

**LANCASHIRE  
HISTORIC TOWN  
SURVEY PROGRAMME**

**BLACKPOOL**

**HISTORIC TOWN  
ASSESSMENT REPORT**

**APRIL 2005**

Lancashire County Council and Egerton Lea Consultancy  
with the support of English Heritage and Blackpool Borough Council

The Lancashire Historic Town Survey Programme was carried out between 2000 and 2005 by Lancashire County Council and Egerton Lea Consultancy with the support of English Heritage.

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# SUMMARY

## The Lancashire Historic Town Survey Programme

This assessment report is a key end product of a survey of Lancashire's historic towns carried out by the county's Archaeology and Heritage Service, with the Egerton Lea Consultancy, between 2001 and 2006. The project, part of a national programme of work coordinated by English Heritage, comprised a three-stage survey of the historical and archaeological aspects of each of the thirty-three towns selected in Lancashire. The programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The programme has three principal outputs: new data added to the Lancashire Sites & Monuments Record, a comprehensive report (submitted as this document) that contains background information on the historical development and the current archaeological knowledge of each town, and a shorter Historic Environment Management Guidance report, which outlines strategies for conservation and enhancement.

## Blackpool – archaeological and historical summary

There is evidence for prehistoric activity within the urban area defined for Blackpool. These sites date to the Bronze Age and include two stone axe hammers found in 1881 and 1911, and a round cairn that is no longer extant. Other prehistoric sites are likely to have been present around the edges of the mosslands and on gravel islands associated with the mires and on coastal sand hills. Such topographical features, further to the south in the Lytham area, have been suggested as the sites of Neolithic settlement. Evidence of later prehistoric activity in the vicinity of the east Fylde include human remains deposited in the wetlands. It is likely that the mossland margins and the coasts of the Fylde continued during this period to be the focus for settlement and activity.

There are some indications of Roman activity in the Blackpool vicinity. The most notable is the putative Roman road, sometimes known as the Dane's Pad, leading from Kirkham to Fleetwood. From the evidence of occupation at the Roman fort at Kirkham it has been suggested that Roman activity in the Fylde generally was very restricted. Within the defined urban area for Blackpool the only known Roman sites relate to the casual finding of coins.

There are no known post-Roman or early medieval archaeological sites within this area. However, the place names of settlements, other than Blackpool itself, indicate early medieval origins. For example, Bispham is thought to mean the 'lands of the Bishop', and perhaps formed the core of Athelstan's grant to York Minster of part of Amounderness in AD 937. Prior to the Norman Conquest, the entire study area formed the western part of the extensive parish of Poulton-le-Fylde. Within this parish were a number of manors. The medieval landscape of the area currently occupied by Blackpool was divided between two principal manorial holdings, Bispham in the north and Layton in the south. Elements of two other manors, Marton and Carleton, formed parts of the eastern portion of the study area. Settlements within the manors were confined to the higher land, effectively forming a ridge between Thornton Marsh in the north and Marton Moss and Layton Hawes in the south.

After the Norman Conquest, the manor of Bispham was divided into two moieties, one of which consisted of Great Bispham and the other of Little Bispham and Norbreck. A church was established at Great Bispham in the Middle Ages, although it appears to have been reduced to a chapelry of Poulton from the thirteenth to the mid-seventeenth century. The present church lies on the site of the medieval foundation.

The manor of Layton consisted of three principal townships; these were Great Layton, Little Layton and Warbreck. In the early thirteenth century it also had a church, which was considered to be a daughter foundation of Bispham. In the southeastern part of the study area, in the medieval period, was the manor of Marton. At some time in the twelfth century it was divided into two moieties, leading to the development of two townships, Great and Little Marton. Layton was perhaps one of the earliest central places in the Fylde in the medieval period, for in 1257 the then manorial lord, William le Boteler, obtained a royal charter to hold an annual fair and a weekly market there.

The first reference to Blackpool as a place appears to be in 1416 when, along with the manors of Layton, Bispham and Norbreck, the estate of Sir William Boteler contained *Le Pull*. This reference within a land grant was to more than a tidal stream outlet and indicates that the name was being applied to a settled land holding. There is no indication, however, that by the end of the sixteenth century, Blackpool consisted of more than a handful of properties.

A map of 1532 clearly shows the local settlements to be surrounded by open fields seemingly divided into ploughed strips. Above all it depicts to the west of Great Layton a group of buildings entitled '*the pole howsys alias ye North howys*'. This is the earliest cartographic representation of the settlement that was to become Blackpool.

The main development in the settlement pattern from the sixteenth century to the early nineteenth century was the growth of settlement along the margins of the mosslands, followed by settlement of the reclaimed mosslands. It was along the edges of the mossland wastes of Marton (alias Lytham) Moss and Layton Hawes that there was the greatest expansion in settlement. Following the reclamation of wetland, there was pressure to enclose the land. As early as 1653 parts of Layton Hawes were being enclosed by agreement between landowners, although there were encroachments. However, the main pulse of enclosure, along with the regularisation of existing enclosures, came with an Enclosure Act for Layton Hawes dated 1767. This led to the total enclosure of Layton Hawes and prepared the area for settlement. A comparison of the enclosure map of 1767 and the tithe map of 1838 reveals that a number of farmsteads were created during the intervening years.

Blackpool's evolution into a place of significance was a major change in the settlement pattern of the study area during the eighteenth century. Before the mid-eighteenth century, although fishing may have supplemented incomes in Blackpool, the few references to people living in Blackpool usually relate to yeomen. This suggests that Blackpool was a farming community at this time, an assertion given further credence by the presence of a pinfold in the eighteenth century on the site of the later Wellington Hotel.

By 1630 at least four families were established at Blackpool. There was clearly some considerable growth during the earlier and mid-eighteenth century, as there were an estimated twenty-eight houses forming the settlement by 1769, a time when Blackpool was already being affected by an embryonic tourist trade. Trade and the settlement grew in tandem over the next two decades, so that by 1788 there were about fifty houses along the sea bank. Most of the growth of Blackpool over the next fifty years consisted of the infilling of this one mile stretch of coastline, as the settlement grew in response to slowly but steadily increasing visitor numbers.

It is unclear when Blackpool began to develop as a place to visit. Blackpool had certainly begun to attract visitors by the mid-eighteenth century. In the early 1750s Bishop Pococke recorded that there were 'accommodations' at Blackpool for people who came to bathe and by the 1760s the amount of visitors was already sufficient to maintain a number of lodging houses, including the Forshaw Hotel. However, it was in the late eighteenth and early nineteenth centuries Blackpool's reputation as a seaside resort was cemented. It was the textile districts of both Lancashire and Yorkshire that provided Blackpool with the majority

of its visitors. Unusually amongst contemporary seaside resorts, many of these visitors were from the lower classes.

### **Development of the nineteenth century town**

Blackpool was expanding and improving in the early nineteenth century, but its ambitions were limited by poor communications and its layout and appearance were conditioned by the nature of landholding and development. In 1831 Blackpool was still considered to be a mile-long scatter of houses, although the tithe map of 1838 depicts a nucleated settlement comprising a double row of buildings along the coast road, with development extending inland along the south side of the road to Great Layton.

Mass market accessibility via railways was the key to the development of Blackpool in the nineteenth century. The Preston and Wyre railway opened a single line in 1846, and the Blackpool and Lytham Railway took passenger traffic in 1862. The railway ushered in an era of rapid expansion in Blackpool. Between 1841 and 1851 there was an 83% increase in the housing stock, at a time when many towns in Lancashire were showing little or no growth.

In the early 1840s a number of new streets were laid out in a loose grid behind the sea front. These included Abingdon, Birley and Clifton Streets, the area that was to develop as part of Blackpool's commercial centre in the later nineteenth century. The period of greatest nineteenth-century development in Blackpool occurred in the 1860s, with the fields surrounding Upper Church Street, Topping Street and Edward Street being developed. By 1861 Blackpool's population had grown to 3506, but by 1901, when it had absorbed surrounding settlements like Layton and South Shore, its population totalled 47,348.

The most distinctive feature of the provision of housing in Blackpool after 1840 was the erection of the purpose-built lodging house or company house, essentially a specialised variation on the domestic dwelling. New areas of lodging house accommodation were built in the 1870s on the fringes of the built-up area. These areas were surrounded by the two- to three-bedroom houses of the artisans employed in Blackpool's tourism industry or by railway workers.

The main traditional industrial activity within the Blackpool area in the early nineteenth century, other than salt making, was corn milling. There were a number of windmills, the only surviving one is Little Marton Mill, a four-storey brick-built tower mill erected in 1838 on the site of an earlier mill. Until the mid-eighteenth century there was also a water-powered grist mill serving Great Marton, and by the later nineteenth century, there were a number of steam-powered corn mills in Blackpool.

The only other industry of note in the Blackpool area was brick making, which serviced Blackpool's physical expansion. Initially, it was small-scale, but by 1891 there were three brickworks and a brickfield to the east of the Revoe area of the town, and another approximately on the site of the former Kiln Flatt. All had been demolished by 1910 and a large brickworks had been established at North Shore. Near the site of this in 1891 were two steam-powered sawmills connected with the railway.

The promenade at Blackpool developed in the late eighteenth century and through the nineteenth century as both a tourist attraction and as a bulwark in the settlement's resistance to sea erosion. Construction of a new promenade began in 1868. The sea defences were extended in 1895 from Carlton Terrace to the Gynn and a new promenade, the North Shore promenade, was built as a consequence. A widening scheme for the central beach promenade was sanctioned by Parliament and was completed between 1902 and 1905, extending the sea front 100 feet beyond the high tide mark.

The first investment in new amusements came with the development of the North Pier, in effect initially a seaward extension of the promenade. The pier was opened in 1863. The

South Pier (later the Central Pier) opened in 1868 and the Victoria Pier in 1893. Both were built to house a variety of amusements. The first permanent purpose-built theatre in Blackpool was the Theatre Royal, built in 1868. The most significant of the indoor leisure complexes was the Winter Gardens, built between 1875 and 1878. On a larger scale even than the Winter Gardens were the pleasure grounds created out of the forty-acre Raikes Hall estate in 1872. Known as the Royal Palace Gardens, they included a ballroom, skating rink and music hall. Blackpool Tower opened in 1894.

In the late nineteenth century mechanical fairground rides were increasing in popularity. Early in the twentieth century a Ferris wheel known as the Big Wheel was erected next to the Winter Gardens. This was dismantled in 1928. By that time, what had been described as an unpretentious fairground at South Shore was growing into Blackpool Pleasure Beach, one of the forerunners of the later twentieth century's giant themed amusement parks.

Blackpool acquired most of the physical and political accoutrements of a town between 1840 and 1864. Under the Blackpool Improvement Act of 1853 a Local Board was formed, providing Blackpool with its own local government. The town has a small civic centre, but this did not begin to form until the end of the nineteenth century. Blackpool gained a borough charter in 1876, and the Borough Corporation took over the administration of the town from the Local Board. After the establishment of the Borough Corporation the town council utilised buildings known as the Municipal Buildings, close to the site of the later Town Hall. In 1879 the municipal boundaries were extended to include parts of Marton and Bispham. In 1894 the remainder of Layton township was subsumed within the borough, and a decade later the municipality became a county borough.

By the early twentieth century, the area extending between Blackpool and Bispham became known as North Shore and was extensively developed in the 1920s and 1930s with avenues of detached and semi-detached houses. In the decade after 1925 an average of 1250 houses per year were built within the borough of Blackpool. Unlike the industrial towns of East Lancashire, Blackpool continued to expand during the inter-war years, participating in the general prosperity associated with the Lancashire coast. Between 1911 and 1939, the town more than doubled in size. Manufacturing employment continued to be in short supply, and tourism remained the town's staple industry.

### Historic settlement character

Unlike Fleetwood and, to a lesser extent, Lytham, Blackpool is not a '*planned Victorian coastal resort*'. Its eighteenth-century origins and early nineteenth-century growth owed little to planning and more to patterns of landholding. During the later nineteenth and early twentieth centuries groups of streets on a gridiron layout appeared as did purpose-designed estates, but overall the town's expansion was not governed by any overarching principles of urban design and planning. The main driving force in its growth seems to have been a requirement for a location as close to the foreshore as possible, which explains the urban sprawl along the coastline and the relative lack of expansion inland.

A hierarchy of building types can be broadly defined by zone in Blackpool. Along the foreshore are the hotels. Behind the hotels and particularly focused around Blackpool North railway station and the former site of Blackpool Central station are streets of lodging houses, many of which were purpose-built as such. Beyond these and mainly to the east of the nineteenth-century railway lines are terraces of working-class and lower middle-class housing. On the fringes of these on the northern, southern and eastern periphery of the built-up area in the early twentieth century are the terraces of larger houses and streets of semi-detached dwellings which formed the dwellings /residences of the middle classes. Beyond these are the late twentieth century housing estates.

From the mid-nineteenth to the early twentieth-century, the housing needs of the Blackpool area were met by brick-built terraced housing similar to that being built in the industrial towns. There were some differences, however, the standard two-up two-down was not the dominant house form in Blackpool. The number of bedrooms in individual houses was maximized so that even housing intended as domestic accommodation for artisan families could be adapted to offer a holiday lodging. It is likely to be this that accounts for the large number of ground floor bay windows in Blackpool, which can be present in even the most modest dwellings. These areas of company houses survive, little altered since the later nineteenth century.

Unlike many of the towns of east Lancashire, where the town centre has often been gutted, the centre of Blackpool retains much of its nineteenth and early twentieth century character. With the exception of the removal of Blackpool Central Station and the creation of the Hounds Hill shopping centre, there has been little major redevelopment of the town centre. The success of Blackpool in the late nineteenth and early twentieth century has, of course, led to the modification, revamping and modernisation of many older buildings. Nevertheless, behind the later façades earlier buildings often survive, especially along the sea front.

The excellent survival of Blackpool's historic fabric dating from the late nineteenth century through to the 1930s is not, however, complemented by the survival of earlier standing buildings. Most of the pre-nineteenth century vernacular buildings in the Blackpool area have been removed. There is little to distinguish the historic cores of the villages of Bispham, Layton and Marton. Well into the later twentieth century, the local planning authority allowed the demolition of cruck-framed cob-built structures, which in some cases may have dated to the late medieval period. No traditional Fylde longhouses appear to survive in the Blackpool area.

However, the settlement character that epitomizes Blackpool is the vista along the seafront and the promenade, which stretches from the South Pier to North Shore, a view of a bustling esplanade with eyecatching structures such as the pier and the Tower. Facing inland from the seafront, there is a panoramic view of the many hotels and boarding houses, amongst which lie the numerous amusement arcades and the Pleasure Beach. The promenade itself has the famous Blackpool illuminations and trams.

# 1. INTRODUCTION

## 1.1 Project background

This report is an archaeological and historic urban landscape assessment of Blackpool and forms part of the Lancashire Historic Town Survey. The survey comprises an assessment of thirty-three towns within the county, with a report produced for each town.

The Lancashire project is part of English Heritage's national Extensive Urban Survey Programme, which grew out of the Monuments Protection Programme. This still ongoing programme aims to re-evaluate the national archaeological resource and to provide comprehensive, rigorous and consistent base-line information against which research, regeneration and land use planning objectives may be set. The recognition that urban areas themselves are archaeological monuments has led to a shift away from the identification of individual sites within towns to a more holistic appreciation of the entire historic urban fabric.

The Lancashire project is being undertaken by Lancashire County Council with Egerton Lea Consultancy and is funded by both the County and English Heritage. It is based on a survey commissioned by Lancashire County Council and carried out by the Lancaster University Archaeological Unit in 1997, which resulted in the compilation of the *Lancashire Extensive Urban Archaeological Survey Assessment Report* in January 1998 (LUAU 1998a). This report was used to develop a specification for the assessment of individual towns, the *Lancashire Historic Town Survey Project Design*, which was submitted by the Archaeology and Heritage Service of the Environment Directorate of Lancashire County Council to English Heritage in January 2001. The full project commenced later in 2001 with the compilation of first stage reports by Egerton Lea on the pre-1900 historic elements of each town. To this the Council's Archaeology and Heritage team have added post-1900 data

and an overall assessment of the nature and significance of the resource, to produce this report.

## 1.2 Project aims

The principal aim of the project has been to review and evaluate the archaeological and historical resource for the thirty-three defined towns within the post-1974 county of Lancashire. The resource was identified and assessed for significance, and strategies were proposed for its management.

Key objectives included the

- quantification of previous archaeological work,
- analysis of urban origins and development,
- identification and assessment of the broad historic character of each town,
- assessment of the potential for the preservation of significant archaeological deposits, and the
- identification of future research objectives.

The assessment was then to be used to help define new archaeological and conservation guidance strategies for each town. The Historic Town Survey for Lancashire forms part of the developing Lancashire Historic Environment Record Centre (an expanded version of the Lancashire Sites and Monuments Record). Here it is maintained as a nested dataset amongst the other conservation datasets used to assist in planning decision-making within the county (LCC 2001).

## 1.3 Project outputs

Principal project outputs include

- **Sites and Monuments Record (SMR) data.** New information added to the Lancashire Sites and Monuments Record. The SMR is the primary database for information on historical sites and archaeological remains in the county. It is used as a research



- and planning tool and is consulted as part of the development process.
- **Historic Environment GIS Data.** GIS-based information, supplied to those districts with the technology to receive it. The information includes data relating to SMR sites and statutory designated areas, the development of the individual towns over time, and the historic plan components that make up the present urban area.
  - **Historic Town Assessment Report.** A comprehensive report, submitted as this document, that contains background information on the historical development and the current archaeological knowledge of each town. It also describes the historical interest of the surviving buildings, structures and plan components. The assessment report forms the basis for the strategies submitted as Historic Environment Management Guidance.
  - **Historic Environment Management Guidance.** Based upon the assessment report, the final stage of the survey involved the formulation of a strategy for planning, conservation and management of the historic environment within each town. The strategy is presented as guidance with recommendations for local authorities and key agencies.
- Input into regeneration and tourism strategies;
  - Providing a context for Conservation Area appraisal, review and the establishment of new Conservation Areas;
  - Facilitating the decision-making process for Housing Renewal initiatives, particularly within and adjacent to the East Lancashire Pathfinder areas;
  - Input into National, Regional and Local Research frameworks.

It is intended that this assessment report and the management strategies should be accessible not only to planners, prospective developers and others involved in the planning process, but also to all those who have a general interest in a particular town and its historic environment. To this end, the information will also be made available on the County Council's website and at public libraries and record offices.

## 1.4 Project methodology

The project is based on the developing mechanisms for Extensive Urban Survey that have been applied elsewhere in England; these include the initial assessment undertaken for Tetbury in Gloucestershire (Heighway 1992), and work carried out in Cheshire, Essex and Somerset. In addition the recent Cornwall Industrial Settlements Initiative has influenced the approach, as many of Lancashire's towns owe their urban origins to industrialisation. The Lancashire survey includes an additional aspect, however – urban characterisation. This specifically targets the broad archaeological and built heritage resource of the nineteenth-century industrial towns, a distinctive and significant feature of Lancashire's historic landscape. This aspect reflects the growing emphasis placed on characterisation for managing change in both the rural and urban environments. It also reflects the importance of local character in the definition of a sense of place, as emphasised in English Heritage's policy statement *Power of Place* (2000).

All the outputs, but in particular this Historic Town Assessment Report and its linked Historic Environment Management Guidance, will be used to inform a variety of planning, regeneration and research requirements, including:

- The continuing preparation of Local Plan policy and the preparation of Local Development Frameworks and thematic or Area Action Plans;
- Adoption as Supplementary Planning Documents;
- Input into Community Strategies and other neighbourhood initiatives;

The methodology adopted for the Lancashire project followed the three-stage process of many of its predecessors, comprising:

- Stage 1 – Data-gathering
- Stage 2 – Assessment
- Stage 3 – Strategy.

The data-gathering methodology involved historical research and a field visit. Most information was entered directly into the Lancashire Historic Town Survey database, which was developed from existing databases. This was then used for analysis and, through the use of the ArcView GIS program, for the production of coloured base maps showing sites, designations, development phases, historic plan components and character areas.

The field visits examined the modern topography of each settlement, assessed likely areas of survival and destruction of deposits and structures, and created a basic photographic record in monochrome print and colour digital formats.

The assessment stage tries to answer two broad questions: firstly 'How has the settlement developed over time?' and secondly, 'What is the physical evidence of the past in today's townscape?'

In answering the first question the assessment included a chronological appraisal of the development of each town under the following headings:

- Prehistoric – up to cAD70
- Romano-British – cAD70-400
- Post-Roman and Early Medieval – 400-1050
- Medieval – 1050-1550
- Post-Medieval – 1550-1750
- Industrial and Modern – 1750-present

These chronological 'snapshots' or 'timeslices' (presented below in Section 4) offer descriptions of settlement history that will include many buildings, structures and land uses that no longer exist today, but which afford greater understanding of how the town has come to look as it does. It is

arranged from the perspective of the distant past looking towards the present.

To answer the second question, 'What is the physical evidence of the past in today's townscape?', the assessment stage included an appraisal of the surviving historic character of each town. This effectively reverses the approach outlined above, to view a town from today's perspective, but acknowledging the time-depth evident in the place. For example, the analysis does not attempt to reconstruct the medieval town, but instead maps the medieval elements (be they buildings, roads or other patterns) that survive in the town of today.

In order to do this each town was divided into a series of discrete and identifiable blocks of townscape that share common characteristics of date, building form and function. These plan components are generic in that they may be found across the county – 'Bye-law terraced housing' for example – and are termed Historic Urban Character Types. However, at a detailed local scale they will show unique differences resulting in the most part from alternate histories – for example the bye-law terraces of Blackpool will differ from those in Nelson. These are termed Historic Urban Character Areas. Differences between areas of the same character type may also be found in terms of condition and survival, or in the presence and absence of individual structures. It follows that one character type may support a large range of character areas. The Historic Urban Character Areas for each town, grouped under their relevant Type, are described below in the *Statement of Historic Urban Character*.

Once Historic Urban Character Types had been identified, they were assessed according to the following criteria (the equivalent criteria used by the Secretary of State for scheduling ancient monuments are shown in parentheses):

- Townscape rarity (period, rarity) – of urban character types and subtypes.
- Time depth (period, survival, diversity, potential) – visibility,

survival and potential of evidence for earlier periods (both urban and non-urban) within the type.

- Completeness (group value, survival) – measure of association with buildings and features and their survival; also measure of association with adjacent areas of townscape.
- Forces for change (fragility/vulnerability). Measured through datasets including indices of deprivation, allocation as derelict land or brownfield, allocation within Local Plans or other redevelopment proposals, local authority housing stock information and census data.

Assessment that culminated in the mapping and evaluation of current historic character types within the town of today formed the starting point and foundation for the development of strategies for the future. The final stage of work, the preparation of Strategy, comprised the preparation of *Historic Environment Management Guidance* for every surveyed town.

The primary aim of the Strategy was to produce management guidance for conservation and enhancement. To facilitate this the historic environment within Lancashire's towns was divided into individual assets and broader areas for which appropriate strategies were devised.

## 2. LOCATION, TOPOGRAPHY AND DESCRIPTION OF STUDY AREA

### 2.1 Geographical location

The town of Blackpool is located on the coast of the Fylde at NGR SD 310 360 (centred), and forms part of the littoral of Morecambe Bay. To the east, until the late eighteenth century, lay the mosslands of the Fylde and the watery expanse of Marton Mere. Historically Blackpool was part of the township of Layton with Warbreck within the manor of Layton and in the parish of Bispham (Smith 1959, 70). It lies 11 kilometres south of Fleetwood and 4 kilometres north of Lytham St Annes.

The modern town of Blackpool incorporates a number of distinct historic settlements of varying size and significance. These include Bispham, Layton, Norbreck, Great Marton and Warbreck.

### 2.2 Geology

The underlying solid geology of the area consists of Permo-Triassic sandstones (Middleton *et al* 1995, 8). These are deeply masked by drift deposits (Middleton *et al* 1995, 7) and were consequently not exploited as a source of building stone.

The drift cover consists primarily of glacial till deposits and post-glacial deposits of Aeolian-deposited sand and alluvium. The soil was described in 1838 as being composed of fine sand and gravel and thus well suited for being built upon (Anon, 12). With regard to agriculture, from the later eighteenth century Blackpool's environs were considered to be remarkable for their fertility (Holt 1795, 2). In common with much of the Fylde, the Blackpool area was traditionally a cattle-rearing zone and today consists primarily of improved pasture (Holt 1795, 143; Countryside Commission 1998, 86).

### 2.3 Landscape setting

Blackpool occupied a small coastal ridge with Morecambe Bay to the west and low-lying mosslands to the east and south. Today it forms part of an extensive built-up area flanking the Fylde coast. Its hinterland remains agricultural and there is little development away from the coastal strip.

Blackpool is the principal urban area amongst the coastal towns that characterise the littoral of the northern part of the Lancashire and the Amounderness Plain countryside character area (Countryside Commission 1998, 86-90). Together these towns form an almost continuous urban area along the coast from the mouth of the Ribble estuary to the mouth of the Wyre. Much of this urbanisation is of twentieth-century origin. The seaside character of these towns, still dominated by tourism, is a consequence of their origins as eighteenth- and nineteenth-century resorts (Countryside Commission 1998, 88-9).

### 2.4 Study area

Blackpool's urban area was defined in relation to Lancashire's Historic Landscape Characterisation (HLC) Project, which outlined urban areas in accordance with their extent c1990. The town has also been defined in relation to the present boundaries of the unitary authority of Blackpool. Adjoining urban areas that are not part of the unitary authority, such as Thornton and Cleveleys, have been excluded from this study.

The urban area defined for Blackpool contains a large amount of land that was not developed during the nineteenth century. Much of Blackpool's growth was during the twentieth-century inter-war years, and this has had a major influence on its character. In keeping with the work undertaken on the other towns in the LEUS, the development of the town is reviewed up to c1914. In this case, however, the importance to the town of the residential developments of the 1920s and 30s has led to these aspects being

highlighted, although they have not been reviewed in detail.

## 3. SOURCES

### 3.1 Published works

The phenomenon of Blackpool as a seaside resort in the later eighteenth and nineteenth centuries was of considerable contemporary interest, leading to the writing of a number of detailed accounts of its development. William Hutton published the earliest of these in 1788, when Blackpool was no more than a hamlet and an embryonic resort. This seems to provide an accurate topographical and social description of Blackpool as it appeared in the later eighteenth century, and there is little speculation about its origins or earlier history. Hutton's insights are further added to by the reminiscences of his daughter, Catherine, which were published a century later (Beale 1891; Hutton 1789, 5).



Plate 1: View of the sea front in 1855, taken from Hardwick 1857

Blackpool's development in the early nineteenth century is covered in its first history, written in 1837 by the Reverend William Thornber, who is regarded by modern historians of Blackpool as a propagandist (Walton 1998, 15). He may well have exaggerated the town's contemporary merits and importance and the earlier part of his history seems rambling and often anecdotal. Later in the nineteenth century the town is partially

detailed in Hardwick's *History of the Borough of Preston and its Environs* (1858), and it is well covered in J Porter's *A History of the Fylde of Lancashire* (1876). In addition, contemporary references to Blackpool are made in Henry Fishwick's history of Poulton-le-Fylde (1885), and Bispham had its own parish history, written by Fishwick in 1887.

The early twentieth-century town warrants an entry of only a single page in the *Victoria County History* (Farrer and Brownbill 1912, 250), reflecting its then very recent elevation to urban status. However, the other settlements within the parish of Bispham, which now form part of the urban area, are covered under the section dedicated to Bispham. The growth of Blackpool led to the publication by C Roeder in 1904 of the first of three articles in the local county journals, which, during the course of the twentieth century, dealt with the settlement's development from 1592 to 1974 (Smith 1959; Walton 1992). The first substantial history to be devoted to Blackpool alone, after Thornber's 1837 work, was Allen Clarke's *The Story of Blackpool*, published in 1923. This was the first attempt to chronicle the rise of Blackpool to supremacy as a tourist resort. It is hugely unreliable on pre-nineteenth-century matters and its main worth is its account of later nineteenth-century developments, for which it appears to have relied primarily on newspaper reports and oral history. It is especially useful for detailing the spread of churches in the study area.

Blackpool is fortunate in having excited the attention of a number of quality historians in recent decades. Of these the most notable are Catherine Rothwell, Kathleen Eyre and Professor John Walton. Rothwell is probably the most prolific modern writer on the history of the Fylde, having produced numerous populist and well-researched primarily pictorial works. Kathleen Eyre's book follows the broad format of Clarke's earlier history, but is notable for being the first history to make extensive use of the Clifton family muniments. Whilst it lacks academic rigour and analysis it is hugely detailed, containing much data on the physical

development of nineteenth-century Blackpool, and is useful for the personal remembrances of the many historic buildings removed between the 1950s and 1970s. Also published in the 1970s were a sequence of books by C Palmer and B Turner, detailing a variety of aspects of Blackpool's history; aimed at a popular audience, these are useful for their details concerning the development of Blackpool as a resort in the earlier twentieth century.

John Walton, Professor of Social History at the University of Central Lancashire, wrote his 1974 PhD thesis on 'The Social Development of Blackpool, 1788-1914'. This and his subsequent works, culminating in his published history of Blackpool in 1998, represent the principal and most accessible scholarly resource on the town's development as a resort.

