilities Environment Agency Blackpool Council	Determined on a case by case basis.	Developer led	-	CIL	Ongoing
Surface water management	Additional surface water infrastructure to provide a discharge route for surface water from developments around the M55 Junction 4. <i>(Subject to funding approval)</i>	CS9: Water Management CS25: South Blackpool Housing Growth	United Utilities	Approx £20 million	Application to be made to OFWAT (AMP6 funding- 2015-2020).	-	-	Estimated completion 2018 <i>(subject to approval of funding)</i>
Flood Defence (Coastal)	Anchorsholme Coast Protection Scheme	CS9: Water Management	Blackpool Council	£28 million	DEFRA	-	-	2013-16
Flood Defence (Surface Water)	Marton Mere Pumping Station and Spillway	CS9: Water Management	Environment Agency Blackpool Council	£0.5 million	DEFRA	-	-	2014/15

Social Infrastructure

The main partners in Blackpool for the development and provision of social infrastructure include:

**Blackpool Council
Blackpool Coastal Housing
NHS England
Blackpool Clinical Commissioning Group
Blackpool and the Fylde College
Blackpool Sixth Form College
Learning and Skills Council
Training Providers
Community and Voluntary Organisations
Private Developers
Lancashire Constabulary
Lancashire Fire and Rescue Service
Lancashire Ambulance Service
Lancashire and Blackpool Tourist Board
Lancashire County Council**

secondary schools within the Blackpool Borough. In addition, Unity College provides education for children aged 4-16 years. Figure 11 maps education provision across Blackpool.

3.9 Education and Skills

3.9.1 Education in Blackpool is split into primary, secondary and post-sixteen education. Primary and secondary is compulsory and provided by Blackpool Council Local Education Authority. Post-sixteen education is provided by Further/Higher Education Colleges, Sixth Forms and vocational training providers. There are 30 primary schools and 7

Figure 8: Education Provision in Blackpool



Primary School

- 1. Anchorsholme Primary School
- 2. Baines Endowed C of E Primary School
- 3. Bispham Endowed C of E Primary School
- 4. Blackpool Gateway Academy
- 5. Boundary Primary School
- 6. Christ the King Catholic Primary School
- 7. Claremont Primary School
- 8. Devonshire Primary School
- 9. Hawes Side Academy
- 10. Holy Family Catholic Primary School
- 11. Kinraig Primary School
- 12. Langdale Free School

- 13. Layton Primary School
- 14. Marton Primary School
- 15. Mereside Primary School
- 16. Moor Park Primary School
- 17. Norbreck Primary Academy
- 18. Our Lady of the Assumption Catholic Primary School
- 19. Revoe Primary School
- 20. Roseacre Primary School
- 21. St Bernadette's Catholic Primary School
- 22. St Cuthbert's Catholic Primary School
- 23. St John Vianney Catholic Primary School
- 24. St John's C of E Primary School

- 25. St Kentigern's Catholic Primary School
- 26. St Nicholas' C of E Primary School
- 27. St Teresa's Catholic Primary School
- 28. Stanley Primary School
- 29. Thames Primary School
- 30. Waterloo Primary Academy
- 31. Westcliff Primary School
- 32. Unity College (4-16 years)

Secondary School

- 33. Unity College Blackpool (4 years - 16 years including Family and Business Centre)
- 34. Bispham High School – Arts College
- 35. Collegiate High – School Sports College
- 36. Highfield Humanities College
- 37. Montgomery High School – An Academy, Language College and Full Service School
- 38. Palatine Sports College

- 39. St George's High School – A Church of England Business & Enterprise College
- 40. St Mary's Catholic College

Children's Centre

- 41. Baines Children's Centre
- 42. Unity College Blackpool Children's Centre
- 43. Claremont Children's Centre
- 44. Kinraig Children's Centre
- 45. Revoe Children's Centre
- 46. St Cuthbert's Children's Centre
- 47. Mereside Primary School & Children's Centre

- 48. Grange Park Children's Centre
- 49. Talbot & Brunswick Children's Centre
- 50. Thames Children's Centre
- 51. The Together Children & Young People's Centre

Special School

- 52. Highfurlong School
- 53. Park School
- 54. Woodlands School

Blackpool Council

- 55. Progress House – Children's Services

3.9.2 'Building Schools for the Future' (BSF) was the biggest national school investment programme in recent decades. The Government's plan was to rebuild or renew every secondary age state school in England. BSF was cancelled in July 2010 as part of a capital spending review. However BSF monies in recent years has enabled the remodelling of St John's CE Primary School, completed in September 2009. In addition, St Nicholas' CE Primary School in the south of the town has been extended to become a two form entry school and Norbreck School in the north has been extended.

3.9.3 An uplift in Blackpool's level of educational attainment and skills at all levels is seen as essential to enhance the opportunities for the town's children and young people, and to support inward investment and Blackpool's longer term prosperity.

Primary Schools

3.9.4 The town's primary schools are well located across Blackpool's residential neighbourhoods to meet existing community needs.

3.9.5 Blackpool's 'Education Strategy to Address Primary School Placements and Net Capacity' highlighted the need to expand primary school capacity in the town. In responding to this report, recent developments have included:

- A new one form entry primary school (Gateway Academy) that has been built at Baron Road. This site has capacity to expand to a two form entry in the future.

- Refurbishment and expansion of Mereside Primary School to increase capacity to two forms of entry.

3.9.6 Further detail regarding additional primary school provision related to future developments in South Blackpool is set out in Section 4.

Secondary Schools

3.9.7 Three Blackpool schools have been redeveloped as part of the BSF programme; Highfield Humanities College, St Mary's Catholic College and The Mountford Centre. Highfield School has been completely rebuilt at a cost of £23m, with the new school opening in September 2012. The majority of St Mary's Catholic College has been rebuilt, incorporating a sixth form college and primary school, with the remainder remodelled and refurbished to accommodate 1,400 pupils. This project, cost £22m and was completed in June 2013. The Mountford Centre, a facility for pupils with emotional, behavioural and social problems, received £200,000 to fund refurbishment and ICT provision.

3.9.8 The BSF programme has enabled the number of school places available in secondary schools in each area to be adjusted to reflect demographic changes.

3.9.9 Unity College in North Shore was awarded £8 million through the Government's Primary Capital Programme Basic Need funding which has enabled the radical remodelling of the site and is due to be completed by 2014.

3.9.10 The Council is currently progressing proposals to merge Bispham High School and Collegiate High School into one brand new school due to open in September 2015. The new school will be a sponsored academy and be a complete new build on the Collegiate site.

3.9.11 There is also an identified need, in the longer term, for a new secondary school close to the town centre. This is due to increased birth rates that are currently affecting primary school provision and will be required in around 2018/2019. The Council is assessing options for potential sites close to the Town Centre with funding to be obtained from the Department of Education.

Source:

- **Blackpool Council Education Department**

Further/Higher Education/Training

3.9.12 Providers of post 16 education in Blackpool include:

- Blackpool Sixth Form
- St Mary's Sixth Form
- Blackpool and the Fylde College

3.9.13 Blackpool Sixth Form College has being subject to a £35m redevelopment programme in order to provide high quality academic and vocational learning in a university style setting.



3.9.14 Blackpool and The Fylde College announced plans in 2010 for a £52.5million phased 10 year redevelopment strategy for its Fleetwood Nautical, Bispham, University Centre and Ansdell campuses. The plans include a combination of refurbishment, upgrading existing buildings and selective new build.

3.9.15 The first phase, scheduled between 2010 and 2013, included a full refurbishment of Fleetwood Nautical Campus and minor refurbishment of the Fleetwood halls of residence.

3.9.16 This phase also included the major rejuvenation to the 1960's Cleveleys building at Bispham Campus, with external alterations to the

seven storey concrete structure. Phase two, scheduled for 2014-15 will see the other buildings at Bispham Campus undergo the same cladding and service upgrades.

3.9.17 During the third and fourth phases, a new technology building will be developed at Bispham, providing replacement accommodation for the Engineering and Construction schools. A new creative arts building is also planned for the University Centre to replace the outdated Park Building. Minor refurbishment and improvements to landscaping will also take place during these phases.

3.9.18 Plans elsewhere to improve the efficiency of the College and continue to deliver quality education include:

- Relocation of adult and community courses from Carr Head to other accessible local community venues.
- Continued support of the Blackpool Build Up project, which provides 8 weeks of construction work training to unemployed adults.
- Developing the University Centre's own 20 year strategy – Blackpool and the Fylde College is currently the country's third largest FE provider of HE .
- Developing a Fylde Coast Employment and Skills Strategy to develop better intelligence and understanding of current skills and future skill requirements of employers in Blackpool and the Fylde coast area.

Children's Centres

3.9.19 Children's centres provide all children aged 0-5 in Blackpool, and their parents, access to a wide range of early years, health and parental support. Blackpool currently has 11 Sure Start Children's Centres:

- Baines Endowed Children's Centre
- Claremont Children's Centre
- Grange Park Children's Centre
- Kingcraig Children's Centre
- Mereside and Clifton Children's Centre
- Revoe Children's Centre
- St Cuthbert's and Palatine Children's Centre
- Talbot and Brunswick Children's Centre
- Thames Children's Centre
- The Together Children's Centre
- Unity College Blackpool Children's Centre

Libraries

3.9.20 There are eight libraries located across the Borough. These include Palatine Library and Learning Centre which opened in October 2004 and the Moor Park Health and Leisure Centre which opened in 2011 and involved the relocation of Bispham Library. In the town centre, Central Library has undergone a £2 million renovation funded through the Big Lottery and reopened in September 2011.

Creative Industries

3.9.21 FYCreatives opened in Blackpool in 2008 as the first dedicated business incubator space for new and growing creative companies on the

Fylde Coast. Following on from its success, a £600,000 scheme to create a further 12 offices for creative industries use was developed (81 Central). These offices are located in the heart of the town centre, next to the Winter Gardens on Church Street.

Youth Facilities

3.9.22 A collective ambition within the town to help young people, part of this has been achieved through the development of a £4 million Youth Hub. The centre, completed in 2012, is an innovative, purpose built facility offering an extensive range of activities and services that contribute to young people's personal development and enterprise skills. Southpoint is located to the south of the town providing access into services through the school, library and leisure centre. It is envisaged that the Youth Hub Centre will benefit some 12,000 13 to 19 year olds.



3.10 Health Provision

3.10.1 The NHS has recently undergone major changes as a result of the Health and Social Care Act 2012. From 1st April 2013 the Primary Care Trust no longer exists. Responsibility for doctors and dentists is now with NHS England. The role of Public Health has been absorbed by the Council. The Blackpool Clinical Commissioning Group (CCG) is responsible for purchasing health/medical services on behalf of the Blackpool population.

GPs and Dental Practices

3.10.2 The existing health infrastructure in Blackpool includes 25 GP Practices and 13 Dental Practices. These are well located across the Borough (see maps). There are 110 GPs in Blackpool (as at October 2013), which equates to approximately one GP for every 1,272 people in Blackpool. This is better than the desired national provision of around 1,500 to 2,000 people for each GP. It should be noted that some GPs are located close to the Borough boundary and will also have patients from neighbouring authorities.

