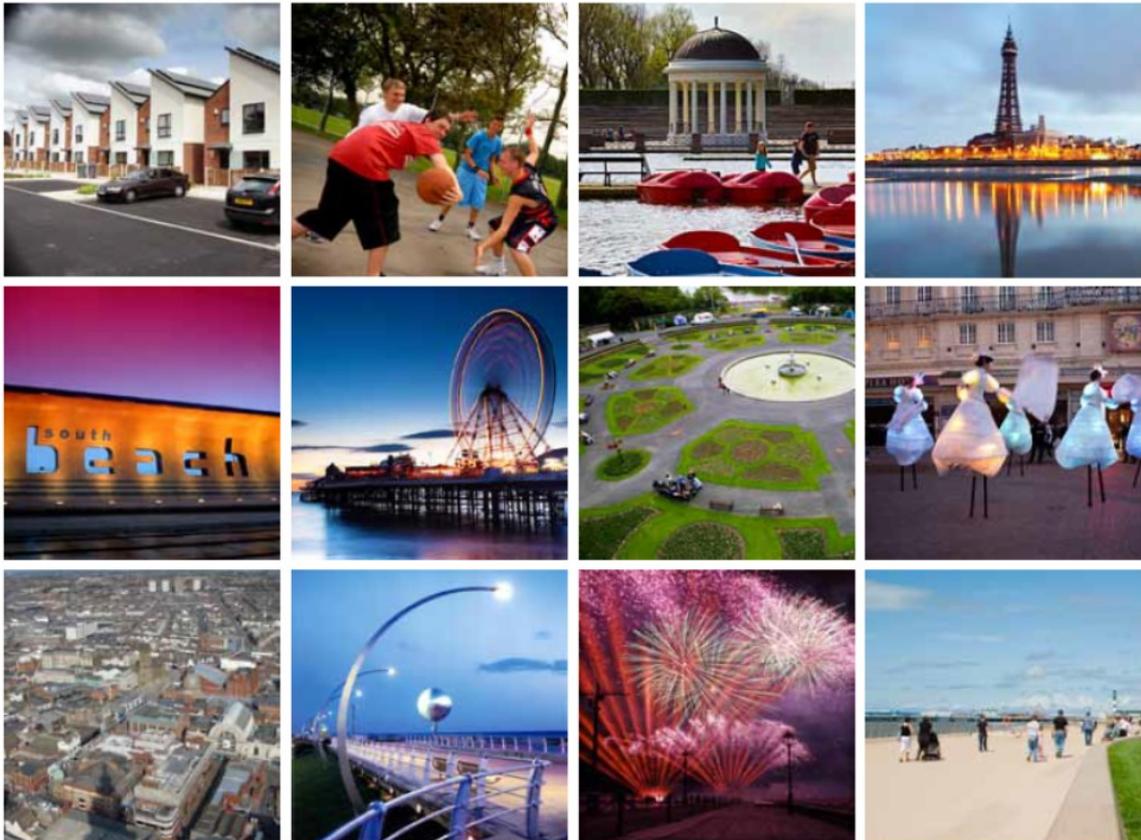


Blackpool Local Plan 2012-2027

Infrastructure and Delivery Plan - Update

February 2022



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1 Introduction and Background

1.1 Introduction

1.1.1 This is the updated **Infrastructure and Delivery Plan (IDP)** for the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies. The IDP was initially published in November 2014 to support the Local Plan Part 1: Core Strategy and sought 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. This updated 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 Local Plan it will inform other business plans and strategies to help shape and influence development across the Borough.

1.1.2 The IDP has been updated 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 Local Plan Part 2¹ and has been essential to plan for the infrastructure needs arising from the anticipated level and location of development.

1.2 Infrastructure Delivery

1.2.1 The National Planning Policy Framework (NPPF)² recognises that in achieving the economic objective of sustainable development to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

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 adopted Core Strategy Policy CS11: Planning Obligations.

¹ As set out in the Local Plan Part 2 Statement of Consultation

² National Planning Policy Framework (NPPF) 2019

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 Local Plan Part 2, identifying the key programmes and projects which will support the delivery of the Local Plan 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 this updated IDP are based upon the situation and assessed needs as at **February 2022**. 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*

2 Blackpool in Context

2.1 Blackpool Mini Profile

2.1.1 Blackpool is England's largest and most popular seaside resort attracting around 18.13 million adult visitors in 2019³. It is also the main retail, public administration, cultural and service centre for the wider Fylde Coast (population estimated to be around 326,000⁴). Located in the North West of England, Blackpool covers 35 km², with 11.2km of sea front. It supports a resident population of around 142,000⁵ 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 62,500⁶ 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%⁷ of Blackpool's households have no access to a car and rely primarily on public transport. Blackpool Airport is located on the edge of Blackpool's southern boundary in Fylde. Although the airport no longer operates charter and scheduled flights to UK and other European destinations, it does provide for services such as the North West Air Ambulance, flying schools, offshore oil and gas platform helicopters, executive private jets and bespoke aviation solutions.

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

³ STEAM.

⁴ Census 2012

⁵ Census 2012

⁶ Census 2011

⁷ Census 2011

levels of deprivation, an unbalanced housing market and declining holiday areas. Blackpool is currently ranked as the most deprived local authority in the country.⁸