In addition to published histories, further information on the development of Blackpool can be gained from trade directories. Amongst the most useful are those of P Mannex and W Porter for the Fylde district, and the various issues of Barrett's *General and Commercial Directory of Preston and District*. Blackpool was also home to a number of newspapers during the nineteenth century, all of which can shed light on the town's growth. Of these the most useful are the *Times*, which was published from 1870, and the *Gazette*, published from 1874. Other newspapers were the *Herald*, also published from 1874, the *Visitor* and the *Amusements*, both published between 1894 and 1900, and a variety of publications that ran for only a year or so. In addition South Shore had its own weekly paper between 1899 and 1907, the *South Shore Weekly*. Newspapers from other local towns, such as the *Fleetwood Chronicle* and the *Preston Pilot*, frequently featured articles on Blackpool. Walton especially uses nineteenth-century newspaper articles in his works, but in Blackpool Library there appear to be fewer compilations of abstracts than is the case with, for example, the towns of East Lancashire. A review of the data contained in newspapers lay outside the scope of this study, and references to newspaper

articles are all taken from secondary sources.

### 3.2 Manuscripts

A brief search of the Public Record Office revealed little of direct significance to Blackpool. The town's intimate connection with the Lancashire and Yorkshire Railway, however, would suggest that a more in-depth investigation of the collections relevant to railways (RAIL) would yield some worthwhile results.

Blackpool is now a unitary authority, and its library therefore lies outside the Lancashire Libraries system. Other than Ordnance Survey maps, newspapers and photographs, Blackpool Library does not contain significant quantities of primary source material. No manuscript sources were identified, and if they exist they are not easily traceable.

The principal archive for manuscript documents relating to Blackpool's history is the Lancashire Record Office (LRO). As well as borough documents within collection CBBI, there are a number of family collections containing some information relevant to Blackpool's urban development. These include the Clifton of Lytham collection (DDCI) and the Pilgrim and Badgery, Colne collection (DDBd). Pre-nineteenth-century material relating to Layton and Bispham can be found under DDX 3 and DDX 15, and later material in DDX 1320 acc 4438. Eighteenth-century surveys of Bispham are contained in the Stanley collection (DDK), and of Bispham and Layton in the Kenyon of Peel collection (DDKe).

As is to be expected, postcards and photographs of Blackpool are available in vast quantities. The most extensive collection of old photographs of the town is held in Blackpool Library. There are also collections within the LRO (DDX 1169, 1398, 1697 & 1711). Many photographs and drawings of Blackpool in the nineteenth century are held in private collections. Over sixty photographs of mainly nineteenth-century Blackpool are held in the Francis Firth collection (francis.firth.com). Photographic histories reproducing some of these include

Rothwell's *Bispham In Times Past* and some of Rothwell's other published photographic collections on Fylde towns. A series of photographs of developments along the front are contained in Eyre's history of the town. Hardwick's *History of the Borough of Preston and its Environs, in the County of Lancaster* (1858) contains a collection of mid-nineteenth-century line drawings, and a collection of drawings from the end of the nineteenth century was published in about 1900 as *New Album of Blackpool and St Anne's Views* (Anon nd).

### 3.3 Cartographic evidence

No maps pre-dating the mid-nineteenth century are known to exist for Blackpool. The earliest depictions are the Layton tithe map of 1838 (DRB 1/122) and the First Edition Ordnance survey 1:10,560 map of 1848, which showed the town as surveyed in 1844. Other town plans include maps by Heywood, dated 1869, and by Harding, dated 1878, neither of which were found in either the LRO or Blackpool Library, and a map of c1900 that was reproduced by Walton (1998, 44-5). More detailed maps relating to the development of the town and the settlements it absorbed can be found in LRO collection DDX. These include a later nineteenth-century town plan (DDX 594), a plan of new terraces in South Shore dated 1859 (DDX 118 acc 4065), a plan of the foreshore in 1877 (DDX 118 acc 6479), and plans of the central station in the late nineteenth century (CBBI 50 acc 4600). The LRO holds a series of engineering plans and drawings relating to the local railways and tramways (DDX 118 acc 3973; DDRf 18 acc 4227). In 1892, the Ordnance Survey produced a map of the urban area of Blackpool at a scale of 1:528. Other Ordnance Survey maps used in this study to document the spread of the town were the 1:10,560 maps for 1848 (amended), showing the town after the arrival of the railways from Poulton and Lytham, and maps dated 1893-95, 1912-14 and 1932.

In addition to maps relating to the development of the town of Blackpool, there are other plans relating to estates, which came to form part of the defined urban area. There are sixteenth- and

seventeenth-century plans that relate to the Layton area within the LRO Clifton of Lytham collection (DDCI), and enclosure plans of 1767 (DDX 1286 acc 4359B). There is also a tithe map for the whole for Bispham with Norbreck, dated 1848 (DRB 1/18).

### 3.4 Archaeological evidence

Following an initial examination of the nineteenth- and early twentieth-century OS mapping at the commencement of the LEUS, there were 331 sites recorded for Blackpool in the Lancashire Sites and Monuments Record (LSMR). Of these, 9.7% are listed buildings. The majority of the remainder are structures recorded from the Ordnance Survey map coverage or other nineteenth-century documentary sources. Consequently, and consistent with Blackpool's origins as a town in the nineteenth century, only 17.8% of sites in the LSMR were known to have origins pre-dating 1800. Even so, in comparison with other Lancashire towns that originated or grew substantially in the nineteenth century, this percentage is quite high. It reflects the interest shown in the palaeoenvironmental potential (mostly unrealised) of areas of peat in the vicinity.

Only three archaeological excavations or detailed building surveys are known to have been undertaken within Blackpool. The most significant was an assessment of the proposed M55 route corridor undertaken by the Lancaster University Archaeological Unit (LUAU 1994). Earthworks Archaeological Services carried out a watching brief on land between Riversway and Ingleway Avenue in 1999 (EAS 1999), and a further watching brief was carried out by the Lancaster University Archaeological Unit at North Shore in 2000 (LUAU 2000). Both of these projects were initiated to investigate areas of basin peat, and in both cases evidence of the post-glacial (Holocene) environment was identified but without associated archaeological material. An earlier assessment of the archaeological potential of the local mosses had been completed by the Lancaster University Archaeological Unit as part of the North West Wetlands Survey, published in 1995 (Middleton et



a). A brief assessment of the Sites and Monuments Record for Blackpool was also carried out for an assessment of the archaeological potential of Morecambe Bay (LUAU 1995).

Chance finds of material of archaeological interest have been made in the past, although given the huge amount of later nineteenth- and early twentieth-century development in the Blackpool area, such finds are relatively few.

## 4. HISTORICAL AND TOPOGRAPHICAL DEVELOPMENT

### 4.1 Prehistoric

There are three prehistoric sites within the urban area defined for Blackpool, all dating to the Bronze Age. These include two stone axe hammers found in 1881 and 1911 (LSMR PRNs 43 and 1621), which may have been similar to the perforated stone hammer noted by Thornber as having been found within the mossland of Layton Hawes (Thornber 1837, 18). Perforated stone axe hammers have been recorded from a number of locations within the Fylde, and form part of the corpus of late Neolithic and early Bronze Age finds that represent the largest period group of artefacts associated with the wetland margins in the Fylde (Middleton *et al* 1995, 89). Layton Hawes was also known to produce bones considered to be human, though no skulls have been recorded as were recovered from peat deposits at Mythop Moss (Thornber 1837, 33) and more recently from near Poulton-le-Fylde (LUAU 1998b), both just outside the defined urban area. The third recorded prehistoric site is that of a round cairn or cairns that had been destroyed during the construction of Stonyhill Lodge in the early nineteenth century (LSMR PRN 36). Other prehistoric sites are likely to have been present around the edges of the mosslands and on gravel islands associated with the mires and on coastal sand hills. Such topographical features, further to the south in the Lytham area, have been suggested as the sites of Neolithic settlement (Middleton *et al* 1995, 90-1).

Evidence of later prehistoric activity in the vicinity of the east Fylde include human remains deposited in the wetlands. Rev Thornber in 1837 referenced the finding of objects, probably of later prehistoric date, that were recovered during the cutting of the Main Dyke draining Marton Mere, just to the east of the defined urban area. *'The Rev Mr Buck of Edgecroft Hall, speaks of a*

*singular skin cap or bag, without a seam, a battle-axe of brass, afterwards sold by H Kirkham, a butcher at Poulton, for old metal, and either two or three coracles or canoes, similar to those now in use among the fishermen on the Wye and Severn, framed of slight ribs of wood, covered with hydes, which were found by a person of the name of E Jolly, when cutting the 'Main dyke' of Marton Mere'* (Thornber 1837, 18). The mossland margins and the coasts of the Fylde continued during this period to be the *'focus for settlement and activity'* (Middleton *et al* 1995, 99).

### 4.2 Romano-British

There are some indications of Roman activity in the Blackpool vicinity. The most notable is the putative Roman road, sometimes known as the Dane's Pad, leading from Kirkham to Fleetwood. (Howard-Davis and Buxton 2000, 3) From the evidence of occupation at the Roman fort at Kirkham it has been suggested that Roman activity in the Fylde generally was very restricted (Middleton *et al* 1995, 100). Within the defined urban area for Blackpool the only known Roman sites relate to the casual finding of coins. In 1907, coins were found in the sand dunes to the south of the area now occupied by Blackpool Pleasure Beach (LSMR PRN 341). A single coin was found nearby, further inland near Stonyhill, in 1937 (LSMR PRN 342).

### 4.3 Post-Roman and early medieval

There are no known post-Roman or early medieval archaeological sites within the urban area defined for Blackpool. However, the place names of settlements other than Blackpool itself in the defined urban area indicate a greater antiquity of origin. Bispham is thought to mean the 'lands of the Bishop', and perhaps formed the core of Athelstan's grant to York Minster of part of Amounderness in AD 937 (Hampson 1944, 34). Marton derived its name from the enclosure or farmstead (ton) near the mere. Layton is another name of Anglo-Saxon origin, for which a variety of different meanings have been

proposed. Some have suggested a meaning as enclosure or farmstead near the water (Stott 1989, 3), perhaps, like Marton, a reference to its close proximity to Marton Mere. Hampson (1944, 33) proposed a prefix connection with Laet, the Anglo-Saxon class of freemen, perhaps a distinction between this holding and the lands held by the Church at Bispham.

The hamlets of Warbreck and Norbreck are testament to Norse influence in the area – the suffix comes from the Old Norse *brekka*, meaning slope or hill. In Norbreck the prefix simply means north, and in this case the hamlet is on the north side of a hill (Mills 1976, 116). In the case of Warbreck, the prefix is derived from either the Old English or the Old Norse for lookout (Mills 1976, 146). Despite their pre-Conquest names, Norbreck is unknown as a settlement until 1241 and Warbreck is first referenced in about 1140 (Mills 1976, 116, 146).

#### 4.4 Medieval

At the outset of the medieval period, the entire study area formed the western part of the extensive parish of Poulton-le-Fylde. Within this parish were a number of manors. The medieval landscape of the area currently occupied by Blackpool was divided between two principal manorial holdings, Bispham in the north and Layton in the south. Elements of two others, Marton and Carleton, formed parts of the eastern portion of the study area. Settlements within the manors were confined to the higher land, effectively forming a ridge between Thornton Marsh in the north and Marton Moss and Layton Hawes in the south. All the manors consisted of multiple townships. The settlement pattern in the Middle Ages probably resembled that of the eighteenth century in featuring a number of small nucleations.



*Plate 2: Sundial on probable medieval cross base in All Hallows churchyard*

The Domesday Book states that the manors of Bispham, Layton and Marton were held by Earl Tostig before the Conquest as part of his lordship of Amounderness (Farrer and Brownbill 1912, 246). Layton was perhaps one of the earliest central places in the Fylde in the medieval period, for in 1257 the then manorial lord, William le Boteler, obtained a royal charter to hold an annual fair and a weekly market there (Farrer and Brownbill 1912, 249). This was the earliest chartered market in the Fylde (Stott 1989, 4). Even so, Layton never grew beyond the size and function of a village.

In 1700 Thomas Fleetwood acquired a charter for a thrice-yearly fair at Marton Mere (Farrer and Brownbill 1912, 240). Bispham was originally part of the parish of Poulton-le-Fylde (Fishwick 1887, iii) but may have been considered an independent parish by the thirteenth century when it was regarded as the mother church of Layton, although later in the medieval period it was only considered to have been a chapelry (Farrer and Brownbill 1912, 244). It was still thought of as a chapelry in 1650, though by the end of the seventeenth century it was once again

regarded as an independent parish (Farrer and Brownbill 1912, 244).

The settlements of Bispham, Little Bispham and Norbreck within Bispham manor probably existed by the twelfth century. After the Norman Conquest the manor was divided into two moieties, one of which consisted of Great Bispham and the other of Little Bispham and Norbreck (Farrer and Brownbill 1912, 246). Bispham or Great Bispham came to form part of the lordship of Layton. Little Bispham and Norbreck, with Rossall on the north side of Thornton Marsh, formed a holding of the convent of Dieulacres (Stott 1982, 6-10). Norbreck and Little Bispham were both small definable nucleated hamlets by 1786 (Harley 1968, 26). By the thirteenth century the estate of Angersholme or Anchorsholme may have been in existence, although there is no evidence that the name refers to a settlement until the seventeenth century (Fishwick 1885, 127). In the nineteenth century it was a farmstead (OS 1847 1:10,560).

Great Bispham was depicted as a larger nucleation in 1786 (Harley 1968, 26), with a separate smaller nucleation around the church to the north. The latter was known as Churchtown in 1844 (OS 1847 1:10,560). A church was established there in the Middle Ages, although it appears to have been reduced to a chapelry of Poulton from the thirteenth to the mid-seventeenth century (Farrer and Brownbill 1912, 244). The present church was built in 1883, but does lie on the site of the medieval foundation (Farrer and Brownbill 1912, 244). Evidence of the medieval establishment may exist in the form of a sundial in the churchyard that is claimed to be a portion of a medieval churchyard cross (LSMR PRN 1312). Near to the church is a medieval holy well that was infilled in 1902 but was rediscovered in 1935 (LSMR PRN 3642).

Like Bispham, the manor of Layton consisted of three principal townships; these were Great Layton, Little Layton and Warbreck. In the early thirteenth century it also had a church, which was considered to be a daughter foundation of Bispham (Farrer and Brownbill 1912, 244). This

chantry chapel may have disappeared following the reduction to chapelry status of its mother church at Bispham. It must be assumed that the church was situated at the main settlement within the manor, Great Layton, which was a hamlet adjacent to the demesne farm of the manor based at Layton Hall. In 1257 the then lord of the manor, William le Boteler, obtained a charter to hold a weekly market and annual fair at Layton (Farrer and Brownbill 1912, 249; Stott 1989, 4). Nineteenth century maps clearly mark the site of the Market Field (LRO DRB 1/122). The site of the market cross is also known (Stott 1989).

Little Layton was a separate holding within the manor by at least the early fourteenth century. By the later sixteenth century the chief estate within Little Layton was Whinney Heys, which included a windmill (Farrer and Brownbill 1912, 249) known as Hoo Hill windmill (Stott 1989, 14), depicted in 1786 as Whole Hill Mill (Harley 1968, 26). The windmill was in existence as early as 1532, when it is shown to the north of Great Layton on a map depicting the area between Layton and Lytham (PRO MR1; LRO DDCI 685<sup>1</sup>). It was illustrated on the map as a timber-built post mill, but it is known that in 1736 such a structure was replaced by a brick-built tower mill (Stott 1989, 14). The map of 1532 is a remarkable document as it depicts a snapshot of the late medieval landscape of the area. It clearly shows the local settlements to be surrounded by open fields seemingly divided into ploughed strips. Above all it depicts to the west of Great Layton a group of buildings entitled '*the pole howsys alias ye North howys*'. This is the earliest cartographic representation of the settlement that was to become Blackpool.

The first reference to Blackpool as a place appears to be in 1416 when, along with the manors of Layton, Bispham and Norbreck, the estate of Sir William Boteler contained *Le Pull* (Fishwick 1887, 7). This reference within a land grant was to more than a tidal

<sup>1</sup> For a transcribed published copy see Figure 53 'Lytham Moss in 1532' in Middleton *et al* 1995, 101

stream outlet and indicates that the name was being applied to a settled land holding. There is no indication, however, that Blackpool consisted of more than a handful of properties by the end of the sixteenth century, although the contemporary parish registers of Bispham and Poulton indicate at least three or four families living there c1600 (Roeder 1904, 2).

The name 'Blackpool' is usually considered to have been derived from a peaty pool that occurred on the coast where Marton Mere overflowed via the Spen Brook into the sea (Hampson 1944, 32). This derivation follows Ekwall (1922), but takes no account of the use of the term 'pull' to mean the sea outlet of a stream (Smith 1959, 72), a term that occurs elsewhere, as in the Severn Estuary where the tidal reaches of small streams are known as pills. Blackpool thus takes its name from the peaty nature of the Spen Brook itself as it entered the sea, and is likely to be of post-Conquest origin.

The other settlement within the manor of Layton and known to have existed in the medieval period was Warbreck. Little is known of this settlement's early history, but by 1786 it formed a small nucleation to the west of Hoo Hill windmill (Harley 1968, 26).

The settlement of Little Carleton, to the north of Little Layton, lay within the Domesday manor of Carleton in the parish of Poulton. It formed one of three divisions within Carleton and was a separate manor of one and a half ploughlands in the thirteenth century, held as a knight's fee (Farrer and Brownbill 1912, 230). Like all the other settlements in the area, Little Carleton formed a small hamlet situated on land that rose above the surrounding low-lying countryside. On maps of 1786 and later, the settlement appears to be less of a nucleation than its neighbours, being formed of a loose grouping of farmsteads along the road from Hoo Hill to Great Carleton (Harley 1968, 26). Its capital messuage was the Hall of Carleton. In 1240 an oratory was allowed at Little Carleton, but this need not imply that any form of religious building was built there. Any exercising of this right appears to have

lapsed quite quickly (Farrer and Brownbill 1912, 230-1).

In the southeastern part of the study area in the medieval period was the manor of Marton. At some time in the twelfth century it was divided into two moieties, leading to the development of two townships, Great and Little Marton (Farrer and Brownbill 1912, 240). Great Marton lies wholly within the defined urban area for Blackpool and Little Marton, further to the west, is on the boundary. The medieval settlement pattern of these two townships was again formed mainly of hamlet-sized nucleations based on ground raised above the surroundings. In 1532 both Great and Little Marton were depicted with attached open field systems with Little Marton being shown as perhaps the larger settlement (PRO MR1; LRO DDCI 685).

#### 4.5 Post-medieval

The main development in the settlement pattern from the sixteenth century to the early nineteenth century was the growth of settlement along the margins of the mosslands, followed by settlement of the reclaimed mosslands. It was along the edges of the mossland wastes of Marton



Plate 3: Post medieval windmill at Little Marton

(alias Lytham) Moss and Layton Hawes that there was the greatest expansion in settlement. These were contiguous areas of wetland, but were divided into the administration of separate townships. The settlement known as Moss Side seems to have grown up along the northern edge of Marton Moss between 1532 and 1786. This is likely to considerably pre-date 1786, as by that time the mossland to the immediate south of it had been reclaimed (Harley 1968, 26). By 1767 a settlement had developed along the northeastern edge of Layton Hawes (LRO AE 1/5), which in 1786 was known as Haws Side (Harley 1968, 26). A similar linear waste edge settlement had developed to the south of the study area along the eastern boundary of Lytham Common, known as Common Side (Harley 1968, 26).

The reclamation and enclosure of the local wetlands was a lengthy process, involving the draining of large areas of standing water. The 'Black Lache' present on the map of 1532 within the Layton Hawes area was totally drained and had disappeared before the survey for Yates's map in 1786 (PRO MR1; Harley 1968, 26). In 1731 the Main Drain was cut to take the outflow of Marton Mere, reducing the size of that body of water as depicted in 1786 from that shown on sixteenth and seventeenth century maps (Middleton *et al* 1995, 107). By the early eighteenth century the Hawes had been sufficiently reclaimed for horse races to be held there (Gillow and Hewitson 1873, 29).

Following the reclamation of wetland it was usual for there to be pressure to enclose the land. As early as 1653 parts of Layton Hawes were being enclosed by agreement between landowners (LRO DDCI 695). The number of encroachments and enclosures made in Layton Hawes led to disputes between landholders for which legal resolution was attempted in c 1724 (LRO DDCI 692). The main pulse of enclosure, however, along with the regularisation of existing enclosures, came with an Enclosure Act for Layton Hawes dated 1767 (LRO AE 1/5). This led to the total enclosure of Layton Hawes and prepared the area for settlement. A comparison of the enclosure map of 1767

and the tithe map of 1838 (LRO AE 1/5; DRB 1/122) reveals that a number of farmsteads were created during the intervening years.

The new farms established following reclamation included Layton Hawes House and farms within Stony Hill, a part of the Hawes that formed a detached part of Bispham township. Other farms and halls within the study area that appear to have had a post-medieval origin include the Fox Hall, which appears to have been erected about 1660 (Fishwick 1887, 105) and was certainly in existence by the early eighteenth century (Roeder 1904, 2-3). Later in the eighteenth century it was converted into two dwellings and then a beerhouse and inn (Gillow and Hewitson 1873, 7), claimed to have serviced the clientele of the annual horse races on the Hawes (Curnow 1936, 76). By 1788 it was apparently in ruins (Hutton 1788, 16). Similarly built as a mansion was Raikes Hall, erected in 1760 (Farrer and Brownbill 1912, 243). Its chosen location was related to the development of Blackpool as a resort.

Blackpool's evolution into a place of significance was a major change in the settlement pattern of the study area during the eighteenth century. It is often said that before the mid-eighteenth century it was a fishing village. Whilst fishing may have supplemented incomes, the few references in the seventeenth and early eighteenth centuries to people living in Blackpool usually relate to yeomen (LRO DDCI 711; 725). This suggests that Blackpool was a farming community in the seventeenth and early eighteenth centuries, an assertion given further credence by the presence of a pinfold in the eighteenth century on the site of the later Wellington Hotel (Clarke 1923, 200). By 1630 at least four families were established there (Smith 1959, 72).

There was clearly some considerable growth during the earlier and mid-eighteenth century, as there were an estimated twenty-eight houses forming the settlement by 1769 (Curnow 1936, 76), a time when Blackpool was already being affected by an embryonic tourist trade. Trade and the settlement grew in tandem

over the next two decades, so that by 1788 there were about fifty houses along the sea bank, although the settlement did not '*merit the name of village, because they are scattered to the extent of one mile*' (Hutton, 10). Most of the growth of Blackpool over the next fifty years consisted of the infilling of this one mile stretch of coastline, as the settlement grew in response to slowly but steadily increasing visitor numbers.

It is unclear when Blackpool began to develop as a place to visit. The rise in the number of resident families from about four to eighteen between the early seventeenth and early eighteenth centuries (Smith 1959, 72) indicates the possibility that some economic benefit was being derived from visitors by the early eighteenth century. Accounts of Blackpool attracting visitors before c1740, however, appear to be at best anecdotal (Walton 1998, 13). Even so, Blackpool had certainly begun to attract visitors by the mid-eighteenth century. People were making trips to the beaches at both Blackpool and Lytham in 1745 to ride on the sands (Smith 1959, 73). In the early 1750s Bishop Pococke recorded that there were 'accommodations' at Blackpool for people who came to bathe (Roeder 1904, 7). The Ale House Recognizance Roll of 1755 records four innkeepers at Blackpool; perhaps an unusually high number for what seems to have still been a small settlement (Smith 1959, 73). It was claimed by Edwin Butterworth in 1836 that Blackpool originated as a fashionable bathing resort in the 1750s when a group of 'gentlemen' noted its advantageous situation for sea-bathing and began to promote its attractions (Walton 1998, 13).

Such promotional activities cannot be considered to have been especially successful, for by 1788 Blackpool was only attracting about 400 visitors during 'the season' (Hutton 1789, 19). Nevertheless, as early as the 1760s the amount of visitors was already sufficient to maintain a number of lodging houses, including the Forshaw Hotel (Thornber 1837, 201).

In the late eighteenth and early nineteenth centuries Blackpool's reputation as a seaside resort was cemented, and the

settlement attracted the attention of Lancashire's historical and topographical commentators. In 1825 it was said that Blackpool was a hamlet '*which for upwards of forty years has attracted several opulent individuals from Manchester and other populous inland towns of the Palatinate, in quest of health, or amusement, or both*' (Corry 1825, 246). It was the textile districts of both Lancashire and Yorkshire that provided Blackpool with the majority of its visitors. Unusually amongst contemporary seaside resorts, many of these visitors were from the lower classes. In 1827 the resort was awash with cotton workers from Blackburn, Burnley, Colne and Padiham (Smith 1959, 91; Thornber 1837, 223). Indeed, the settlement of Padiham lent its name to the common term applied to the working-class folk of East Lancashire who visited Blackpool, for they were known as 'Padjammers' (Thornber 1837, 223-4; Walton 1998, 22). The effects of this mixture of social classes, providing Blackpool with a viable tourist trade, are reflected in a description of the settlement in 1824: '*The houses of public reception are scattered along the coast with an aspect to the Irish Sea: and in the rear are the habitations of the villagers. The cottages on the beach have considerably increased during the last few years, and they serve, with the stately mansions in the centre, to give the place, when viewed from the sea, a large and imposing appearance*' (Baines 1824, 526).

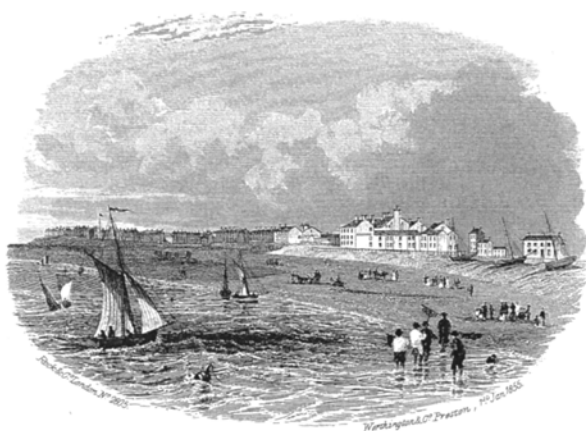
Despite four decades of slow evolution, in 1831 Blackpool was still considered to be a mile-long scatter of houses (Porter 1859, 15), although the tithe map of 1838 depicts a nucleated settlement comprising a double row of buildings along the coast road, with development extending inland along the south side of the road to Great Layton (LRO DRB 1/122). Two years previously Thornber had recorded that '*great improvements were made in the appearance of the village; shops beautified and increased in number, cottages ornamented and built upon a more modern construction*' (1837, 226). Blackpool was expanding and improving in the early nineteenth century, but its ambitions were limited by poor communications and its

layout and appearance were conditioned by the nature of landholding and development (Walton 1998, 21).

## 4.6 Industrial and modern

### The evolution of Blackpool in the early nineteenth century

The development of Blackpool in the early nineteenth century has been adequately explained elsewhere, by Smith (1959) and Walton (1974, 1998). In summary, the early growth of the settlement of Blackpool and its character were made possible by the nature of the landholding in the Manor of Layton. The manor was bought in 1554 by Thomas Fleetwood, and the Fleetwoods held it for much of the next three centuries. In 1592 a large estate within it was alienated to Edward Rigby. By the early eighteenth century this was held by Sir Alexander Rigby of Layton Hall. His commercial ventures led him into debt, so that under an Act of Parliament of 1715 his estates were passed to trustees to be disposed of for the benefit of creditors



*The Terrace, Blackpool, Lancashire*

Plate 4: Blackpool in the mid-nineteenth century

(Smith 1959, 70). In 1731 the Rigbys' Layton estates were sold to John Pearson and Nicholas Woosey, who disposed of the lands in freehold lots (Smith 1959, 70).

On the death of Richard Fleetwood in 1724, part of his demesne within the Manor of Layton was also vested under Act in trustees for sale to cover debts and legacies. A further Act of 1767 led to the

sale for the payment of debts and legacies of Fleetwood Hesketh's lands in the Manor of Bispham with Norbreck, and part of the remaining Fleetwood lands in Layton (Smith 1959, 71). The result of this disbursement of land during the eighteenth century was that little of the area surrounding the settlement of Blackpool was owned by the manorial lord. Most of it was freehold and held in small estates. The tithe award of 1837 reveals that land in Layton with Warbreck, and to an extent in Bispham with Norbreck, was highly subdivided (LRO DRB 1/122; DRB 1/18; Walton 1998, 20). Multiple freehold ownership and weak manorial control allowed the development of Blackpool to be piecemeal and unplanned. It probably ensured a lack of both investment and incentive for the development of grand buildings and complexes. The contrast with the planned town of Fleetwood, developed by Peter Hesketh Fleetwood, is very marked. As Walton has stated, '*any possibility of going up-market was checked by the developers' inability to predict what would happen on adjoining land. An ambitious crescent could quite easily have found itself next door to hovels and pigsties*' (1998, 21).

Although noted as a resort in Lancashire in the early nineteenth century, Blackpool's growth was steady rather than spectacular. In the early 1820s it had a population, excluding visitors, of only about 750 (Baines 1824, 526). Nevertheless, the growing settlement was becoming noteworthy for more than its seaside location. '*The cottages on the beach have considerably increased during the last few years, and they serve, with the stately mansions in the centre, to give to the place, when viewed from the sea, a large and imposing appearance*' (Baines 1824, 526). Despite its growth and increasing visitor numbers, Blackpool was still considered a village by William Thornber when he wrote the resort's first history in 1837 (229).

### South Shore

This settlement, also known to Thornber as New Blackpool (1837, 111), formed as an entirely separate community to Blackpool



itself, on land which had formerly been part of the commons of Layton Hawes. The first house was built at South Shore in 1819 (Smith 1959, 92), and from its inception the settlement appears to have been intended as a resort. By 1838 it was a definable, independent settlement, although it contained only about fifty properties (LRO DRB 1/122). During the mid-nineteenth century it was a rival resort to Blackpool, acting as a separate focus for urban expansion. In 1845 the *Lancaster Gazette* reported on the phenomenal growth of both settlements. Such was the desirability of land in South Shore that it had risen in value from 3d to 3s 6d per square yard in a matter of about three years (Smith 1959, 96). In 1857 it was



*South Shore, Blackpool*

Plate 5: South Shore in 1855

stated that South Shore, 'an extensive suburb, to the south [of Blackpool], already contains several excellent hotels and private residences. It will shortly be joined to Blackpool. Indeed at the present time they are generally regarded as one town' (Hardwick 1858, 551).