Figure 9: GPs in Blackpool

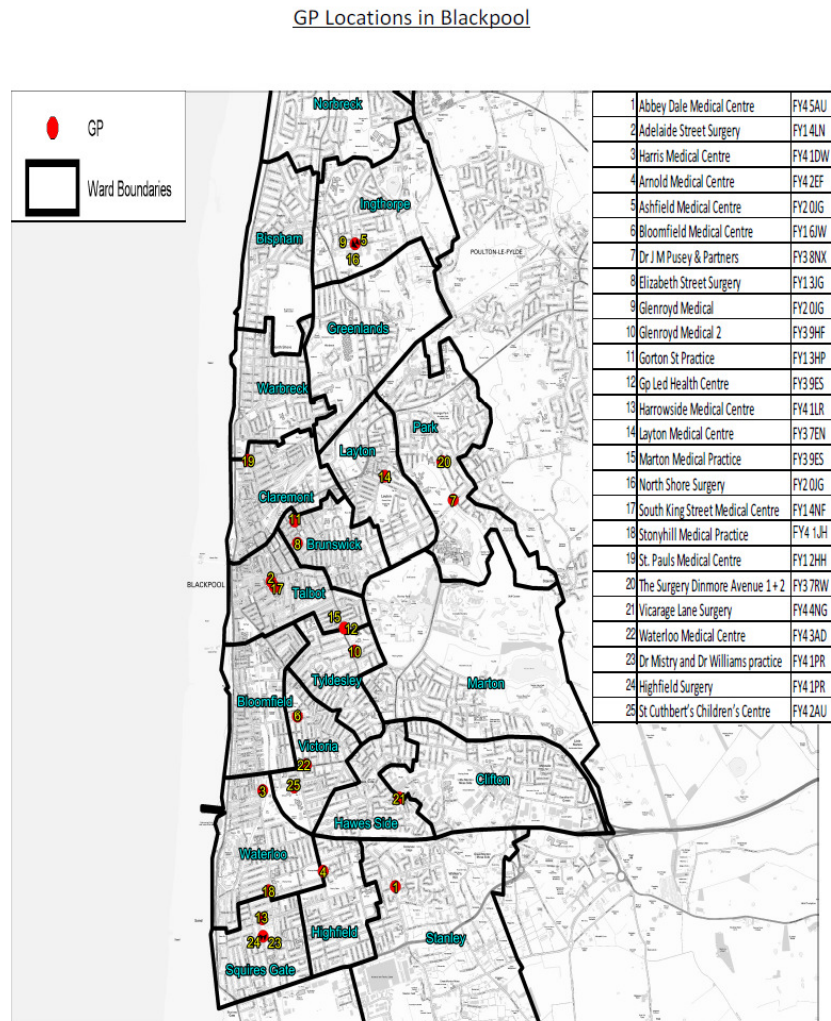
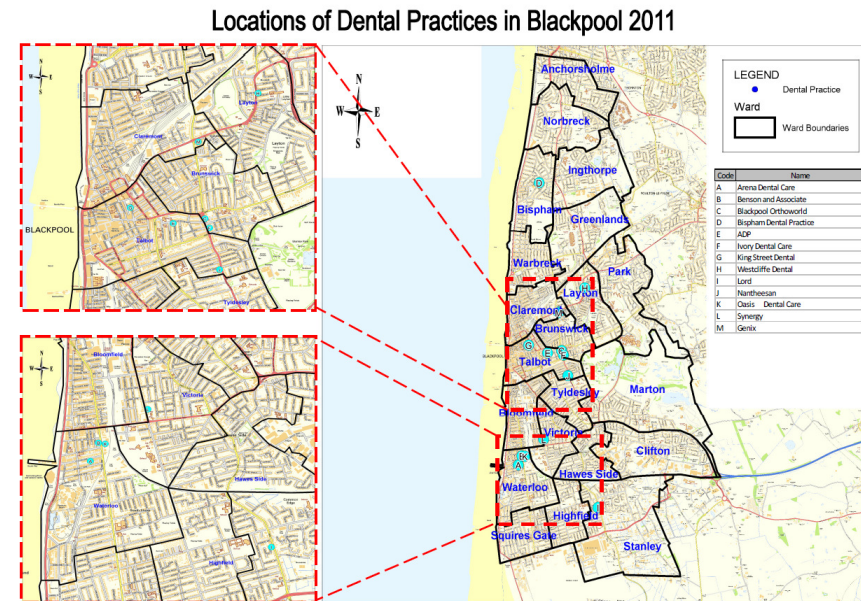


Figure 10: Dentists in Blackpool



3.10.3 Blackpool has three new multi-use Primary Care Centres providing health services to the Borough:

- North - Moor Park Health and Leisure Centre
- Central - Whitegate Health Centre
- South - South Shore Primary Care Centre

3.10.4 These bring together a much wider range and higher standard of health facilities under one roof making them more accessible to the community.

3.10.5 The Moor Park Health and Leisure Centre is an innovative new facility bringing together a range of facilities and services under one roof, including fitness studios, sports hall, and swimming pool. In addition, there are three GP surgeries, a chemist, library and Learning Centre, cafe and large outdoor play area, all located on one site.

3.10.6 There are ongoing negotiations to move additional hospital services into the three centres in order to make them more accessible to the community.



Hospitals

Blackpool Victoria Hospital

3.10.7 Blackpool Victoria Hospital is a large acute hospital that treats more than 80,000 day-case and inpatients and more than 200,000 outpatients from across Blackpool, Fylde and Wyre every year. Its Emergency Department is one of the busiest in the country with more than 80,000 attendances every year. The hospital has 767 beds and employs more than 3,000 members of staff. It provides a wide range of services and is one of four hospitals in the North West that provides

specialist cardiac services and serves heart patients from Lancashire and South Cumbria.

The Harbour

3.10.8 A new mental health facility, The Harbour, is being constructed in the south of the Borough at Whyndyke Farm. This will replace outdated facilities at Victoria Hospital. The facility will comprise a 143 bed inpatient unit that will specialise in the provision of acute adult mental healthcare services for patients across Blackpool and the Fylde Coast.



Bispham Hospital

3.10.9 Bispham Rehabilitation Hospital is a 40-bed Therapy Unit that helps adults to get back on their feet and return home after accidents, surgery or illness, specialising in short stays up to 6 weeks.

Future requirements

3.10.10 In consultation with the Council's Public Health Specialist, it has been confirmed that in terms of GP Practices, there is adequate healthcare provision to deal with the proposed housing growth over the plan period. This includes sufficient capacity at the South Shore Primary Care Centre to cater for the two housing sites located in South Blackpool providing around 750 new homes. Concerns were raised regarding the potential wider development of lands around Junction 4 of the M55, the majority of which would be located within Fylde Borough. This issue is identified within the Duty to Co-operate and would be dealt with through Fylde's Core Strategy and Infrastructure Plan.

3.10.11 The further major improvement of health facilities will be focused on the continuing replacement of outdated facilities and the provision of new services within the existing main Blackpool Victoria Hospital site, with an ongoing long term programme for the phased redevelopment of the site.

Source:

- **Consultation with NHS England and Public Health**

Community and Day Centres

3.10.12 There are five different community centres located across the Borough. These centres provide a comfortable and stimulating environment and clients have the opportunity to develop friendships and

share concerns with a member of the supportive, caring staff and volunteers team.

3.10.13 Blackpool Council runs four day-care facilities:

1. The New Langdale Care Centre provides a state of the art facility offering day services for adults aged 18 and over who have a learning disabilities and who are eligible for social care services. The centre offers a wide range of activities based on individual needs. The facility joins up with the Blackpool Centre for Independent Living on Whitegate Drive to provide north and south based services.
2. Highfield Health and Well-being Centre provides day services to people aged 65 and over who live in central and south Blackpool and are eligible for social care services.
3. Keats Day Service provides day care for older people with mental health problems.
4. Referrals can be made by social services, community mental health teams, hospitals, and the memory clinic for people who are registered on the Care Programme Approach (CPA). The team also offers an outreach service where they visit you at home.

3.11 Emergency Services

Police

3.11.1 Blackpool has three police stations and one divisional headquarters.

- Divisional Headquarters, Bonny Street
- Blackpool Central, Bonny Street
- Blackpool South, Montague Street
- Bispham, Red Bank Road

3.11.2 Lancashire Constabulary has recently undergone a restructure and is in the process of assessing a number of sites in order to relocate from the current Divisional Headquarters in the town centre. This will also facilitate the redevelopment of the wider former Central Station site for new leisure uses as set out in policy CS20 of the Core Strategy Proposed Submission.

3.11.3 The Council has consulted Lancashire Constabulary and no capacity issues have been raised.

Fire

3.11.4 Blackpool has three fire stations across the Borough which are;

- Blackpool Central, Forest Gate
- Bispham, Red Bank Road
- Blackpool South Shore, St Anne's Road

3.11.5 The Council has consulted Lancashire Fire and Rescue and no capacity issues have been raised.

Ambulance

3.11.6 Blackpool's ambulance stations are at the following locations:

- Waterloo Road, Blackpool
- Blackpool Victoria Hospital

3.11.7 The Council has consulted the Lancashire Ambulance Service and no capacity issues have been raised.

Social Infrastructure Summary

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Education - Primary School	Requirement for new primary school in South Blackpool	CS15: Health and Education	Blackpool Council, Lancashire County Council, Fylde Borough Council	£4-5 million	Developer	-	-	As part of first phase of Whyndyke Farm Development
Education - Primary Schools	New Primary School - Baron Road	CS15: Health and Education	Blackpool Council Westcliff Academy	£5 million	Department for Education	-	-	Completed Summer 2013
Education - Secondary Schools	Requirement for new secondary school close to the Town Centre	CS15: Health and Education	Blackpool Council	£12 million	-	£12 million	DfE CIL	2018-
Education - Secondary Schools	Remodelling of Unity College	CS15: Health and Education	Blackpool Council	£8 million	Department for Education	-	-	2014
Education - Secondary Schools	Rebuilding of Collegiate High School (and merger with Bispham High School)	CS15: Health and Education	Blackpool Council	£12 million	Department for Education	-	-	2014-2015
Education and Skills – Further/Higher Education	Refurbishment of Blackpool and Fylde College Bispham campus.	CS15: Health and Education	Blackpool and the Fylde College	£52 million (this cost includes all college campuses)	Learning and Skills Council	-	-	To be completed July 2015

Figure 11: Blackpool's Green Infrastructure

Green Infrastructure

The main partners in Blackpool for the development and provision of green infrastructure include:

Blackpool Council
Environment Agency
Landowners
United Utilities

3.12 Parks and Open Space

3.12.1 Green Infrastructure is the network of open spaces, habitats, parks, landscaped areas and green highway frontages, cycleways and pathways which enrich the quality of life of Blackpool's communities. They support regeneration, add to the attractiveness of the town as a place to invest, improve and develop new facilities and make a vital contribution to the physical health and well-being of residents and visitors.

3.12.2 The Council's priority is to continue to ensure the protection and safeguarding of greenspace from development in line with longstanding national and local planning policy. Opportunities to create new greenspace in Blackpool are limited by the intensely urban nature of the area and a main focus of policy is therefore on improving and enhancing existing provision.

3.12.3 A Blackpool Open Space, Sport and Recreation 2009 Audit and Position Statement has assessed the quality, quantity and accessibility of



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Key

- | | | |
|--|---|-------------------|
| Coast and Foreshore | Open Land Meeting Community and Recreational Need | Mainline Railway |
| Protected Open Spaces | Marton Mere SSSI | Railway Station |
| Playing Fields and Sports Grounds | Marton Mere Local Nature Reserve | Tramway |
| Other Sites of Nature Conservation Value | Allotments | M55 |
| New Open Space | Countryside Areas | Blackpool Airport |
| Green Belt | | |



recreational open space across Blackpool, and informed the identified policy priorities. This is due to be updated in summer 2014.

3.12.4 In terms of current provision, there are 123.6 ha of parks and gardens in Blackpool. These are generally of a high standard, with four sites achieving green flag status. In terms of amenity greenspace there is 28ha across Blackpool over 42 sites. Provision also includes;

- Outdoor Sports Facilities - 196ha of this provision over 34 sites largely contributed to by three large golf courses.
- Children's Play parks - There are 22 such sites across the Borough providing extensive access. The quality is being enhanced through improvements to existing sites.
- Natural Greenspace - There are 138 ha of natural greenspace over 22 sites. There is little provision of natural greenspace in the inner and south areas of the town.
- The nationally protected 39 hectare Marton Mere SSSI on the eastern edge of Blackpool is one of the few remaining freshwater lakes in Lancashire. There are ten other sites currently identified of local nature and conservation value. Further information on these can be found in the Blackpool Nature Conservation Paper 2012.
- Allotments - There are 13.1ha in the Borough across 8 sites. The distribution is uneven across Blackpool with no provision in the north or inner parts of the town.

Stanley Park

3.12.5 Stanley Park is a Grade II Listed Park and has sustained its Green Flag status for its fifth consecutive year. A strategic five year management plan has been prepared which sets out a series of actions/improvements to the park.

3.12.6 A £60,000 grant has been awarded to the Council through SITA's Enhancing Communities Funding Programme towards the upgrade of Stanley Park's young children's playground. This will be completed later in 2014.