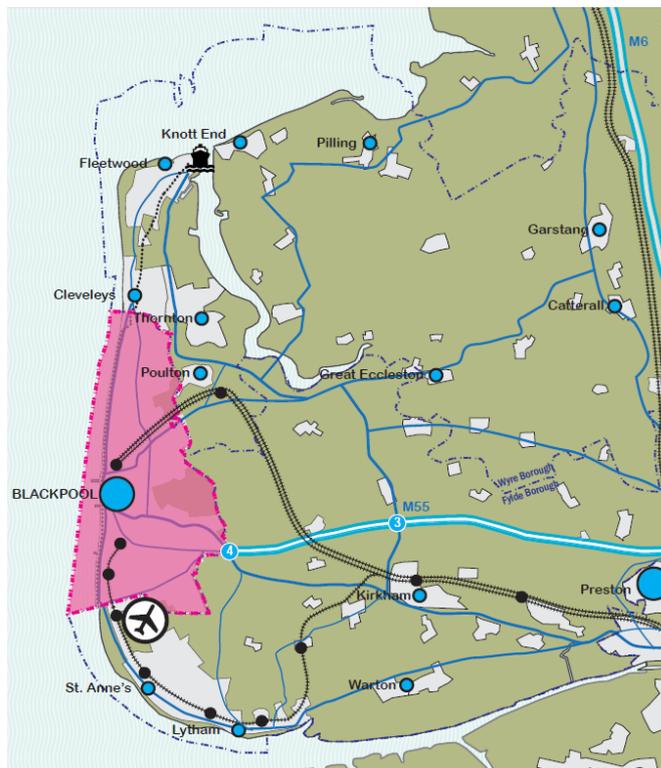
2.2 Sub-Regional Context

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

⁸ 2019 English Indices of Deprivation

Planning Policy Framework (NPPF), a **Duty to Co-operate** on strategic planning issues⁹.

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. In addition, a 'Statement of Compliance with the Duty to Co-operate' was produced which sets out how the Council has co-operated with other authorities and prescribed bodies in the preparation of the Local Plan Part 1: Core Strategy.

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

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.

⁹ 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

- 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. 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 Topic Paper \(2021\)](#) which accompanies the Local Plan Part 2 and the Housing Requirement Technical Paper (2014) which accompanied the Core Strategy.

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

2.4.8 The site covers 144 hectares of which around 62 hectares lie within Blackpool Borough and 82 hectares in Fylde. The site incorporates the existing Category III airport buildings and surrounding business and employment lands; areas of open space and sports playing fields. An additional 9.4 hectares of land is identified at the Enterprise Zone which is included in the employment land policy in the Local Plan Part 2.

2.4.9 Further information can be found in the **Employment Land Update 2021 and Blackpool Airport Enterprise Zone Topic Paper (2022)** which accompanies the Local Plan Part 2. Infrastructure requirements related to the Enterprise Zone are set out in the following sections relating to the type of infrastructure required.

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

3.1 Transport

3.1.1 Blackpool Council is a local transport authority, with important cross-boundary linkages to Lancashire County Council, the local transport authority for neighbouring Fylde and Wyre boroughs.

3.1.2 Blackpool has good connections by both road and rail. The M55 motorway links Blackpool with the M6 motorway near Preston. A modern electrified railway connects Blackpool with Liverpool, London and Manchester.

3.1.3 Transport policy and delivery centres on the Local Transport Plan, which will be updated by 2023, incorporating the latest economic, environmental and social policy context. Blackpool Council oversees the implementation of annual Local Transport Plan programmes in support of local and national objectives. The Local Transport Plan process is key to delivering local transport priorities.

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 and tram links provide the mainstay of Blackpool's infrastructure. These are supported by a comprehensive network of footpaths, cycle routes and public rights of way.

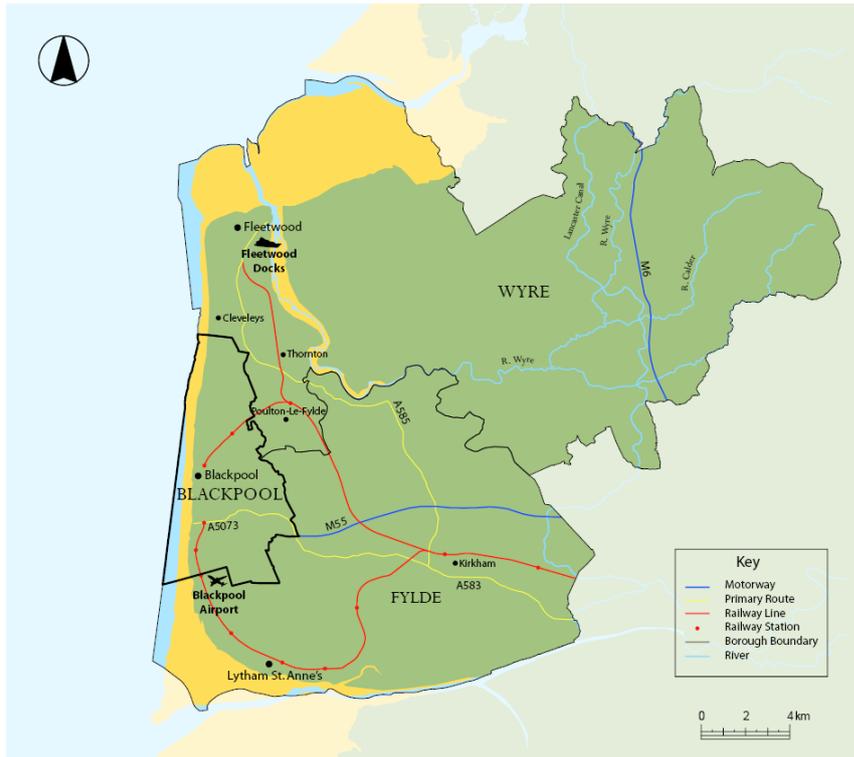


Figure 2: Transport Network in Blackpool and the Fylde Coast

Highways

3.1.5 The M55 motorway, which links to the national motorway network, provides Blackpool with good road access, connected via Yeadon Way/Seasiders Way, to resort car parks and Blackpool Central (the Leisure Quarter strategic development site). Other key routes into Blackpool from the motorway include Preston New Road (A583) and Progress Way/Squires Gate Lane (A5230). National Highways is responsible for operating and maintaining the M55.

3.1.6 Good road links are needed to support Blackpool’s visitor economy, local jobs and services. Strategic local roads and their associated structures are considered vital, as is good quality signage. Essential repairs have been undertaken to Plymouth Road, Waterloo Road, Harrowside, Squires Gate and Devonshire Road bridges. Yeadon Way has also been upgraded to secure this key route for the future. For essential highway maintenance, emphasis has been placed on the Project Amber initiative.

3.1.7 Through the Project Amber initiative, Blackpool Council proactively intervenes with a range of highway surface treatments at the appropriate time rather than leave road surfaces to deteriorate to the point where larger scale and more disruptive interventions are required. The initiative promotes the development and implementation of innovative techniques and materials to repair and maintain roads, taking account of what stage the road surface is in, in respect of its lifecycle, meaning that roads in fairly good condition will be treated to preserve their condition, thus significantly slowing the pace of deterioration.