By 1859 there was a continuous line of villas and summer cottages from Claremont, north of Blackpool town centre, all the way to South Shore (Porter 1859, 15). At that time South Shore consisted of 'a collection of pretty houses arranged in rows facing the sea, with a few short streets known as Dean St, Church St, Bolton St &c' (Porter 1859, 27). The expansion of Blackpool during the second half of the nineteenth century ensured that South Shore was physically absorbed

sooner rather than later, and by 1890 it formed the southern end of Blackpool's built up area (OS 1:2500 1895).

### The Railway

The Preston and Wyre railway opened a single line in 1846, the terminus later becoming Blackpool North station. The station was rebuilt in 1896-8 (Ashmore 1982, 189). A second line belonging to the Blackpool and Lytham Railway was operating as a goods line by 1847, and when this started to take passenger traffic in 1862 (Porter 1876, 341) it provided a further impetus to Blackpool's tourist trade and thus the growth of the town. Blackpool Central station was built as the terminus to this line in 1863. A station for South Shore also opened on this line in 1863. This was renamed Lytham Road Station in 1903 (OS 1912 1:10,560; Ashmore 1982, 189).

Mass-market accessibility via railways was the key to the development of seaside resorts in the nineteenth century throughout Britain (Newman 2001, 160). Fleetwood was designed with the railway in mind, and the Preston and Wyre Railway was opened for passenger traffic in 1840 (Curtis 1986, 14). As a consequence Fleetwood briefly dominated the excursion trade between 1840 and 1846, yet Blackpool broke its previous record for summer visitor numbers in 1840 (Walton 1998, 24); the new railway stations at Fleetwood and Poulton-le-Fylde were used as convenient gates for Blackpool. It is likely that many of those arriving by rail in Fleetwood then visited Blackpool. Indeed, it has been claimed that in Blackpool 'a building fever set in, activated by the tremendous increase in trade brought about by the railway to Poulton and Fleetwood' (Smith 1959, 94). Nevertheless, those landowners interested in Blackpool's development realised the need for a rail terminal there, leading to the opening of the branch line between Poulton and Blackpool in 1846 (Walton 1998, 24). This line immediately reduced Fleetwood's visitor numbers (Curtis 1986, 15) and ended its potential as a major resort to rival Blackpool.

### Urban expansion in the mid-nineteenth century

By the middle of the nineteenth century Blackpool was a significant resort and was clearly becoming a town. It appears to be first mentioned as such in the census returns for 1841, when it had a resident population of 1378 (Smith 1959, 94; Walton 1998, 15). In 1842, according to some local authorities, Blackpool was described as *'the principal watering-place in the county'* and *'the Brighton of Lancashire'* (Redding and Taylor 1842, 298). In c1850 it formed a sizeable nucleation along the shore of Morecambe Bay and had a permanent population of about 2500 occupying 425 houses (OS 1847 1:10,560; Smith 1959, 102). A little over a kilometre to the south a subsidiary resort known as South Shore had developed, which was about one fifth the size of Blackpool. Even so, inspection of the first edition Ordnance Survey 1:10,560 map, surveyed in 1844, shows that mid-nineteenth-century Blackpool was smaller than both its resort rival Fleetwood and the older local market town of Poulton-le-Fylde.

The railway ushered in an era of rapid expansion in Blackpool. New streets were laid out and large houses, shops and respectable hotels were built. New places of entertainment such as newsrooms and billiards rooms were opened (Parry 1983, 61). Between 1841 and 1851 there was an 83% increase in the housing stock, at a time when many towns in Lancashire were showing little or no growth (Danson and Welton 1858, 12-13). A revised version of the tithe map produced in 1843 shows a proposed new road north of the then built-up area linking with the Little Layton road (LRO DDCI map 14). This was built as a new route to Poulton-le-Fylde and to provide road access to Blackpool Station. It was operational by 1847 (OS 1848 1:10,560 amended; LRO DDCI Box 8) and became Talbot Road, now one of the town's main streets.

In the early 1840s a number of new streets were laid out in a loose grid behind the sea front. These included Abingdon, Birley and Clifton Streets, the area that was to

develop as part of Blackpool's commercial centre in the later nineteenth century (LRO DDCI map 14; OS 1848 1:10, 560). In 1843 it can be seen that large swathes of land were being sold off for potential development between the proposed Talbot Road and the highway to Great Layton, as well as to the west and south of Great Layton (LRO DDCI map 14). Ironically, the local land market had been partly stimulated by Sir Peter Hesketh Fleetwood's need for money to meet debts incurred in the development of his new resort town at Fleetwood. To help raise capital for this development he sold off his manor of Layton in 1842 to Thomas Clifton, who encouraged further speculative development (Eyre 1975, 47; Smith 1959, 71). The Cliftons had begun to consolidate a landholding in Blackpool in the 1830s with their purchase of part of the Forshaw estate. Their buying of the Fleetwood's title included the acquisition of eight acres of seafront land (Walton 1998, 21). In 1859 the town was said to consist *'principally of a long row of houses and hotels facing the sea, from which several modern streets branch backward to rising ground'* (Porter 1859, 20). The period of greatest nineteenth-century development in Blackpool occurred in the 1860s (Clarke 1923, 174), with the fields surrounding Upper Church Street, Topping Street and Edward Street being developed.

Building activity followed quickly upon the selling of estates. For example, the estate of James Counce of Hoo Hill was sold after his death and was developed for streets such as Counce, Cookson and King Streets (Eyre 1975, 69). North Shore began to evolve at this time as well, following the establishment of the Blackpool Land and Building Company in 1863 (Clarke 1923, 202), which went on to build the Claremont Park Estate in 1867 (Curnow 1936, 79). The development of the defined urban area was largely confined to the two foci of South Shore and Blackpool itself. Tourism at best had a limited impact on the surrounding rural settlements. In 1825 Corry speculated that the increase in the inhabitants of Marton township from 972 in 1801 to 1397 in 1821 *'may be attributed to its vicinity to*

*Blackpool* (245). This contemporary observation may have been correct, but it is notable that in 1866 the settlements of Great Bispham, Little Bispham, Great Marton, Little Marton, Norbreck and Warbreck were all exclusively rural and were mainly inhabited by farmers (Mannex 1866). Indeed, comparison of maps dating from throughout the nineteenth century indicates that the settlement of Warbreck was shrinking and had been reduced to little more than a single farm by 1890 (OS 1895 1:10,560).

By 1861 Blackpool's population had grown to 3506 (Porter 1876, 339) but by 1901, when it had absorbed surrounding settlements like Layton and South Shore, its population totalled 47,348 (Farrer and Brownbill 1912, 248), far outstripping its urban resort rivals, Fleetwood and Lytham.

It was in the context of competing with newer visitor destinations, Fleetwood in particular, that Blackpool developed into an urban resort. A purpose-built resort was developed at Fleetwood from 1836. The threat of this new town to the continued expansion of Blackpool was very real – within five years it had grown from nothing to become twice the size of Blackpool (Egerton Lea 2002). By 1861, Blackpool's population was still more than 500 less than that of contemporary Fleetwood.



Plate 6: *Blackpool sea front in the late nineteenth century*

### Industrial Sites

The industrial history and archaeology of Blackpool have received little attention. The main traditional industrial activity within Amounderness other than salt

making, for which there is no evidence in the study area (Taylor 1975), was corn milling. Thornber claimed that from the grounds of Blackpool's National School, fourteen corn-grinding mills could be seen (1837, 125). These would have all been windmills, of which four are known within the defined urban area. The only surviving one is Little Marton Mill, a four-storey brick-built tower mill erected in 1838 on the site of an earlier mill (Ashmore 1982, 189).

From the seventeenth through to the late nineteenth centuries a windmill is recorded at Great Marton (Harley 1968, 26). There was a windmill in the seventeenth century on Norbreck Hill, but its precise site is unknown and it may have been lost to the sea (Stott 1982, 14). Hoo Hill windmill was in existence as a post or peg mill by 1532 (PRO MR1). It was rebuilt in brick as a tower mill in 1736 but was struck by lightning in 1881 and consequently ceased operating, resulting in its demolition a decade later (Stott 1989, 14-15). Until the mid-eighteenth century there was also a water-powered grist mill serving Great Marton, but this was abandoned following the removal of its water supply when the dyke draining Marton Mere was cut in 1731 (Hutton 1788, 29). By the later nineteenth century, there were a number of steam-powered corn mills in Blackpool.

There was a limited attempt to establish some cloth manufacturing within the area. The so-called Factory Houses in Great Layton, which appear to date to c1700, seem to have been a purpose-built loomshop, presumably for flax weaving (Stott 1989; SMR 19218). Thomas Lewtas and John Duxbury, an entrepreneur from Blackburn, established a small cotton manufactory at Bispham in 1784-5, and converted farm buildings into eleven workers' cottages (Stott 1982, 18). Each of the partners also built a residence in the vicinity. The venture did not endure, and had collapsed by the early 1790s (Stott 1982, 19). Even so, in 1841 it was claimed that there was a '*little calico weaving*' in Bispham (Butterworth, 7).

The only other industry of note in the Blackpool area was brick making, which serviced Blackpool's physical expansion.

Initially, as befitted the limited building works of the eighteenth and early nineteenth centuries, the industry was small in scale and often local to the building under construction. The field known as Kiln Flatt in 1816 (LRO DCI 524), on the opposite side of the Layton Road to Raikes Hall, may be a reminder of this phase of the industry. The numerous small abandoned clay extraction pits shown on the later nineteenth- and early twentieth-century Ordnance Survey maps for the Bispham area also testify to widespread localised small-scale clay extraction for brick making. By 1891 there were three brickworks and a brickfield to the east of the Revoe area of the town, and another approximately on the site of the former Kiln Flatt (OS 1893 1:10,560). All had been demolished by 1910 (OS 1913 1:10,560), victims of the very urban development they supplied. By 1910 a large brickworks had been established at North Shore (OS 1913 1:10,560). Near the site of this in 1891 were two steam-powered sawmills connected with the railway; neither are marked on the survey of 1910, although the most westerly did still exist as a building at this time (OS 1893 1:10,560; OS 1913 1:10,560).

### Commercial Development

In the late eighteenth century, Blackpool lacked shops and was provisioned from Poulton-le-Fylde (Thornber 1837, 202). By 1824 it featured one butcher, a confectioner, two boot and shoemakers, and a schoolmaster who also operated as a grocer (Baines 1824, 528). It lacked the other shops associated with a sizeable settlement, such as drapers, tailors, milliners and ironmongers. For anything other than footwear and basic foodstuffs, the settlement must still have looked towards Poulton as its local market centre. Shops in Blackpool increased in number in the 1830s (Thornber 1837, 226). A purpose-built row with an internal promenade above, known as Victoria Terrace, was built in 1836 (Thornber 1837, 237). Blackpool Market, also known as St John's, was opened in 1844 (Eyre 1975, 58). This was a private market, but was taken over by the Local Board in 1853. In that year an open market was also

established, which in 1873 became a general covered market (Schmiechen and Carls 1999, 253). St John's Market Hall was demolished in 1895 (Schmiechen and Carls 1999, 253) and replaced by a fruit market (Eyre 1975, 81).

By the 1860s Blackpool had surpassed both Poulton and Fleetwood as the local market and shopping centre. Its main shopping streets were Bank Hey Street, Church Street, Lane Ends Street, Market Street and West Street. These formed a cohesive area centred on the market.



*Plate 7: Purpose-built market building in South Shore*

Clifton Street, which was full of boarding houses in 1866 (Mannex), later became a shopping street as well (Eyre 1975, 82). There was no major shopping area in South Shore in the 1860s, however, and the settlement must have looked to Blackpool as its commercial centre (Cunliffe and Lightblown 2001). South Shore did have a bazaar attached to a seawater baths, however, which was known as the New Market Hall or Arcade and opened in 1861 (Eyre 1975, 81). During the later nineteenth century a number of arcades (often called markets) opened in Blackpool, mixing shops with places of entertainment. From the late 1880s and through the 1890s, South Shore developed its own shopping centre along Waterloo and Bond Streets (Barret 1895). A particular feature of Blackpool's retail capacity in the later nineteenth century was the provision of fast food outlets. By 1911 96 of the town's more than 2000 shops sold fish and chips (Walton 1998, 97).



Plate 8: Late nineteenth century Co-operative store in South Shore

## Banks

The Preston Banking Company established a branch in Blackpool in 1863 (Porter 1876, 344). In 1866 the Lancaster Banking Company and the Manchester and County Bank Company both opened branches in the town (Porter 1876, 347). The latter built a new bank on the corner of Lytham and Birley Streets in 1881. According to 'The Buildings of England', architecturally speaking this was considered to be Blackpool's best building (Pevsner 1969, 72). However, it was subsequently demolished and replaced by a modern bank building. By c1900 there were still three banks in the centre of Blackpool; in addition to the Birley Street bank, there was a bank nearby off Talbot Square and another on Talbot Road (map in Walton 1998, 44-5). There were also banks in South Shore on Bond Street.

## Pubs and Inns

An indication of the importance of tourism in the creation of the town is the fact that most of the early licensed premises in Blackpool were hotels. The Gynn Inn, however, was situated in a rural location to the north of the original settlement of Blackpool, and presumably served both it and Bispham. In existence by 1769 (Smith 1959, 75), in late nineteenth-century photographs it had the appearance of a substantial later eighteenth-century three-storey house (Eyre 1975, 49). In Great Layton there were two licensed premises in 1755, one of which was held by John Bailey and was probably abandoned when

his son moved into Blackpool and set up a hotel in the later eighteenth century (Stott 1989, 21). The other appears to have been known as both the Eagle Nest and the Freemasons, an alehouse which continued on throughout the nineteenth century (Stott 1989, 21-2). The oldest surviving public house in the study area is the Saddle Inn in Great Marton. This was in existence by 1776 and was substantially rebuilt in the mid-nineteenth century (Eyre 1975, 153).

A number of other inns were scattered within the villages and hamlets of the defined urban area, such as the Mill Inn at Hoo Hill. By 1824 no further inns, which were not hotels, appear to have been built in Blackpool (Baines 1824, 528). In South Shore, however, the Britannia Inn was in existence by 1839 (Clarke 1923, 206). In addition to establishments serving alcohol, Blackpool witnessed the early establishment of tea and coffee houses. Mr Lewtas (possibly George, son of Thomas, cotton manufacturer and owner of Lane Ends Hotel) established a coffee house at Lane Ends in c1790 (Thorner 1837, 207). Built in 1825, Jenkinson's Café is an early example of a purpose-built café (Clarke 1923, 206).

## Hotels

Bishop Pococke's reference in the early 1750s to Blackpool having accommodation for sea bathers (Roeder 1904, 7) may relate either to lodging houses or to bathing machines on the beach. Hutton claimed that in the mid-eighteenth century Fox Hall provided the only public accommodation in Blackpool (1788, 16). Around 1761 the only public accommodation was said to be in a cottage, which was on the site of the newsrooms in 1788 (Hutton 1788, 18). By 1769 there were two establishments that could be called hotels (Walton 1998, 14). The earliest was Forshaw's Hotel, which was in existence as an inn by 1755 and but have originated a decade earlier (Smith 1959, 75). Built by John Forshaw, by the later nineteenth century it was the site of the Clifton Arms Hotel (Smith 1959, 75). John's brother Thomas, through marriage to Rebecca Bonny in 1769, came into

possession of Bonny's-in-the-Fields (Smith 1959, 75), a short row of vernacular style cottages. By 1784 it was known as Bonny's Wine House (Walton 1998, 14), though Eyre asserts that the wine house was built on the western side of the cottages in 1787 (1975, 20). Bonny's was demolished in 1902 and the site redeveloped as the King Edward VII Hotel (Eyre 1975, 20).

The Forshaw family's monopoly on hotel accommodation was not to go unchallenged for long. William and Catherine Hutton stayed at a place known as Hudson's in 1788. Shortly thereafter, this was bought by Thomas Lewtas and became known as the Lane Ends Hotel (Eyre 1975, 36). It lay opposite the site of the Albion Hotel, built in 1828 (Smith 1959, 75-77). At the time of the Huttons' visit there were two further hotels, Bailey's, which later became Dickson's and then the Metropole (Stott 1989, 21), and Hull's, which later became Simpson's and eventually the Royal Hotel (Clarke 1923, 199; Smith 1959, 77).

In 1824 there were still only six hotels in Blackpool: Bank's, Gaskell's, Dixon's, Nixon's, Bonny's and the Yorkshire House. In addition there were twelve lodging houses (Baines 1824, 528). The use of owners' surnames to identify hotels causes confusion, but five of the hotels named in 1824 are likely to have been those in existence in 1788. Cuthbert Nixon leased two hotels at the time, the Yorkshire House and the establishment known as Nixon's but also called the Lancashire House (LRO DDCI 746). In 1837 Thornber stated that there were numerous lodging-houses and furnished cottages (p235), and it was probably these that accounted for the additional two hundred beds that he stated had recently been provided for visitors (p226). Development in the 1840s resulted in a number of new hotels, including the Talbot, built in 1845, and the Victoria, built in 1847 (Eyre 1975, 58). In 1858 Blackpool had '*about twenty excellent hotels*' (Hardwick, 551). The most famous of all its hotels, the Imperial, which has provided accommodation for many a famous politician attending the Labour

Party conference, was erected in 1867 (Parry 1983, 62).

### Sea defences and the Promenade

The promenade at Blackpool developed in the late eighteenth century and through the nineteenth century as both a tourist attraction and as a bulwark in the settlement's resistance to sea erosion. A mid-nineteenth-century description of the early nineteenth-century promenade stated '*there was at this time a promenade with an arbour at the end of it, and beyond it nearer to Dixon's hotel stood a cottage then used as a warm bath; but now that promenade as well as the bath house, have long since disappeared*' (Hardwick 1858, 551). It disappeared because of the impact of sea erosion. In the early nineteenth century the promenade had been a wide grassy bank, but erosion had reduced it to a gravel path by 1828 (Eyre 1975, 75).

Further sea depredations were stimulated by the removal of protective shingle from the beach for the construction of the Poulton to Blackpool railway line in the mid-1840s (Eyre 1975, 76). Reverend Thornber wrote to the Clifton estates in 1844 complaining about the adverse effects of this shingle removal (LRO DDCI 1197/28). To improve the promenade and to help consolidate it in 1860 it was asphalted over in the central beach area, the finished surface being sprinkled with white spar for decorative effect (Clarke 1923, 193).

In 1865 the Local Board sought powers to improve and extend the promenade, and levied a 'Parade Rate' on the owners of property fronting it (Eyre 1975, 76). Construction of a new promenade consequently began in 1868. This was badly damaged by storms a year later, and in 1870 a granite breastwork was built to protect it (Eyre 1975, 76). The sea defences were extended in 1895 from Carlton Terrace to the Gynn (Banks 1936, 94) and a new promenade, the North Shore promenade, was built as a consequence (Eyre 1975, 76). Although sufficiently protected from the sea, the old promenade of 1870 was considered inadequate as a facility by the late 1890s

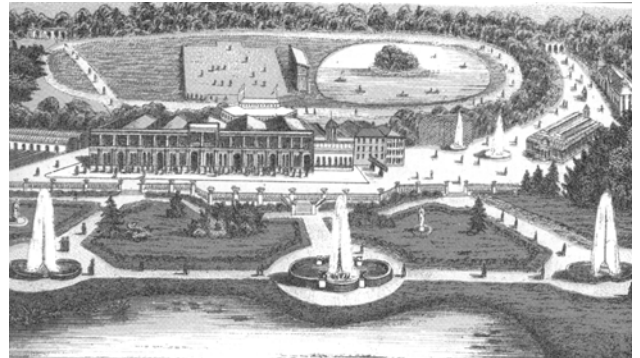
and in 1899 a widening scheme for the central beach promenade was sanctioned by Parliament (Banks 1936, 95). This was completed between 1902 and 1905, extending the sea front 100 feet beyond the high tide mark and using 20,000 tons of basalt for a sea wall and a million tons of sand to create 22 acres of new land behind the sea wall (Banks 1936, 95; Eyre 1975, 77). More than £444,000 was spent between 1895 and 1905 on the construction of sea defences and new promenades (Eyre 1975, 76-7). The sea wall was extended northwards from North Shore between 1910 and 1911 (Banks 1936, 95).

### Tourist attractions

In the late eighteenth and early nineteenth centuries, the perceived health-giving properties of the sea air were the main justification for visiting Blackpool. In 1901, however, a booklet extolling the town's virtues as a health resort admitted that the majority of visitors came not for their health but for entertainment (Carr, 67). In 1842 it was stated that in Blackpool '*hot baths, libraries, newsrooms, and the various time-killing appendages of watering-places in general, are met with as a matter of course*' (Redding and Taylor, 298).

The first investment in new amusements came with the development of the North Pier, in effect initially a seaward extension of the promenade. The pier was opened in 1863. Within ten years there were plans to build a pavilion on it containing a concert hall, reflecting the new fashion for entertainments (Porter 1876, 342-3). The South Pier (later the Central Pier) opened in 1868 and the Victoria Pier in 1893 (Eyre 1975, 62, 93). Both were built to house a variety of amusements. In the later nineteenth century, tastes in entertainment went further than seaside strolls and quiet reading. Leisure complexes were built which included shopping arcades, ballrooms and theatres. The first permanent purpose-built theatre in Blackpool was the Theatre Royal, built in 1868 as part of the rebuilding of the Talbot Road Arcade and assembly rooms (Curnow 1936, 83).

The early theatres tended to form parts of wider leisure complexes. The Prince of Wales Theatre, for example, formed part of a seafront complex that included an arcade



*Plate 9: Raikes Hall, the extensive pleasure grounds known as the Royal Palace Gardens*

and public baths (Curnow 1936, 81; OS 1893 1:2500). The whole complex was rebuilt to become the Alhambra in 1899, and was renamed The Palace in 1904 (Eyre 1975, 94). The most significant of the indoor leisure complexes was the Winter Gardens, built between 1875 and 1878. Her Majesty's Opera House was opened adjacent to the Winter Gardens in 1889 (Carr 1901, 68).

On a larger scale even than the Winter Gardens were the pleasure grounds created out of the forty-acre Raikes Hall estate in 1872. Known as the Royal Palace Gardens, they included a ballroom, skating rink and music hall (Curnow 1936, 81). In the mid-1890s the popularity of these pleasure grounds declined. They were sold for development in 1896, having reputedly been out-competed by Blackpool's most recent and visually stunning attraction, Blackpool Tower (Curnow 1936, 81). The Tower was erected in the early 1890s, opening in 1894 (Eyre 1975, 89-90).

In the late nineteenth century mechanical fairground rides were increasing in popularity. Early in the twentieth century a Ferris wheel known as the Big Wheel was erected next to the Winter Gardens. This was dismantled in 1928 (Eyre 1975, 85). By that time, what had been described as an unpretentious fairground at South Shore



was growing into Blackpool Pleasure Beach (Curnow 1936, 83), one of the forerunners of the later twentieth century's giant themed amusement parks. In 1904 a ride known as the flying machine was erected there. Built by Hiram Maxim, the inventor of the first manually portable machine gun, it was steam powered, and both it and its engine are still operational (Palmer and Turner 1974).



*Plate 10: The flying machine, a steam-powered fairground ride built in 1904 and still in operation*

The first purpose-built cinema was the Royal Pavilion in Rigby Road, erected in 1907. By 1936 there were fifteen cinemas, providing seating for more than 20,000 (Curnow 1936, 83). Indeed, one of Blackpool's largest buildings is the Odeon cinema on Dickson Road, built in 1938-9 with an auditorium catering for 1800, making it the largest Odeon ever built ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk)). Some of the most prominent and characteristic historic structures in Blackpool are monuments of the leisure industry.

It has rightly been claimed that Blackpool invented mass tourism. By the end of the nineteenth century it had thoroughly out-competed the other seaside resorts of north-west England. Only Southport and, in the twentieth century, Morecambe, could be classed as serious rivals.

### Residential development in the later nineteenth century

The most distinctive feature of the provision of housing in Blackpool after 1840 was the erection of the purpose-built lodging house or company house, essentially a specialised variation on the domestic dwelling. In 1866, lodging houses were liberally scattered throughout Blackpool and were the predominant type of entry in Mannex's trade directory. Adelaide, Birley and Brunswick Streets were mainly comprised of lodging houses, and they were also a dominant feature of Caroline, Cedar, Regent, Princess and Clifton Streets, Lansdowne Crescent, Queens Terrace, Revoe Terrace, Topping Street and Warbreck Street (Cunliffe and Lightblown 2001).

In South Shore the principal lodging house area in the 1860s lay along Albert Terrace and Victoria Terrace (Cunliffe and Lightblown 2001). It is not clear whether these early lodging houses were built significantly differently to ordinary domestic dwellings, but certainly from the 1860s bespoke lodging houses were being built. Albert Road, which developed following the opening of Blackpool Central Station, is a particularly good example of a purpose-built street of lodging houses (Nigel



*Plate 11: Terrace of purpose-built lodging houses in Albert Road*

Morgan pers comm). This was in the heart of one of the earliest districts of company houses, built specifically to cater for the requirements of working-class visitors (Walton 1998, 67). New areas of lodging house accommodation were built in the



1870s on the fringes of the built-up area. These areas were surrounded by the two- to three-bedroom houses of the artisans who were directly, or indirectly as in the case of railway workers, employed in Blackpool's tourism industry (Walton 1998, 68).

### Nonconformist chapels

The spiritual needs of Blackpool were not met until well into the nineteenth century. The first Nonconformist meeting house was a small Independent chapel, Bethesda, built off Chapel Street in 1825 (Porter 1876, 333). This was superseded by a new chapel, built off Victoria Street which opened in 1849, although Bethesda chapel continued in existence (Porter 1876, 338). Bethel Independent chapel opened in Bispham in 1834 (Eyre 1975, 136), although there had been an earlier Presbyterian meeting house in the village from the late seventeenth century. The schoolhouse at Bispham had been licensed for Presbyterian meetings from 1689 (SMR 1314).

The first Baptist chapel in the Blackpool area was not opened until 1858, on Talbot Road (Porter 1859, 23). In 1860 the Union Baptist Chapel on Abingdon Street was built; this was described as a fine Grecian style building (Porter 1876, 340). The earliest Wesleyan Methodist chapel was the Central Methodist Church, erected and opened in Bank Hey Street in 1835 (Smith 1959, 90). This was deemed inadequate by 1861 and was demolished to be replaced with a new edifice nearby (Porter 1876, 335).

In 1847 a small brick-built Wesleyan Methodist Chapel opened in Squires Gate Lane in Marton. This was replaced in 1872 by the Moss Side Wesleyan Chapel (Eyre 1975, 152). The first Primitive Methodist chapel was erected on Chapel Street in 1875 (Eyre 1975, 92). In the same year the Unitarians opened a chapel on Dickson Road (Eyre 1975, 92). In the late nineteenth century, chapels of all denominations were built throughout the expanding urban area of Blackpool (<http://www.hmc.gov.uk/nra>).



*Independent Chapel, Blackpool.*

Plate 12: The Independent Chapel, built 1825

### Anglican and Roman Catholic churches

Other than the medieval church at Bispham, there was only one church in the defined urban area during the post-medieval period prior to the establishment of churches within the settlement of Blackpool. This other church was St Paul's at Great Marton, built in 1800 and consecrated in 1804 (Eyre 1975, 150).

The first church to be built in Blackpool was St John's, which opened in 1821 (Thorner 1837, 232; Porter 1876, 330). It was enlarged and improved in 1832, 1847, 1851, 1862 and 1866 (Porter 1876, 331-2). South Shore acquired its church of the Holy Trinity in 1836. In 1858 this was greatly enlarged with the addition of a new chancel and transepts (Porter 1876, 360), and it was rebuilt in 1895 in the style of Austin and Paley (Pevsner 1969, 70). All the existing churches underwent some rebuilding in the later nineteenth century, with the medieval church of All Hallows at Bispham being completely replaced in 1883 (Pevsner 1969, 69).

As elsewhere in Lancashire, a temporary shortage of Anglican places of worship brought on by rapid urban expansion was met by the erection of temporary iron churches. In the 1860s there was briefly an iron mission known as Christ Church in Queen Street, which was replaced by the brick-built Christ Church off Abingdon Street in 1865-6 (Pevsner 1969, 69; Eyre



Plate 13: St John's Church, which opened in 1821

1975, 64). Similarly, in 1898 the church of St Paul's in North Shore was built as a replacement for what was colloquially known as the 'tin tabernacle' (Eyre 1975, 94). Overall, Blackpool was not embellished with the quantity of establishment churches erected in other resorts such as Southport (Anon 1922), and this may be a reflection of the social status and aspirations of its clientele.

The Roman Catholic church of the Sacred Heart in Blackpool was built in 1857 to a design of EW Pugin (Porter 1876, 340).

### Schools

The oldest school in the area was at Bispham, and was possibly established between 1649 and 1659 (Ikin 1936, 105), although others claim its existence from 1621 (Eyre 1975, 140). Eyre claims that in the later seventeenth century the pupils were transferred to the Presbyterian chapel school, but since Bispham school was licensed as a Presbyterian meeting house in 1689 there may be some confusion in this assertion.

In 1800 a new school was built, but by 1869 this was considered to be in a poor state, and it was replaced ten years later (Eyre 1975, 141). In 1717 James Baines left an endowment in his will for a school at Marton (Ikin 1936, 108). A free school was established in Blackpool in 1817 (Baines 1824, 527) on a plot of land off what is now Upper Church Street. This became Blackpool National School, and was also

known as St John's School (Eyre 1975, 40-1).