Marton Mere Nature Reserve

3.12.7 The Council has been successful in securing £330,000 of funding from the Heritage Lottery Fund for a new Visitor Centre and a three year programme of specialist habitat, landscape and infrastructure improvements. Negotiations between the Council and Bourne Leisure, who operate the adjacent holiday park, have resulted in an agreed lease for the visitor centre and funding for an annual Seasonal Ranger from 2016.

Inner Blackpool

3.12.8 Much of the inner areas of the town have limited access to greenspace and quality public spaces. South of the town has a relative lack of larger parks, while most of Blackpool has limited access to natural landscape areas for informal and recreational use.

3.12.9 The Council is currently developing proposals for a series of green corridors linking the town's deprived inner areas to Blackpool Town Centre. This will encourage sustainable travel into the town centre and will have additional health and wellbeing benefits. There are identified in the Lancashire Strategic Economic Plan.

3.12.10 The introduction of a much improved provision of visually interesting outdoor space and public realm will be an essential component of all future development and regeneration schemes throughout Blackpool. The regeneration schemes at Queens Park and Rigby Road (discussed further in section 4.5) both provide improved public open space. The input of public artwork on the Promenade, the redesign of the George Bancroft Park, and the uplift given to the town centre through the St John's Square development exemplifies and emphasises the essential value of Green Infrastructure.

3.12.11 New green infrastructure, including public realm, and more formal sports and play provision will need to be provided in new developments in accordance with the Council's approved standards. Revised Guidance will be prepared to review the current requirements in SPG11 "Open Space for New Residential Development" as part of a new Supplementary Planning Document.

3.12.12 The Council is also in the process of preparing a Playing Pitch Strategy and a Green Infrastructure Strategy for Blackpool to guide the strategic direction of the town's green space which is expected to be completed 2015/16.

3.13 Leisure Facilities

3.13.1 Blackpool Council currently operates three sports centres in the Borough. Blackpool Sports Centre, located near Stanley Park provides a number of indoor sporting facilities, including a multi-use sports. The Palatine Leisure Centre has a swimming pool and provides a variety of fitness classes. Moor Park Health and Leisure Centre has recently been extended to provide a new gymnasium and sports facilities.

3.13.2 Indoor swimming pools are available at the Moor Park Health and Leisure Centre and Palatine Leisure Centre and additionally the Sandcastle Water Park.

3.13.3 A Big Lottery Funded project to build 18 Multi Use Games Areas (MUGAs) across the Borough was completed in 2006.

3.13.4 The Talbot and Brunswick (TAB) Health Village provides an integrated health and community facility which contains a multi-use games area, children's play area and TAB sports barn.

Source:

- **Lancashire Green Infrastructure Strategy (2009)**
- **North West Green Infrastructure Guide (2008)**
- **Blackpool Open Space, Sport and Recreation Audit Position Statement (August 2009)**
- **Stanley Park Management Plan 2013 – 2018**
- **Blackpool Sport and Physical Activity Strategy 2013-2018**

Green Infrastructure Summary

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Informal Greenspace	Marton Mere: <ul style="list-style-type: none"> ▪ New Visitor Centre ▪ 3 year programme of improvements 	CS6: Green Infrastructure CS7: Quality of Design CS9: Water Management CS10: Sustainable Design and Renewable and Low Carbon Energy	Blackpool Council Bourne Leisure	£330,000	Heritage Lottery Fund	-	-	2014-
Playgrounds	Stanley Park: Refurbishment of under 12's playground	CS6: Green Infrastructure	Blackpool Council Friends of Stanley Park	£150,000	SITA Enriching Nature Programme	£70,000	Ward Councillor CIL	2014
Public Open Space	Improvements to Layton Recreation Ground as part of the new Queens Park housing development	CS6: Green Infrastructure	Blackpool Council	£600,000	Blackpool Council	-	-	2016-2017
Playspace	New green space and children's' play space as part of new Rigby Road housing development	CS6: Green Infrastructure	Blackpool Council Hollinwood Homes	As part of overall development	Hollinwood Homes	-	-	Phase 1 and 2 of housing development
Public Realm/Transport	Green Corridors	CS5: Connectivity CS6: Green Infrastructure	Blackpool Council	£7.3 million	Growth Deal (£6.6m) Blackpool Council (£0.7m)	-		2016-2020

4 Specific Infrastructure Requirements

4.1 Town Centre and Resort Regeneration

4.1.1 Blackpool Council is revitalising the resort to transform it into a visitor destination for the 21st Century, and continuing improvement of its year round economy.

4.1.2 A successful town centre that is the sub-regional centre for the Fylde Coast is vital to Blackpool's successful regeneration and to the future economic prosperity of the Fylde Coast. It has a key role to play in providing a vibrant mix of shopping, leisure and other facilities for Fylde Coast residents and resort visitors; in providing accessible job opportunities in the tourism, retail and service sectors and also business and administration sectors; and in helping make Blackpool's inner areas an attractive place to live.

4.1.3 Blackpool Town Centre is well placed to deliver this distinctive offer. Exploiting key assets within the town centre such as its coastal frontage and heritage and aligning these with new innovative developments can help to achieve a centre that is commercially sustainable and a catalyst to further investment, development and job creation.

4.1.4 Policy CS17 of the Core Strategy identifies Blackpool Town Centre as the key focus for economic growth, development and investment. In order to re-establish itself as the first choice shopping destination for Fylde Coast residents and to strengthen its cultural and leisure offer, new development and investment will be supported which helps to re-brand the town centre.

Key Town Centre Projects

4.1.5 The main focus for future development and investment in the town centre are the three key development sites:

- Winter Gardens
- Central Business District (Talbot Gateway)
- Leisure Quarter (former Central Station Site)

4.1.6 Further detail is found in section 4.2. To complement this development/investment, there are a variety of smaller projects that have supported the regeneration of the Town Centre.

Houndshill Shopping Centre

4.1.7 The Houndshill Shopping Centre has attracted new investment to provide a quality shopping experience to both residents and visitors.

4.1.8 The redevelopment of the Houndshill Shopping Centre has brought a major increase in shopping floorspace of 18,000 sqm gross (14,500 sqm net) which was previously occupied by the shopping mall, including a 3 storey Debenhams along with an array of popular high street stores such as H&M, Next, River Island and Primark. Phase 1 was



completed in August 2008. Phase 2 of the Houndshill extension, which includes additional retail and a hotel, was granted planning permission in 2006 but has not yet been implemented.

4.1.9 In December 2011 Blackstone and Catalyst Capital formed a joint venture to acquire the Shopping Centre. In recent months, five additional high street retailers have signed new leases and the car park has seen a £1.5million investment, creating a better quality parking facility.

St Johns Square

4.1.10 The creation of a pedestrian piazza with new planting, paving, lighting and public art has enhanced the character, appearance and atmosphere of the area. The scheme was completed in summer 2009.



4.1.11 Funding Partners: NWDA, Heritage Lottery Fund, Single Regeneration Budget (SRB), Blackpool Council and Townscape Heritage Initiative (THI)

Brilliance

4.1.12 Completed in 2009, Brilliance is a town centre lighting scheme aimed to encourage visitors to explore the town centre further at night and day. A themed all year round attraction includes arches with projected light and sound.



4.1.13 Funding Partners: NWDA, European Regional Development Fund, Single Regeneration Budget, Blackpool Council.

Blackpool Tower

4.1.14 Following the acquisition of the Tower by Blackpool Council in 2009, the Council is working in partnership with Merlin Entertainments, to deliver a multi-million regeneration programme for the Grade 1 listed building.



4.1.15 Funding for the purchase of the Tower by the Council and for investment was secured from:

- Blackpool Council £10m
- Northwest European Regional Development Fund £14m
- Northwest Regional Development Agency £7.9m
- Homes and Communities Agency £7m

4.1.16 The extensive two-phase Tower development programme took place 2010-2011. The commercial benefits and increased revenues generated by the new phase one improvements will help fund further developments while creating new jobs and opportunities for the future.

4.1.17 The first phase brought new open and free access to the refurbished main areas and sees the reopening of the observation deck at the top of the Tower. The Blackpool Tower Eye improves the visitor experience and incorporates both a new open glass Tower Top plus a 4D cinema show. In addition there is a new attraction; the Blackpool Tower Dungeon.

4.1.18 The second phase will see ongoing restoration of main areas including the Tower Ballroom, Circus and other heritage areas, plus more

shopping and restaurant facilities. Maintenance has also been carried out on the Ballroom, Jungle Jims and the Circus.

Key Seafront Projects

4.1.19 A regeneration programme consisting of several inter-related schemes has collectively enhanced the Promenade's to residents and visitors. These schemes include:

Blackpool to Fleetwood Tramway Upgrade

4.1.20 The Tramway, owned by Blackpool Council serves Blackpool, Cleveleys and Fleetwood

and is a key transport asset to the Fylde Coast. The tramway has been upgraded to ensure the service



continues to operate for future generations, investing over £100m, bringing the service up to modern standards.

4.1.21 The key aims of the project were to provide a high quality transport facility along the Fylde Coast, fit for the 21st century:

- providing quicker journey times for passengers.
- providing level boarding for all passengers, assisting people travelling with pushchairs; heavy shopping as well as assisting the less mobile.
- encouraging the use of public transport.

- assisting regeneration along the Fylde Coast

4.1.22 A new modern Tram Depot has been built at Starr Gate. The new Bombardier trams have low floors and are accessible for all users, including passengers with disabilities. 8km of track has been replaced and 14 priority signals installed highway junctions to improve journey times.



4.1.23 Funding was acquired from a variety of sources including £68.3m from the Department for Transport; £17.7m from Blackpool Council; £15.2m from Lancashire County Council and £0.4m from INTERREG North West Europe Programme. The work was completed in summer 2012.

New Coastal Protection

4.1.24 This project centred on the reconstruction of damaged sea defences. The sea wall was replaced and new headlands created, each extending 60 metres seaward. A series of 'Spanish Steps' leading down to the sea

completes this protection programme and increases public access to the seafront. Work commenced in 2005 and was completed in spring 2012.

4.1.25 Funding Partners: NWDA, DEFRA, ERDF, Arts Council, CABE

Tower Festival Headland

4.1.26 The Tower Festival Headland is situated opposite Blackpool Tower and comprises an open-air events space for up to 20,000 spectators. A new art installation entitled the 'Comedy Carpet' featuring comedy catchphrases etched in stone provides a creative footpath stretching from the entrance of the tower onto the festival headland itself. Festival House is a modern building which includes a Tourist Information Centre, registry office and café/restaurant.



4.1.27 Funding Partners: NWDA, CABE, Blackpool Council, ERDF

Waterloo/St Chads Headland

4.1.28 These two adjoining headlands incorporate an "all ages" adventure play area and beach sport spaces capable of holding events such as volleyball, football and cricket. Toilet and refreshment facilities are also provided. The work was completed in winter 2011.

4.1.29 Funding Partners: NWDA, Blackpool Council

Other Resort Projects

Blackpool Pleasure Beach Resort

4.1.30 Blackpool Pleasure Beach opened a Nickelodeon-themed attraction in 2011, at a cost of £10 million. It features more than 14 rides. The development at Blackpool Pleasure Beach was part-funded by Blackpool Council which has agreed to loan the £5 million at a commercial rate of interest.

4.1.31 Further investment has taken place with the opening of a new Wallace and Gromit themed ride in 2013.

Town Centre Strategic Sites

4.1.32 The following section of the Infrastructure and Delivery Plan will specifically look at the three Town Centre Strategic Sites in more detail:

- Central Business District (Talbot Gateway)
- Leisure Quarter (Former Central Station Site)
- Winter Gardens

4.1.33 It will identify any infrastructure and delivery constraints and how they will be addressed.

4.1.34 It will also discuss another of the Council's key strategic priorities, Neighbourhood Regeneration and how the Council intends to deliver this through the Core Strategy and its policies.

4.2 Winter Gardens

Outline of the proposal/Core Strategy Policy

4.2.1 The Grade 2* Listed Winter Gardens is a complex of theatres and conference facilities which hosts a variety of shows, conventions and conferences. Unfortunately, in recent years the Winter Gardens has struggled to compete with larger and more modern conference venues in the major cities. The complex has suffered from under investment and requires a clear strategy and business plan to re-model its future contribution to the town centre and resort.

4.2.2 The Core Strategy seeks to retain, upgrade and re-establish the Winter Gardens by investing in its long term future as a unique Blackpool conference venue and main cultural heart of the town for residents and visitors. The aim is for a very distinctive state of the art cultural and conferencing complex with supporting uses, which capitalises on its historic legacy but is relevant and realistic to a new 21st century Blackpool offer.