3.1.8 Where necessary, the highway network has been enhanced to improve accessibility and resilience. Highway improvements have been integrated with the Town Centre Quality Corridors programme, which has improved the public realm on key routes in and around the town centre, much of Cookson Street has been made two-way for example. Traffic control has been improved, utilising semi-adaptive queue management technology at the intersection of the A586 and A587 on the outskirts of Blackpool. Public realm improvements have been undertaken in district centres, for example in Bispham Village. Further targeted highway network and traffic control enhancements will be implemented, utilising intelligent transport systems when appropriate.

3.1.9 The Town Centre Access Scheme (TCAS) is proposed using state of the art highway design and technology, providing superior highway infrastructure that improves access for all, creating more resilience, whilst enhancing travel options, adding vitality to the town centre and public realm areas. Key junctions will be upgraded, improving access and movement for all highway users. Improving network efficiency, congestion management, road safety and air quality are all key objectives. This will also help with parking management.

3.1.10 Blackpool Council's town centre parking strategy summarises the current and future demand for car parking in the town centre, determines the additional car parking requirement and identifies how the demand can be addressed.

3.1.11 Additional electric vehicle charging points are planned in car parks. To reduce greenhouse gas emissions and help combat Climate Change, infrastructure associated with more sustainable transport modes is essential, in support of local and national transport policy. Travel planning has a key role in encouraging the use of sustainable travel modes.

3.1.12 With respect to the Blackpool Enterprise Zone (EZ), a new link road and highway upgrades are required to facilitate further economic development in order to support the delivery and viability of the EZ. In total these works consist of, the provision of 1.8km of new and improved highway infrastructure, together with the construction of new junctions to the existing local road network, thus facilitating the release of additional development plots, attracting new businesses and investment, and the creation of new employment opportunities. These new roads and road upgrades will be realised by the construction of a new link road which is proposed to connect the existing Blackpool Business Park at Amy Johnson Way with Common Edge Road, referred to as the 'Eastern Gateway Access'. Additional road improvements will follow, such as the upgrade of the existing Common Edge Road, in addition to School Road junction, with anticipated benefits of reducing congestion on the local highway network, facilitated by an all-movements signalised junction(s). The construction of three new estate roads to service new development plots will increase the desirability of the employment zone and provide a catalyst for investment that will in turn bolster the employment opportunities of the EZ and overall improve the connectivity of the area for all by the addition of new footpaths and cycle ways. Precise details of the funding can be found in the Blackpool Airport Enterprise Zone Topic Paper (Feb 22).

Bus

3.1.12 The Fylde Coast's principal operator, Blackpool Transport, has made considerable strides to update its bus fleet in recent years. The offer is complemented by Stagecoach, providing inter-urban services to Lancaster and Preston. Both operators have introduced new technology to enhance the travel experience, Smartphone Apps for example. Blackpool Council has created a town centre Bus Hub, with new and enhanced infrastructure on both Market Street and Corporation Street, with real time information. Bus stops and shelter enhancements will continue to feature in highways works programmes. Bus priority, including the utilisation of the latest technology, will be to the fore, in accordance with the National Bus Strategy.

Coaches

3.1.13 Coach travel is an important means of travel to the resort, making a major contribution to the resort economy as well as having a lower 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.

3.1.14 Blackpool Central coach station has recently been updated. The Leisure Quarter site is earmarked for development, which will necessitate re-provision of the drop-off and pick-up facilities. Enhanced facilities for more secure coach layover are being investigated and will be implemented when funding becomes available.

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.

3.1.17 Improved cycle parking has been implemented, including at Blackpool North railway station. Off-road routes are on the National Cycle Network, which connects the Fylde Coast

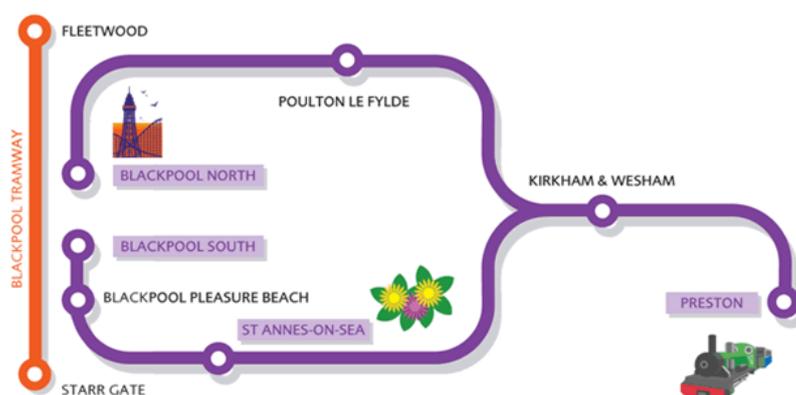
towns. Advanced stop lines have been incorporated at signal-controlled junctions. Moving forward, cycling facilities will continue to feature in works programmes.

Walking

3.1.18 The Town Centre Quality Corridors programme has improved conditions for walking in and around Blackpool town centre, with improved footways and pedestrian crossings. Elsewhere in the borough, public rights of way improvements will be progressed. Generally, new and improved pedestrian crossings will feature in future highways programmes.

Rail

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



3.1.20 The railway line into Blackpool North was electrified by Network Rail in 2018. Northern Trains have new fleets of both diesel and electric stock, the former are used on the York services, the latter on services to Manchester and Liverpool. Train operators Avanti West Coast and Grand Central provide London services. In the future, opportunities will be sought to improve Blackpool North railway station and services on the South Fylde Line.

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 was upgraded in 2012 to ensure the service continues to operate for future generations, investing over £100m, bringing the service up to modern standards and has been a great success, with growth in patronage, reliability and customer satisfaction. The tramway extension to North Station will further enhance the network, with through services possible to Blackpool Pleasure Beach and Bispham. Further extensions to the Blackpool - Fleetwood Tramway will be thoroughly evaluated when funding opportunities allow.

Airport

3.1.22 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.