An infants school was opened in Bank Hey Street in 1856 (Eyre 1975, 61), associated with the Central Methodist Chapel. By 1890 there were further schools on Dean Street, Lytham Road, Pier Street, Queen Street, Talbot Road and Tyldesley Road, as well as at Great Marton Mosside (OS 1893 1:2500). Many of these were associated with religious foundations. In 1905 a grammar school was built on Raikes Road ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk)).

### Public buildings

Blackpool acquired most of the physical and political accoutrements of a town between 1840 and 1864. Under the Blackpool Improvement Act of 1853 a Local Board was formed, providing Blackpool with its own local government (Porter 1876, 339). The town has a small civic centre, but this did not begin to form until the end of the nineteenth century. Blackpool gained a borough charter in 1876, and the Borough Corporation took over the administration of the town from the Local Board (Walton 1998, 69). After the establishment of the Borough Corporation the town council utilised buildings known as the Municipal Buildings, close to the site of the later town hall (Harbottle 1936, 89).

In 1879 the municipal boundaries were extended to include parts of Marton and Bispham (Farrer and Brownbill 1912, 250). In 1894 the remainder of Layton township was subsumed within the borough, and a decade later the municipality became a county borough (Farrer and Brownbill 1912, 250).

The town hall was erected between 1895 and 1900 (Eyre 1975, 93). The first free public library was established in the Octagon Room of the Talbot Square Assembly Rooms in 1880. Fifteen years later it moved to the Municipal Buildings. Bespoke accommodation was not provided for another fifteen years, when a library was erected following a grant of £15,000 made to the Borough by Andrew Carnegie in 1906 (Harbottle 1936, 89).

## Service Provision

Prior to 1850, wells and pumps had supplied the town with water. These are marked on early maps, and shown on illustrations of the town. There was a spring-fed well on the shore edge near Bailey's Hotel in 1784. In 1844, pumps were marked at Blackpool National School and to the south of Adelaide Street (OS 1848 1:10,560). The few pumps that existed were in great demand in the 1840s with the expansion of the town, so users were charged a premium (Curnow 1936, 79). In 1850, some of the wells were found by the Sanitary Inspector to be polluted (Walton 1998, 28), therefore in the 1850s the Local Board, set up in the wake of the Sanitary Inspector's report, set about ensuring that the town was sewered and had a gas supply. A reliable piped supply of clean water followed in the early 1860s when the Fylde Water Works Company was established (Walton 1998, 30-32; LRO DDCI 1195/26; Eyre 1975, 62).

The Fylde Water Board took over the supplying of water to Blackpool in 1897 (Arthur 1911). All of the reservoirs supplying Blackpool, Lytham and Fleetwood with water were situated in the hills to the east of Garstang; by 1900, these had a capacity of 252 million gallons (Carr 1901, 49).

The disposal of waste from Blackpool's growing population was a cause of considerable concern in the mid-nineteenth century. In 1846 it was seen as a danger to Blackpool's continued prosperity (LRO DDCI 2233/2). The problem was highlighted in the report made by the Sanitary Inspector in 1850, which found that 45 sewers and drains carried untreated waste onto the beaches at both Blackpool and South Shore (Walton 1974, 182). The Local Board had the town sewered by 1856. However, like most seaside resorts they preferred not to invest in sewage treatment plants but to flush untreated sewage into the sea via an outfall pipe (Walton 1998, 30). The outfall was lengthened in the later nineteenth century, but in 1900 untreated sewage was still being discharged directly into the sea (Carr 1901, 51). This situation continued

to cause problems for Blackpool's bathers throughout much of the twentieth century.

Gas was first supplied in Blackpool in 1851, but the private works were not a success and in 1862 they were taken over by the Local Board (Harbottle 1936, 87). Blackpool had been a pioneer in the provision of electric street lighting, which had been provided by small generators from 1879 (Palmer and Turner 1976, 34). A larger electricity generating station was opened at Princess Street in 1893 (Curnow 1936, 79).

## The expansion of Blackpool in the inter-war years

By the early twentieth century the village of South Shore, which had developed as a separate resort from Blackpool, formed one continuous urban area with it (Farrer and Brownbill 1912, 243), although even today it is a distinct, identifiable entity within the town. By this time, Bispham had also extended towards the shore from its situation one kilometre inland, and had developed as a resort. It remained physically separated from Blackpool into the 1930s (OS 1932 1:10,560), although it was administratively within the borough.

The area extending between Blackpool and Bispham became known as North Shore and was extensively developed in the 1920s and 1930s with avenues of detached and semi-detached houses. Unlike the industrial towns of East Lancashire, Blackpool continued to expand during the inter-war years, participating in the general prosperity associated with the Lancashire coast. Between 1911 and 1939, the town more than doubled in size.

In the decade after 1925 an average of 1250 houses per year were built within the borough of Blackpool; this was considered a phenomenal growth rate by contemporaries (Harbottle 1936, 93). Blackpool did expand landwards, but more particularly expanded northwards from North Shore to encompass Bispham. Much lower middle-class housing was built in this area, particularly semi-detached suburban-style houses in the 1920s and 1930s. A significant proportion of the population increase that fuelled this

developed comprised retired people. In the south the most notable expansion was associated with the Pleasure Beach, which in 1936 was described as '*one of the most pleasing examples of modern architecture to be found on the coast*' (Curnow, 83). In the town centre a number of major buildings were built, modified or extended during this period, including the central post office and the Winter Gardens.

Manufacturing employment continued to be in short supply, and tourism remained the town's staple industry (Walton 1998, 119-20).

## 5. STATEMENT OF HISTORIC URBAN CHARACTER AND NATURE OF THE ARCHAEOLOGICAL RESOURCE

### 5.1 Surviving plan components

#### Church and churchyard (Area 1)

##### - All Hallows, Bispham (Area 1)

The churchyard of Bispham parish church formed the centre of Churchtown, a detached nucleus of the settlement of Great Bispham. It is the largest churchyard in the defined urban area. The churchyard has been extended, but its original line as depicted in 1847 (OS 1:10,560) is still visible. The churchyard contains a possible medieval cross shaft base, now converted into a sundial, and the site of a holy well. It is the only part of the defined urban area that retains a discernible medieval component.

#### Commercial Centre (Area 2)

##### - Blackpool Town Centre (Area 2)

The commercial and civic centre of Blackpool is based around the St John's market area. St John's market was opened in 1844, but the Market Hall was demolished in 1895 and replaced by a fruit market.

The majority of the buildings in this area are brick built and of two to three storeys, some are brick with stone dressings. The area includes several Grade II listed structures, these include: the Odeon Cinema, which was built in 1938-9 in Art Deco style; the Central Library and Grundy Art Gallery, built in 1909-10; the General Post Office, built in 1910; the Town Hall built in 1900 and the Church of St John built in 1821. The Church of the Sacred Heart is listed Grade II\* and was built in 1857 by Pugin.

#### Railway (Area 3)

##### - Poulton-le-Fylde to Blackpool North Railway Line & Blackpool North Station (Area 3)

The Preston and Wyre railway opened a single line in 1846, the terminus later becoming Blackpool North station. The station was rebuilt in 1896-8. Although the railway lines and the station have survived and are still in use, several areas of associated infrastructure such as engine sheds and sidings are no longer extant or have only partially survived, with some of the land now in use for industrial or commercial purposes. Many smaller features such as signal boxes, signal posts and mileposts have also been lost since the nineteenth century.

#### Utilities (Areas 4-6)

##### - Gas Works, Princess Street (Area 4)

This site is shown on the 1895 mapping (surveyed in 1891) (OS 1:2500, 50.16). At this time the site comprised two gas storage holders, associated industrial buildings and a tramway depot. Corporation Street separated these two distinct areas. The two gasholders remain, but the tramway depot and Corporation Street are no longer extant and are now car parking. The site also contains a clubhouse and several industrial buildings. The area to the west of the site comprises lodging houses and the area to the south, north and east comprises mixed industrial and commercial development, including the Revoe shopping centre and extensive car and coach parking.

##### - Gas Distribution Centre, Clifton Road (Area 5)

This site, at the south-western edge of the defined survey area, was built between 1963 and 1976. The site comprises two gasholders and a gas valve compound. It is situated adjacent to mixed twentieth century commercial and industrial development - Clifton Road supermarket to the east and Little Marton Moss Side Industrial Estate to the west. To the north lies Mereside Park Community Centre, playing fields and later post-war housing.

### **- Warbreck Reservoir (covered), Leys Road (Area 6)**

This site comprises a covered reservoir and a water tower. It was constructed between 1963 and 1976. It is adjacent to inter and post war housing to the west and late twentieth century housing to the east. To the north is a recreational field and a twentieth century depot.

### **Middle Class Housing (Areas 7-10)**

#### **- Alexandra Road (Area 7)**

This is an area of middle-class houses within an area dominated by lodging houses. These, too, have been converted into guest houses, but originally appear to have been mid-nineteenth century detached and semi-detached villas. These buildings have a distinctive neo-classical appearance and have two to three storeys, bay windows, arched doorways and are of brick construction.

The 1895 mapping (surveyed in 1891) shows in this area, a number of semi-detached houses and a Congregational Chapel that is no longer extant (OS 1:2500, 50.16). The empty plots shown on this mapping have since been developed in the twentieth century. The housing now is of mixed character and includes semi-detached houses, terraced housing and flats.

#### **- Holy Trinity, South Shore (Area 8)**

This area consists of later nineteenth and early twentieth-century middle-class housing, built as terraces or semi-detached properties. The houses have two to three storeys and are of brick construction. A number of the houses have been converted into guesthouses and holiday flats. The 1893 mapping (OS 1:2500, 58.04) shows a number of semi-detached houses, terraces and Holy Trinity Church in this area. Holy Trinity was originally built in 1836, enlarged in 1858 and rebuilt in 1895 in the style of Austin and Paley. There are a number of later twentieth century developments including the Grand Hotel, the Gables Hotel, a casino, a garage, industrial warehouses and depots. The setting and character of the nineteenth-

century housing in this area has therefore been altered by these later developments, especially on Station Road. To the north there is an area of lodging houses, to the west the area is bounded by a railway line and Blackpool South station and to the south is Blackpool Pleasure Beach and the Promenade.

#### **- North Shore (Area 9)**

This is an extensive area of mixed middle-class housing of various periods dating from the 1860s through to the early twentieth century. Much of it consists of semi-detached properties, but there are some terraces. Substantial detached villas are notably absent. The seafront largely comprises substantial hotels, including the Imperial, built in 1867. The 1893 mapping (OS 1:2500, sheets 50.08, 50.12) reveals that by this time this area was not extensively developed, the development was mainly by the seafront and inland there were a number of clay pits and farms. By 1914 there was large areas of residential development here. The character area lies adjacent to an area of inter and immediate post war housing and an area of lodging houses. It is bounded on the south-east by the Poulton-le-Fylde to Blackpool North Railway and to the west by the Promenade and Winter Garden.

#### **- Didsbury Hotel (Area 10)**

This area consists of later nineteenth and early twentieth-century middle-class housing, built as terraces or as semi-detached properties. The houses have two storeys and are of brick construction, some rendered over brick. Service roads are also a feature in this area. The 1892 and 1893 mapping (OS 1:2500, sheets 50.12, 51.09) reveals that by this time this area was not extensively developed, in the north of the character area there was a Brick works and a field called Brick Field. The development, at this time, was mainly along Newton Drive and Devonshire Square and this comprised of terraces and semi-detached properties. The Didsbury Hotel on Newton Drive is also shown. The character area was adjacent to Raikes Hall Park to the west, which made it a desirable area to live for the middle classes; historically it is therefore a medium to high

status area. However in the late 1890's these grounds were sold off for residential development and the subsequent residential development was no longer as desirable. The character area is currently adjacent to mainly inter and immediate post-war housing and to bye-law housing to the north.

### **Bye-law Terraced Housing (Areas 11-17)**

#### **- Areas 11-13, 15,17 (Grid-iron development)**

Areas 11, 12, 13, and 15 comprise artisan terraced housing laid out in a gridiron pattern of streets. The housing was laid out between 1891 and 1914, with the greater proportion in the latter half of that period. Much of it was built to standards laid down by bye-laws.

Almost all of the terraced houses are of two storeys, although in the Talbot Ward (area 13), there are some three-storey properties. The terraces are brick-built and include some that are rendered over brick. The houses generally possess ground-floor bay windows and front straight onto the street, or have only very small front gardens. They have small concrete yards and the rears of the properties are accessed by service roads, the majority of which are tarmacked. The built fabric is generally in good condition. However, in the late nineteenth century, Revoe (area 17) was the poorest area of Blackpool, the worst housing, which was very similar to houses built in the industrial towns, has been demolished. In the Talbot Ward (area 13) and Little Layton (area 15) there are some commercial properties and pockets of industrial works, including a bakery. Other significant buildings include St Thomas's Church and Sunday School in the Talbot Ward (area 13) and Christchurch with All Saints Church in Revoe (area 17).

This terraced housing was formerly far more extensive, former areas have been redeveloped for twentieth-century housing and industrial and commercial uses. The ragged outlines of the surviving character areas are partially a reflection of the piecemeal redevelopment of the

surrounding areas. Pockets of other nineteenth-century character types or of twentieth century infill development or redevelopment lie within some of the larger areas of terraces; some represent the former sites of terraces or other buildings.

#### **- Areas 14 & 16 (Ribbon development)**

In both these character areas, ribbon development grew along Talbot Road and Redbank Road. The surviving houses in these areas almost all date to the end of the nineteenth century or the early twentieth century. These character areas lie on busy through roads and, whilst not representing major shopping areas, all include at least one shop. In fact there are a number of commercial properties in Bispham (area 16). Almost all of the terraced houses are of two storeys, although in Bispham, there are some three-storey properties. The terraces are brick-built and include some rendered houses. The houses generally possess ground-floor bay windows and front straight onto the street, or have only very small front gardens. They have small concrete yards and the rears of the properties are accessed by service roads, the majority of which are tarmacked.

### **Lodging Houses (Areas 18-20, 319)**

#### **- Lord Street (Area 18)**

This area lies to the north of Blackpool North Station (the original Blackpool Railway Station). It consists of small to medium-sized lodging houses, the earliest of which may date to the mid-nineteenth century. Many of these buildings are still guest houses, hotels or holiday flats. The lodging houses are terraced, two to three storeys and are brick-built and some are rendered. Some properties have bay windows. The area's proximity to the railway station may account for the warehouses built off Back Lord Street, in existence by 1891 (OS 1893, 1:2500, 50.12). The most northerly may have been a stables originally, as from the outside it appears to have possessed a hayloft. The 1893 mapping also shows that the North Shore Methodist Church is built on the site of a smaller chapel and that there was a



Unitarian Chapel on Bank Street. The chapel is still extant but the associated Sunday School has been demolished.

#### **- Albert Terrace (Area 19)**

This is a small area of lodging houses that includes a few with a seafront location. These lodging houses are amongst the earliest surviving in Blackpool, and might be depicted on an engraving of 1855 (Hardwick 1858). The lodging houses are terraced, have three storeys and are brick-built, although some have been rendered.

#### **- South Shore (Area 20)**

To the south of the former Blackpool Central Station and extending southwards to Waterloo Road Station (Blackpool South) lies a large area of company houses in Blackpool. All forms of lodging houses from small to large survive in this area. They date primarily from the 1860s to the 1890s, although there is an area in the south of the character area that is shown on the 1848 mapping (OS 1848, 1:10560, 58). The lodging houses are of interest as some have two-storey bay windows and the old lampposts are still extant. The area now comprises hotels, holiday flats, shops and residences, with larger hotels mainly along the promenade and shops fronting onto Lytham Road. The buildings are terraced, have two to three storeys and are of mixed building styles, some are brick-built, some rendered and some stone. The character area also includes a lido, a police station, St Cuthbert's church and St Peter's church. Both churches are shown on the 1895 mapping (surveyed in 1891) which reveals that St Peter's church is built on the site of a Mission Room (OS 1895, 1:2500, 50.16). There are also two chapels shown on this mapping, which are no longer extant, on Singleton Street and on Moore Street. Industrial buildings are also evident within this character area.

#### **- Adelaide Street (Area 319)**

This is one of the largest areas of lodging houses. It formed to the east of the site of the former Blackpool Central Railway Station and contains some of the best preserved and probably oldest surviving company houses in the defined urban area. The 1890's mapping reveals that a

large part of the area had been developed by this time (OS 1892, 1:2500, 51.09; OS 1893, 1:2500, 50.12; OS 1895, 1:2500, 50.16) the remaining area being developed by 1914 (OS 1914, 1:10560,43). This area is of mixed character and contains detached, semi-detached and terraced properties. There are also some flats. Many of the buildings are substantial three to four-storey properties, although many have two storeys. Single storey bay windows, gabled fronts and porches are common features. The buildings are of mixed building styles, some are brick-built, some rendered and some stone. Many have small concrete yards and the rears of the properties are accessed by service roads, the majority of which are tarmacked. The area now comprises hotels, holiday flats, shops, churches, schools and residences.

#### **Pre-NHS Hospital (Areas 21-22)**

##### **- Devonshire Road Hospital (Area 21)**

The Devonshire Road Hospital was originally a sanatorium and was built before 1891. It was extended after this date (beyond this character area). Some of the original buildings survive in a recognisable form. The buildings are brick-built and are mainly one storey however the north-south range is two-to-three-storeys.

##### **- Miners' Convalescent Home (Area 22)**

This area comprises a large hospital known as the Lancashire and Cheshire Miners' Convalescent Home, set in grounds that include a bowling green. It was built in 1925-7 to a design by Bradshaw, Gass and Hope, and at the time was unrivalled in its size and range of facilities (Richardson 1998, 187-8). With its Christopher Wren-style architecture, decorative stone and pillars, it remains an imposing building. The hospital itself is currently empty.



## **Twentieth Century Hospital (Areas 23-27)**

### **- South Shore Hospital (Area 23)**

South Shore Hospital is situated towards the southern edge of the study area. It was built between 1938 and 1963 and is set within a residential area dating to the inter- and immediate-post-war period.

### **- Devonshire Road Hospital (Area 24)**

Devonshire Road Hospital forms an extension to the earlier adjacent site that was originally a sanatorium (area 19). The hospital was built between 1891 and 1914.

### **- Fylde Coast Hospital (Area 25)**

Fylde Coast Hospital lies towards the eastern edge of the study area, it mainly predates 1976 and is set within a complex of post war schools and their playing fields. It is surrounded by housing estates dating to the inter and immediate post war period and to the later post war years, 1950 to 1970.

### **- Trinity, The Hospice in the Fylde (Area 26)**

Trinity, the Hospice in the Fylde was constructed between 1963 and 1976. It is situated towards the east of the study area and is surrounded by inter-war, post-war and later twentieth century housing.

### **- Victoria Hospital (Area 27)**

The character area is on the eastern edge of the study area. Victoria Hospital mainly predates 1976 and is surrounded by housing estates dating to the inter and immediate post war period and to the late twentieth century. It is adjacent to the east by a golf course (outside of the study area).

## **Public Landscape Grounds (Areas 28-29)**

### **- Stanley Park (Area 28)**

Blackpool's principal open space away from the seafront is Stanley Park, on the eastern edge of the town, which was opened in 1926 (Harbottle 1936, 89). It is a very large municipal park with all the standard features to be associated with

such landscaped grounds, including a boating lake nearly 11 hectares in extent. Structures in the western part of the park include: lodges to the north and south of the main gate; glass houses; a brick sports hall; a golf club in the north of the park; a bowling green and a rose garden. Stanley Park is also home to Blackpool Cricket Club, which has a two storey brick and rendered pavilion.

### **- North Shore Promenade (Area 29)**

This plan component consists of a linear area of open landscaped public space along the seaward side of the Promenade. It came into existence in the early twentieth century and consists of a promenade, a tramway with shelters, a boating pool, gardens and landscaped grounds. Anchorsholme Park lies at the north of the character area, with features such as, tennis courts, bowling greens and pitch and put. Warbreck recreation area lies at the south of the character area.

## **Private Landscaped Grounds (Area 30)**

Braithwaite Manor is a post-war residential building set in its own large grounds and is on the eastern edge of the study area. To the east is open countryside and to the west is later post-war housing.

## **Nineteenth Century Municipal Cemetery (Area 31)**

Layton cemetery was laid out in 1873. Originally of 8 acres (3.2 hectares), it was extended on a number of occasions (Harbottle 1936, 90). The cemetery had three mortuary chapels; one each for Anglicans, Nonconformists and Roman Catholics, but only the Anglican chapel survives. This chapel is single storey and has a spire. The nineteenth century tombs are in the southern part of the cemetery, an area that has winding paths and some vandalism (several stones have been pushed over). The northern part of the cemetery contains the twentieth century burials. There is a grid pattern to the paths in this area and a memorial garden in the north-east corner.

### Twentieth Century Cemetery (Areas 32-33)

Both St Paul's burial ground (area 32) and Carleton Cemetery (area 33) were created in the late twentieth century. Carleton Cemetery covers a larger area and is on the eastern edge of the study area. It contains a large chapel and a memorial garden. St Paul's cemetery is smaller and is adjacent to a residential and industrial area. There is a small building in the cemetery.

### Leisure Facility (Areas 34-35)

#### - Pleasure Beach (Area 34)

Blackpool Pleasure Beach is a fairground formed on the site of a gypsy encampment. Originating in the early 1900s, it took on its present characteristics in the 1920s and 1930s, when it was redeveloped to the designs of the Art Deco architect Joseph Emberton. The Pleasure Beach comprises of rows of shops along the seafront and various structures including circuses, rides and a public house.



Plate 14: The Grand Theatre

### Promenade and Winter Gardens (Area 35)

This part of the seafront is the principal character area of Blackpool. In that it contains many of the town's landmark buildings and represents the essence of the resort. It is an area dedicated to leisure, and includes the Promenade and piers as well as attractions such as the Tower, the Winter Gardens and the Grand Theatre. The landward side of the Promenade is a mixture of hotels and amusement arcades. Although the area has been continuously updated, it retains broadly the character it possessed in 1900.

### Agricultural (Areas 36-40, 304)

The urban area for Blackpool includes a farm, New Field Pig Farm (Area 36) near the eastern edge. The remaining four agricultural areas within Blackpool comprise allotment gardens. These are mainly of a medium to large size, with the smallest, area 40, in the centre of the study area surrounded by inter and immediate post war housing. The remaining allotment sites lie to the south of the study area in a more rural setting.

### Twentieth Century Industrial/Commercial (Areas 41-84, 211)

Modern industrial and commercial areas in Blackpool are concentrated along the railway lines and around the nineteenth-century commercial centre of the town. There are also large industrial estates and commercial sites towards the edges of the study area, especially in the south.

Sites adjacent to the railway include industrial estates, an abattoir and a factory. The town centre includes large areas in commercial use, for example late twentieth shopping centres such as the Revue Shopping Centre and the Hounds Hill Centre, but also pockets of areas of older commercial properties on Church Street, The Strand and the Promenade.

Smaller industrial sites include factory and warehouse sites within residential areas.

Character areas of a commercial nature include individual buildings such as garages, hotels and large public houses set within their own grounds, often with car parks. Many modern industrial sites may represent the redevelopment or partial redevelopment of earlier sites, and may include remnants of earlier fabric.

### **Twentieth Century Military (Area 85)**

This character area comprises a Territorial Army centre that was built between 1963 and 1976. It is in an area of late twentieth century development, and is adjacent to the Parkinson Way Supermarket, St Cuthbert's Primary School and an area of car parking.

### **Twentieth Century Place of Worship (Areas 86-92)**

These character areas comprise small sites scattered throughout the survey area, including the town centre. The churches are of various denominations and tend to be associated with twentieth-century residential areas; although some are situated between nineteenth and twentieth century residential areas. At least two have been built on the sites of earlier chapels.

### **Twentieth Century Public Buildings (Areas 93-119)**

Modern public buildings are spread throughout the study area of Blackpool. These include libraries, fire stations, police stations, medical centres, telephone exchanges, day centres, a hall and an ambulance station. These buildings tend to be set within residential areas.

### **Twentieth Century Recreational (Areas 120-158)**

Recreational areas of a wide range of sizes are spread throughout Blackpool. These areas perform a variety of functions, and include: playgrounds and play areas; playing fields and sports grounds; putting greens; swimming pools and leisure

centres; social clubs; gardens and ponds; zoological gardens; bowling greens; tennis courts; a golf club and a Working Men's Institute.

The largest recreational sites are North Shore Golf Club; the Zoological Gardens on the eastern edge of the study area; Marton Fold recreation ground on the southern edge and Horseman's Hill sports facilities in the north.

### **Twentieth Century School/College (Areas 159-195)**

There are thirty-six modern educational establishments in Blackpool, spread throughout much of the urban area with the exception of the commercial centre. The schools lie adjacent to or within residential areas, including the earlier gridiron plan terraced housing. Some sites include two or more schools. The larger sites, some with extensive playing fields, tend to lie towards the edges of the survey area and to contain high schools. Some of the smaller primary school sites also include playing fields. There are also small nursery schools, many of which are associated with or adjacent to schools for older children, usually primary schools. There is one further education college, the Blackpool and Fylde College, which lies in the north of the survey area.

### **Twentieth Century Transport (Areas 196-202)**

Character areas relating to transport in the twentieth century are almost exclusively associated with cars. Car parks are situated within the centre of Blackpool, at Blackpool North and Blackpool South stations, near the Central Pier and at Bond Street. At the south-eastern corner of the survey area lies the junction of the M55, A6230 and the A583. The character areas also include tram stops and the southern tram terminus at Starr Gate.

### **Caravan Sites (Areas 203-207)**

Five caravan sites have been characterised within the defined survey

area of Blackpool. All, apart from one, of the sites lie on the south-western edge of the survey area adjacent to open countryside. St Martin's Road static caravan site is situated in an area of inter and immediate post war housing in the southern part of the survey area.

### **Individual Housing (1918 to 2003) (Areas 208-10, 212)**

This character type mainly comprises small areas of houses set in large gardens, generally situated towards the edges of the survey area. One area lies on the boundary itself. There are no areas of this type in the town centre. The houses are most often detached, but some areas include semi-detached dwellings and terraces.

Character areas lie in a variety of situations, with some adjacent to parks or other open land and some in twentieth-century residential suburbs. Most of the individual areas are of a small size, containing as few as a single house or from two to ten houses. Houses in one area can range in date from the beginning to the end of the period, owing to the development of the plots at different times. Generally each house or pair of houses differs from its neighbours, having been individually designed and built. The houses are most often in residential use and in single-household occupation, they are considered to be of high contemporary status. The character area 208, 183-207 Newton Drive, includes the Catholic Church, the Thanksgiving Shrine of our Lady of Lourdes.

### **Inter- & Immediate Post-war Housing (1918 to c1950) (Areas 213-229)**

Inter and immediate post-war housing in Blackpool is the most prevalent type of housing in Blackpool.

The majority of the houses are semi-detached and has private gardens, small at the front and longer to the rear. Some areas extend beyond the boundaries of the survey area. The larger estates tend to feature formal layouts of semi-detached

houses and short rows, all with individual front and rear gardens.

### **Late Twentieth Century Housing (c1970 to 2003) (Areas 230-267)**

Late twentieth century housing areas in Blackpool are numerous and varied and are found throughout the survey area. Estates tend to be of a small or medium size, with larger areas towards the edge of town, particularly the southern edge. Some of these form parts of larger estates extending beyond the survey area. These tend to lie adjacent to earlier twentieth-century residential developments, representing suburban expansion. The type includes areas of very recent development, built in the 1990s or the early years of the twenty-first century.

Estates tend to be laid out as short curving cul-de-sacs, some leading off longer avenues. Some areas contain detached houses, often quite close together, whilst others contain a mix of detached and semi-detached dwellings. Some areas also include flats, nursing homes, sheltered accommodation, or staggered rows of houses.

### **Later Post-war Housing (c1950 to c1970) (Areas 268-301)**

Large areas of residential development, built in the 1950s and 1960s, is concentrated at the edges of the survey area, with small sites spread throughout the area, and is of a tremendously varied character. The larger estates form part of the wider twentieth-century suburban development of Blackpool, and lie adjacent to earlier and later residential areas dating from this century. Three of the character areas extend beyond the survey area, forming parts of much larger residential developments. Others are situated at the edge of the town, with open fields beyond and some are adjacent to later housing estates of a distinctly different character.

The layouts of the larger estates generally include long avenues, and house-types tend to be homogeneous, although areas of semi-detached houses can include small

groups that are detached and vice versa. Houses built in short rows are also present. The detached houses are often set close together. Individual dwellings may have a front and a rear garden, or may have a garden only to the rear.

Smaller areas of later post-war housing can include as few as four or eight houses or a small number of blocks of flats, and usually represent infill within areas of earlier development. Some sites were formerly occupied by terraces or by other late nineteenth-century buildings.

### **Open ground (Areas 302-3, 305-311, 313-17)**

Open ground, additional to formal recreational areas and parks, can be found throughout much of the Blackpool survey area. The majority of these sites are pockets of open ground between housing developments or built in to the design of housing estates. These sites tend to be of small to medium size, and most are grassed over, although some are wooded. The majority of these areas, generally situated towards the edges of Blackpool, represent pockets of land that appear to have never been previously developed. There are also three areas of beach within Blackpool's survey area, at Anchorsholme, North Shore and South Shore. The 1890's mapping reveals that the line of the shoreline has changed since this time due to the construction of sea defences and the widening of the promenades.