4.2.3 Policy CS18 of the Core Strategy identifies major refurbishment and enhancement of the Winter Gardens and supports a variety of uses including conference and exhibition facilities, hotel and leisure uses.

4.2.4 In March 2010 Blackpool Council purchased the Winter Gardens as a result of a successful funding bid with the intention to restore the building to its former glory providing unique conference and entertainment facilities for residents and visitors.

4.2.5 The redevelopment of the Winter Gardens has the potential to widen its range of uses located in the heart of the Town Centre and linking together Blackpool's retail core with St Johns Square and shops on Abingdon Street and Church Street and north of the town centre.

Site Assembly Issues

4.2.6 The Council is now in full ownership of the site so there is no issue with assembling the site for development.

Key Infrastructure and Delivery Issues

4.2.7 As this development is a refurbishment rather than a new build development there are no physical constraints to the development taking place.

Funding

4.2.8 In March 2010 Blackpool Council purchased the Winter Gardens for £22million in a package which included the Tower and other leisure attractions. Blackpool Council has sought a combination of public sector funding and prudential borrowing to facilitate the scheme.

Costs	Funding Sources
Acquisition and related cost - £22m	NW ERDF - £14m
Winter Gardens Phase 1 and 2 - £6.85m	NWDA Single Program - £7.97m
(Tower - £10.12m)	HCA - £7m
	Blackpool Council - £10m
Total: £38.97m	Total: £38.97m

Figure 12: Phase 1 Cost and Funding

4.2.11 Phase 2 was completed in Spring 2012 and included roof improvements to the Floral Hall, a wider general repair program and new disabled facilities.

Future phases:

4.2.12 A round 1 application for a major heritage grant was submitted to the Heritage Lottery Fund in November 2013. Additional research has been undertaken into other external funding sources. The project has been flagged up for potential European Regional Development Fund funding, but this is at a very early stage. Whilst options for capital funding have reduced, there are more opportunities for community and audience development, skills development and capacity building, which are all significant elements of this project.

4.2.13 The Council announced in April 2014 that it would be taking responsibility for the operation of the Winter Gardens through the creation of a wholly owned Council company to manage the complex. The Vision for the proposed company is to manage and deliver the Winter Gardens as an internationally renowned destination, the beating heart of a world class resort, delivering a superb year round entertainment destination of the highest quality, driving cultural and economic prosperity for the benefit of the Town. It will be the venue of choice for residents and visitors alike.

Phasing

4.2.9 Phase 1 has been completed and included refurbishment works to the Floral Hall and Horseshoe areas of the complex, the introduction of a new restaurant and cafe and the refurbishment of Church Street and Coronation Street entrance lobbies.

4.2.10 In addition, the adjacent property at 77-81 Church St renamed '81 Central' has been converted to form creative office spaces behind a new glazed facade.

Figure 13: Winter Gardens Phase 1 Work Programme

Works undertaken	Completion
Refurbishment of Floral Hall	February 2011
Refurbishment of Grand Vestibule	February 2011
Internal alterations to facilitate new cafe	Easter 2011
Internal alterations to facilitate new restaurant	May 2011
External improvements 77-81 Church Street	Summer 2011

Transport/Access

Public Access

4.2.14 The Winter Gardens itself currently has poor public access and permeability with the entrances being dark and uninviting and lacking visual linkages. In order to make full potential of the site, it will be vital to create a major circulation route that provides clear, legible and attractive access to all

parts of the complex. This has been enabled by the opening up of entrances and routes around the centre of the complex. This work will be carried out in future phases.

Car Parking

4.2.15 There are 2000 car parking spaces located within a 5 minute walk from the Winter Gardens. It is unlikely that parking will be provided as part of the scheme except for the requirements for servicing including possible hotel and retail use.

Sustainable Energy

4.2.16 There is potential for a new biomass energy centre which will supply the demand for heating and cooling making use of the existing boiler room locations and below ground service corridors. Passive solar gain eliminates the need for heating but background heating can be provided by waste heat recovery from controlled zones.

4.2.17 The carbon footprint of the overall site is largely dominated by the requirement for heating and lighting. Improvements to the services system and the building fabric in combination with renewable energy technology will reduce the overall carbon footprint. The biomass centre and energy efficient lighting are key factors to facilitate an environmentally more sustainable scheme.

4.2.18 The Olympia Substation will need to be moved to the perimeter of the site for accessibility reasons. The opera substation remains within its current location. Existing gas connections continue to service the kitchens and gas fired heaters.

4.2.19 As part of the funding requirements, the aim is to ensure the majority of the Winter Gardens, as far as possible, meets the standards of BREEAM Excellent.

Utilities

4.2.20 Due to the scheme being a refurbishment rather than a new build development, the focus is on the maintenance and improvement of existing provision. The requirement for a new gas main to service new gas boilers (previously oil fired) was carried out as part of Phase 1 of the development.

Infrastructure Summary

Winter Gardens								
Infrastructure	Item	Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Utilities	New gas main to service existing boilers	CS18 Winter Gardens	Blackpool Council	Included in Phase 1 of the development	As part of phase 1 package	-	-	Completed May 2011
Renewable Energy	New biomass centre Meeting BREEAM Excellent requirements	CS18 Winter Gardens CS10 Sustainable Design and Renewable and Low Carbon Energy	Blackpool Council	Not yet identified	Not yet identified	-	-	Ongoing

4.3 Central Business District (Talbot Gateway)

Outline of the proposal

4.3.1 The Central Business District (CBD) covers an extensive area in the north of the town centre. It is on a major highway route (into the town centre) and is a main arrival point for visitors arriving at Blackpool North railway station.

4.3.2 Proposals are for a mixed use development centred on a new civic square which will link an improved Blackpool North Station and new transport interchange to the town centre and shopping areas and seafront. Cross town traffic will be re-configured to provide a safer attractive environment for pedestrians. Development will include a new foodstore, public and private offices, hotels, modern and convenient car parking, retail and food and drink uses.

4.3.3 Policy CS19 of the Core Strategy identifies the aim to comprehensively redevelop the site to provide a much improved arrival experience and new northern anchor for the Town Centre and highlights the uses that will be supported.

4.3.4 This development will lift quality in the town centre, establish a civic heart and facilitate a central business district, provide convenient secure car parking, widen choice in services and shopping, and provide safe and attractive routes for pedestrians.

4.3.5 The CBD scheme will maintain the wider regeneration momentum stimulated by complementary development projects elsewhere in Blackpool, including the recent investment into the Winter Gardens and Blackpool Tower complex and the improvements to the central seafront areas. Together with these projects it will make a significant contribution towards

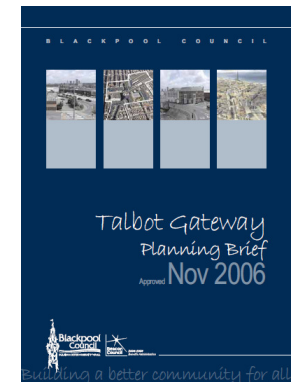
the creation of sustainable town centre and visitor economies, and help reverse Blackpool's economic, social and physical decline.

4.3.6 On completion distinctive high quality retail, civic, commercial and residential developments will complement and add to the vitality of the Town Centre and be a further catalyst for Blackpool's regeneration. It will be a major contributor to the town centre economy, providing quality jobs for local people.

SPD Planning Brief

4.3.7 The Council prepared a Planning Brief that was approved in November 2006 to identify the Council's planning and design requirements for the comprehensive redevelopment of the site. Its aims are:

- to secure comprehensive phased redevelopment proposals for the development of the whole of the Talbot Gateway that will bring transformational change, greatly strengthening and integrating the site with the adjoining town centre through a distinctive mixed use gateway redevelopment of exceptional quality;
- to secure the earliest development of detailed proposals to deliver a first phase of the development of the whole site, to take maximum advantage of land already in the Council's ownership to the south of Talbot Road, and to include a large format foodstore as part of a mixed use redevelopment;
- to provide a criteria based framework of planning and design principles to guide and consider the development of scheme proposals in full



accordance with Local Plan policy and the Council's Local Transport Plan strategy and objectives;

- to ensure that proposals for the site achieve urban design and architecture of exceptional standard reflecting the Council's emphasis on lifting the quality of the built environment and the particular importance of providing an impressive arrival experience for pedestrians, car, bus and train users at this key transport hub and gateway;
- to be used in developing criteria for the selection of a preferred development partner;
- to guide developers and the Planning Authority in making and determining planning applications

Key Infrastructure and Delivery Issues

Site Assembly

4.3.8 The Council owns the development site. This has been augmented by acquisitions funded by the North West Development Agency over the past years with the intention of bringing forward the CBD site for redevelopment.

4.3.9 A Compulsory Purchase Order was required to acquire the remaining land outside the Council's ownership in order to proceed with phase 1 of the development.

Funding

4.3.10 The key issue in the delivery of the Talbot Gateway scheme is the current situation with public sector funding.

4.3.11 The North West Development Agency has previously provided funding for the acquisition of some of properties within the site area. Monies are already in place to complete phase 1 of the scheme.

4.3.12 The scheme has been planned in phases to allow flexibility if additional funding is not forthcoming and to reflect market opportunities.

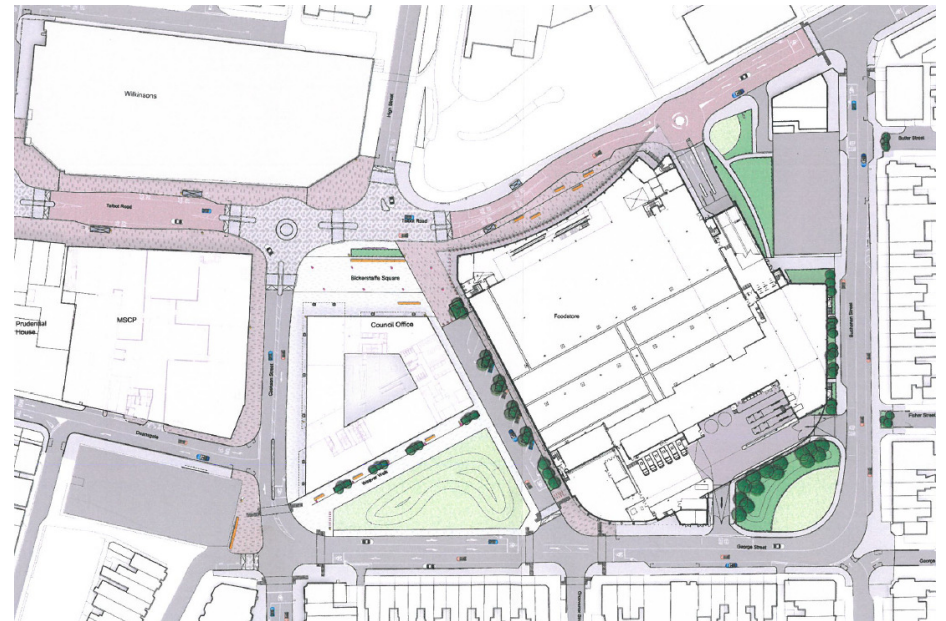


Figure 14: Central Business District Layout

Highways

4.3.13 As part of Phase 1 of the development, there has been the requirement to rearrange the strategic traffic route around the site area and make associated junction alterations, create a new town square and make improvements to the public realm. Further phases propose a new Transport Interchange at the railway station.

4.3.14 The money for these highway improvements was secured as part of the Developer Agreement with the Council contributing further money as part of signal and other renewal programmes with the total cost including public realm being £7million.

4.3.15 Around two thirds of the town centre's current public car parking is within Talbot Gateway, comprising a mix of long, intermediate and short stay. Generally, facilities closer to the town centre (Wilkinsons, East Topping Street) are most popular with short stay shoppers, with the more peripheral facilities providing longer stay parking. The Talbot Road multi-storey car park is an exception - well located and notionally designated as a short stay car park. However, it was an unattractive and outdated facility.

4.3.16 The requirement to provide 1200 short stay spaces and 600 long stay spaces to serve the town centre will be met. The quality of these car parks will be greatly improved.

Bus / Tram Services

4.3.17 The site is well served by the local Blackpool Transport bus network. Frequent local bus services from within Talbot Gateway serve the majority of destinations across the Fylde Coast.