The airport currently accommodates the following operations:

- Babcock Offshore Mission Critical Services Offshore Limited (Eurocopter AS365 Dauphins) servicing the oil and gas platforms in the Liverpool and Morecambe Bays.
- The North West Air Ambulance
- A variety of fixed wing and helicopter flying schools
- Handling agents, Executive private jets and bespoke aviation solutions from Hangar 3.
- Handling agents, J Max Air services
- Various fixed wing and rotary maintenance organisations

3.1.23 There are proposals to upgrade airport facilities to support future operations, including improved road access from the north.

3.1.24 The airport was granted Enterprise Zone status in April 2016. There are proposals to improve road access at the eastern gateway. This will improve pedestrian linkages and provide opportunities to improve public transport access to Blackpool Airport Enterprise Zone

Parking

3.1.25 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.

3.1.26 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

3.1.27 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.

3.1.28 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 (Implementation Plan 2018 to 2021)
- Lancashire Transport Plan 2011-2021
- Lancashire Strategic Economic Plan (March 2014)
- Blackpool Airport EZ Masterplan 2020

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.

3.2.4 At the Blackpool Airport Enterprise Zone, the existing gas main network will be extended to serve the newly created development sites within Common Edge, and will be specified to ensure future compatibility with the transition from Methane to Hydrogen gas. Gas supply will be required to meet requirements of potential occupiers for space heating requirements – but more specifically for use in manufacturing / engineering processes

Electricity

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

3.2.6 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.

3.2.7 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.

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

3.2.9 In order to meet the likely power requirements of the Enterprise Zone, a new primary sub-station will be constructed, this will not only assist with the future electricity demand requirements, but also allow for sustainable back feeding of electricity, proposed generated by solar energy. Supplementary to this, the diversion of an existing 33kva electricity mains cables is proposed which will facilitate the development of the employment zone and individual development plots, of which will be locally fed by a series of smaller network sub stations.

District heating network

3.2.10 At the Enterprise Zone, it is intended to provide primary ducting capacity within new highway works to permit the development of a local district heating system, utilising surplus heat generated from the anticipated location of data centres within the wider EZ.

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 Local Plan 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.

Broadband

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

3.3.4 BT was 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 was completed in 2014.

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

3.3.7 In line with the Government's full fibre investment strategy, the Enterprise Zone will make the provision for a Local Full Fibre Network (LFFN). Proposing to accommodate a major trunk fibre optic telecommunications cable route through the eastern gateway, as well as improving on the existing network of LFFN throughout the wider area of the EZ. This will considerably boost the investment desirability of the EZ and allow businesses to take advantage of state-of-the-art technology developments such as HD conferencing.

North Atlantic Loop

3.3.8 Blackpool subsea fibre optic cable network is a pioneering new initiative that will give the resort a huge competitive advantage as it seeks to attract more cutting-edge, tech-based industries to the North West coast. The much-anticipated connection to a subsea, fibre optic, Irish Sea cable network will have the capability to deliver some of the world's fastest, most resilient internet speeds, securing Blackpool's status as a key international route linking the UK to the rest of the world.

3.3.9 The North Atlantic Loop is made up of several undersea fibre cables connecting the UK to the US and Northern Europe. The cable landing in Blackpool is known as CeltixConnect-2, this is a next generation, subsea fibre cable system that is part of the Aqua Comms network delivering a diverse, high capacity network connection to the USA and Northern Europe. With Blackpool as a strategic landing in this global undersea communications system, it not only brings the best available internet capabilities to the Fylde Coast, but also future proofs the North and the rest of mainland UK.

3.3.10 This network is being built by Aqua Comms, owner and operator of their North Atlantic Loop fibres, an Irish company and worldwide specialist in the building and operations of submarine cable systems. The multi-million pound investment to connect Blackpool to the network has the potential to offer great value to the North of England and means that the town can now offer faster transatlantic switching speeds to New York than via traditional routes like London, <0.64 seconds, on a network route that has the capability to carry more than 1/3 of the world's internet traffic.

3.3.11 The new fibre optic cable will support the needs of the Pan-Atlantic hyperscale providers that underpin today's international cloud industry for global carriers, cloud-based networks, internet service providers, data centres, IT companies and the global media.

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.

Source:

- Blackpool Climate Change and Renewable Energy Study (February 2010)
- Blackpool Council's ICT/Digital Strategy 2017–2022
- Blackpool Airport EZ Masterplan 2020

3.5 Water

Water Supply

3.5.1 The Water Resources Management Plan 2019 prepared by United Utilities. It sets out United Utilities' strategy to achieve a long-term, best value and sustainable plan for water supplies in the North West. It ensures that there is an adequate supply to meet demand over the 25 years from 2020 to 2045, whilst ensuring that the supply system is resilient to drought and other hazards. The proposals for enhanced demand management activities will also enable a reduction in the frequency of implementing drought permits to augment supply by 2025. Blackpool is located within the Strategic 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 Plan states that the Strategic 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:

- Final Water Resources Management Plan 2019 (produced by United Utilities)