## **5.2 Architectural style**

Unlike Fleetwood, Blackpool has never been highly regarded for its architectural legacy. In 1969 the town had no listed buildings at all (Pevsner 1969, 68). This is surely a reflection of mid-twentieth-century social prejudice, as the town clearly had important monuments associated with working-class pleasure-seeking, such as the Tower and the Winter Gardens. This oversight was subsequently corrected and these important structures as well as others, including some of Blackpool's places of worship, were listed. Even so, the majority of Blackpool's domestic and

commercial buildings have attracted very little attention. Certainly, the town lacks the great nineteenth-century classical buildings of Fleetwood. Its structures in the nineteenth-century were utilitarian and generally humble. Yet Blackpool does possess a distinctive style based on the building requirements of the lodging house. Lodging or company houses were purpose-built in Blackpool from at least the mid-nineteenth century. They began to spread from the 1860s (Walton 1998, 67) and were built as close to the shore as possible. Unfortunately, the major hotels occupied the Promenade frontage in the Central Beach area. In South Shore the frontage was mainly occupied by what appeared on maps to be large middle-class houses in short terraces, though by the late 1860s many of these were lodging houses. Their appearance on engravings of 1855 suggests that at least some of these terraces were built as company houses (Hardwick 1858). Most of the later purpose-built company houses were of necessity set back from the seafront, developing along the streets immediately behind it. They also clustered close to the



*Plate 15: Purpose-built lodging houses in South Shore*

railway stations, with notable clusters still evident today close to Blackpool North Station and the former site of Blackpool Central Station. As they survive today, their distinctive features include rear yards that are very small for the size of the houses, and bay windows which extend to the first and, in some cases, second or

even third floor. These upper storey bay windows were usually integral to the structure of the lodging house and were built in brick, sometimes with decorative mouldings. Either squared or splayed, they sometimes feature stained or painted glass in some of the panels. The use of bay windows extending from the ground to the first floor was already prevalent by 1855. Houses along the sea front are shown to have them on engravings of this date in both South Shore and central Blackpool (Hardwick 1858). In areas which became commercial, where the ground floor had a shop front, first floor bay or picture windows were built above the awning over the shop entrance. They were generally squared and constructed of wood. This suggests that many shops had their upper floors leased as lodging space. Upper-storey bay windows above shop frontages are a particular feature of Blackpool and do not seem to be characteristic of Fleetwood or Lytham.

In the 1920s and 1930s the rapid growth of the resort ensured that along with other towns of the Fylde coast, Blackpool became a centre of Art Deco architecture, as well as featuring several buildings designed in late Graeco-Roman style. Art Deco in new buildings included the Casino and the Odeon Cinema, whilst older buildings such as the Seafeld Hotel were refaced in this style (Parry 1983, 67). Especially notable in the development of the town's architecture during the inter-war



Plate 16: Shops on Abingdon Street, with inserted first floor bay windows, an indication of their use as lodging rooms

years was the architect Joseph Emberton, who was responsible for so much of the novel design of the Pleasure Beach, including the Casino (Parry 1983, 152-7). In addition, much of the housing, especially in North Shore, and many of the tramway structures, are fine examples of 1920s and 1930s design.

### 5.3 Building Materials

Before the nineteenth century, the buildings of the Blackpool area were typical of those throughout the Fylde. Locally available materials such as timber, mud and reed were used. Sixteenth-century depictions, albeit impressionistic illustrations, indicate that the buildings had exposed timbering, sometimes exhibiting clear evidence of timber framing (PRO MR1). In the eighteenth century many domestic buildings were still built with full crucks. These supported the weight of the roof, with the walls being non-load-bearing. The walls were formed of cob on a footing of cobblestones, or of wattle and daub panels, known in the Fylde as clat and clay (Watson and McClintock 1979, 15). Another main type of walling material by the eighteenth-century was cobblestones. Cobbles mixed with some brick are a feature of the walling at Walker's Hill Farmhouse, and of two probable encroachment cottages off Common Edge Road ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk))

Roofs were thatched, and continued to be so even when brick began to be used to replace cob buildings for the wealthier farmers in the early eighteenth century (Watson and McClintock 1979, 30). In 1769 only four of the approximately 26 dwellings within Blackpool had slate roofs, the rest were thatched (Thorner 1837, 201). By the mid-nineteenth century, buildings were being roofed with slate imported via the railways. The growth of Blackpool in the nineteenth century was made possible by the availability locally of materials for brick-making. The town is built using clay from the fields to the south of Bispham, as suggested by the numerous clay pits shown on the nineteenth-century Ordnance Survey maps.

Like Fleetwood, Blackpool's situation on the Fylde coast meant that it lacked good building stone. Unlike Fleetwood, however, Blackpool had neither a harbour through which to import ashlar and freestone nor the guiding vision of a landowner and a great architect desiring to build expensive structures using quality materials. Brick was the alternative. The brickfields of the eighteenth and early nineteenth centuries gave way to brickworks in the later nineteenth century as the town's growth rate increased (see section 5.6.4). Brick continued to be the main building material into the twentieth century.

## 5.4 Housing Types

The earliest houses described in the Blackpool urban area were rural cottages of seventeenth-century or possibly earlier origin. Thornber described some of these buildings which still survived in the nineteenth century: "*These cottages were formed of clay, plastered upon wattles, the roof and the whole fabric being supported by crooks, and the interior open to the thatch, which was generally of rush in place of straw; and they contained a large capacious chamber, above which was erected what was termed a soot loft, the depository of lumber forming a canopy over the family hearth*" (Thornber 1837, 196). Contemporary accounts and examples, which in a few cases survived into the twentieth century, such as Ivy Cottage, Bispham (now demolished), show that the vernacular buildings of the area were made of puddled clay plastered on wattles with the roof supported by crucks. Along the large chimney was a canopy which extended over the hearth (Rothwell nd). The reason for this conservative and even backward building tradition may be found in the social basis of the area. A study of wills and inventories from the seventeenth century revealed that in comparison to most other areas in contemporary England the parishes of Poulton and Bispham were geographically isolated, with a fairly large rural population living in widely scattered communities, possessing relatively limited resources (Humphries 1970, 142).

Many of the houses at this time were longhouses with domestic and animal accommodation under one roof. They were generally single storey (Watson and McClintock 1979, 24) although, as shown on cartographic depictions, lofting was used by the early sixteenth century (PRO MR1). Even after the introduction of brick, the room layout and subdivision of the houses continued to be influenced by the longhouse tradition (Watson and McClintock 1979, 30).

From the mid-nineteenth to the early twentieth-century, the housing needs of the Blackpool area were met by terraced housing similar to that being built in the industrial towns. It has been suggested that familiarity with the appearance of this housing was a key factor in ensuring Blackpool's popularity as a working class resort (Walton 1998, 59). There were some differences, however - the standard two-up two-down was not the dominant house form in Blackpool. The number of bedrooms in individual houses was maximized so that even housing intended as domestic accommodation for artisan families could be adapted to offer a holiday lodging. It is likely to be this that accounts for the large number of ground floor bay windows in Blackpool, which can be present in even the most modest dwellings. Blackpool's later nineteenth century housing did not meet the highest standards, with commercial pressures ensuring that the building bye-laws were frequently breached. Walton notes that between 1887 and 1892, 57% of the plans passed by the Corporation's Building Plans Committee infringed at least one of the Corporation's own bye-laws (1998, 59).

## 5.5 Communication Networks

All of the early visitors to Blackpool arrived by road. Before the 1780s, however, the main road to Preston was in a poor condition, often passable only to packhorses (Smith 1959, 76). Furthermore, flooding and sea erosion were both major problems for local road travel in the Blackpool area. Hutton reported that sea erosion was particularly destructive to the road from Blackpool to Bispham, reducing its width and rendering

passage dangerous (1788, 14-15). Dating to more than a century earlier the Commonwealth Church Surveys of 1649-55 contain a complaint from the inhabitants of Marton that they were unable to attend any church – at Bispham or Poulton presumably – because of flooding (Humphries 1970, 25).

In 1781 a private toll road from Ashton-on-Ribble to Clifton near Kirkham was constructed, which seems to have enabled a reliable coach service to Blackpool to commence; this ran from Manchester via Preston (Crosby 1998, 172) and began in 1781 (Smith 1959, 76). In the following year a service to Halifax came into operation (Eyre 1975, 22; Smith 1959, 77). By 1824 there were two daily coaches between Blackpool and Preston during the season (Baines 1824, 526). Hutton stated in 1788 that *'the approach to Blackpool is through good roads which are safe and easy for the traveller; but they are attended with the same defect as are half the great roads in the kingdom, want of mile stones'* (Sharpe France 1944, 11). Even so, in the 1830s the approach roads to Blackpool were described by the historian and topographer Butterworth as *'provokingly circuitous'* (Walton 1998, 21).

As with many other nineteenth-century seaside resorts, Blackpool owed its growth in the late part of the century to the inception of the railways, which allowed mass tourism to commence in the town (Newman 2001, 160). They were not actually a cause of it, however, but they did facilitate it. Walton has stressed that whilst the railway companies provided the means of access to Blackpool, they were in general reactive to Blackpool's success in terms of service provision (1998, 55). A major problem for Blackpool was that services had to pass through Preston Station, a bottleneck in the later nineteenth-century, which was relieved only with its expansion in 1902-4 (Walton 1998, 55). The early twentieth century also witnessed the opening of a new line from Kirkham to South Shore, with a new terminus built at Waterloo Road in 1903 (Ashmore 1982, 189). The remnant of this is now Blackpool South Station.

Other than its tower, Blackpool is most synonymous in the public popular mind with the tram. Blackpool's tramway was initially conceived as a system to convey people from South Shore along the promenade through Central Beach to North Shore. Electricity was used from the start to power the trams, as the town already had an electricity generating capacity. Moreover, the idea had been sold to the Corporation by Michael Holroyd Smith, an engineer from Halifax, who had repaired an electrical tramway amusement in the Winter Gardens and had provided Manchester with its electric trams (Parry 1983, 80). The original tramway opened in 1885 and ran on the conduit system with electrical conductors placed under the road (Harbottle 1936, 88).

In the 1890s it was proposed to link Blackpool to Fleetwood by tram. Construction of the Blackpool and Fleetwood Tramroad Company's tramline began in 1897, and the route was opened in 1898 (Palmer 1998, 6-8). The line used overhead cables to supply power. Owing to the unreliability of the conduit system, the Corporation switched to overhead traction for its tramway in 1898 (Harbottle 1936, 88). The Blackpool to Fleetwood tramline was seen as key to the development of the Fylde coast. It caused property values to soar in North Shore, Rossall and Fleetwood (Palmer 1998, 8).



Plate 17: Bispham tram station built in the 1930s

As the Fleetwood and Corporation lines were operated separately, they had different tram sheds. The Fleetwood trams had a large shed in Bispham and the Corporation's tramway depot was off Corporation Street near the gasworks. A



further depot was opened at Squires Gate in 1901. In 1917, following the Improvement Act of that year, the Corporation was empowered to build a new promenade from South Shore to the Borough boundary at Squires Gate which, amongst other things, allowed access to Pleasure Beach by tram. In 1920 the Corporation acquired the Fleetwood line and the whole system came under a single management structure (Parry 1983, 88-9).

## 5.6 Spaces, vistas and panoramas

The development of Blackpool was largely organic, and the need for vistas and panoramas was not considered as the town expanded. The nature of the landholding, with numerous small freehold plots developed by different individuals, ensured that it would have been extremely difficult to have designed streets with vistas or panoramic views. This is exemplified in the design of the lodging houses which incorporated bay windows in the upper floors, presumably to afford improved sea views; most of these were rapidly enveloped by surrounding developments, and thus afforded no better view than the frontages of neighbouring lodging houses. Moreover, Blackpool developed with its main panorama being a view of the sea. The principal view into Blackpool was also from the sea. Away from the sea, the area was largely flat farmland.

The most significant vista within the town is along the seafront and the promenade which stretches from the South Pier to North Shore. This is the view which epitomizes Blackpool, a view of a bustling esplanade with eye-catching structures such as the pier and the Tower. Facing inland from the seafront, the visitor is presented with a panoramic view of the many hotels and boarding houses, amongst which lie the numerous amusement arcades, the Tower and the Pleasure Beach. The promenade itself has the famous Blackpool illuminations, with the trams running below. All of these can be appreciated from the small shelters that were built around 1905 ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk)), specifically

for the appreciation of the views of either the beach or the sea front. Blackpool Tower, built in imitation of the Eiffel Tower in Paris, affords the most sweeping views, and itself forms the most significant landmark on the Fylde coast. Indeed, Blackpool Tower can be seen for many miles from the coast around Morecambe Bay.

Apart from the promenade, open spaces, are at a premium in Blackpool. Within the town centre, commercial pressures mitigated against the provision of public open spaces. In the late 1890s the forty acre pleasure grounds, formed out of the Raikes Hall estate and known as the Royal Palace Gardens, were offered to the Corporation to be retained as a public open space. Blackpool's ratepayers, however, vetoed the proposal and the grounds were sold off for commercial development (Curnow 1936, 81). North of the Gynn, at North Shore, the promenade becomes a grassed landscaped area with a boating pool, and has the air of a public park. This is the only public open space within the main area of the seaside resort, however. Blackpool's principal open space away from the seafront is Stanley Park, on the eastern edge of the town, which was opened in 1926 (Harbottle 1936, 89).



*Plate 18: The Promenade, South Shore, with the Pleasure Beach in the distance*

## 5.7 Plan form

Unlike Fleetwood and, to a lesser extent, Lytham, Blackpool is not a 'planned

*Victorian coastal resort*, as claimed in the Countryside Commission's landscape character volume for the North West. Its eighteenth-century origins and early nineteenth-century growth owed little to planning and more to patterns of landholding. During the later nineteenth and early twentieth centuries groups of streets on a gridiron layout appeared as did purpose-designed estates, but overall the town's expansion was not governed by any overarching principles of urban design and planning. The main driving force in its growth seems to have been a requirement for a location as close to the foreshore as possible, which explains the urban sprawl along the coastline and the relative lack of expansion inland.

A hierarchy of building types can be broadly defined by zone in Blackpool. Along the foreshore are the hotels. Behind the hotels and particularly focused around Blackpool North railway station and the former site of Blackpool Central station are streets of lodging houses, many of which were purpose-built as such. Beyond these and mainly to the east of the nineteenth-century railway lines are terraces of working-class and lower middle-class housing. On the fringes of these on the northern, southern and eastern periphery of the built-up area in the early twentieth century are the terraces of larger houses and streets of semi-detached dwellings which formed the dwellings/residences of the middle classes.

## 5.8 Nature and Significance of the Archaeological and Historical Resource

It has been claimed that during the 1960s and 1970s, redevelopment led to the creation of a '*new-look Blackpool swept clean of much of its past and bearing little evidence of its great and glorious history: and resembling in many aspects any crowded highly commercialized concrete and glass city which just happens, accidentally, to have sprung up beside the sea*' (Eyre 1975,128). This claim simply does not withstand scrutiny. Unlike many of the towns of east Lancashire, where the town centre has often been gutted, the

centre of Blackpool retains much of its nineteenth and early twentieth century character. With the exception of the removal of Blackpool Central Station and the creation of the Hounds Hill shopping centre, there has been little major redevelopment of the town centre. The success of Blackpool in the late nineteenth and early twentieth century has, of course, led to the modification, revamping and modernisation of many older buildings. Nevertheless, behind the later façades earlier buildings often survive, especially along the sea front. Inland, vast areas of company houses survive, little altered since the later nineteenth century.

The excellent survival of Blackpool's historic fabric dating from the late nineteenth century through to the 1930s is not, however, complemented by the survival of earlier standing buildings. Most of the pre-nineteenth century vernacular buildings in the Blackpool area have been removed. There is little to distinguish the historic cores of the villages of Bispham, Layton and Marton. Well into the later twentieth century, the local planning authority allowed the demolition of cruck-framed cob-built structures, which in some cases may have dated to the late medieval period. No traditional Fylde longhouses appear to survive in the Blackpool area.

The relatively few archaeological interventions in Blackpool make it difficult to assess the likelihood of the survival of archaeological remains. It is possible that earlier buildings will have survived in settlement areas which were subsumed within twentieth-century suburban development. Such developments, for example that at Great Marton, are not particularly intensive. It is highly unlikely, however, that much of the pre-nineteenth century settlement of Blackpool will have survived. Blackpool town centre was intensively developed and redeveloped throughout the nineteenth century.

## 6. DESIGNATIONS

### 6.1 Listed buildings

Within the defined urban area of Blackpool, the Tower buildings are listed at Grade I, and the Grand Theatre, the Winter Gardens and the Church of the Sacred Heart are all listed at Grade II\*.

There are 28 Grade II listed structures within the defined urban area for Blackpool consisting of three churches, three public buildings, four hotels (including the former Miners' Convalescent Home), two houses, two schools, two monuments, one cinema and one theatre. The North Pier, Little Marton windmill, a number of telephone kiosks and several promenade shelters are also listed at Grade II. All of the listed buildings within the defined urban area for Blackpool date to the nineteenth or early twentieth centuries, apart from the domestic structures, including Raikes Hall Hotel, which are eighteenth century, and the churchyard cross at All Hallows, which is probably medieval in origin.

Houses are poorly represented on the list with only two examples, both pre-dating Blackpool's main period of growth as a seaside resort. None of the lodging houses are listed, although there are early examples in the Albert Road area, to the south of the Winter Gardens. The lack of listed lodging houses is a major oversight, as these structures are especially distinctive of Blackpool's later nineteenth-century development and are, therefore, of significance to the history of tourism as well as the history of the town itself. Places of entertainment are relatively well represented, including the Tower buildings, the Grand Theatre and the Winter

Gardens. There are, however, a number of cinemas throughout Blackpool which have been adapted to other uses and are vulnerable to further change or redevelopment.

### 6.2 Scheduled monuments

There are no scheduled monuments within the defined urban area for Blackpool.

### 6.3 Conservation areas

There are two conservation areas within the defined urban area for Blackpool: Stanley Park and Talbot Square. The Talbot Square area includes the New Clifton Hotel, the North Pier, Princess Parade along the front, St John's Church, and the municipal buildings and the Town Hall.

### 6.4 Registered Parks and Gardens

As well as being a Conservation Area, Stanley Park is also included on the register of parks and gardens, and is graded II\*.

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### Abbreviations

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EAS	Earthworks Archaeological Services
LCC	Lancashire County Council
LRO	Lancashire Record Office
LSMR	Lancashire Sites and Monuments Record
LUAU	Lancaster University Archaeological Unit
PRO	Public Record Office
OS	Ordnance Survey

### Manuscripts

LRO AE 1/5	Enclosure award for Layton Hawes, 1767
LRO DDCI 692	Agreement re enclosures in Layton Hawes, c1724
LRO DDCI 711	Deed, 1627
LRO DDCI 725	Deed, 1726-7
LRO DDCI 1195/26	Correspondence, 1845
LRO DDCI 1197/28	Letter from Rev Thornber to Clifton Estates, 1844
LRO DDCI 2233/2	Correspondence re Sanitary provision, 1846
LRO DDCI box 8	Uncatalogued papers including title deeds with maps of Abingdon and Birley Streets, 1846
LRO DRB 1/18	Tithe award for Bispham with Norbreck, 1848
LRO DRB 1/122	Tithe award for Layton with Warbreck, 1838

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LRO DDCI 524	Map of estates in Layton, 1816
LRO DDCI 685	Map of Layton, Marton and Lytham, copy of PRO MR1, 1700
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OS 1847	1 <sup>st</sup> edn 1:10,560 Sheet 38
OS 1848	1 <sup>st</sup> edn 1:10,560 Sheet 43
OS 1891	1:10,560 Sheet 38
OS 1892	1 <sup>st</sup> edn 1:2500 Sheet 38.13
OS 1912	1:2500 Sheet 38.13
OS 1914	1:10,560 Sheet 43 NW
OS 1933	1:10,560 Sheet 43 NW
OS 1938	Provisional Edition 1:10,560 Sheet 38.13

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ALSL HO1/D43 1122	Painting of Pennyhouse Farm, nineteenth century
ALSL HO1/D43 4257	Shippon at former Red Lion Hotel, 1989
ALSL HO1/D43 4258	Shippon at former Red Lion Hotel, 1989
ALSL HO1/D42 976	Higher Antley Farm, post-1923
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## 8. APPENDICES

### 1 Post-medieval sites shown on Figure 8

For further information on any of the sites listed, please contact Lancashire County Council

NAME	TYPE	PRN
Bispham Terrestrial Cable Site 5	CERAMIC:FINEWARE	20104
Bispham Terrestrial Cable, Site 4	CERAMIC:FINEWARE	20105
Presbyterian Chapel, Bispham	CHAPEL	1314
Blackpool, Great Marton	CHURCH	5953
Old Clay Pit, Peter Street, Blackpool	CLAY PIT	15081
Old Clay Pit, Selbourne Road, Blackpool	CLAY PIT	15082
Old Clay Pit, Cecil Street, Blackpool	CLAY PIT	15084
Old Clay Pit, Solway Close, off Falkirk Avenue, Bispham	CLAY PIT	20357
Old Clay Pit, 85-97 Beaufort Avenue, Bispham	CLAY PIT	20358
Old Clay Pit, south-west side of junction of Beaufort Avenue	CLAY PIT	20359
Old Clay Pit, between Davenport Avenue & Rivington Avenue	CLAY PIT	20360
Old Clay Pit, 20 Sunny Bank Avenue & 165-169 Cavendish Road	CLAY PIT	20362
Old Clay Pit, opp. 294-300 Bispham Road, Bispham	CLAY PIT	20363
Old Clay Pits, 1-15 & 2-14 Red Bank Road, Bispham	CLAY PIT	20364
Old Clay Pit, rear of 99-105 Cavendish Road & 68-72 Sunny Bank Avenue	CLAY PIT	20365
Old Clay Pit, between Carlton Grove & Cavendish Road	CLAY PIT	20366
Old Clay Pit, 17 & 19 Countess Crescent & 18-20 Cranleigh Avenue	CLAY PIT	20367
Old Clay Pit, between Lower Walk & Queen's Promenade	CLAY PIT	20368
Old Clay Pit, Miners' Convalescent Home, 162 Queen's Promenade	CLAY PIT	20369
Old Clay Pit, junction of Pembroke Avenue & Holmfield Road	CLAY PIT	20370
Old Clay Pit, east of 223-227 Warbreck Drive, Bispham	CLAY PIT	20371
Old Clay Pit, Southbank Avenue, Walker's Hill, Blackpool	CLAY PIT	21527
Old Clay Pit, Gateside Drive, opp. junction with Convent Crescent	CLAY PIT	21706
Old Clay Pit, rear of 29-35 Convent Crescent, Layton	CLAY PIT	21707
Old Clay Pit, west of Eltham Court, Dinmore Avenue, Layton	CLAY PIT	21708
Old Clay Pit, rear of Stopford Ave, Maxwell Grove	CLAY PIT	21709
Old Clay Pits, rear of Pendle Close, Westfield Avenue	CLAY PIT	21711
Old Clay Pit, rear of 30-38 Milford Avenue, Warbreck	CLAY PIT	21715
Old Clay Pit, St Paul's Burial Ground (nr western side)	CLAY PIT	22269
Old Clay Pit, between 14-24 & 13-23 June Avenue	CLAY PIT	22278

NAME	TYPE	PRN
Old Clay Pit, site of 14-20 Halifax Street, Great Marton	CLAY PIT	22279
Old Clay Pit, rear of 32-36 South Park Drive, Great Marton	CLAY PIT	22280
Old Clay Pit, site of 5 Kelmarsh Close, Little Marton Moss	CLAY PIT	22415
Old Clay Pit, N side of Southbourne Road between Torquay Avenue and Doncaster Road	CLAY PIT	22416
Old Clay Pit; Peter Street; Blackpool	CLAY PIT	0
Old Clay Pit; Selbourne Road; Blackpool	CLAY PIT	0
Old Clay Pit; Cecil Street; Blackpool	CLAY PIT	0
Old Clay Pit; Solway Close; off Falkirk Avenue; Bispham	CLAY PIT	0
Old Clay Pit; 85-97 Beaufort Avenue; Bispham	CLAY PIT	0
Old Clay Pit; south-west side of junction between Beaufort Avenue & Sandihurst Avenue; Bispham	CLAY PIT	0
Old Clay Pit; between Davenport Avenue & Rivington Avenue; Bispham	CLAY PIT	0
Old Clay Pit; 20 Sunny Bank Avenue & 165-169 Cavendish Road; Bispham	CLAY PIT	0
Old Clay Pit; opp. 294-300 Bispham Road; Bispham	CLAY PIT	0
Old Clay Pits; 1-15 & 2-14 Red Bank Road; Bispham	CLAY PIT	0
Old Clay Pit; rear of 99-105 Cavendish Road & 68-72 Sunny Bank Avenue; Bispham	CLAY PIT	0
Old Clay Pit; between Carlton Grove & Cavendish Road; Bispham	CLAY PIT	0
Old Clay Pit; 17 & 19 Countess Crescent & 18-20 Cranleigh Avenue; Bispham	CLAY PIT	0
Old Clay Pit; Miners' Convalescent Home; 162 Queen's Promenade; Bispham	CLAY PIT	0
Old Clay Pit; junction of Pembroke Avenue & Holmfield Road; Bispham	CLAY PIT	0
Old Clay Pit; east of 223-227 Warbreck Drive; Bispham	CLAY PIT	0
Old Clay Pit; between Lower Walk & Queen's Promenade; nr. Norfolk Avenue; Bispham	CLAY PIT	0
Old Clay Pit; Gateside Drive; opp. junction with Convent Crescen; Layton	CLAY PIT	0
Old Clay Pit; rear of 29-35 Convent Crescent; Layton	CLAY PIT	0
Old Clay Pit; west of Eltham Court; Dinmore Avenue; Layton	CLAY PIT	0
Old Clay Pit; rear of Stopford Ave; Maxwell Grove; Broderick Ave & Maurice Grove; Little Carlton	CLAY PIT	0
Old Clay Pits; rear of Pendle Close; Westfield Avenue; Little Carleton	CLAY PIT	0
Old Clay Pit; rear of 30-38 Milford Avenue; Warbreck	CLAY PIT	0
Stony Hill Farm	FARMSTEAD	1620
Milk House Gate, Blossom farm Norbreck	FARMSTEAD	6404
Carleton Cemetery	FIELD BOUNDARY	11282

NAME	TYPE	PRN
Layton Hall	HALL	1287
Whinney Heys Hall, Blackpool	HALL	1289
Blackpool, Foxhall Hotel	HALL	2649
Central Drive, Blackpool	HOTEL	24294
Corner of Cherry Tree Road and Preston New Road, Blackpool	HOUSE: DOMESTIC	24283
Hughenden House	HOUSE:DOMESTIC	1619
Ivy Cottage, Bispham	HOUSE:DOMESTIC	4849
Yorkshire House, Central Promenade, Blackpool	HOUSE:DOMESTIC	5921
Fanny Hall, North Shore, Blackpool	HOUSE:DOMESTIC	5922
Churchtown	HOUSE:DOMESTIC	5949
Moss house, Marton	HOUSE:DOMESTIC	6401
The Fold, and sand pit, Little Marton	HOUSE:DOMESTIC	6403
Bispham Court	HOUSE:DOMESTIC	15385
Hoo Hill Windmill and Mill Inn	INN	5930
Cross House and Factory House, Layton Road	LOOMSHOP	19218
Hoo Hill, Layton	POST MILL	3527
Newfield Pig Farm	RIDGE AND FURROW	11276
Newfield Pig Field	RIDGE AND FURROW	11278
Carleton Cemetery	RIDGE AND FURROW	11279
Mill Lane Farm	RIDGE AND FURROW	11288
Bispham School	SCHOOL	1282
All Hallows Road	SCHOOL	5917
Great Marton	SCHOOL	5954
Toll House, Queens Drive, Blackpool Promenade	TOLL HOUSE	15415
Carleton Cemetery	TRACKWAY	11281
South Shore, Waterloo Rd, Blackpool	WATCH TOWER	5961
Great Marton Windmill, Blackpool	WINDMILL	5931
Little Marton Mill; Preston New Road; Marton	WINDMILL	0

## 2 Industrial-era sites shown on Figure 9

For further information on any of the sites listed, please contact Lancashire County Council

NAME	TYPE	PRN
Aquarium and Aviary Menagerie, Bank Hey Street Blackpool	AQUARIUM	15454
Bank, Talbot Road, Blackpool	BANK (FINANCIAL)	15424
Corner of Birley Street and Lytham Street, Blackpool	BANK (FINANCIAL)	24288
Baths, General Street, Blackpool	BATHS	15412
Baths, Central Beach, Blackpool	BATHS	15457
Baths, Bonny Street, South Beach, Blackpool	BATHS	15467
Welcome Inn, junction of Vicarage Lane with Cherry Tree Road	BEER HOUSE	21525
Smithy, north of 152-154 Squires Gate Lane, Common Edge	BLACKSMITHS WORKSHOP	21453
Smithy, N of 13-17 All Hallows Road, Bispham	BLACKSMITHS WORKSHOP	22420
Bowling Green, Hornby Road, Blackpool	BOWLING GREEN	15061
Bowling Green, Deansgate, Blackpool	BOWLING GREEN	15097
Bowling Green, Adelaide Street, Blackpool	BOWLING GREEN	15439
Bowling Green, Lytham Road, Blackpool	BOWLING GREEN	15481
Bowling Green, Waterloo Road, Blackpool	BOWLING GREEN	19432
Brickfield, Devonshire Road, Blackpool	BRICKFIELD	15591
Revoe, Blackpool	BRICKFIELD	24286
Brick Works, back of Durham Road, Blackpool	BRICKWORKS	15080
Brick Works, Palatine Road, Blackpool	BRICKWORKS	15470
Brickworks, Keswick Road, Blackpool	BRICKWORKS	15473
Brickworks, Condor Grove, Blackpool	BRICKWORKS	15474
Anderson Street, Blackpool	BRICKWORKS	24287
Talbot Road	CAR PARK	12871
Cemetery, Talbot Road, Blackpool	CEMETERY	19421
Bethesda Chapel, Bethesda Road	CHAPEL	5918
Bankhey Street	CHAPEL	5919
Chapel, Charles Street, Blackpool	CHAPEL	15094
Chapel, Dickson Road, Blackpool	CHAPEL	15402
Chapel, Springfield Road, Blackpool	CHAPEL	15411
Union Chapel, A583, opposite Clifton Street, Blackpool	CHAPEL	15426
Chapel, Victoria Street, Blackpool	CHAPEL	15443
Chapel, Adelaide Street, Blackpool	CHAPEL	15446