4.3.18 Bus routes through the site predominantly use the Talbot Road east-west axis which enjoys a high daytime frequency in each direction.

4.3.19 Services by National Express and Stagecoach link further afield to Preston, Manchester, Sheffield, London and other out of town destinations, and have now been relocated to the Central Car Park. The nearest tram stop is approximately 500 metres from Talbot Gateway on the Promenade frontage at Talbot Square. As discussed previously, a new tram link along Talbot Road to Blackpool North Station is proposed as part of an extended Blackpool-Fleetwood tramway. The transport interchange and

improvements to the railway station are proposed as part of the later phases of development.

Rail Facilities and Services

4.3.20 Direct train services run from Blackpool North to Preston, Liverpool, Manchester, Leeds and York. Passengers changing at Preston can travel directly to Glasgow, Edinburgh, Birmingham and London. These services combine to provide more frequent local links to the outlying Fylde residential settlements of Poulton-le-Fylde and Kirkham.

4.3.21 The station has a concourse with supporting facilities, step-free access and a pedestrian subway link to the town centre. There is a 40 space car park and bus stops for a limited local bus service.

4.3.22 The redevelopment of Blackpool North Station and integration with Talbot Gateway and the existing transport network is intended as a future phase of development. The Council will work in partnership with Network Rail to deliver this.

Cycling

4.3.23 Talbot Gateway is not a natural focus for cyclists due to the potential high speeds and difficulties created by weaving traffic movements on the one-way systems north and south of Talbot Road. North-south access along the promenade seafront to the town centre provides a segregated and environmentally preferential route from the north. However, recent changes have improved the Church Street/Abingdon Street route into the Town Centre for cyclists from the east.

Taxi

4.3.24 As a principal transport hub, taxi access is a particularly important consideration within the Talbot Gateway. Taxi services play a key role in

linking the railway station with attractions, hotels and conference facilities for arriving visitors, and the station rank is busy for much of the day. Sited within the railway station forecourt, this facility is quality-controlled by the station operator and allows access to high proportion of disabled-accessible Hackney carriages.

4.3.25 A number of other small ranks are sited within the development area. These offer fragmented and often poor available Hackney carriage access, and are in many case only used for short times of day. A number of private hire operators are located within and on the edges of the site.

4.3.26 Taxis will remain in their existing position in the station forecourt until improvements are achieved as part of the interchange. Additional taxi ranks have been included as part of the supermarket development.

Public Realm

4.3.27 High quality public realm provides the setting for all the development blocks creating a consistent and identifiable feel. The public realm will create a clear hierarchy of routes and spaces for pedestrians and vehicles to move through. This is delivered as part of phase 1 of the project.

Flood Risk/Surface Water

4.3.28 The site is categorised within *Flood Risk Zone 1: Low Probability* where the land is assessed as having a less than 1 in 1000 probability of flooding in any year (<0.1%). Blackpool's £62million sea defence scheme further reduces the risk of tidal flooding.

4.3.29 In Flood Zone 1, where the risk of flooding from rivers or the sea is classified as low, a Flood Risk Assessment is required for development sites of over 1ha but focused on the management of surface water run-off.

4.3.30 The scheme provides the opportunity to reduce the amount of surface water entering into the already constrained combined systems through the use of underground storm water storage tanks.

Renewable Energy/Energy Efficiency

4.3.31 The design for the new council offices has achieved a 'BREEAM Excellent' rating, and a number of sustainable measures have been incorporated into the design – for example; the use of solar shading on the exterior of the building and the use of rainwater harvesting.

Commercial Viability and Delivery Issues

4.3.32 The Council is working in partnership with Muse Developments to deliver the scheme. Blackpool Council and Muse signed Supplemental Development Agreements on 23rd December 2010 to bring forward a revised early phase of development.

4.3.33 The CBD development is expected to take place in three phases over the next few years. The scheme has been phased to allow flexibility if additional funding is not forthcoming.

Phasing

Phase 1: 2012-2014

- New office block providing accommodation for Blackpool Council and the private sector with some ancillary retail at ground floor
- Improvement of Bank Street surface car par
- A new 8000 sqm Foodstore
- Refurbishment of Talbot Road Multi-storey car park
- Supporting infrastructure/public realm

Phase 2: 2015 – 2018

- Additional new office space of 3500 sq m
- Two hotels
- 1500 sq m of retail/restaurant uses

Phase 3: 2017-2019

- Remodelling of existing Wilkinson store to provide additional retail
- Hotel
- Additional new office space 3500 sqm
- New transport interchange and improvements to the railway station

4.3.34 Outline planning permission was granted in March 2010 for:

‘Comprehensive mixed use development with buildings ranging from 2 storeys to 14 storeys in height comprising offices (up to 29,642 sqm); Class A1 food superstore (up to 8710 sqm); petrol filling station; other Class A1 retail uses (up to 15,234 sqm); new Courts complex (up to 7830 sqm); new Divisional Police HQ (up to 7510 sqm); Class A3/ A4 and A5 food and drink uses (up to 3634 sqm); residential development (up to 11,626 sqm); maximum of four hotels (up to 20,122 sqm); doctors surgery (up to 1020 sqm); alterations to Blackpool North railway station and creation of a new

transport interchange; refurbishment and re-modelling of Talbot Road multi storey car park; refurbishment and alterations to Wilkinson's building and Prudential House; various highway alterations; creation of new public realm and provision of up to a total of 2,987 car parking spaces (on and off street) (outline proposal).’

4.3.35 Planning permission was granted in 2011 for three elements of the CBD scheme:

- Erection of Class A1 retail foodstore with associated levels of car parking, public realm, landscaping work.
- Re-cladding, refurbishment and re-modelling of Talbot Road multi-storey car park to improve existing car parking facilities and provision of 6 retail units at ground floor.
- Erection of five storey office building, including 3 retail units at ground floor level.

4.3.36 Work commenced on site in 2012 and the elements are due for completion around the following dates:

Talbot Multi Storey Improvements	November 2013
New Council Offices	summer 2014
Foodstore	July 2014

Infrastructure Summary

Central Business District/Talbot Gateway								
Infrastructure	Scheme	Policy	Lead	Cost	Confirmed Funding	Gap	Potential funding	Timescale
Highways	Realignment of strategic traffic route	CS19: Central Business District CS5: Connectivity	Muse Blackpool Council	£7m (includes public realm) * Agreed by Developer Supplemental Agreement	Developer Blackpool Council	-		1 st Phase 2012-2014
Green Infrastructure	Improved Public Realm	CS19: Central Business District CS6: Green Infrastructure	Muse Blackpool Council	£7m (includes highways infrastructure)	Developer	-		1 st Phase 2012-2014
Surface Water	Reduced Surface Water Run off – Water Storage Tanks	CS19: Central Business District CS9: Water Management	Muse United Utilities Environment Agency	As part of the overall development	Developer	-		1st Phase 2012-2014
Public Transport	Rail – Redevelopment of train station creating new transport interchange Bus – Alterations to bus routes Taxi - New ranks at proposed supermarkets	CS19: Central Business District CS5: Connectivity	Developer Blackpool Council Blackpool Transport Network Rail	Unknown	Developer Network Rail Blackpool Transport			3 rd Phase 2017-2019
Renewable Energy	Potential for CHP and micro generation	CS19: Central Business District CS10: Sustainable Design and Renewable and Low Carbon Energy	Developer	Unknown	Developer			All phases

4.4 Leisure Quarter (former Central Station site)

Outline of Proposal/Core Strategy Context

4.4.1 This site is ideally situated at the southern gateway to the town centre, directly adjoining the principal shopping area and the seafront.

4.4.2 It is the main arrival point for the town centre and resort, directly linked to the motorway, with current substantial open surface parking, enjoying excellent bus connectivity and convenient for the newly refurbished tramway. Its main promenade frontage is the heart of Blackpool's "Golden Mile". It also currently accommodates an open air market at the northern end of Bonny Street and the Police Station and Courts to the south of the site. The whole area from New Bonny Street to Chapel Street is allocated in the Core Strategy for comprehensive new resort leisure development. It is a site which will attract major developer interest and is key to Blackpool's regeneration. With the lack of readily available deliverable sites in the resort core, it is crucial that the potential of this site to revitalise the visitor economy is exploited to the full and that it becomes a major catalyst for wider resort and town centre regeneration.

4.4.3 Policy CS20 of the Core Strategy relates specifically to this site and highlights the intention to comprehensively redevelop the site and adjoining Promenade frontage to create major new landmark attractions to improve the town's tourist offer. This could also include new hotels and ancillary retail.

4.4.4 The proposed development at the Central Station site will compliment and link into a number of wider tourism improvements that will support the delivery of the development including the recently upgraded Houndshell Shopping Centre, Tower headland, Comedy Carpet and events space. These further enhance the commerciality and marketability of the site.

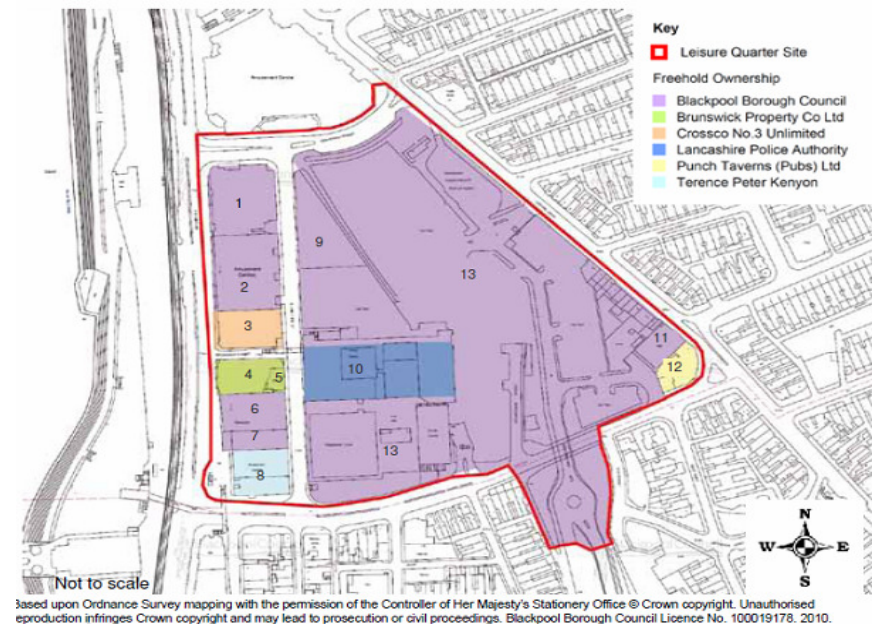


Figure 15: Leisure Quarter Site

Supplementary Planning Document

4.4.5 Any developer must secure permission for the development of the whole of the site. A phased development programme will set out how the comprehensive development of the site is to be achieved with an indication of time scales.

4.4.6 The Council has adopted a Supplementary Planning Document (March 2011) to identify the Council's planning and design requirements for the comprehensive redevelopment of the site. Its aims are to:

- secure private investment for comprehensive development of the site
- ensure that proposals for the site achieve urban design, architecture and illumination of the highest standard, lifting the quality of the built environment
- provide certainty for land-owners and developers to encourage investment
- assist with the promotion and marketing of the site



4.4.7 Blackpool Council is in discussions with Greenbank Partnerships and negotiations are continuing to explore feasibility of redevelopment for major leisure uses.

Key Infrastructure and Delivery Issues

Site Assembly

4.4.8 The majority of the Leisure Quarter site has been in longstanding ownership of Blackpool Council, with its main use as a car park. The recent purchase of the Golden Mile Centre and Louis Tussaud's has further consolidated public ownership of the adjoining promenade leisure frontage, in advance of evolving proposals for the regeneration and redevelopment of the wider site.

4.4.9 Discussions are underway with remaining landowners and it is intended that the outstanding privately owned sites will be acquired by the developer. The Council will use its compulsory purchase powers to assist with land assembly where required.

Relocation of existing uses

4.4.10 There a number of buildings/uses within the site boundaries that will need to be relocated, specifically, the police station, magistrates and county courts, Bonny Street Market and the existing coach and car parking. One option currently being explored is the relocation of the courts and police station. Ongoing discussions are taking place to facilitate this relocation.