Figure 4: Water Supply Areas

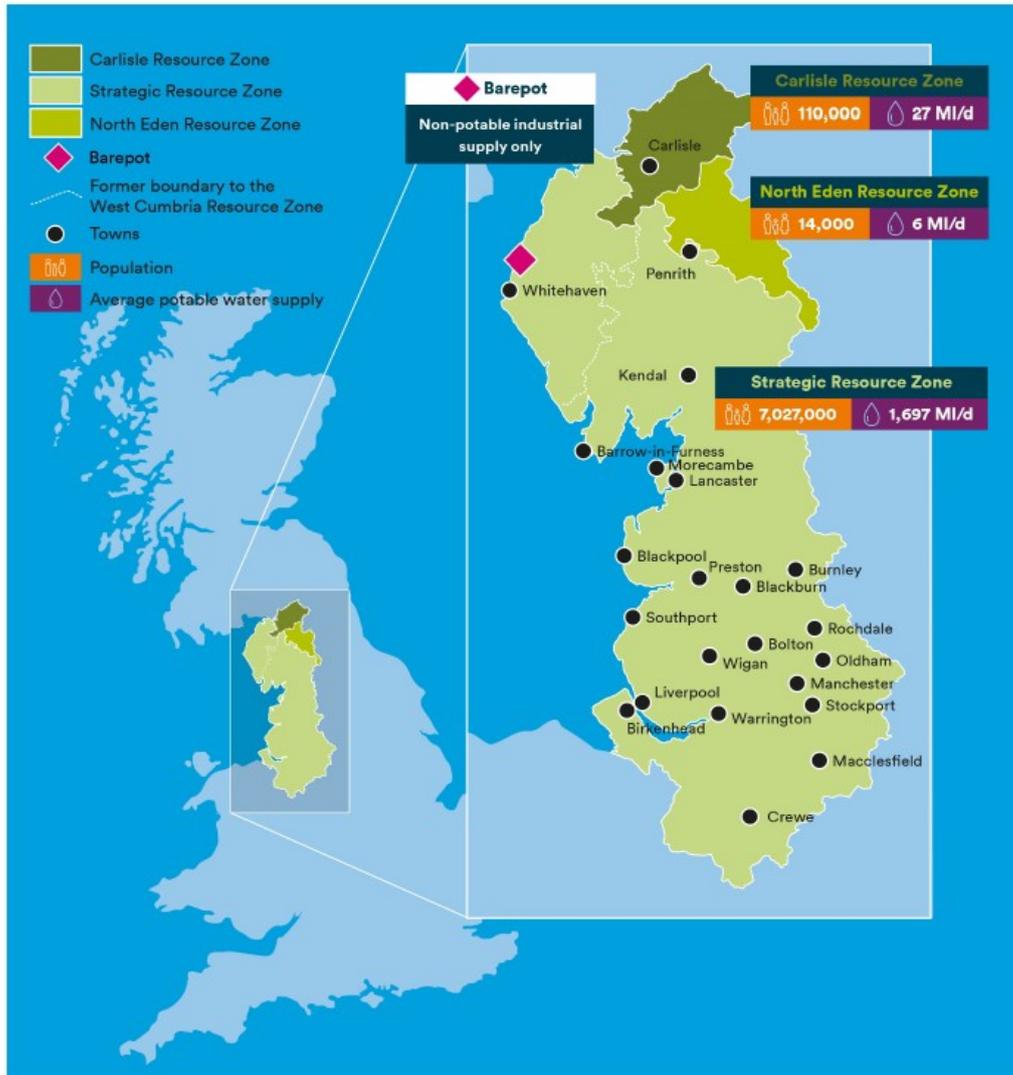


Figure 1 Resource zones in the North West from 2021

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



Imagery © 2012 TerraMetrics MapData © 2012 GoogleEarth

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.

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 2019 testing showed that all of Blackpool's bathing waters met the current minimum bathing water standards:

Figure 6: Recent Bathing Water Results

Bathing Water	2019
Bispham	★★★★ excellent
Blackpool North	★★★☆☆ good
Blackpool Central	★★★☆☆ good
Blackpool South	★★★☆☆ good

Bathing Water	2015	2016	2017	2018
Bispham	★☆☆☆☆ sufficient	★★★☆☆ good	★★★☆☆ good	★★★☆☆ good
Blackpool North	★★★☆☆ good	★☆☆☆☆ sufficient	★★★☆☆ good	★☆☆☆☆ sufficient
Blackpool Central	★☆☆☆☆ sufficient	★★★☆☆ good	★★★☆☆ good	★★★☆☆ good
Blackpool South	★★★★ excellent	★★★★ excellent	★★★★ excellent	★★★☆☆ good

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 “spill reduction” schemes along the Fylde Coast have had 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 Local Plan 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 Local Plan 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.

3.5.15 A detailed development management policy in relation to surface water management has been included at the request of United Utilities and the Environment Agency.

Existing Assets

3.5.16 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.

3.5.17 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

3.5.18 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.

3.5.19 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.

3.5.20 Post 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 earlier 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.

3.5.21 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.

3.5.22 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.

3.5.23 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.

3.5.24 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

3.5.25 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.

Blackpool South Surface Water Strategy – United Utilities

3.5.26 The Blackpool South Surface Water Strategy was a £30m scheme aimed at improving bathing water quality along Blackpool's golden mile. The project tackles the combined challenges of climate change, an aging Victorian sewer network, increasing urbanisation and a responsive catchment. The project's objectives are the reduction in frequency and quality improvement of spills within the bathing water season. The project was completed in August 2018.

3.5.27 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.

3.5.28 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.

3.5.29 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.

3.5.30 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.

3.5.31 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.

3.5.32 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

3.5.33 The group 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

3.5.34 A Surface Water Management Plan (SWMP) was prepared by ARUP for Blackpool Council. It identified potential solutions and management options for surface water flood risk within Blackpool and recommend a preferred strategy.

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

3.5.35 In recent years, United Utilities have put surface water infrastructure in place to support the management of surface water 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. Further information can be found at [United Utilities - Blackpool South](#).

3.5.36 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.

3.5.37 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.

3.5.38 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.

3.5.39 Core Strategy Policy CS9 'Water Management' and Development Management Policy DM31 'Surface Water Management' support 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.

3.5.40 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.

3.5.3 With respect to the Enterprise Zone, a new water main is required to facilitate development. In addition, a new foul drainage connection will be established and surface water drainage systems will be constructed in advance of development which will incorporate large scale drainage attenuation and promote a sustainable drainage ethos across the development area.

Flood and Water Management Act 2010

3.5.41 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.

3.5.42 At unitary level, the Act establishes a SuDS approving body (SAB). The SAB has 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.

3.5.43 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:

- Ongoing Local Plan consultation with United Utilities and Environment Agency
- Central Lancashire and Blackpool Outline Water Cycle Study (April 2011)
- 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
- Blackpool Airport EZ Masterplan 2020

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 was completed on a project that saw construction of new coastal defences at Anchorsholme, over a 1km length of seafront. These defences include new toe protection, sea walls and promenade. The cost of the scheme was £25 million, funded wholly by DEFRA.

3.6.5 The 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 (2016)

3.7 Municipal Waste

3.7.1 The Council's wholly owned waste company, Blackpool Waste Services Limited, which trades as ENVECO NW Environmental Services Limited is responsible for domestic and selected commercial waste collection services across the Borough.