NAME	TYPE	PRN
Chapel, Bank Hey Street - Adelaide Street, Blackpool	CHAPEL	15447
Chapel, Lytham Road, Blackpool	CHAPEL	15487
Chapel, Gadsby Street, Blackpool	CHAPEL	15491
Chapel, Chapel Street, Blackpool	CHAPEL	15585
Chapel, Rawcliffe Street, Blackpool	CHAPEL	19433
Bethel Chapel, junction of Devonshire Road with Bispham	CHAPEL	20361
Corner of Egerton Road and Ashburton Road, Blackpool	CHAPEL	24273
Raikes Parade, Blackpool	CHAPEL	24289
Church, Stanley Road, Blackpool	CHURCH	15064
Christ Church, Queen Street, Blackpool	CHURCH	15408
Church of St Paul, Egerton Road	CHURCH	18871
Church of St Michael and All Angels, Dinsmore Ave, Blackpool	CHURCH	25379
St Nicholas Church, Common Edge Road, Blackpool	CHURCH	25380
Princess Parade, Blackpool	COLONNADE	12850
Congregational Chapel, Alexandra Road, Blackpool	CONGREGATIONAL CHAPEL	15485
Corn Mill, Charles Street - Buchanan Street, Blackpool	CORN MILL	15093
Crane, Cow Gap Lane, Blackpool	CRANE	19437
Dancing Platform, Liverpool Road, Blackpool	DANCE HALL	15067
Dancing Platform, Lyceum Avenue, Blackpool	DANCE STUDIO	15587
Drill Hall, Shannon Street, Blackpool	DRILL HALL	15580
Drinking Fountain, Talbot Square, Blackpool	DRINKING FOUNTAIN	15420
Engine Shed, off Ashburton Road, Blackpool	ENGINE SHED	15089
Engine Shed, off Rigby Street, Blackpool	ENGINE SHED	15476
Fireworks Manufactory, Hornby Road, Blackpool	FACTORY	15059
Aerated Water Manufactory, Fleet Street, Blackpool	FACTORY	15065
Blackpool Pleasure Beach	FAIR	12847
Blackpool Pleasure Beach	FAIR	24295
Switchback Railway, Church Street, Blackpool	FAIRGROUND RIDE	15073
Switchback Railway, off Knowle Avenue, Blackpool	FAIRGROUND RIDE	15464
Switchback Railway, Blundell Street, Blackpool	FAIRGROUND RIDE	15494
Cricket and Football Ground, Lincoln Road, Blackpool	FOOTBALL GROUND	15062
Football Ground, Westbourne Avenue, Blackpool	FOOTBALL GROUND	15480
Footbridge, near Station Terrace, Blackpool	FOOTBRIDGE	19426
Fountain, Leicester Road, Blackpool	FOUNTAIN	15068
Fountain, Leamington Road, Blackpool	FOUNTAIN	15069

NAME	TYPE	PRN
Gas Works, Rigby Road, Blackpool	GAS WORKS	15495
Goods Warehouse, Talbot Road, Blackpool	GOODS CLEARING HOUSE	15090
Hotel, Cookson Street, Blackpool	HOTEL	15076
Hotel, South King Street, Blackpool	HOTEL	15079
Hotel, Swainson Street, Blackpool	HOTEL	15095
Hotel, King Street - Cookson Street, Blackpool	HOTEL	15096
Talbot Hotel, Talbot Road, Blackpool	HOTEL	15098
Hotel, Deansgate Street - Topping Street, Blackpool	HOTEL	15099
Hotel, Cocker Street, Blackpool	HOTEL	15401
Hotel, Banks Street, Blackpool	HOTEL	15403
Hotel, Talbot Road, Blackpool	HOTEL	15407
Hotel, Cocker Street, Blackpool	HOTEL	15413
Claremont Hotel, Queens Drive, Blackpool North	HOTEL	15416
Bailey's Hotel, Promenade, near Queen Square, Blackpool	HOTEL	15418
Hotel, Talbot Road - Parker Street, Blackpool	HOTEL	15421
Hotel, off Cedar Street, Blackpool	HOTEL	15429
Hotel, Birley Street, Blackpool	HOTEL	15431
Hotel, West Street - Market Street, Blackpool	HOTEL	15433
Hotel, corner of Church Street - Promenade, Blackpool	HOTEL	15434
Hotel, Corporation Street, Blackpool	HOTEL	15436
Hotel, Carter Street, Blackpool	HOTEL	15442
Hotel, Bank Hey Street, Blackpool	HOTEL	15449
Hotel, Promenade by Tower, Blackpool	HOTEL	15452
Royal Hotel, Adelaide Street, Blackpool	HOTEL	15453
Hotel, Central Beach, Blackpool	HOTEL	15458
Duke of Cambridge Hotel, Ormond Avenue, Blackpool	HOTEL	15462
Hotel, Bonny Street, South Beach, Blackpool	HOTEL	15468
Hotel, Lytham Road, Blackpool	HOTEL	15482
Hotel, Britannia Place, Blackpool	HOTEL	15484
Hotel, Lytham Road opposite Wellington Road, Blackpool	HOTEL	15490
Hotel, Lytham Road, Blackpool	HOTEL	15493
Hotel, Foxhall Square, Blackpool	HOTEL	15498
Hotel, Bairstow Street, Blackpool	HOTEL	15499
Hotel, York Street, Blackpool	HOTEL	15581
Hotel, Foxhall Road, Blackpool	HOTEL	15582

NAME	TYPE	PRN
Hotel, Foxhall Road, Blackpool	HOTEL	15583
Bell Vue Hotel, Whitegrave Drive, Blackpool	HOTEL	15588
Old No 3 and Didsbury Hotel, Devonshire Square, Blackpool	HOTEL	15590
Old No 4 and Freemasons Hotel, corner of Layton Road, Blackpool	HOTEL	15593
Queen's Hotel, Peel Avenue, Blackpool	HOTEL	15595
Hotel, Montague Street, Blackpool	HOTEL	19431
Hotel, Waterloo Road - Lytham Road, Blackpool	HOTEL	19435
Hotel, junction of Waterloo Road with Lytham Road, Blackpool	HOTEL	19436
Cherrytree Gardens Hotel, 101-111 Cherry Tree Gardens	HOTEL	21530
Red Lion Hotel, front of present Red Lion Hotel	HOTEL	22204
Albion Hotel, junction of Red Bank Road with Blackpool Road	HOTEL	22206
Oxford Hotel, W side of Waterloo Road	HOTEL	22270
Norbreck	INDUSTRIAL BUILDING	5730
Inn, Market Street, Blackpool	INN	15435
Gynn Inn, Gynn Square, Blackpool	INN	15463
Shovels Inn, north-west of The Shovels PH, Common Edge Road	INN	21457
Saddle Inn, Preston Old Road	INN	22281
Free Library, Talbot Road - Clifton Street, Blackpool	LIBRARY	15425
Lifeboat House, Lytham Road, Blackpool	LIFEBOAT STATION	15492
Blackpool, Nr Dickson's Hotel	LIME KILN	5952
South shore, Harrowside Lane	LIME KILN	5959
Lodge, Hornby Road, Blackpool	LODGE	15063
Lodge, Raikes Parade, Blackpool	LODGE	15075
Layton Lodge, Birchway Avenue, Blackpool	LODGE	15592
Lodge, Talbot Road, Blackpool	LODGE	15596
Lodge, 430 Devonshire Road, Bispham	LODGE	20372
Lodge, 583 Lytham Road, Blackpool	LODGE	20819
Cherrytree Lodge, allotment gardens, E of 169-171 Cherry Tree Road	LODGE	21531
St. John's Market, Market Street, Blackpool	MARKET	15432
Market, Central Beach, Blackpool	MARKET	15456
Market Hall, Bonny Street, South Beach, Blackpool	MARKET HALL	15466
Methodist Chapel, Shaw Road, Blackpool	METHODIST CHAPEL	15483



Milepost, New Carpark off Bonny Street, Blackpool	MILEPOST	15469
Milepost, near Garden Terrace, Blackpool	MILEPOST	19427
Milepost, nr. pumping station off Tudor Place, South Shore	MILEPOST	20815
Milepost, rear of 25 Mansfield Road, Hoohill	MILEPOST	21717
Milestone, Lytham Road, Blackpool	MILESTONE	19424
Milestone, junction of Lytham Road with Suires Gate Lane	MILESTONE	20818
Mill, Dale Street, Blackpool	MILL	15584
Mission Rooms, Clare Street, Blackpool	MISSION HALL	15488
Mission Road, off Healy Street, Blackpool	MISSION HALL	15594
Nonconformist Mortuary Chapel, off Talbot Road, Blackpool	MORTUARY CHAPEL	15597
Church of England Mortuary Chapel, off Talbot Road, Blackpool	MORTUARY CHAPEL	15598
Roman Catholic Mortuary Chapel, off Talbot Road, Blackpool	MORTUARY CHAPEL	15599
Convent of the Holy Child Jesus, Walburga's Road, Blackpool	NUNNERY	19422
Nursery, Stratford Place, Ferguson Road, Great Marton	NURSERY GARDEN	22418
Coleridge Road, Blackpool	OFFICE	19088
Opera House, Winter Gardens, Church Street, Blackpool	OPERA HOUSE	15441
Claremont Park, Queens Drive, Blackpool	PARK	15460
Central Pier, Blackpool	PIER	3645
South Pier, Blackpool	PIER	3646
Police Station, opposite. Cheapside, Blackpool	POLICE STATION	15430
Post Office, Cocker Street - Queens Drive, Blackpool	POST OFFICE	15414
Post Office, Bloomfield Road, Blackpool	POST OFFICE	15489
Post Office, Whitegrave Drive, Blackpool	POST OFFICE	15589
Post Office, centre of junction of Red Bank Road	POST OFFICE	22208
Post Office, 374 Waterloo Road, Great Marton, Blackpool	POST OFFICE	22271
Pound, between 70 & 93 Ellesmere Road, Blackpool	POUND	21526
Little Marton, Blackpool	POUND	24282
Watson Road Recreation Ground, Blackpool	PRACTICE TRENCH	22272
Monkey House, Church Street, Blackpool	PRIMATE HOUSE	15072
Uncle Tom's Cabin, Queens Drive, North Promenade Blackpool	PUBLIC HOUSE	15465
Star Inn, South Shore Promenade, Blackpool	PUBLIC HOUSE	19423
Coffee House P.H., site of present Dunes Hotel, Lytham Road	PUBLIC HOUSE	20820
Half Way House Hotel, junction of Squires Gate Lane	PUBLIC HOUSE	21451

NAME	TYPE	PRN
Pumping Station, Dickson Road, North Shore, Blackpool	PUMPING STATION	15400
Blackpool and Lytham Railway	RAILWAY	10611
Railway Station, Talbot Road, Blackpool	RAILWAY STATION	5924
Blackpool North Station, Blackpool	RAILWAY STATION	13613
Central Station, New Bonny Street, Blackpool	RAILWAY STATION	15451
South Shore Station, off Station Terrace, Blackpool	RAILWAY STATION	19425
Bispham Station, (present Layton Station), Bispham Road	RAILWAY STATION	21713
Waterloo Road, Blackpool	RAILWAY STATION	24285
Railway turntable, Bank Hey Street, Blackpool	RAILWAY TURNTABLE	15471
Refuse Destructor, off Rigby Road, Blackpool	REFUSE DESTRUCTOR STATION	15475
Sanatorium, Talbot Road, Blackpool	SANATORIUM	15083
Sanatorium, Layton Cemetery, nr. 1 Annesley Avenue, Hoohill	SANATORIUM	21718
Steam Saw Mill, Percy Street, Blackpool	SAW MILL	15085
Steam Saw Mill, off Ashburton Road, Blackpool	SAW MILL	15088
Saw Mill, Buchanan Street, Blackpool	SAW MILL	15092
School, Church Street, Blackpool	SCHOOL	15077
School, Church Street, Blackpool	SCHOOL	15078
School, Queen Street, Blackpool	SCHOOL	15406
School, Talbot Road, Blackpool	SCHOOL	15422
School off Winifred Street, Blackpool	SCHOOL	15448
School off Lytham Road, Blackpool	SCHOOL	15486
School, Tyldesley Road, Blackpool	SCHOOL	15497
School, Pier Street, Blackpool	SCHOOL	15586
Infant School, Lytham Road, Blackpool	SCHOOL	19428
School, Dean Street, Blackpool	SCHOOL	19429
School (present St Nicholas C of E Primary School)	SCHOOL	21458
Sunday School, W of All Hallows Church, All Hallows Road	SCHOOL	22203
School, rear of 15a Preston Old Road, Great Marton	SCHOOL	22282
Signal Box, Industrial Estate near Wall Street, Blackpool	SIGNAL BOX	15087
Signal Box, Carpark off Chapel Street, Blackpool	SIGNAL BOX	15472
Signal Box, Rigby Road, Blackpool	SIGNAL BOX	15477
Signal Box, Near Princess Street, Blackpool	SIGNAL BOX	15478
Signal Box, Car Park, Bloomfield Road, Blackpool	SIGNAL BOX	15479
Signal Box, rear of Unit 6, Fox Industrial Estate	SIGNAL BOX	21710

NAME	TYPE	PRN
Signal Box, Layton Station, Bispham Road, Warbreck	SIGNAL BOX	21714
Skating Rink, Winter Gardens, Church Street, Blackpool	SKATING RINK	15438
Bloomfield Road, Blackpool	STADIUM	24291
Stone Yard, off Cecil Street, Blackpool	STONE WORKING SITE	15086
Corporation Store Yard, Caroline Street, Blackpool	STOREHOUSE	15579
Sunday School, Banks Street, Blackpool	SUNDAY SCHOOL	15404
Sunday School, Springfield Road, Blackpool	SUNDAY SCHOOL	15410
Sunday School, Edward Street, Blackpool	SUNDAY SCHOOL	15427
Sunday School, Victoria Street, Blackpool	SUNDAY SCHOOL	15444
Sunday School, Hull Road, Blackpool	SUNDAY SCHOOL	15450
Sunday School, Byron Street, Blackpool	SUNDAY SCHOOL	19434
Lansdown Crescent, Blackpool	TERRACE	24274
Theatre, off Leicester Road, Blackpool	THEATRE	15066
Theatre, Talbot Road, Blackpool	THEATRE	15423
Theatre, Central Beach, Blackpool	THEATRE	15459
Timber Yard back of Butler Street, Blackpool	TIMBER YARD	15091
Timber Yard, Edward Street, Blackpool	TIMBER YARD	15428
Toll House, Liverpool Road, Blackpool	TOLL HOUSE	15071
Toll House, Raike's Parade, Blackpool	TOLL HOUSE	15074
Toll Houses, North Pier, Blackpool	TOLL HOUSE	15419
Toll Houses, Coronation Street, Blackpool	TOLL HOUSE	15440
Toll House, under Tower, Blackpool	TOLL HOUSE	15455
Toll House, End Queens Drive, Blackpool	TOLL HOUSE	15461
Tricycle Track, Hornby Road, Blackpool	TRACKWAY	15060
Tramway Depot, Blundell Street, Blackpool	TRAM DEPOT	15496
Cavendish Road, Blackpool	TRAM DEPOT	24292
Unitarian Chapel, Banks Street - Dickson Road, Blackpool	UNITARIAN CHAPEL	15405
Vicarage, Queen Street, Blackpool	VICARAGE	15409
Vicarage, Leopold Grove, Winter Gardens, Blackpool	VICARAGE	15437
Vicarage, Station Street - Queens Drive, Blackpool	VICARAGE	19430
Vicarage, 41 Vicarage Lane, Hawes Side, Blackpool	VICARAGE	22417
Rectory, E of present Ractory, All Hallows Road, Bispham	VICARAGE	22419
Dickson Road	WATERWORKS	12843
Covered Well, Lower Walk, North Promenade, Blackpool	WELL	15417
Well, North Shore Golf Course, north of 14 Ashley Close	WELL	20699

NAME	TYPE	PRN
Well, adj. to west side of tramway opp. 206-208 Queen's Prom	WELL	20700
Well, Common Edge Road, west of 3 Belverdale Gardens	WELL	21454
Well, opp. 1 Fisher's Lane, Common Edge Road, Common Edge	WELL	21455
Well, op. 179 Common Edge Road, Common Edge	WELL	21456
Well, Industrial Estate, south of Squires Gate Lane	WELL	21462
Well, 38 Midgeland Road, Walker's Hill, Blackpool	WELL	21529
Well, adj. to 49 Midgeland Road, Walker's Hill, Blackpool	WELL	21533
Well, Old Runnell Farm, Eastbank Avenue, Great Marton Moss	WELL	21534
Well, east of 189 Cherry Tree Road, Little Marton Moss Side	WELL	21535
Well, south of The Windmill PH, Westcliffe Drive, Hoohill	WELL	21716
Well, 139a Red Bank Road, Bispham	WELL	21867
Methodist Chapel (Wesleyan), rear of 11a-15 Midgeland Road	WESLEYAN METHODIST CHAPEL	21528

### 3 Listed Buildings shown on Figure 12

For further information on any of the sites listed, please contact Lancashire County Council

PRN	DESIGNATION	NAME
1311	Listed gd II	All Hallows Church, Bispham, Blackpool
1312	Listed gd II	All Hallows Church, Bispham, Blackpool
3530	Listed gd II	Little Marton Mill, Preston New Road, Marton
3644	Listed gd II	North Pier, Blackpool Promenade
5920	Listed gd II	Church of St John, Church Street, Blackpool
5951	Listed gd II	Raikes Hall Hotel, Liverpool Road, Blackpool
10619	Listed gd II*	Grand Theatre, Church Street, Blackpool
10620	Listed gd II*	The Winter Gardens, Church Street, Blackpool
10621	Listed gd II	Princess Parade, Blackpool
10622	Listed gd II	Clifton Hotel, Talbot Square, Blackpool
10623	Listed gd II	Central Drive, Blackpool
10624	Listed gd II	Imperial Hotel, Promenade, Blackpool
10625	Listed gd II*	Church of the Sacred Heart, Talbot Road, Blackpool
10626	Listed gd II	The Old Grammar School, Raikes Parade, Blackpool
10627	Listed gd II	Queens Promenade, Blackpool
10628	Listed gd II	Central Library and Grundy Art Gallery, Queen Street, Blackpool
10629	Listed gd II	Town Hall, Talbot Street, Blackpool
10630	Listed gd I	Tower Buildings, Promenade, Blackpool
10631	Listed gd II	Queens Promenade, Blackpool
10632	Listed gd II	Promenade, Blackpool
10633	Listed gd II	166 Common Edge Road, Blackpool
10634	Listed gd II	Church of the Holy Trinity, Dean Street, Blackpool
10635	Listed gd II	1 and 2 Fishers Lane, Blackpool
10636	Listed gd II	Promenade, Blackpool
10637	Listed gd II	Promenade, Blackpool
16829	Listed gd II	Abingdon Street, Blackpool
16830	Listed gd II	General Post Office, Abingdon Street, Blackpool
16831	Listed gd II	Walker's Hill Farm, Midgeland, Blackpool
16832	Listed gd II	Talbot Road, Blackpool
16833	Listed gd II	Elmslie School, 194, Whitegate Drive, Blackpool
16834	Listed gd II	Odeon Cinema, Dickson Road, Blackpool
16835	Listed gd II	Miners' Convalescent Home, Queens Promenade, Blackpool



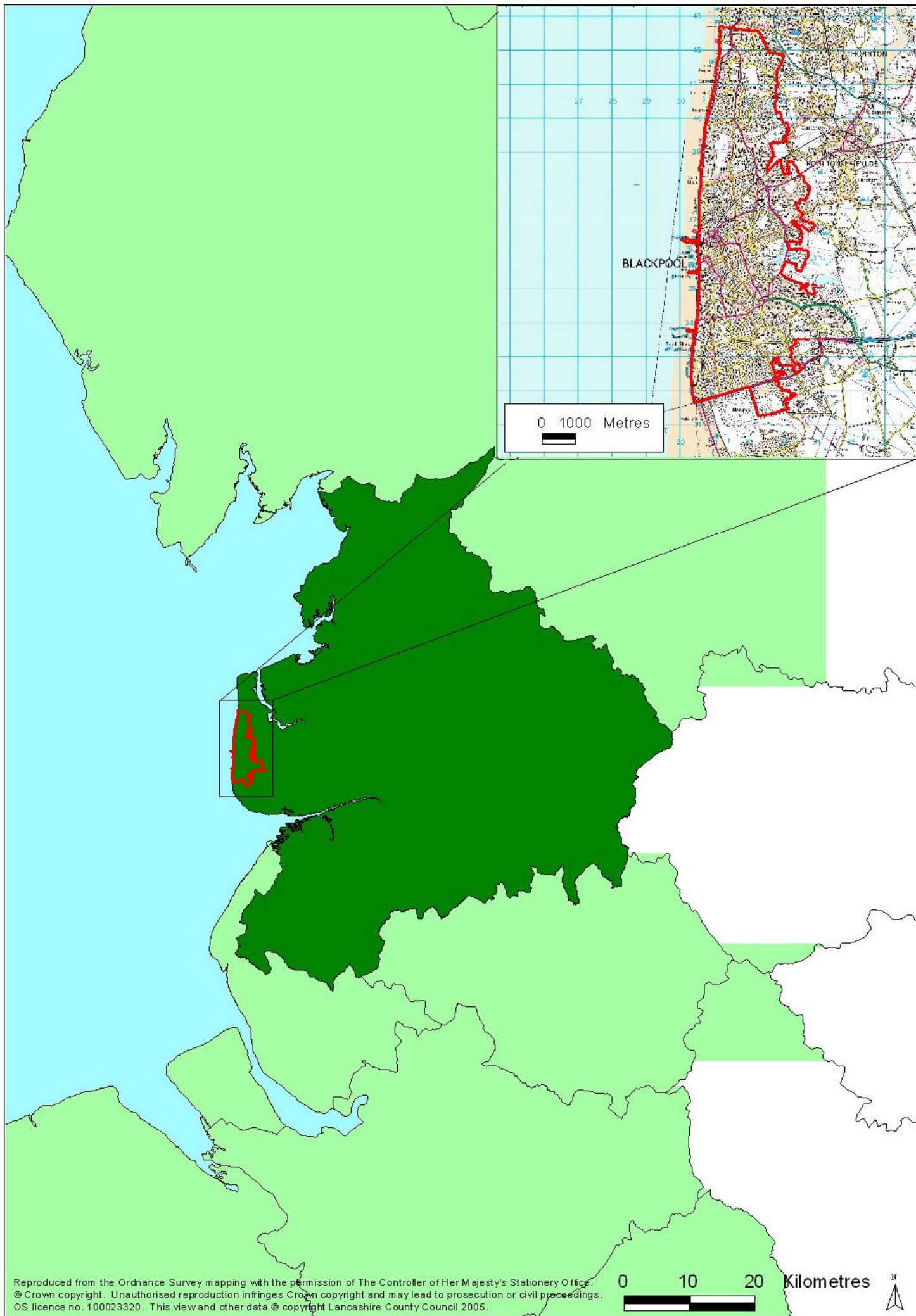
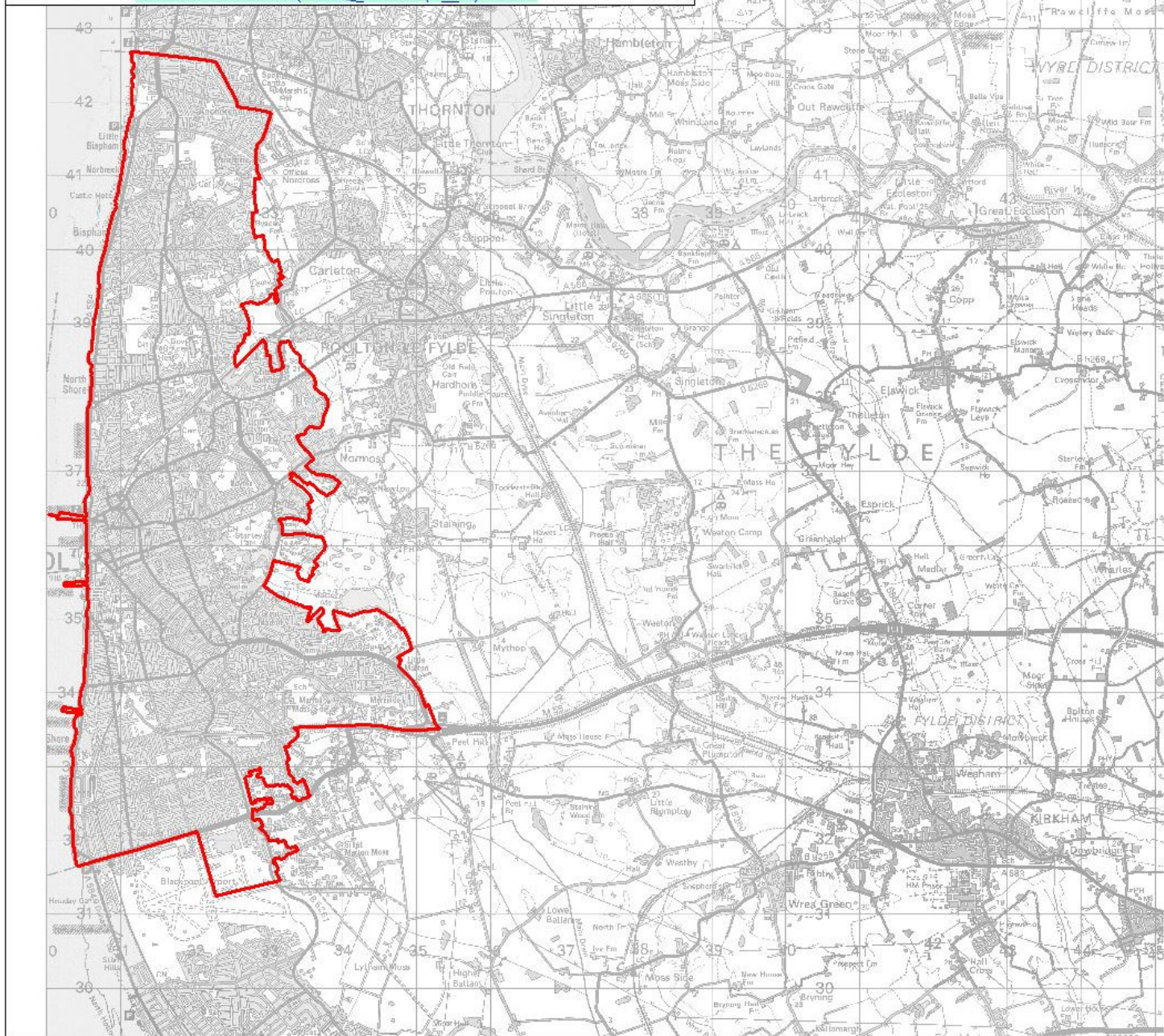
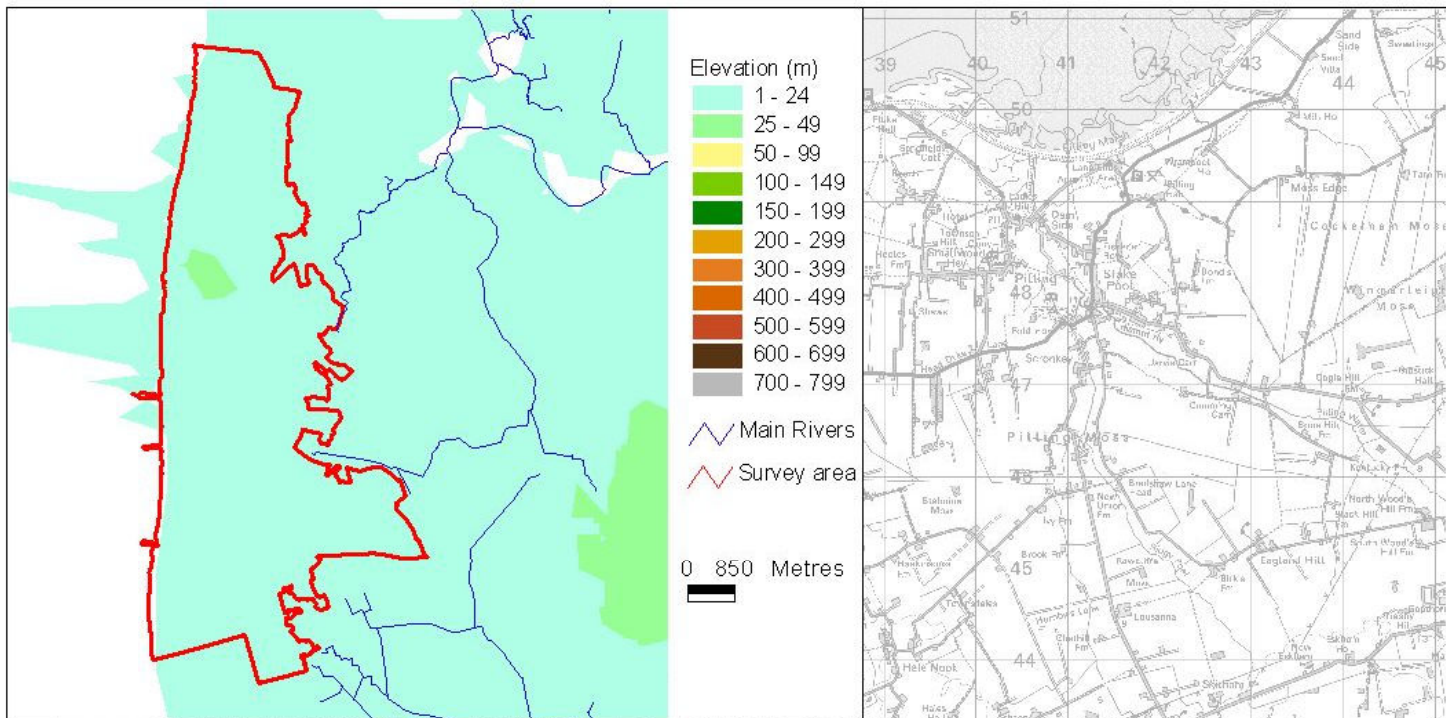