4.4.11 The current car park has 1058 spaces. There is a requirement to re-provide two thirds of these spaces either integrated within the development or at another convenient town centre site.

4.4.12 Bonny Street Market, in the short term will continue to operate. In four years time, upon expiry of the lease, it will be incorporated into the redevelopment site or used as a car park temporarily.

Electricity Supply

4.4.13 Discussions with Electricity North West confirmed that the development would require a new primary substation (located in the existing nearby Princess Street compound). This would cost approx. £2.5 - 3 million and would take approximately 2 years to put in place. The intention is that this would be funded by the developer proportional to the use required. The remaining investment would be met by Electricity North West and any other future developments.

Transport/Access

4.4.14 Due to the scale, nature and location of the development there are a wide variety of transport and highways requirements including:

- Improved vehicular access to the site
- Improvements to on-site and off site car parking and replacement of 800 spaces that exist at present
- Improvements to public transport

4.4.15 A Transport Assessment will determine the likely scale of impact that the development will have and identify the appropriate remedial measures required. This will be facilitated through developer contributions.

Flood Risk/Surface Water

4.4.16 The site is located within *Flood Risk Zone 1: Low Probability* where the land is assessed as having a less than 1 in 1000 probability of flooding in any year. Blackpool's £62million sea defence scheme further reduces the risk of seawater flooding.

4.4.17 In Flood Zone 1, where the risk of flooding from rivers or the sea is classified as low, a FRA is still required for development sites of over 1ha but it should be focused on the management of surface water run-off. Development that increases the amount of impermeable surfaces can result in an increase in surface water run-off, which in turn can result in increased flood risk both on site and elsewhere within the catchment. This is particularly important for larger scale sites, which have the potential to generate large volumes of surface water run-off.

4.4.18 The scheme provides the opportunity to reduce the amount of surface water entering into the already constrained combined systems through the use of SUDS.

Water/Drainage

4.4.19 A strategically important large diameter public sewer runs down Bonny Street and building is not permitted over it. An access strip width of 13 metres, 6.5 metres either side of the centre line of the sewer will be required. It may be feasible to divert the sewer, at the applicant's expense subject to agreement with United Utilities. There are a number of large trunk mains in the area developers needs to be aware of.

4.4.20 Water pressures in the area are known to be generally low and it is recommended that the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

Renewable Energy/Sustainability

4.4.21 Core Strategy policy CS10 states an Energy Strategy, including details on the phasing and location of energy centres and networks, will be required for all the Strategic Sites. It also states that all new development over 1,000 sqm will be required to achieve the BREEAM 'Very Good' standard or equivalent.

4.4.22 The Sustainable Energy Study conducted for Blackpool Council by Aecom comments that the proposed uses on this site create diversified demand patterns and a high demand for heat, making a district heating network a feasible opportunity.

Infrastructure Summary

Leisure Quarter								
Infrastructure	Item	Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Highways	<p>Highway works to improve vehicular access to the site</p> <p>Improved on site and off site car parking and replacement of 800 spaces that exist presently</p> <p>Improved public transport</p>	CS20: Leisure Quarter CS5: Connectivity	Blackpool Council	To be determined through Transport Assessment	-	Not known at present	Developer Contribution CIL	To be determined
Electricity	New Primary Substation	CS20: Leisure Quarter CS10: Sustainable Design and Renewable and Low Carbon Energy	Electricity North West	£2.5-3 million	-	Not known at present	Developer Contributions, Electricity North West, CIL	To be determined
Water/ Drainage	Reduction of surface water run-off	CS20: Leisure Quarter CS9: Water Management	Developer, Environment Agency, United Utilities	Not known at present	-	Not known at present	Developer Contribution CIL	To be determined
Renewable Energy	<p>Inclusion of sustainable energy technologies.</p> <p>Achievement of 15% reduction in CO2 emissions.</p> <p>Achievement of BREEAM 'Very Good' as a minimum.</p> <p>Energy strategy,</p>	CS20: Leisure Quarter CS10: Sustainable Design and Renewable and Low Carbon Energy	Developer	Not known at present	-		Developer Contribution	To be determined

	including phasing required.							
	Feasibility assessment for District Heating and CHP.							

4.5 Neighbourhood Regeneration

Outline of proposals

4.5.1 Inner Blackpool is characterised by problems driven by resort decline, with high levels of social deprivation and housing market imbalances focusing on the declining holiday areas. The Council aims to promote a programme of development and strategic interventions to address current problems and deliver major change across the resort neighbourhoods which will act as wider catalyst for regeneration.

4.5.2 The overall housing offer in Blackpool is skewed towards low value properties, with very limited choice in terms of aspirational family housing. The need to rebalance the market is clearly evidenced in terms of improving the quality of the stock and providing an appropriate range of house types and tenure. The lack of choice in parts of Blackpool puts more pressure on those homes in more attractive parts of the housing market. Therefore, tackling Blackpool's worst housing should increase the supply of homes that people want to live in and therefore help alleviate affordability pressures.

4.5.3 The Housing Demand Study completed in February 2010 recognised that the limited housing options available within Blackpool's inner areas were resulting in the displacement of demand to other areas of the Fylde Coast.

4.5.4 The key outcomes of neighbourhood regeneration within the inner areas are:

- Regeneration Impact – the capacity to enhance the quality of the urban environment and tackle well documented market failures

associated with the stock of failing guest house businesses and houses in multiple occupation.

- Capacity to deliver a range of new homes – to address the lack of housing choice in inner Blackpool and to respond to increasing demand for affordable homes .
- Market Perception – the ability to positively influence the market perception of inner Blackpool. This criteria was assessed taking into account the results of a soft market testing exercise carried out in October 2010 with a sample of national house builders.
- Integration with existing neighbourhoods – the ability to 'repair' the urban fabric of inner Blackpool and integrate with neighbourhoods that are physically separated by infrastructure barriers and under-utilised brownfield sites.

4.5.5 Policy CS12 of the Core Strategy highlights the need for comprehensive improvements to transform these declining parts of Blackpool into thriving mixed use neighbourhoods. This includes remodelling, refurbishment and redevelopment of some inner areas to create a wider and more balanced housing offer.

4.5.6 The Council is committed to directing its activities and resources to initiate change in inner Blackpool. Wider housing, planning and enforcement regimes are being implemented across all the inner areas to address problems and challenges of poorer quality housing, and reinvest in and improve neighbourhoods.

4.5.7 The focus of the Core Strategy approach towards the town's neighbourhoods is to respond and address the problems and challenge of the poorer quality neighbourhoods concentrated in the inner and declining resort areas, and on some outer priority estates.

4.5.8 Integrated improvement is fundamental to creating more balanced and healthy local communities and neighbourhood plans will be a key component in securing their comprehensive improvement. Neighbourhood plans will encompass a wide range of initiatives across a number of public agencies and services to reflect the specific needs of each area and its local community.

4.5.9 Inner area regeneration policies seek to redefine the role of these areas to give them a viable future with a high quality visitor accommodation offer, but also to become vibrant and exciting places to live.

4.5.10 Sustainable neighbourhood regeneration will also be prioritised towards the more traditional inner terraced housing areas and suburban concentrations of former council housing estates. An integrated improvement approach will look at all aspects of life within the area and agree plans with the community to redefine, reinvest and improve their neighbourhoods to create places where people want to live.

4.5.11 The scale, scope and depth of intervention required makes it necessary to focus on the priority neighbourhoods but all the inner areas will continue to benefit from the Council's wider management, enforcement, and improvement programme to tackle housing problems and meet the support needs of residents.

Key Infrastructure and Delivery Issues

Funding

4.5.12 Blackpool has been characterised by a significant lack of private investment over the past years and has had to rely on public funding to get many regeneration projects off the ground. However, in light of the current situation regarding restriction on monies available from the government, the Council is still working hard with the Homes and Communities Agency and other partners to deliver inner area neighbourhood regeneration.

4.5.13 The Government's New Homes Bonus provides a valuable financial incentive to local authorities to bring forward new housing. It provides an opportunity to initiate housing led development in this area by meeting some of the public sector costs required to bring schemes forward.

4.5.14 The Council is utilising the New Homes Bonus to bring forward the redevelopment of part of the Inner Area. For the case of the Tyldesley Road and Rigby Road areas, this assists in bringing forward the development of up to 400 new homes.

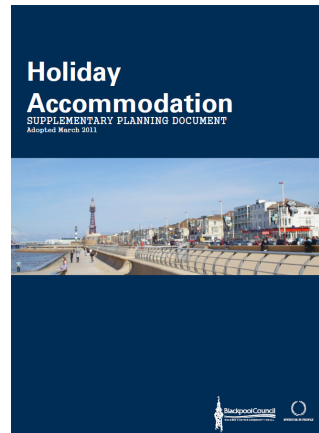
4.5.15 Blackpool Council was allocated £600,000 from the Blackpool and Central Lancashire Growth Point Fund specifically to support the acquisition of the gas depot site. The remaining monies was prudentially borrowed to initiate early property acquisitions and to commence. This will be repaid by receipts from the New Homes Bonus and future land receipts as the development proceeds.

Supportive Supplementary Planning Documents

4.5.16 A number of Supplementary Planning Documents have been prepared to support housing regeneration in the Inner Area.

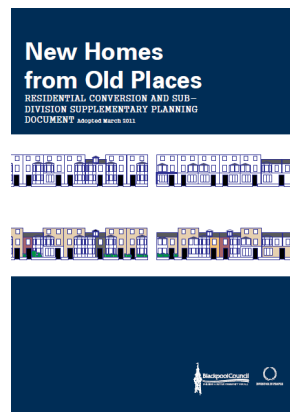
Holiday Accommodation SPD

4.5.17 Adopted in March 2011, this SPD provides detailed guidance on the Council's future planning policy approach to guide changes of use of holiday accommodation to permanent residential accommodation. It identifies areas where holiday accommodation will be protected and areas where the Council will allow high quality conversions to residential accommodation outside of these areas.



New Homes from Old Places SPD

4.5.18 This SPD provides guidance to those wanting to convert from holiday accommodation to family houses or permanent flats. It provides details such as minimum floor areas, amenity space requirements and refuse requirements. The aim of the document is to lift the quality of all new residential conversions.



Key Neighbourhood Projects

Tyldesley Road and Rigby Road Housing Regeneration

4.5.19 These two sites are located to the south of the Town Centre and were originally intended to be developed independently of one another. The Rigby Road site was assembled to enable the development of a new college campus which was subsequently unable to progress due to funding shortages from the Learning and Skills Council. The Tyldesley Road site was proposed for new housing however public funding was not forthcoming.

4.5.20 In terms of land ownership, the majority of the site is in Council ownership. The Council has acquired a number of properties on Tyldesley Road, Princess Street and Rigby Road including the former gasworks site.

4.5.21 The Tyldesley Road/ Rigby Road site creates a significant housing development and regeneration opportunity in the heart of Blackpool. It provides an opportunity to address the imbalanced housing market in inner Blackpool, by providing a high quality neighbourhood setting and a range of tenure choices that are accessible and affordable to a broad cross section of the population. As such, the project will achieve the regeneration objectives of the Council as well as providing much needed affordable housing within the Fylde Coast housing market area.

4.5.22 In 2012 Hollinwood Homes was chosen as the preferred developer. The development will comprise of approximately 400 2, 3 and

4 bedroom homes including 70 homes built for Great Places Housing Association.

4.5.23 The new houses will have a distinctive seaside character and will be set in a strong landscaped green framework. The houses will be highly energy efficient, with flexible living spaces, good parking arrangements and plenty of outdoor space and will come at highly affordable prices.



Figure 16: Rigby Road Masterplan

Funding

4.5.24 Funding has been acquired from a variety of sources including New Homes Bonus, Homes and Communities Agency and Private Sector.

Development Timescale

4.5.26 The site was historically used as railway sidings, municipal incinerator and for town gas production. Extensive remediation works were required prior to the commencement of development. Remediation of the site is due for completion in May 2014.

4.5.27 An outline planning application has been submitted for 'up to 410 residential dwellings, up to 190 sq m commercial/community space (use class A1/A2/A3/B1/D1) and associated access, landscape and public realm works, including the demolition of existing buildings.' Reserved matters approval has been granted for part of the development (218 homes).