3.8 Historic & Built Environment

3.8.1 Blackpool has six Conservation Areas:

- [Town Centre](#)
- [Stanley Park](#)
- [Foxhall](#)
- [Raikes Hall](#)
- [Marton Moss](#)
- [North Promenade](#)

3.8.2 It also has 46 listed buildings and one Grade II* Listed public park (Stanley Park).

3.8.3 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.

3.8.4 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, the North Promenade, Foxhall and Raikes Conservation Areas were adopted along with the extended the Town Centre Conservation Area to include important heritage buildings such as Blackpool Tower. In addition the Council has adopted 281 locally listed buildings.

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	-	-	Completed 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	-	-	Completed 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)	-	-	Completed 2018
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	-	-	Completed 2015
Roads	Upgrade of street lighting and signal	CS5: Connectivity	Blackpool Council	£153 million	Blackpool Council	-	-	2010-2035

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
	controlled installations	CS10: Sustainable Design and Renewable and Low Carbon Energy CS12: Sustainable Neighbourhoods CS17: Blackpool Town Centre CS22: Key Resort Gateways CS26: South Blackpool Transport and Connectivity			Private Finance 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	-	-	All completed by 2016
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	Blackpool Council	£4.2 million	Growth Fund (£3.8m) Blackpool Council (£0.4m)	-	-	All completed by 2018

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
		CS27: South Blackpool Transport and Connectivity						
Roads/Public Realm	New link road and highway upgrades including public realm improvements	CS5: Connectivity CS6: Green Infrastructure CS3 Economic Development and Employment, CS7 Quality of Design CS9 Water Management CS10 Sustainable Design and Renewable and Low Carbon Energy and Policy CS24 South Blackpool Employment Growth Policy CS27: South Blackpool Transport and Connectivity DM8 Blackpool Airport Enterprise Zone DM17 Design Principles DM21 Landscaping DM25 Public Art DM31 Surface Water Management DM41: Transport Requirements for New Development	Blackpool Council	£18 million	Growth Deal (£7.5m) Blackpool Council (£10.5m)	-		2023/25
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	-	-	Completed 2018
Tram	New tramway extension to	CS5: Connectivity CS17: Blackpool Town Centre	Blackpool Council	£18.2 million	Devolved Local Major Scheme funding	£1.8 million	Blackpool Council	Completed 2019

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
	Blackpool North Station	CS19: Central Business District (Talbot Gateway) CS21: Leisure and Business Tourism CS27: South Blackpool Transport and Connectivity	Transport for Lancashire (Local Transport Body)				CIL	
Bus	Town Centre Bus Hub	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 Blackpool Transport	Phase 1: around £250,000 Phase 2: around £300,000	Department for Transport (National Productivity Investment Fund) Blackpool Council	-	-	Completed 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 DM31: Surface Water Management	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. (Subject to funding approval)	CS9: Water Management CS25: South Blackpool Housing Growth	United Utilities	Approx £20 million	Application to be made to OFWAT (AMP6 funding- 2015-2020).	-	-	Completed 2018
Surface water management	Enterprise Zone - Use of attenuation based SuDS to remove surface water	DM8 Blackpool Airport Enterprise Zone CS7: Quality of Design CS9: Water Management	Blackpool Council United Utilities Environment Agency	Determined on a case by case basis.	Blackpool Council	-	-	Ongoing

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
		CS24: South Blackpool Employment Growth CS25: South Blackpool Housing Growth DM31: Surface Water Management	Blackpool Council Developer					
Public Realm/Transport	Quality Corridors	CS5: Connectivity CS6: Green Infrastructure	Blackpool Council	£7.3 million	Growth Deal (£6.6m) Blackpool Council (£0.7m)	-		2021
Flood Defence (Coastal)	Anchorsholme Coast Protection Scheme	CS9: Water Management	Blackpool Council	£28 million	DEFRA	-	-	Completed 2016
Flood Defence (Surface Water)	Marton Mere Pumping Station and Spillway	CS9: Water Management	Environment Agency Blackpool Council	£0.5 million	DEFRA	-	-	Completed 2015
Broadband	Enterprise Zone - Network resilience and bolstering	DM8 Blackpool Airport Enterprise Zone DM18: High Speed Broadband for New Developments	Blackpool Council	Determined on a case by case basis.	Blackpool Council	-	-	2023/24
Electricity	Enterprise Zone - Primary substation and Multiple Distribution Substations	CS24: South Blackpool Employment Growth DM8 Blackpool Airport Enterprise Zone	Blackpool Council Electricity North West	£5 million	Blackpool Council	-	-	2024

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

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 31 primary schools and 6 secondary schools within the Blackpool Borough. In addition, Armfield Academy and Unity Academy provides education for children aged 4-16 years. Further information can be found at <https://www.blackpool.gov.uk/Residents/Education-and-schools/Blackpool-schools/Blackpool-schools.aspx#Primaryschools>

3.9.2 In terms of recent investment, Woodlands special school has received a full refurbishment of existing buildings, with completion of all works achieved in September 2018, whilst Park Community Academy saw a new teaching block opened in 2018, providing space to accommodate their recent increase in pupil numbers. The two schools also saw the refurbishment of a new combined Sixth Form facility (Westbury Sixth Form Centre) in 2016.

3.9.3 A proposal for the creation of a Free School by the Fylde Coast Academy Trust was approved by the Education and Skills Funding Agency. Armfield Academy was opened in September 2018 which on the site of the former independent Arnold School. It is an all-through facility catering for 4-16 year olds, with nursery provision also on site. The school opened in September 2018 with places for 60 Reception pupils and 160 Year 7 pupils. Each phase will fill up one year group at a time, and all works are scheduled to be completed in time for the start of the 2019/20 academic year.

3.9.4 Blackpool Council has recently been successful in an application to the Education and Skills Funding Agency for the establishment of a new special free school in the town. The new school will accommodate 48 pupils aged between 10 and 16, and will cater for pupils with Social, Emotional and Mental Health needs. There is currently no provision in Blackpool for pupils with these needs, meaning that they are often transported to out-of-borough placements. The school will be called Lotus School, and will become part of the newly-established Champion Education Trust, along with Blackburn Central High School and Crosshill Special School. The capital funding for the school is being provided by the Education and Skills Funding Agency, who have approved Blackpool Council's proposal to self-deliver the construction project through the Local Education Partnership. It is anticipated that the school will open to pupils from September 2020.