Fig.1 Location map of survey area







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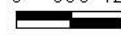


Fig.2 Blackpool survey area with (inset) topography

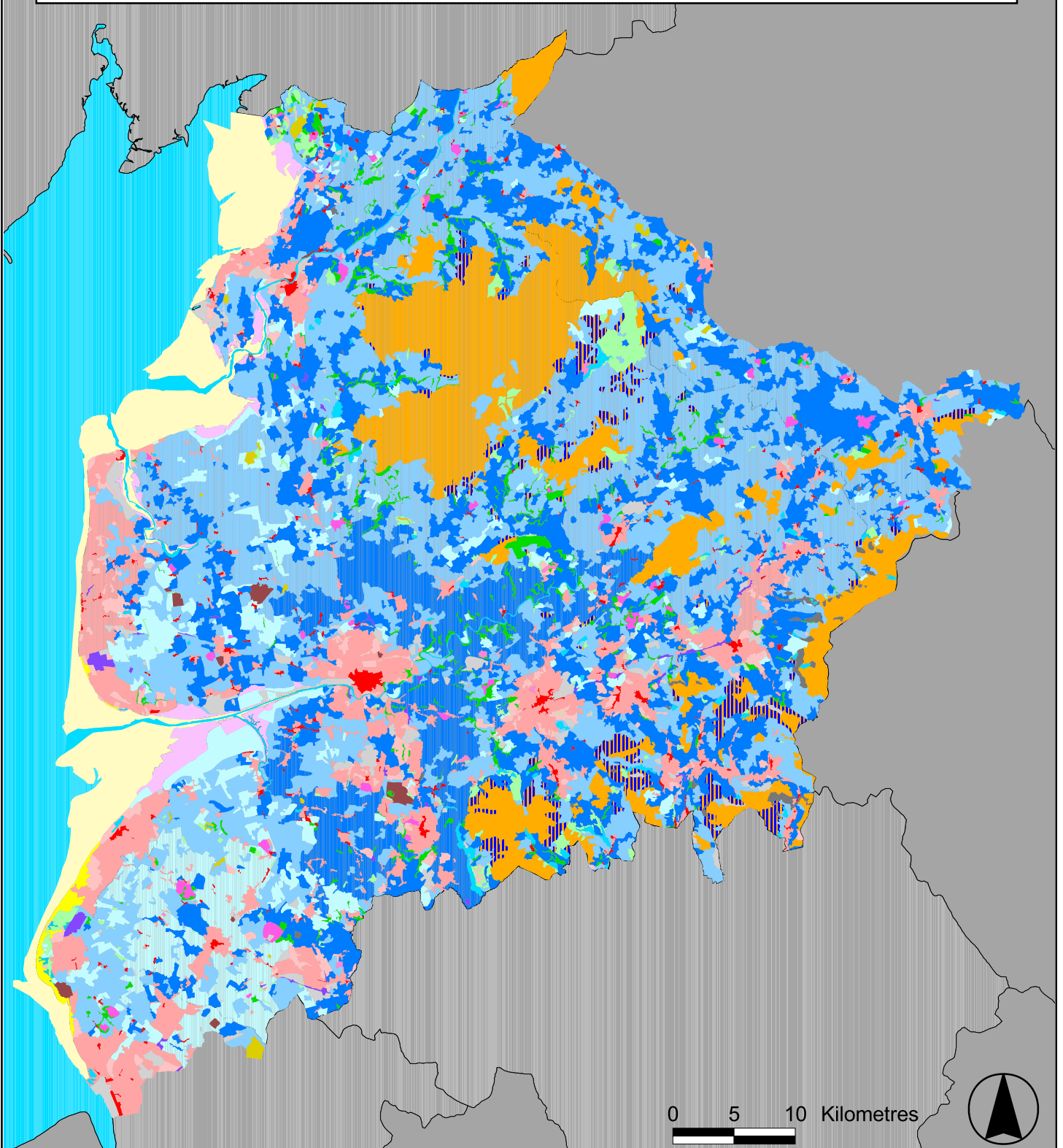




# Lancashire Historic Landscape Characterisation

## Broad Character Types

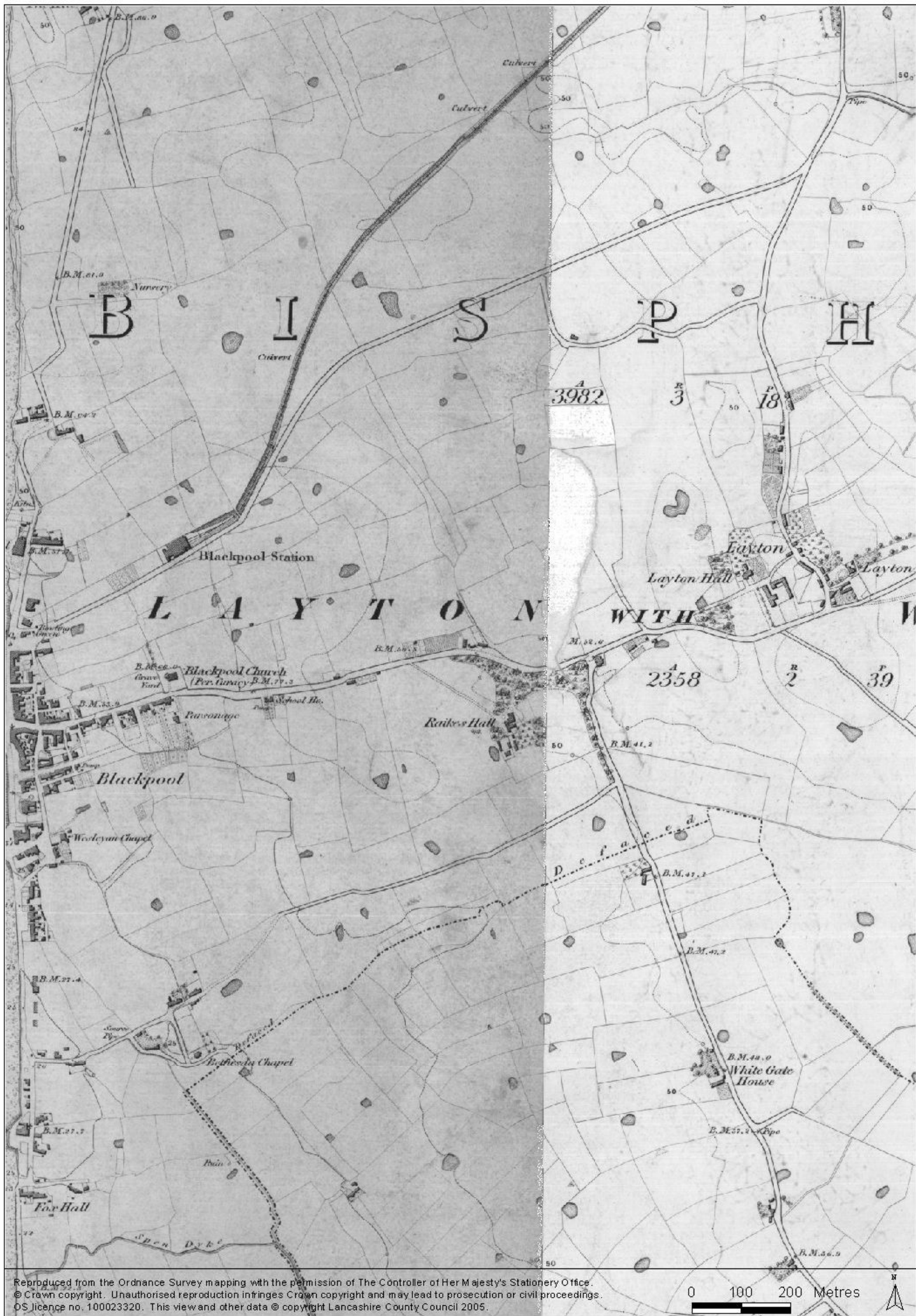
- |  |  |  |
|--|--|--|
|  Ancient Enclosure                    |  Ancient and Post-Medieval Ornamental |  Lowland Moss and Grassland/Scrub |
|  Post-Medieval Enclosure              |  Modern Ornamental                    |  Water                            |
|  Modern Enclosure                     |  Ancient and Post-Medieval Industry   |  Coastal Rough Ground             |
|  Ancient and Post-Medieval Woodland   |  Modern Industry                      |  Saltmarsh                        |
|  Modern Woodland                      |  Modern Military                      |  Dunes                            |
|  Ancient and Post-Medieval Settlement |  Modern Communications                |  Sand and Mudflats                |
|  Modern Settlement                    |  Moorland                             |  |
|  Modern Recreation                    |  Reverted Moorland                    |  |



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Figure 3: Historic Landscape Characterisation map of Lancashire





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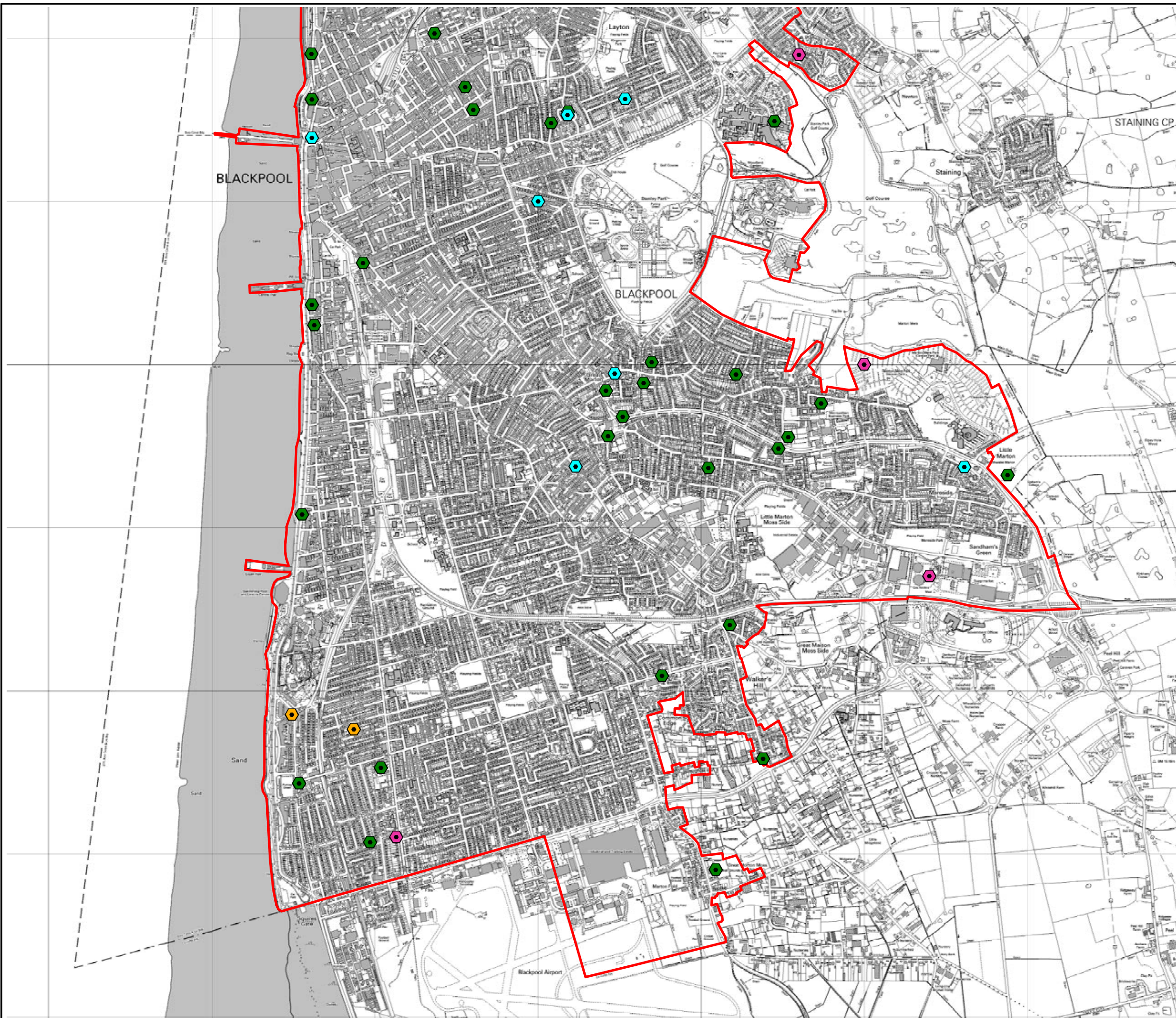
Fig.4 Detail of Blackpool as mapped in 1847











# Blackpool (South)

Figure 5a: Archaeological sites recorded for Blackpool



## KEY

-  Survey area
-  Prehistoric site
-  Roman site
-  Medieval site
-  Post-medieval site
-  Industrial-era site



0 200 400 600 Metres



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# Blackpool (North)

Figure 5b: Archaeological sites recorded for Blackpool

## KEY

-  Survey area
-  Prehistoric site
-  Roman site
-  Medieval site
-  Post-medieval site
-  Industrial-era site



0 200 400 600 Metres



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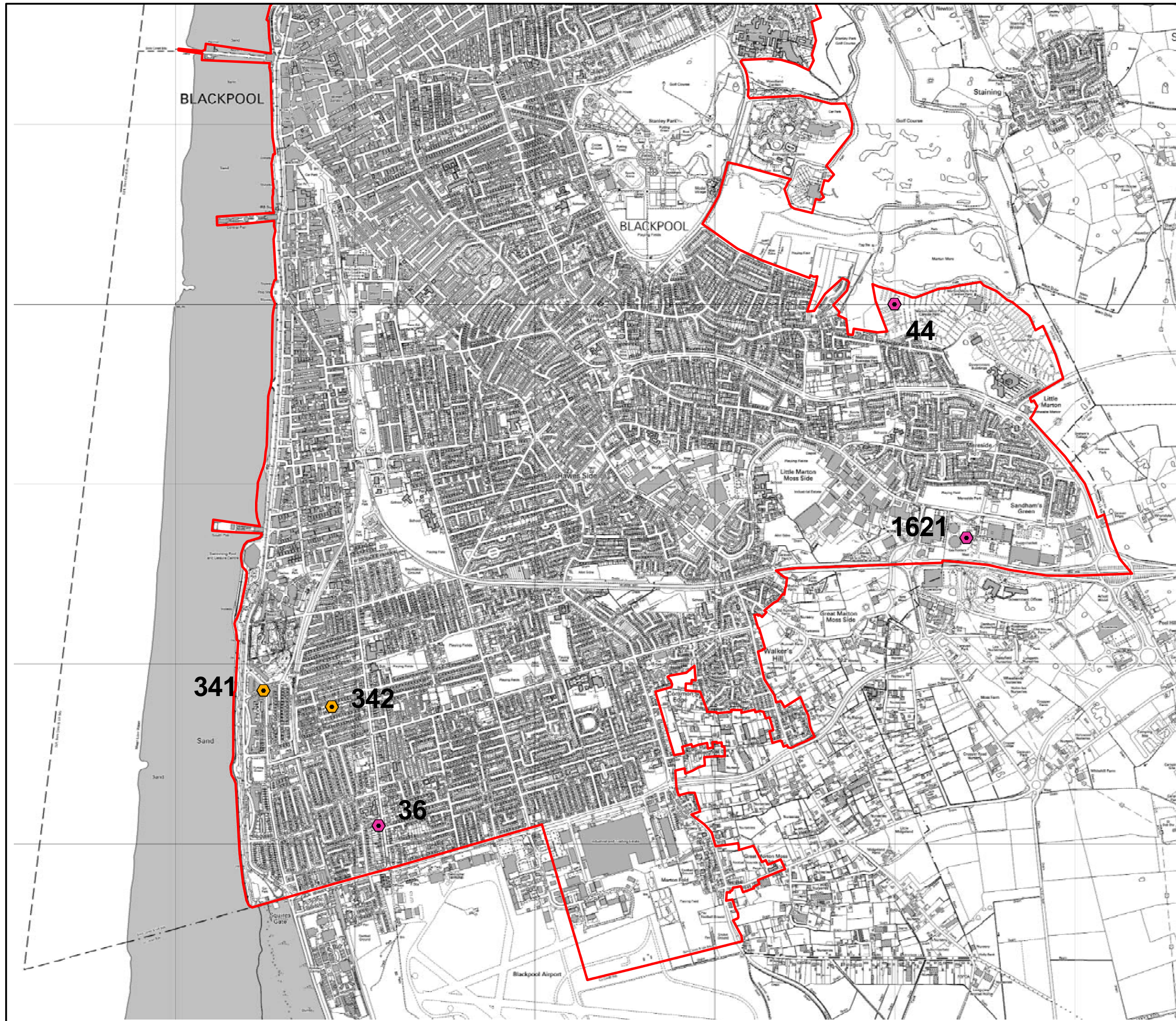






# Blackpool (South)

Figure 6a: Roman and Prehistoric sites in Blackpool



### KEY

- Survey area
- ◆ Prehistoric
- ◆ Roman

- 36 - Site of round cairn destroyed in 1837
- 43 - Findspot of perforated Stone Axe Hammer
- 44 - Findspot of coracles, skin bag and bronze axe
- 341 - Findspot of Roman coin found in 1907
- 342 - Findspot of Roman coin found in 1937
- 1621 - Findspot of Stone Age Hammer
- 1994 - Possible field enclosures shown as a cropmark on an aerial photograph
- 15130 - Findspot of possible Roman sword



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# Blackpool (North)

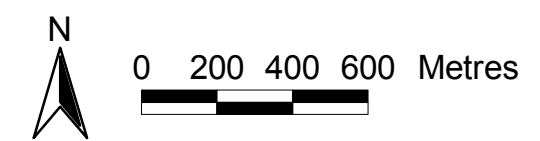
Figure 6b: Roman and Prehistoric sites in Blackpool



### KEY

- Survey area
- ◆ Prehistoric
- ◆ Roman

- 36 - Site of round cairn destroyed in 1837
- 43 - Findspot of perforated Stone Axe Hammer
- 44 - Findspot of coracles, skin bag and bronze axe
- 341 - Findspot of Roman coin found in 1907
- 342 - Findspot of Roman coin found in 1937
- 1621 - Findspot of Stone Age Hammer
- 1994 - Possible field enclosures shown as a cropmark on an aerial photograph
- 15130 - Findspot of possible Roman sword



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# Blackpool (South)

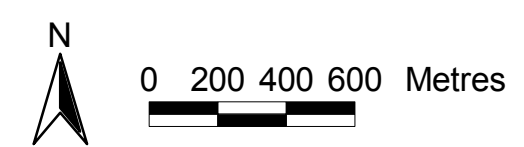
Figure 7a: Medieval sites recorded for Blackpool



## KEY

- Survey area
- ◆ Medieval site

- 1290 - Chantry Chapel, Layton
- 1311 - All Hallows Church
- 3642 - Holy Well, Bispham
- 24275 - Layton Market Field
- 24276 - Warbreck
- 24277 - Little Bispham
- 24278 - Norbreck
- 24279 - Layton Market Cross
- 24280 - Little Layton
- 24281 - Little Carleton
- 24293 - Angersholme Farmhouse
- 24296 - Great Marton Watermill
- Bp1000 - North Houses
- Bp1001 - Great Bispham
- Bp1002 - Hoo Hill
- Bp1003 - Great Marton
- Bp1004 - Little Marton



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# Blackpool (North)

Figure 7b: Medieval sites recorded for Blackpool

## KEY

 Survey area

 Medieval site

- 1290 - Chantry Chapel, Layton
- 1311 - All Hallows Church
- 3642 - Holy Well, Bispham
- 24275 - Layton Market Field
- 24276 - Warbreck
- 24277 - Little Bispham
- 24278 - Norbreck
- 24279 - Layton Market Cross
- 24280 - Little Layton
- 24281 - Little Carleton
- 24293 - Angersholme Farmhouse
- 24296 - Great Marton Watermill
- Bp1000 - North Houses
- Bp1001 - Great Bispham
- Bp1002 - Hoo Hill
- Bp1003 - Great Marton
- Bp1004 - Little Marton



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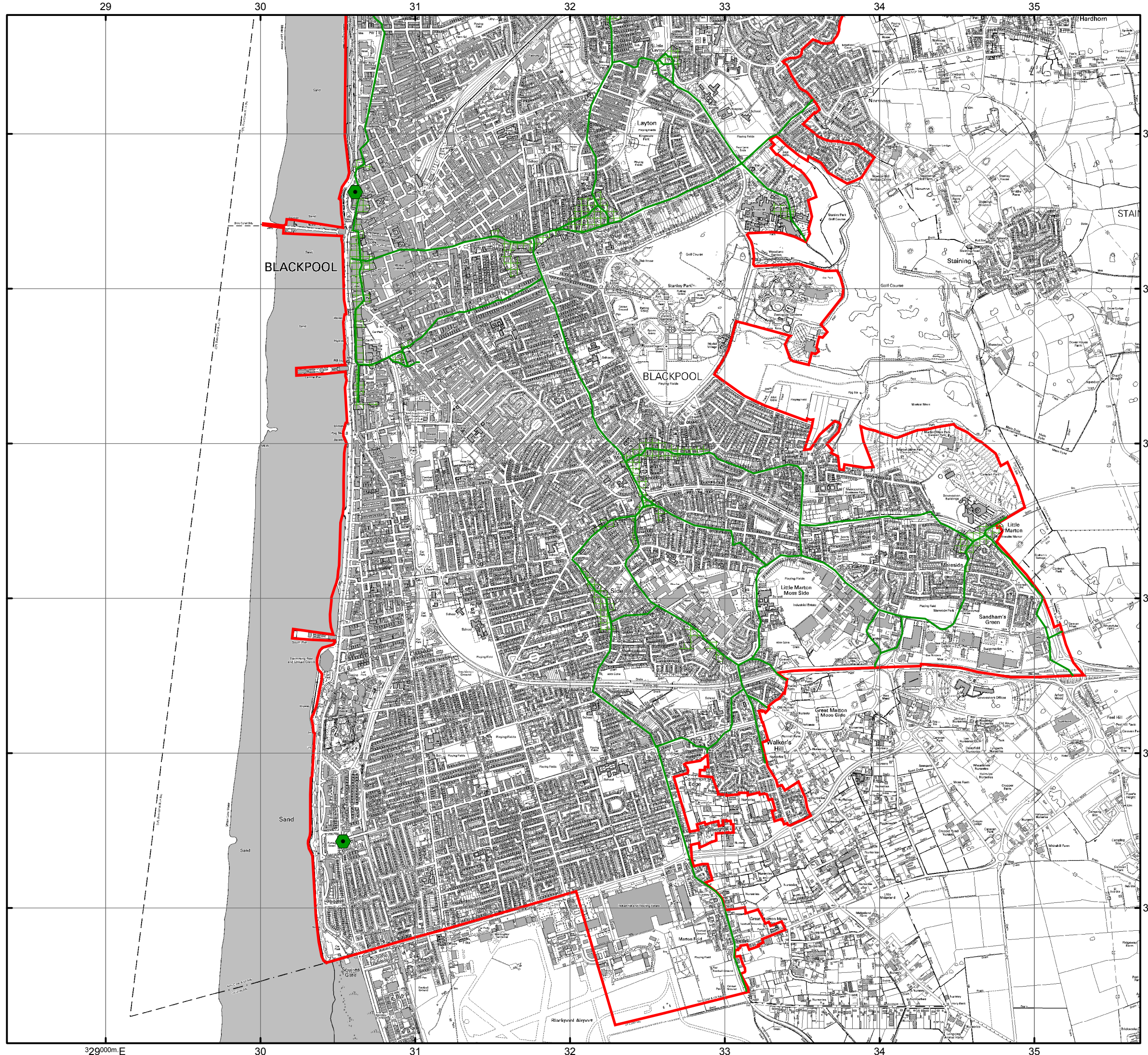






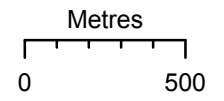
# Blackpool (South)

Figure 8a. Post-medieval sites, areas & communication routes in Blackpool



- Survey area
- Area of post-medieval settlement
- ◆ Post-medieval sites
- Pre-1800 road

See Appendix 1 for identification of sites



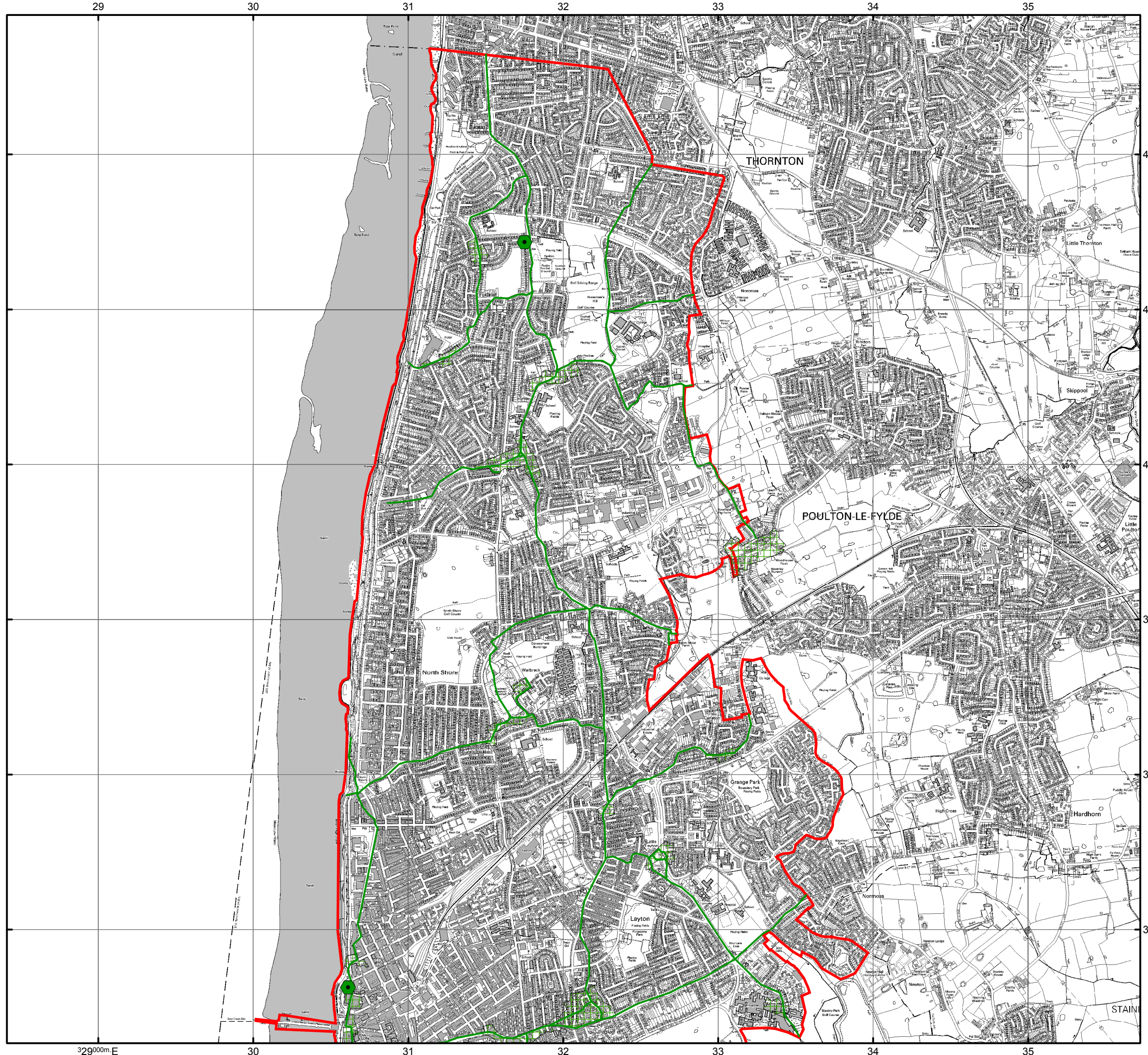
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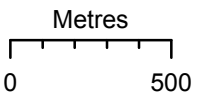


# Blackpool (North)

Figure 8b. Post-medieval sites, areas & communication routes in Blackpool

	Survey area
	Area of post-medieval settlement
	Post-medieval sites
	Pre-1800 road