4.5.28 The site will be developed in seven phases over approximately 10 years, with homes being built progressively on both sides of Seasiders Way and the link between them along Rigby Road being improved and landscaped. In the first phase 70 homes will be built for Great Places to be rented to local working families with the remainder of the homes being for market sale.

Queens Park Housing Regeneration

4.5.29 Queens Park is a Council owned housing estate comprising 495 residential units in 5 high rise blocks. A decision was taken by the Council in 2012 to revitalise the estate into a safe and attractive neighbourhood. It is proposed to demolish the whole estate in phases and replace with family dwellings.

Funding

4.5.30 The scheme is being funded wholly by the Council.

Development Timescale

4.5.31 In December 2012 Lovell Homes were chosen as the preferred developer. The development will comprise of approximately 180 family dwellings of which the majority will be social rented.

4.5.32 The scheme has been designed in two phases. Planning permission was granted for phase 1 of the development (92 homes) in July 2013. Outline permission was also granted for phase 2 of the scheme. The developers have commenced demolition, with the whole project due to be completed by March 2020.



Courtesy of Blackpool Gazette

South Beach Neighbourhood Regeneration

4.5.33 In common with other inner resort neighbourhoods, South Beach has been badly affected by the changing fortunes of Blackpool's tourism industry. The decline of tourism has resulted in significant challenges to its economic and social wellbeing as well as the maintenance of its physical character.

4.5.34 There is limited housing choice in South Beach and an urgent need therefore to improve housing quality, diversify the housing offer, make improvements to public realm and create new open spaces.

4.5.35 A number of small scale projects have been implemented in recent years to improve South Beach:

Clare Street Enhancement

4.5.36 Clare Street is located within the South Beach Neighbourhood and provides a pedestrian link between Central Corridor car parks and the Promenade via Clare Street and Crystal Road. All properties on the street were subject of a face lifting project in 2011 which included renewed boundary walls, new gutters and facias, and external repainting.

Crystal Road Mixed Use Street

4.5.37 Crystal Road has experienced a decline in guesthouse accommodation with many vacant and run down properties. The regeneration of Crystal Road was seen as part of a wider strategy to improve South Beach by creating quality homes and neighbourhoods.

4.5.38 The project included the purchase of a number of properties by the Council and the conversion of them into quality family dwellings including the removal of unsightly extensions such as sunlounges and rooflifts in order to improve the streetscape. It was to be an exemplar scheme showing how guesthouses could be successfully converted into affordable family houses.

4.5.39 The project was funded by the HCA and Blackpool Council. The Council worked in partnership with Great Places Housing Association to deliver the scheme, with Great Places taking responsibility for the properties on completion.

Rawcliffe Street.

4.5.40 Rawcliffe Street like Crystal Road has experienced a decline in guesthouse accommodation with many vacant and run down properties. The proposal is part of a comprehensive project to demonstrate the concept of mixed use guest house/ residential streets.

4.5.41 The properties were acquired by the Council on the street as part of a project to kick start a new housing market in the South Beach area. Rawcliffe Street was chosen because it clearly exhibited the on-going shift away from non-viable guest houses to permanent residential uses.

Future work

4.5.42 There is still a wide range of work to be done by a number of council departments and agencies in the Inner Areas in order to re-balance the housing market and facilitate neighbourhood regeneration.

The South Beach Vision and Alignment Plan (April 2013) provides an overview of all current projects taking place in South Beach at the present time and also identifies future work that needs to be carried out over the next 12 months to three years.

4.5.43 The Council is currently developing proposals for a series of green corridors linking the town's deprived Inner Areas to Blackpool Town Centre. This will encourage sustainable travel into the town centre and will have additional health and wellbeing benefits.

Neighbourhood Regeneration								
Infrastructure	Item	Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Green spaces	Inner Blackpool: Green Corridors	CS6: Green Infrastructure CS12: Sustainable Neighbourhoods	Blackpool Council	£1.02million	-	-	Dept for Transport (£238,000) Blackpool Council (£782,000)	2014-2017
Highways	South Beach: Additional parking provision	CS5: Connectivity CS12: Sustainable Neighbourhoods	Blackpool Council	Unknown	-	-	Blackpool Council	TBC

4.6 Enabling South Blackpool Growth and Enhancement

4.6.1 South Blackpool has an important role to play in strengthening the local economy and contributing to rebalancing the Blackpool housing offer. This will help to build on the existing lack of quality new homes and jobs and increase choice to meet Blackpool's future housing and economic development needs. Complementing regeneration in central Blackpool, supporting growth opportunities on quality sites in South Blackpool provide wider impetus for change and environmental enhancement.

South Blackpool Employment Growth

4.6.2 Core Strategy Policy CS24 states that development proposals will be supported, in principle, for major new business/employment development and regeneration to develop new dimensions in Blackpool's business economy at:

- Blackpool Airport Corridor – land at Squires Gate Lane
- Lands close to Junction 4 of the M55

South Blackpool Housing Growth

4.6.3 Core Strategy Policy CS25 identifies land for the provision of around 750 dwellings. These are located at Moss House Road (around 600 dwellings) and lands at Whyndyke Farm (150 dwellings). The Whyndyke Farm allocation forms part of a wider development in Fylde which is currently the subject of a planning application for around 1500 dwellings in total.

Moss House Road

4.6.4 Outline planning permission was granted in 2011 for a residential development of 584 dwellings on land at Moss House Road in order to provide capacity to meet new housing need in Blackpool in the immediate future. A subsequent Reserved Matters application was approved in January 2014 for 579 dwellings, public open space, a small retail unit and surface water drainage.

Lands at Whyndyke Farm

4.6.5 The majority of land at Whyndyke Farm is located within Fylde Borough and is subject of an outline planning application (not yet determined) for a mixed use development of housing (a total of 1500 dwellings) and business/industrial land. As discussed previously, a new mental health facility is also being constructed on the Preston New Road frontage.



Runnell Farm

4.6.6 An appeal was allowed in June 2012 for the erection of 86 dwellings on land at Runnell Farm, accessed from Midgeland Road (outline planning permission). The proposal was resisted by the Council. However, the

Inspector concluded that although the character and appearance of the area would be changed by the proposal, its effects would be moderated through the application of conditions and weight given to the protection of the defined Countryside Area by Policy NE2 was further reduced by the demonstrated need for the relocation of the urban development boundary in response to the inadequate housing supply. On balance, the appeal proposal was not considered to be harmful to the character of the area in terms of Policy NE2.

4.6.7 The type of housing development at South Blackpool is required to complement and support the housing that is proposed on the inner area regeneration sites (discussed in section 4.5) in order to deliver a balanced and better quality mix of new housing across Blackpool.

Marton Moss Strategic Site: A Neighbourhood Planning Approach

4.6.8 Policy CS26 recognises that the character of the remaining lands at Marton Moss is integral to the local distinctiveness of Blackpool and as such is valued by the local community.

4.6.9 A neighbourhood planning approach will be promoted for this area to develop neighbourhood policy which supports the retention and enhancement of the distinctive character, whilst identifying in what circumstances development, including residential, may be acceptable.

4.6.10 The extent of development that the community may propose through a local framework is clearly unknown at this stage; however it is extremely important to recognise the infrastructure constraints and requirements if development is to take place on the Moss.

Infrastructure Issues

4.6.11 Core Strategy policy CS26 safeguards the way forward with regards to the Moss and states that prior to the development of a local

policy framework through the neighbourhood planning process, development on remaining lands of the Moss will be limited to agricultural or horticultural uses, outdoor recreational uses appropriate to the area and small extensions of existing dwellings.

4.6.12 The potential for development on Marton Moss as part of a neighbourhood planning process needs to consider a number of infrastructure issues.

4.6.13 The Sustainability Appraisal supports the Core Strategy approach to Marton Moss. As with any development, it may lead to additional demands on the provision of local services and facilities. These are matters which will subsequently be addressed in more detail.

4.6.14 The key infrastructural issues are considered to be:

- Surface and Waste Water Management
- Impact on the existing highway network
- Impact on existing ecology

4.6.15 It is essential to ensure that these issues are assessed having regard to any potential wider development proposals on lands within south Blackpool and on adjoining lands in Fylde. The precise scale and location of future development proposals on adjoining lands in Fylde will be determined through the Fylde Local Plan process.

Surface and Waste Water Management

4.1.16 The Environment Agency Flood Map identifies Marton Moss as being in Flood Zone 1 (low flood probability) and therefore not at any significant risk from fluvial or tidal flooding.

4.1.17 The main issue that needs to be addressed in relation to any new development proposed through a neighbourhood plan is that of surface water drainage and the capacity of the existing sewerage network. As discussed previously, the majority of Blackpool's existing drainage is via a combined foul and surface water system, and this includes developed areas of land on the Moss.

4.1.18 There are issues around current capacity of the combined sewer system and the affect this has on Blackpool bathing water quality. This is discussed in detail in section 3.5.

Historical Background

4.1.19 Any proposal needs to be seen in the context of the historical position of development of drainage infrastructure on the Moss. The southern area of Marton Moss was largely unsewered before 1930. In 1936 the Lennox Gate pumping station was built which subsequently reached its full capacity and was upgraded in 1995/6 in conjunction with the Coastal Waters clean up. In 1950/51 a land drainage system was implemented for the discharge of water for the whole of the Moss to the Eastern Interceptor at Highfield Road. In 1956 and 1963 first-time drainage schemes were constructed for existing and any new properties to be used in connection with viable agricultural/ horticultural holdings, with a series of Lift Pumping Stations providing discharge. In the 1970-1980s a scheme for the development of 32 hectares of land off Highfield Road was implemented. As the existing drainage system had insufficient capacity to accommodate the extra surface water run-off, a large storm retention tank, incorporating a separate foul pumping facility, was built to store and then discharge these flows. This development, together with the discharges from existing and limited permitted new properties, has resulted in the culverts and pumping stations being close to capacity and overloaded during exceptional rainfall events.

Off-site Network and Waste Water Capacity

4.6.20 The critical issue is the capacity of the current combined foul/ surface water drainage system.

4.6.21 All flows from the southern Blackpool area drain to the Fylde Tunnel prior to being treated at Fleetwood (11km to the north). The onward treatment of waste at Fleetwood Treatment Works is not an issue. United Utilities has undertaken recent major new investment to expand capacity at Fleetwood which will be able to accommodate the flows from any new development on the Moss or other areas on the Fylde Coast. However as indicated the Fylde Tunnel is deemed at capacity due to its excessive spills and the potential for these to have an adverse effect on Bathing Water Quality. This is a constraint not just on further development on the Moss, but for the whole of the Blackpool area.

4.6.22 A further problem is that the sewers leading to Manchester Square within the south Blackpool area are operating beyond capacity and cause flooding (predominately due to excessive surface/stormwater run-off). Critically, United Utilities identify no realistic potential to replace the existing combined foul/surface water network from the Moss through to Manchester Square as the cost is prohibitive. The focus is therefore on creating a new separate surface water sewer serving future development at south Blackpool (subject to funding) and removing surface water to alleviate capacity in the existing network. This aims to provide reductions in local flooding and the wider issue of spills from the Fylde Tunnel.

Work Undertaken

4.6.23 Section 3 of the IDP discusses various work that has been undertaken dealing with the issues of surface water and bathing water quality.

4.6.24 Specific to Marton Moss, the Central Lancashire and Blackpool Water

Cycle Study confirmed that:

(i) Implementation of sustainable drainage systems can effectively be incorporated in proposed development.

(ii) Increased waste water from any new development on the Moss and the increasing risk of excessive storm-water rainfall events would have an adverse effect on the current network which is at capacity.

4.6.25 The outcome of the Surface Water Management Plan (which is currently in preparation) will potentially provide the future options for addressing water quality, flooding and development needs.

4.6.26 As discussed in para 3.5.34, United Utilities are also pursuing funding in order to provide a discharge route for the future discharge of surface water from the development of lands around Junction 4 of the M55 and ensure no increase in surface water volumes in the Fylde Coast combined system.

Implications for future development at Marton Moss

4.6.27 United Utilities identify the priority need to alleviate the existing system to reduce the risks of system failure, storm water flooding, and related spills as an essential pre-requisite of future development at Marton Moss, creating additional capacity within the existing combined network in Blackpool for foul flows from any potential new development.

4.6.28 Provided any development on the Moss within Blackpool include necessary attenuation plus and a re-routing of surface water, then it is the position of both United Utilities and the Environment Agency that the system can accommodate additional foul flows to support development.