3.9.5 The Council invested in a capital project at the Pegasus site of Educational Diversity. This created four additional classrooms, enabling the school to move out of the Oracle building and co-locate pupils on the same site, delivering cost and operational efficiencies. The new facility opened September 2019.

3.9.6 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

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

3.9.8 Blackpool's School Place Plan confirms that surplus capacity in primary schools reduced to approximately 6.8% across the borough in 2018/19. Previous recommendations have been to keep available capacity at around 5-8% to allow for parental preference. However, Reception Year pupils peaked in 2018/19, and due to the predicted decrease in primary pupil numbers, the surplus capacity is forecast to increase to 14% by 2027/28. The spare capacity is more acute in the south planning area of the town, where it is estimated to reach 16.7%.

3.9.9 As a result of the forecast oversupply of primary places, the local authority will object to any requests to increase primary provision in the town. During a consultation with schools and stakeholders in summer 2019, expressions of interest were invited from primary schools who would be in a position to reduce their Published Admissions Number, particularly in the south planning area of the town. The local authority's preference would be for a reduction of numbers in three-form entry schools, but all options will be considered. Failing the voluntary reduction in Published Admissions Numbers, the local authority will consider alternative solutions, including the potential closure of one or more schools.

Secondary Schools

3.9.10 Three Blackpool schools were 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 was 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.

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

3.9.12 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.

3.9.13 Bispham High School and Collegiate High School were merged into one brand new school – Aspire Academy, which opened in September 2015. The new school was built on the former Collegiate site.

3.9.14 Over the course of the School Place Plan period (2020-2028), surplus capacity in secondary schools is forecast to peak at approximately 14% in 2021/22. Capacity reduces to just over 7% by 2027/28, however small year groups currently in the later years of school will be replaced by increasingly larger year groups, placing pressure on the Year 7 intake.

3.9.15 There are currently 1545 Year 7 places available in the town at present levels of Published Admission Numbers, however, there are more than 1545 pupils in each of the primary year groups in the town. The provision of places for Blackpool residents therefore relies on the continued availability of places in Lancashire schools. As already described, the forecasts in this plan make assumptions about housing growth within Blackpool, and a reduction in cross-border migration. With these assumptions, the Year 7 numbers look set to peak at exactly 1545 in 2025/26 before beginning to reduce again. This situation will require close monitoring over the coming years in order to understand whether action is required to address a potential shortfall. The shortfall could be more pronounced if plans for a more inclusive secondary sector result in fewer pupils attending special schools and the Pupil Referral Unit in future.

3.9.16 The Local Authority is therefore unlikely to agree to requests for permanent reductions in Published Admissions Numbers, and may require additional capacity for Year 7 intakes for a short period of time. The local authority would first seek opportunities to unlock existing capacity within the school building estate, prior to creating new provision. During the summer 2019 consultation, expressions of interest were invited from secondary schools who may be in a position to accommodate a temporary increase in Year 7 admission numbers during the academic years 2023/24 to 2026/27, particularly in the north and central planning areas of the town.

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 been 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 took place between 2010 and 2013 and 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 took place 2014-15 and saw 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 was developed at Bispham, providing replacement accommodation for the Engineering and Construction schools. Minor refurbishment and improvements to landscaping also took place during these phases.

3.9.18 Projects elsewhere to improve the efficiency of the College and continue to deliver quality education included:

- 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 There are two types of centres in Blackpool. These work together so residents can access a range of services that are in walking distance from their homes:

3.9.20 Large children’s centres locally know as Family Hubs provide enhanced services for all residents of all ages, and extended opening hours. The new larger children’s centres bring services into the community making them more inclusive and accessible. These include:

- Housing support
- Birth registration
- Expert advice on healthcare, parenting and family support
- Mental health drop-in sessions
- Adult learning courses etc

Family Hubs	
Centre	Address
Talbot and Brunswick	Gorton Street, Blackpool FY1 3JW
Grange Park	31 Dingle Avenue, Blackpool FY3 7NX
Revoe	Grasmere Road, Blackpool FY1 5HP

3.9.21 Additional Outreach centres are where activities are delivered on site. These are co-ordinated by the large family hubs and delivered by partner organisations.

Outreach centres	
Family hub	Outreach centres
Talbot and Brunswick	Westminster , Westminster Road, Blackpool FY1 2QF
Grange Park	Kincraig , Kingcraig Road, Bispham FY2 0HN
Revoe	Baines , Penrose Avenue, Blackpool FY4 4DJ
	Mereside , Langdale Road, Blackpool FY4 4RR
	Thames , Severn Road, Blackpool FY4 1ED

Libraries

3.9.22 There are eight libraries conveniently located across the Borough.

Creative Industries

3.9.23 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

3.9.24 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.



3.10 Health Provision

3.10.1 The NHS underwent major changes as a result of the Health and Social Care Act 2012. 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.

3.10.2 The health economy across the Fylde Coast is developing new models of care which will be delivered in four neighbourhoods across Blackpool; integrating a range of primary, community, acute, social, third sector and other services around the registered populations of practices. Neighbourhoods are based on groups of GP practices covering populations of 30,000 to 50,000, patients, and builds on their local health, social care, voluntary service and estate assets available to deliver integrated care. Taking a geographic approach enables the various supporting links among statutory, public and third sector services to be maximised. It also ensures that some of the more enduring problems of social isolation, loneliness and poor mental health, much of which underpins poor physical health, will be tackled more effectively.

3.10.3 Further information about the neighbourhoods and plans for new models of care can be found at <https://healthierfyldecoast.nhs.uk/about-healthier-fylde-coast/primary-care-networks-and-neighbourhoods>

GPs and Dental Practices

3.10.4 The existing health infrastructure in Blackpool includes 17 GP Practices and around 13 Dental Practices. These are well located across the Borough. Further information can be found at [Blackpool GP Practice Populations \(blackpoolgppsna.org.uk\)](http://blackpoolgppsna.org.uk)

3.10.5 Blackpool has three 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

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

3.10.7 The Moor Park Health and Leisure Centre is an innovative 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.

3.10.8 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

3.10.9 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.