4.6.29 The results of the Blackpool Surface Water Management Study together with the capacity modelling carried out by United Utilities of the

existing system will together help identify the measures to alleviate the existing system.

4.6.30 Alternative options for surface water include providing SuDS locally and draining surface water south-east towards the Ribble Estuary or north-east to the Wyre, both of which would require the necessary modelling to prove no adverse impact upon the quality or capacity of these watercourses.

4.6.31 In respect of foul flows, a limited volume of foul can be taken south towards the Fairhaven pumping station. However, the spill frequency of this asset is at the limit and the bathing water quality in this vicinity performs particularly badly. The capacity of this pumping station is such that UU prefer residual capacity being taken up by Brownfield sites in the existing Lytham St Annes urban area, along with the lower foul flows from any further development of allocated employment lands close to Junction 4 of the M55. Currently, Fairhaven is not seen by UU as able to serve additional residential development at the Moss within Blackpool or elsewhere (including Whyndyke Farm).

4.6.32 Further investigations using existing models would be able to determine capacity availability on a case by case basis, but the need is for a cumulative assessment of capacities relating to the range of potential developments and how best their needs can be accommodated.

4.6.33 The potential for foul flows alternatively being taken northwards would be subject to the provision of network infrastructure which could drain to the Poulton area, where United Utilities are considering storage improvements to the existing Skippool Marsh treatment works.

4.6.34 For the specific case of land at Cornwall Place, from experience gathered from phases 1 & 2 of the development on Rosefinch Way, any drainage infrastructure, including all sewers and pumping station, that is to be constructed on Phase 3 must be supported by load bearing piles & beams

to prevent any undue settlement to ensure that the asset being constructed is fit for purpose over its design life.

Impact on the existing highway network

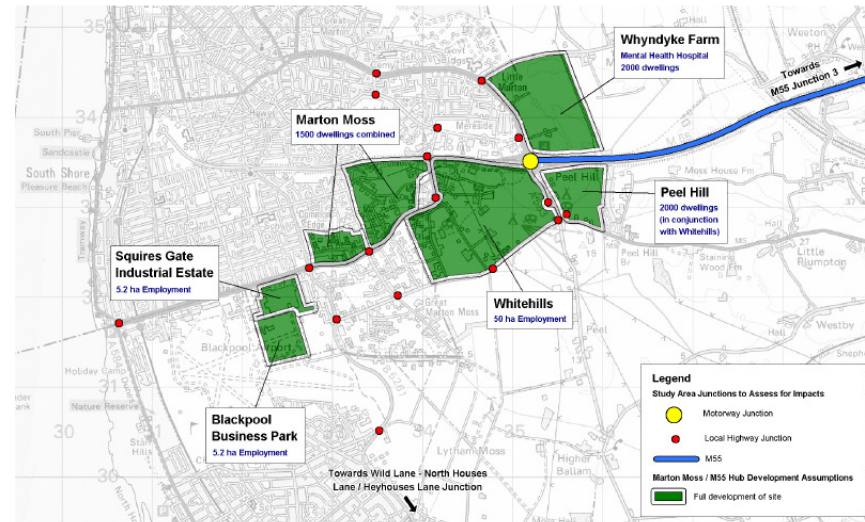
4.6.35 It is recognised there is a need to ensure the highways impact of any proposed development at Marton Moss can be adequately accommodated by the existing highways network or by appropriate improvements to the network.

4.6.36 A detailed highways impact assessment was undertaken in 2011 which sought to assess the impact of the potential traffic generated by different scenarios of development of lands at South Blackpool (hypothetical development locations). It took into account the possibilities of:

- The proposed development originally set out in the Blackpool Core Strategy Preferred Option of around 1,500 dwellings on lands at Marton Moss. This consists of 600 dwellings at the Moss House Road site and 900 dwellings at the site adjacent to it. (The number of proposed dwellings in the Core Strategy has now reduced significantly since the work was undertaken.)
- The development of up to 2,000 homes at Whyndyke Farm alongside the recently approved mental health hospital.
- The continuing employment expansion of Whitehills Industrial Estate to provide for the development of around 25 hectares of further employment land.
- The continuing take-up of the remaining 5.2 hectares of employment land at the Blackpool Business Park, together with similar scale potential redevelopment and regeneration of the neighbouring Blackpool Squires Gate Industrial Estate (8 hectares).

- The potential for additional residential development at Whitehills/Peel Hill of 1,000 or 2,000 dwellings.

Figure 20: Traffic assessment Study Area (based on hypothetical development locations)



4.6.37 The assessment tested a range of development options for these lands. For assessment purposes it was assumed all development is complete by 2027.

4.6.38 The key roads and junctions that would be impacted/ influenced by the new developments have been assessed, and recommendations have been made to address the highways capacity issues identified.

4.6.39 The results of the assessment set out in the report, found that a number of junctions, in some of the scenarios, exceeded the 50 two-way trip threshold and needed further assessment.

4.6.40 In each of these cases, junction modelling was undertaken to test whether the increased traffic could be accommodated within the highway network without compromising its operational performance.

4.6.41 In some instances, the impact of development proposals resulted in the need to consider appropriate mitigation measures including:

- Exploring and considering measures to reduce the need to travel (eg travel plan measures)
- Investigating measures to maximise sustainable accessibility (public transport measures)
- Assessing the requirement and scale for physical mitigation measures targeted at those part of the network where issues are evident and likely to cause operational consequences and potentially impede the development aspirations of the area

Ecology

4.6.42 Difficult decisions are always required in balancing development needs with the quality of existing landscapes and it is essential to consider the natural environmental assets of the Moss and its habitats as a fundamental pre-requisite of determining the future of the Moss through the neighbourhood planning process.

4.6.43 The Council appointed Archaeo Environments to undertake a comprehensive characterisation study of Marton Moss in 2009 in advance of determining its Preferred Option which highlighted the need to absorb many of the essential characteristics of the Moss within any future development, with the retention of field boundaries recommended as a link with the past, as wildlife corridors, and as a way of softening the effects of development.

4.6.44 The Council appointed Bowland Ecology to undertake a Phase 1 Habitats Survey of the Moss. With the exception of one length of 825

metres of hedgerow identified as a Biological Heritage Site, there are no statutory protected nature conservation sites within the Moss. The results of the survey identified other areas of specific interest including ponds, hedgerows and dykes which should be retained and incorporated within any development.

4.6.45 It was considered the Moss potentially offers opportunities for significant biodiversity gains and habitat enhancement within an improved greener network of gardens, hedgerows, dykes, ponds and pastures across the Moss



providing improved habitats and biodiversity. Core Strategy policy CS26 requires the development of a neighbourhood policy which support the retention and enhancement of the distinctive character of the Moss.

Community Infrastructure

4.6.46 There are a number of other important development issues which also must be addressed to support the implementation of the Core Strategy proposals for potential development at Marton Moss. These issues generally concern the eventual detailed proposals and mix of uses which will be addressed in detail through the neighbourhood planning process.

Education

4.6.47 There are some capacity issues in south Blackpool. Existing primary and secondary school places are at or close to capacity but in the short term there remain opportunities to expand existing primary and secondary school provision at St Georges High School and at Marton Primary School. Mereside Primary School has recently been refurbished and extended to increase capacity to two forms of entry.

4.6.48 Section 106 monies have been set aside from the current approved residential development at Moss House Road and Runnell Farm towards future primary school provision, and any further residential development will be required to contribute towards school provision. The Council are currently in discussions with Fylde Borough Council and Lancashire County Council regarding primary school provision as part the proposal at Whyndyke Farm for 1500 dwellings. It is proposed that the developer will provide a site and building as part of the development.

4.6.49 Any additional housing proposed through the neighbourhood planning process may require a contribution towards school provision in line with Core Strategy policy.

4.6.50 The Council are currently in discussions with Fylde Borough Council and Lancashire County Council regarding high school provision arising from the Whyndyke Farm development. It is anticipated that this provision will be met by developer contribution through a Section 106 agreement.

Health

4.6.51 Provision of health and supporting care facilities in Blackpool is led by the provision of three major new multi-use Primary Care Trust Centres covering north, central and south Blackpool. The new centres at Whitegate Drive and Lytham Road will both help meet future needs.

Localised health provision continues to be provided by GP practices and pharmacies on Common Edge Road and on Midgeland Road. Consultation with NHS Blackpool confirmed that there is adequate capacity to cater for the new housing growth proposed in South Blackpool.

Other Local Community Facilities

4.6.52 Any potential housing development brought forward through the neighbourhood planning process will maximise the opportunities to utilise current community facilities in the immediate locality including existing health, main foodstore, church and sports facilities.

4.6.53 New community facilities may come forward as part of the neighbourhood planning process. New local retail provision is not a substantive requirement, given the proximity of the major Tesco store to the north and a substantial Booths store close by on Highfield Road, however it could potentially be put forward as part of the neighbourhood planning process.

Green Infrastructure

4.6.54 Core Strategy policy requires that any new development at Marton Moss is provided as part of a sensitive and organic approach which draws on its heritage and character. The precise pattern of uses that can be delivered will be determined in consultation with the local community as part of the neighbourhood planning process, but the Core Strategy approach recognises the specific qualities of the Moss which the Council seeks to retain and enhance.

4.6.55 A multitude of small plots dispersed amongst well hedged lanes and unmade tracks will assist in maintaining and developing a distinctive Moss local character, with the possibility of including allotments, community gardens and horticultural uses within the area.

4.6.56 Opportunities to create new greenspaces could open up and improve wider public access on the Moss. Extensive more formal existing sports provision in terms of sports pitches, tennis club, and equestrian activities are concentrated on lands south of Progress Way. Natural landscaping, wild space and new amenity space will all be expected to form an integral part of the pattern of future uses on the Moss.

Accessibility and Ease of Movement

4.6.57 Aside from major highways capacity issues and improvements to be provided and funded by future development, ease of movement for all modes by foot, cycle and public transport will be a further essential requirement within the new plan for the Moss.

4.6.58 There is a network of cycle ways and pedestrian routes which connect key locations and spaces. Enhancing the basis of this green network which already exists across much of the Moss is seen as an integral element of creating an attractive environment and quality of life for the future community of the Moss.

4.6.59 The raised embankment of Yeadon Way acts as a physical barrier which reduces local north south movement, but the site is otherwise well located to provide ready access from existing distributor roads to the south, east and west. This offers good available opportunities for development to be well connected by public transport through extended and enhanced bus routes rather than requiring major new investment. In the medium/ longer term the potential for new and expanded services in conjunction with further development at Whitehills Park or elsewhere on other adjoining lands in Fylde will increase the potential for new bus services and better connections from the Moss to wider areas and other centre, as well as further improvements to services to Blackpool town centre.

South Blackpool Growth and Enhancement

Infrastructure	Item	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Highways	Highway works to improve vehicular access to potential development sites Improved public transport	CS27: South Blackpool Transport and Connectivity	Blackpool Council Lancashire County Council Highways Agency	To be determined on a scheme by scheme basis.	-	-	S106 agreement S278 agreement CIL if applicable	To be determined
Surface water management	Reduction in surface water run-off of any new development	CS9: Water Management CS25: South Blackpool Housing Growth CS26: Marton Moss	Developer SuDS Approval Body Environment Agency United Utilities	To be determined on a scheme by scheme basis.	-	-	Developer S106 CIL if applicable	To be determined
Surface water management	Additional surface water infrastructure to provide a discharge route for surface water from developments around the M55 Junction 4. <i>(Subject to funding approval)</i>	CS9: Water Management CS25: South Blackpool Housing Growth	United Utilities	Approx £20 million	-	-	Application to be made to OFWAT (AMP6 funding-2015-2020).	Estimated completion 2018 <i>(subject to approval of funding)</i>
Education - Primary School	Requirement for new primary school in South Blackpool	CS15: Health and Education	Blackpool Council Lancashire County Council Fylde Borough Council	£4-5 million	-	-	S106 CIL if applicable	As part of first phase of Whyndyke Farm development

South Blackpool Growth and Enhancement

Infrastructure	Item	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Green Infrastructure	New green spaces as part of Marton Moss neighbourhood planning approach	CS6: Green Infrastructure CS27: Marton Moss	Developer Blackpool Council	Unknown at present	-	-	Developer S106	