3.10.10 Plans to enhance and expand Blackpool's emergency care departments in a new 'Emergency Village' have moved onto the next phase of construction in collaboration with Lancashire and South Cumbria Foundation Trust.

3.10.11 Lancashire and South Cumbria Foundation Trust have submitted a business case to access approximately £8.1m of national funding. This is to improve the service offering, enhance rehabilitation provision and to also support people with urgent mental health needs.

3.10.12 The Emergency Village will create a better Emergency Department and improved Critical Care wards by upgrading facilities and adding capacity which will enhance the patient experience across the Fylde coast.

3.10.13 Further information can be found at: www.bfwh.nhs.uk/emergency-village

The Harbour

3.10.14 A new mental health facility, The Harbour, is located in the south of the Borough at Whyndyke Farm which replaced outdated facilities at Victoria Hospital. The facility comprises a 143 bed inpatient unit that specialises in the provision of acute adult mental healthcare services for patients across Blackpool and the Fylde Coast.



Bispham Hospital

3.10.15 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

3.10.16 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 is dealt with through Fylde's Local Plan.

3.10.17 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:

- **Ongoing Local Plan Consultation with NHS England and Public Health**
- **Blackpool Joint Strategic Needs Assessment**

3.11 Community and Day Centres

3.11.1 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.

3.12 Emergency Services

Police

3.12.1 Blackpool has one divisional headquarters and a Town Centre presence:

- Divisional Headquarters, Gerry Richardson Way off Clifton Road Blackpool
- Blackpool (Town Centre) Front Counter, Municipal Buildings, Talbot Road, Blackpool

3.12.3 The Council has consulted Lancashire Constabulary throughout the Local Plan process and no capacity issues have been raised.

Fire

3.12.4 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 throughout the Local Plan process and no capacity issues have been raised.

Ambulance

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

- Waterloo Road, Blackpool
- Blackpool Victoria Hospital

3.12.7 The Council has consulted the Lancashire Ambulance Service throughout the Local Plan process 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 (Lotus)- Clifton Road	CS15: Health and Education	Blackpool Council	£5 million	Department for Education	-	-	2020
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	Completed 2018
Education - Secondary Schools	Remodelling of Unity College	CS15: Health and Education	Blackpool Council	£8 million	Department for Education	-	-	Completed 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	-	-	Completed 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	-	-	Completed 2015
Health	Blackpool Victoria Hospital – Emergency Village	CS15: Health and Education	Blackpool Teaching Hospitals	£13 million	Dept of Health & Social Care	-	-	2022

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, cycle ways 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 The Green and Blue Infrastructure Strategy and Action Plan 2019-2029 is a ten year strategy to invest in Blackpool's Green and Blue Infrastructure. Blackpool Council aims enhance existing parks and open spaces and deliver new high quality green spaces and public realm.

3.12.4 In addition, the Blackpool Open Space Assessment (2019) has assessed the quality, quantity and accessibility of recreational open space across Blackpool, and informed the allocations and policies in the Local Plan.



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Key

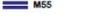
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|--|---|--|
|  Coast and Foreshore |  Open Land Meeting Community and Recreational Need |  Mainline Railway |
|  Protected Open Spaces |  Marton Mere SSSI |  Railway Station |
|  Playing Fields and Sports Grounds |  Marton Mere Local Nature Reserve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



Figure 11: Blackpool's Green Infrastructure

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 was 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 has also prepared a Playing Pitch Strategy Update and a Green Infrastructure Strategy for Blackpool to guide the strategic direction of the town's green space.

3.13 Sport and 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 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.

3.13.4 The Indoor Sports Facilities Review (2020) has confirmed that based on the population projections for the plan period up to 2027, the current indoor sports facilities within the Borough, taking into account the facilities available in adjacent local authority areas is such that there is no current need to allocate land for further provision for indoor sports facilities in the Blackpool Local Plan Part 2. However, this position will be kept under review and where deficiencies arise or facilities require support, planning contributions or other action to secure direct provision would be considered to ensure appropriate levels and quality of provision are maintained.

3.13.5 New sports facilities are currently under construction at the Enterprise Zone which will include the provision for a new sports pavilion and 190 space car park aimed at providing modern welfare and recreation for the users of the 12 new high quality grass pitches. In addition a FIFA quality 3G, floodlit all weather facility will be constructed alongside a new rugby pitch and training area, both benefiting from floodlighting.

Source:

- **Blackpool Green Infrastructure Strategy and Action Plan (2019)**
- **Blackpool Open Space Assessment (2019)**
- **Indoor Sports Facilities Review (2020)**
- **Blackpool Airport Enterprise Zone Masterplan (2020)**

Green Infrastructure Summary

Infrastructure	Scheme	Relevant Policy	Lead	Cost	Confirmed Funding	Gap	Potential Funding	Timescale
Informal Greenspace	Marton Mere: 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	-	-	Completed 2017
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	Completed 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	-	-	2020
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 Open Space	TABINI / Gorton St / Harold Larkwood Park	CS6: Green Infrastructure	Blackpool Council	£200,000	Blackpool BetterStart £150,000 Blackpool Council £50,000	-	-	2019 - 2020
Public Open Space	Anchorsholme Park development	CS6: Green Infrastructure	United Utilities Blackpool Council		United Utilities	-	-	2020

		CS9: Water Management						
Playgrounds	Mereside Play Spaces	CS6: Green Infrastructure	Blackpool Council	£170,000	Blackpool BetterStart £135,000 Blackpool Coastal Housing £35,000	-	-	2019 - 2020
Playgrounds	Grange Park Play Area	CS6: Green Infrastructure	Blackpool Council	£75,000	Blackpool BetterStart £25,000 Commuted Sums £23,000 Housing development £27,000	-	-	2020
<i>Health and leisure</i>	<i>Enterprise Zone – Common Edge Road Sports development</i>	<i>CS15: Health and Education DM8 Blackpool Airport Enterprise Zone DM17 Design Principles DM21 Landscaping DM31 Surface Water Management</i>	<i>Blackpool Council</i>	<i>£5 million</i>	<i>Football Foundation (£250,000) Blackpool Council (£4.75m)</i>	-	-	<i>2022/3</i>