See Appendix 1 for identification of sites



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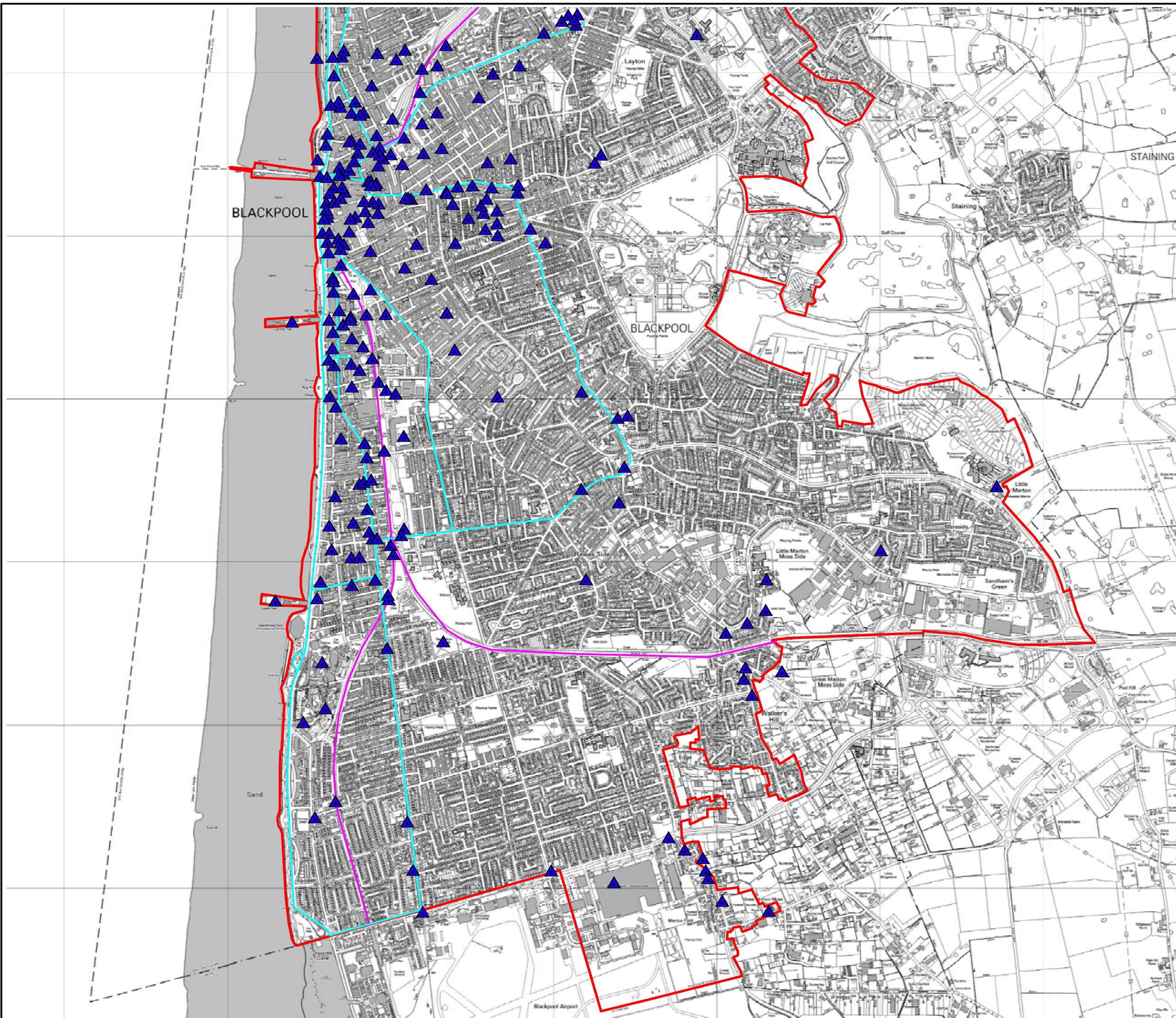










# Blackpool (South)

Figure 9a: Industrial-era sites and communication routes in Blackpool



## KEY

-  Survey area
-  Industrial-era site
-  Railway
-  Tramway

See Appendix 2  
for identification  
of sites



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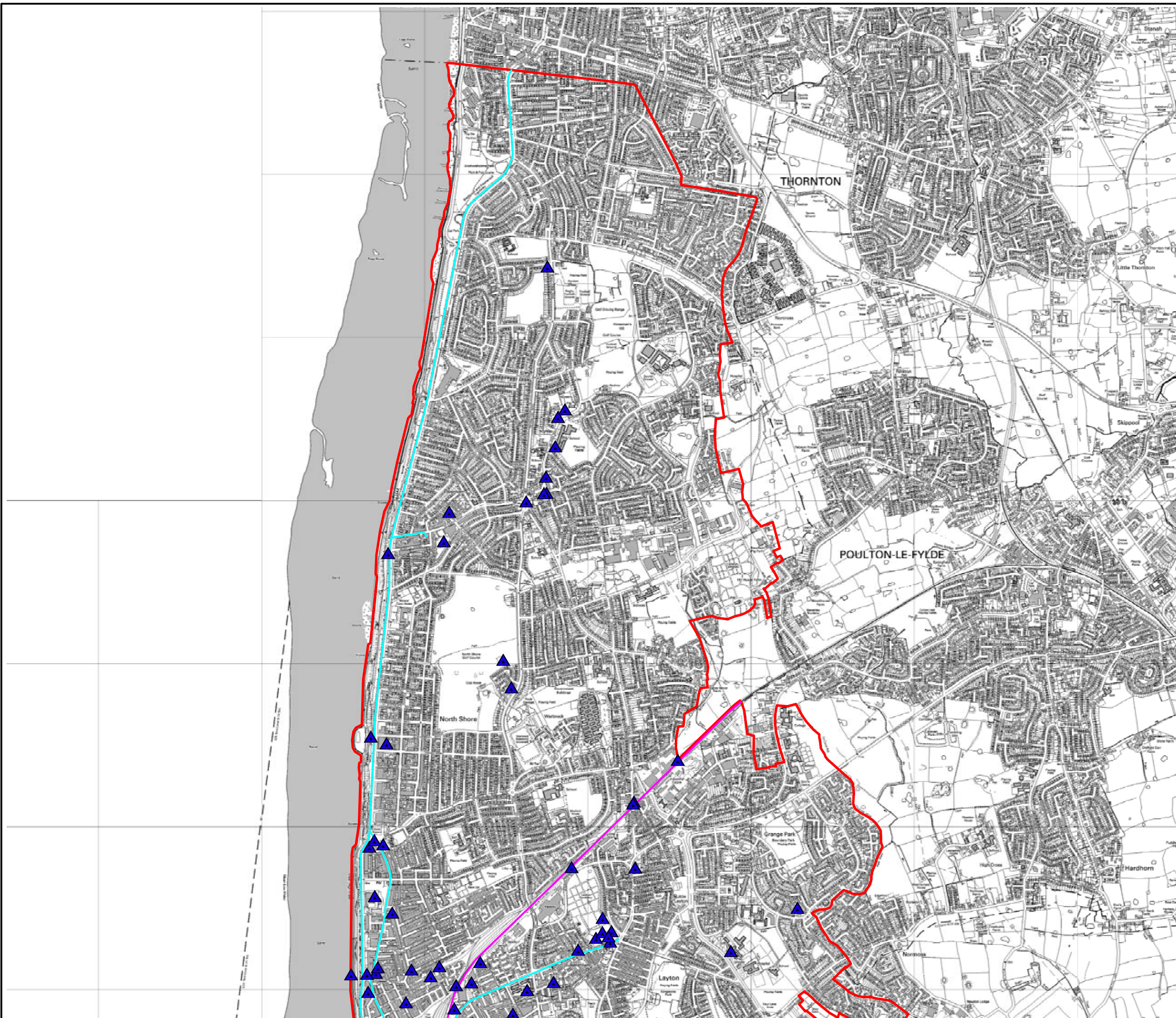










# Blackpool (North)

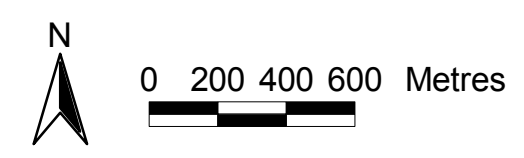
Figure 9b: Industrial-era sites and communication routes in Blackpool



### KEY

-  Survey area
-  Industrial-era site
-  Railway
-  Tramway

See Appendix 2 for identification of sites



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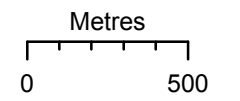




# Blackpool (South)

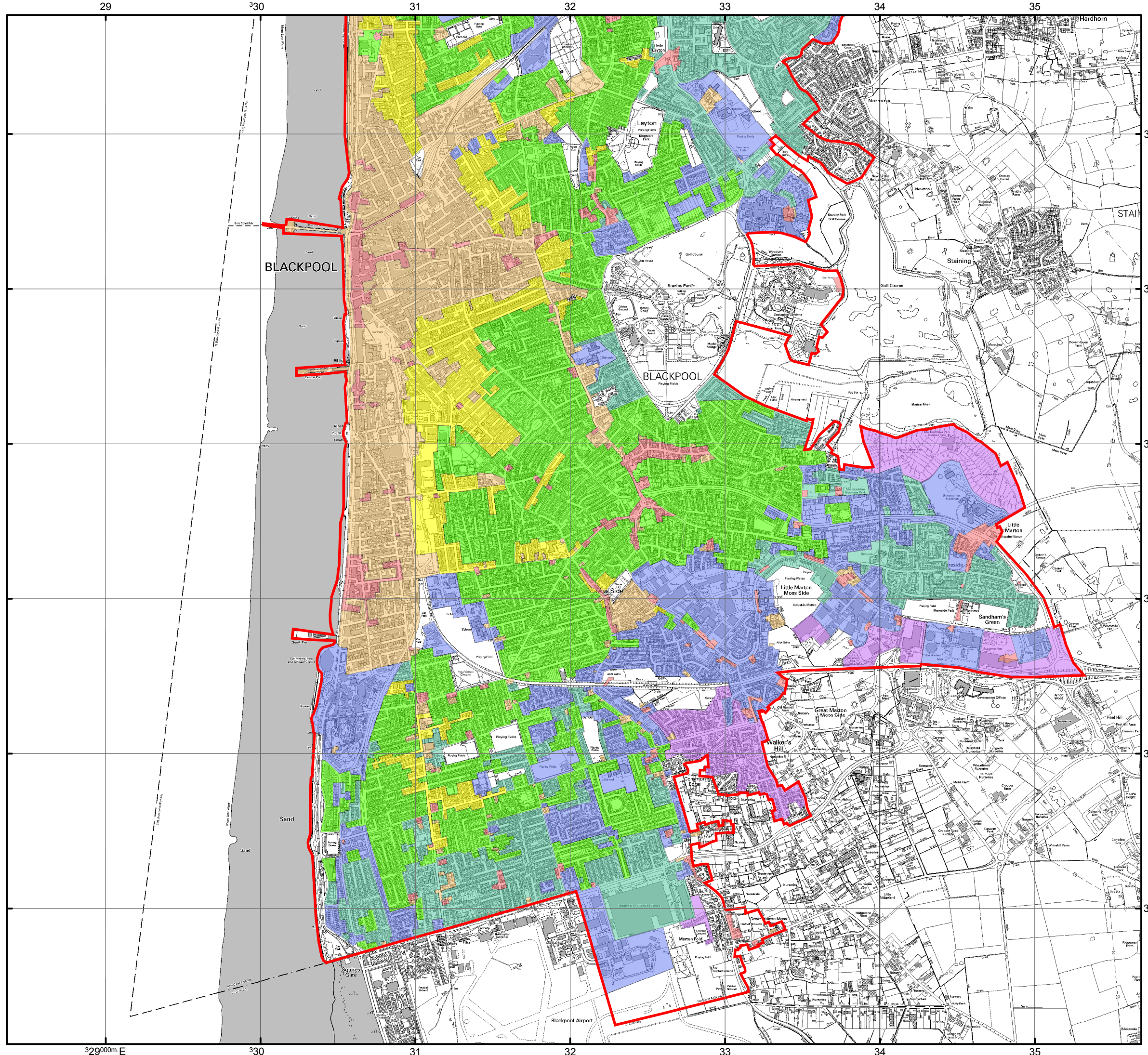
Figure 10a. Historical Urban Development

- Survey area
- 1847
- 1891
- 1914
- 1938
- 1963
- 1976
- 1991



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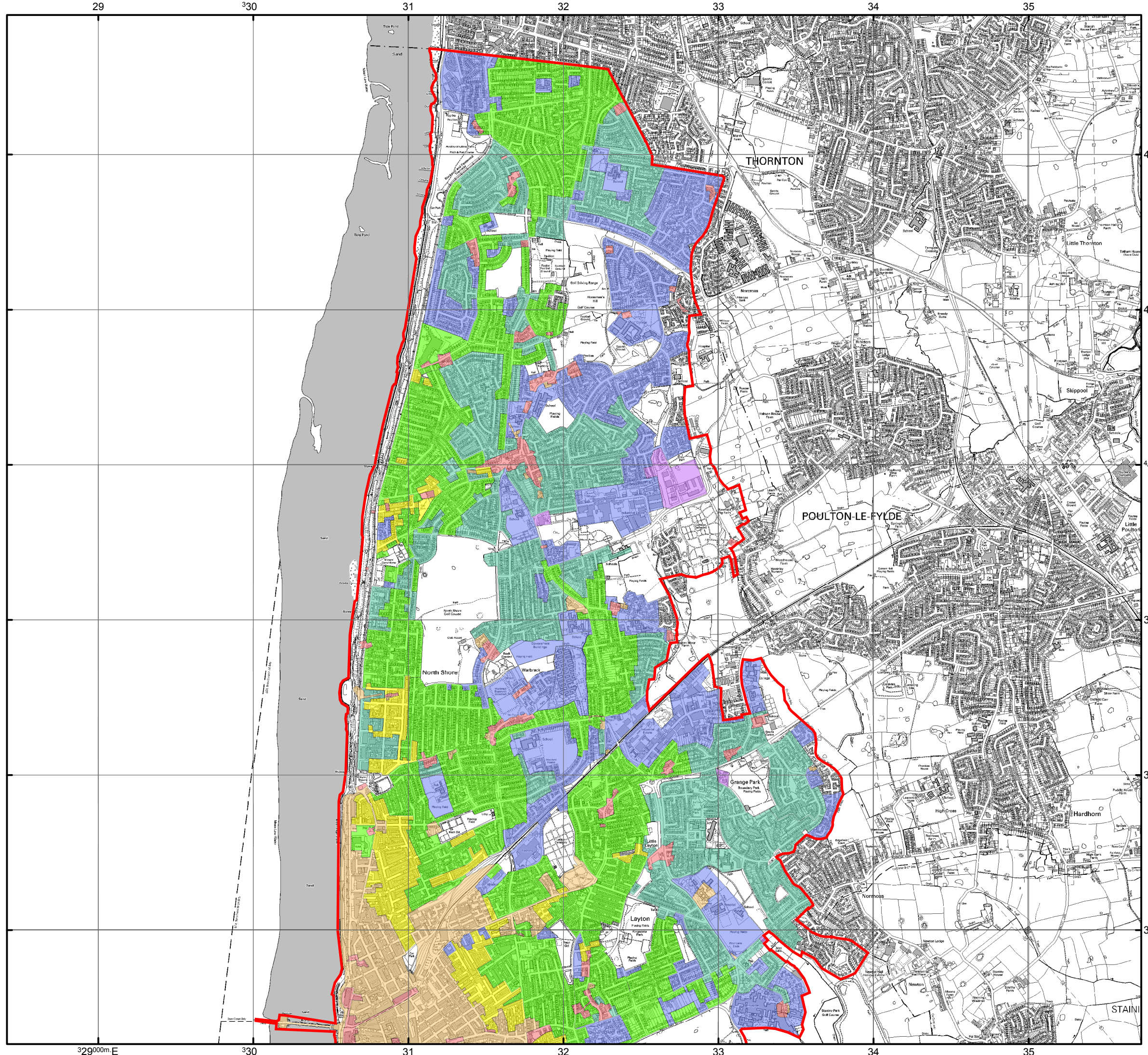




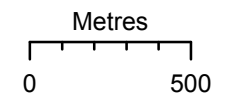


# Blackpool (North)

Figure 10b. Historical Urban Development



- Survey area
- 1847
- 1891
- 1914
- 1938
- 1963
- 1976
- 1991



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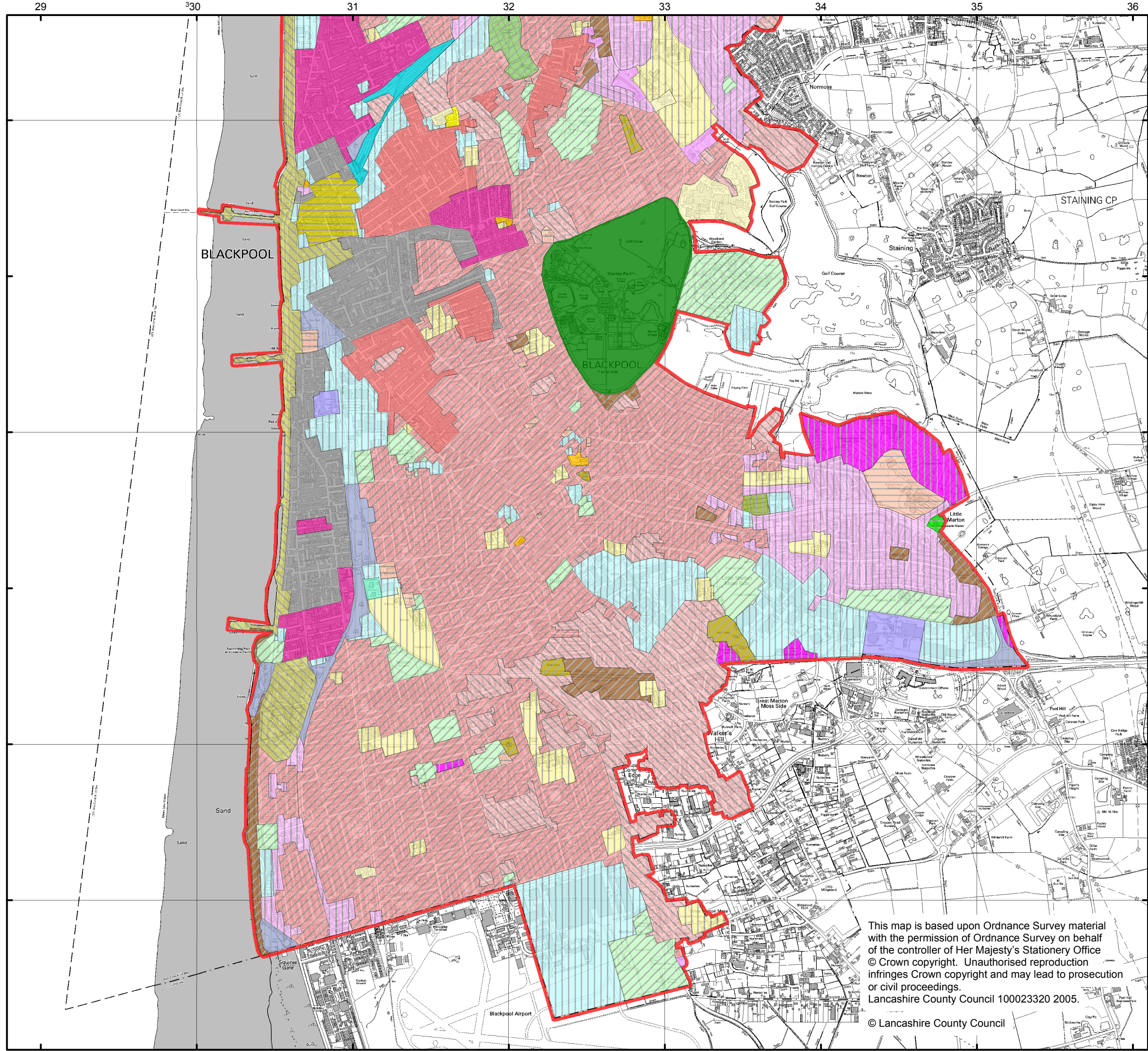
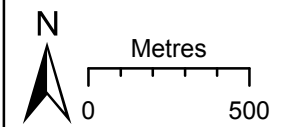




# Blackpool (South)

**Figure 11a. Present Historic Townscape Character - HTC types and areas**

-  Agricultural (36-40, 304)
-  Bye-law terraced housing (11-17)
-  C19 municipal cemetery (31)
-  C20 cemetery (32-33)
-  C20 hospital (23-27)
-  C20 industrial/commercial (41-84, 211)
-  C20 military (85)
-  C20 place of worship (86-92)
-  C20 public (93-119)
-  C20 recreational (120-158)
-  C20 school or college (159-195)
-  C20 transport (196-202)
-  Caravan site (203-207)
-  Church and churchyard (1)
-  Commercial centre (2)
-  Individual housing (1918-2003) (208-10, 212)
-  Inter/immediate post-war housing (c1918-50) (213-29)
-  Late C20 housing (c1970-2003) (230-67)
-  Later post-war housing (c1950-70) (268-301)
-  Leisure facility (34-35)
-  Lodging houses (18-20)
-  Middle-class housing (c1860-1914) (7-10)
-  Open ground (302-3, 305-11, 313-17)
-  Pre-NHS hospital (21-22)
-  Private landscape grounds (30)
-  Public landscape grounds (28-29)
-  Railway (3)
-  Utilities (4-6)
-  Survey Area



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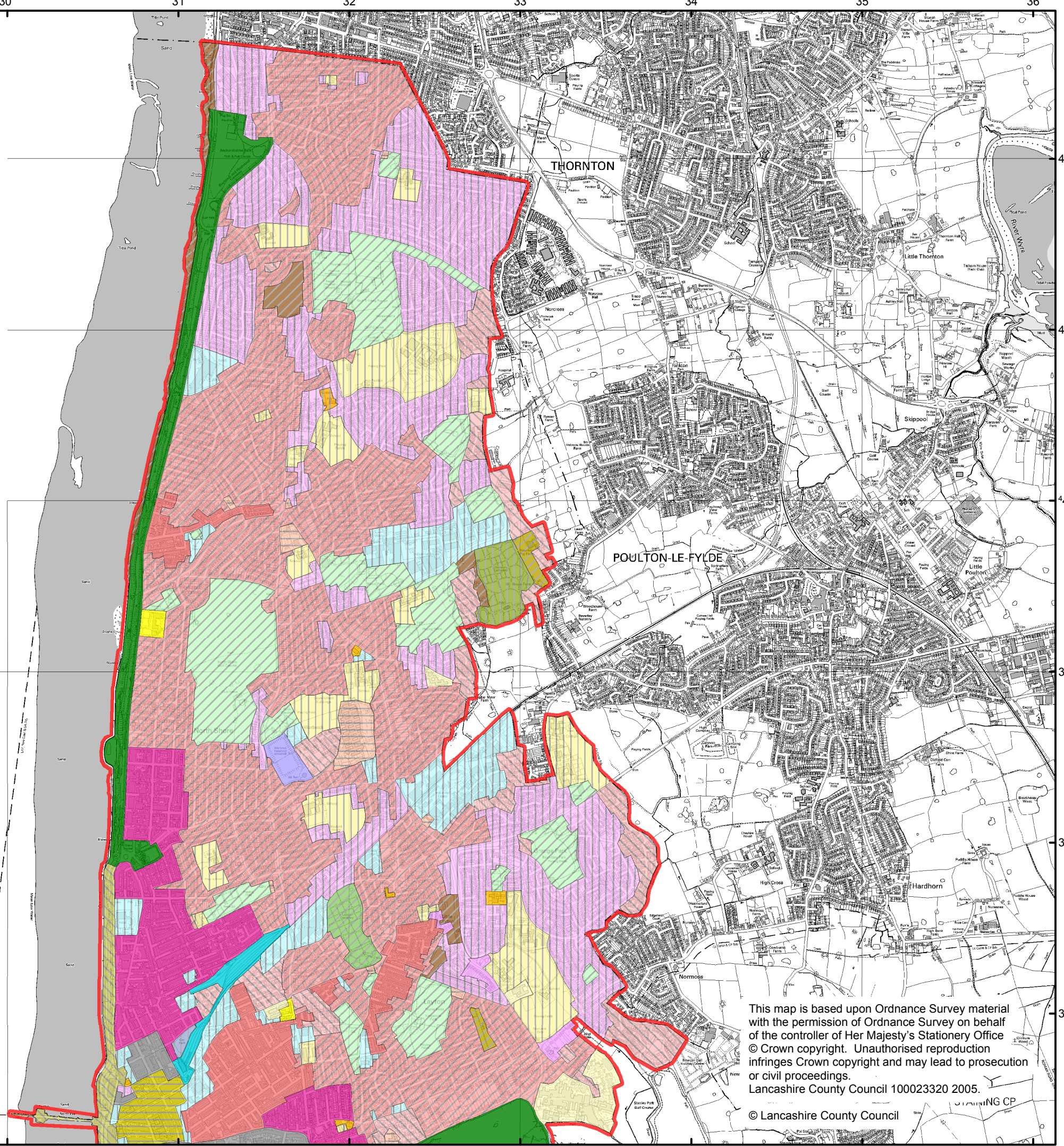




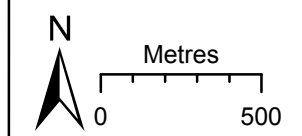


# Blackpool (North)

Figure 11b. Present Historic Townscape Character - HTC types and areas



- Survey Area
- Agricultural (36-40, 304)
- Bye-law terraced housing (11-17)
- C19 municipal cemetery (31)
- C20 cemetery (32-33)
- C20 hospital (23-27)
- C20 industrial/commercial (41-84, 211)
- C20 military (85)
- C20 place of worship (86-92)
- C20 public (93-119)
- C20 recreational (120-158)
- C20 school or college (159-195)
- C20 transport (196-202)
- Caravan site (203-207)
- Church and churchyard (1)
- Commercial centre (2)
- Individual housing (1918-2003) (208-10, 212)
- Inter/immediate post-war housing (c1918-50) (213-29)
- Late C20 housing (c1970-2003) (230-67)
- Later post-war housing (c1950-70) (268-301)
- Leisure facility (34-35)
- Lodging houses (18-20)
- Middle-class housing (c1860-1914) (7-10)
- Open ground (302-3, 305-11, 313-17)
- Pre-NHS hospital (21-22)
- Private landscape grounds (30)
- Public landscape grounds (28-29)
- Railway (3)
- Utilities (4-6)



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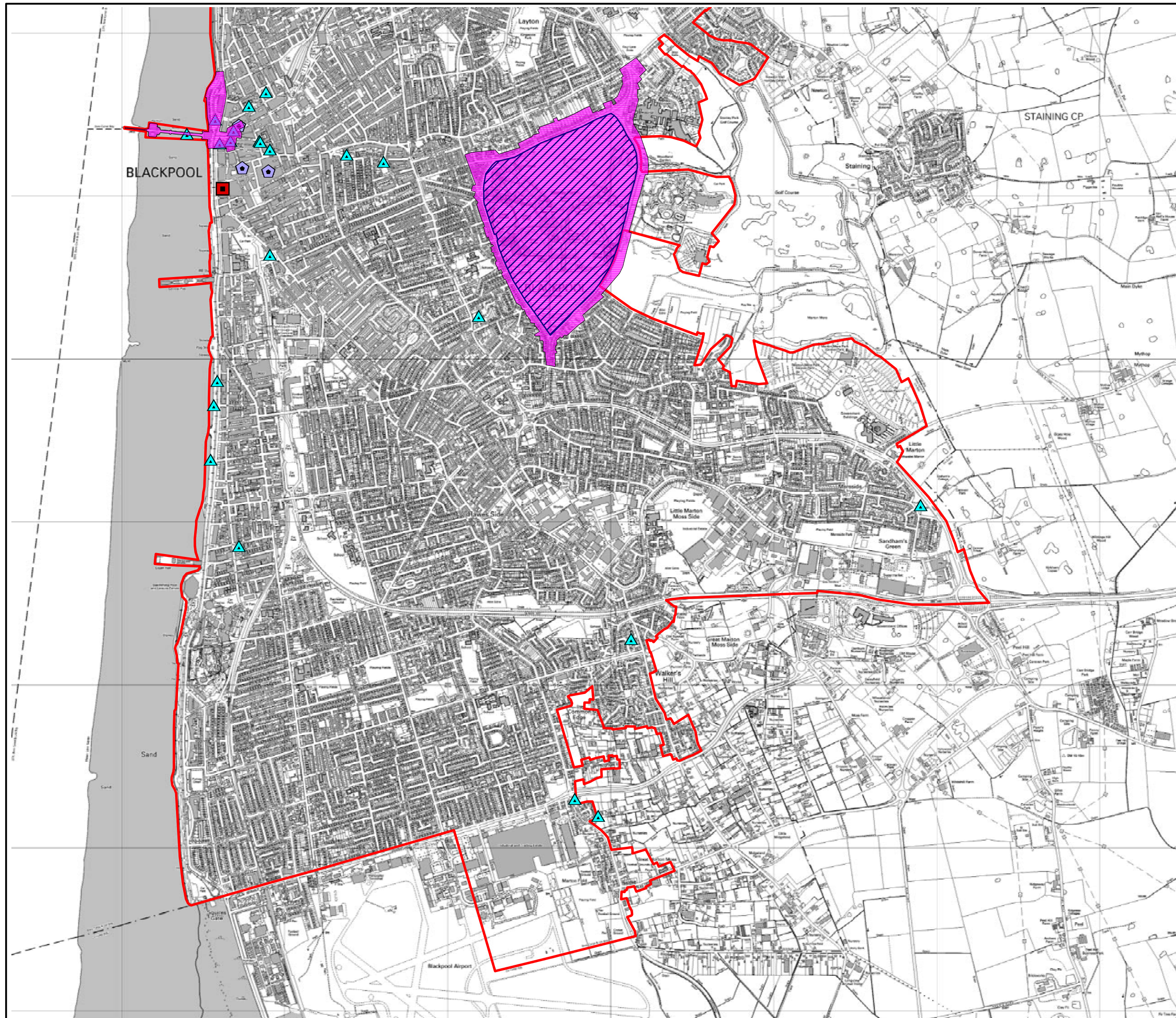












# Blackpool (South)

Figure 12a: Designated sites and areas in Blackpool



## KEY

-  Survey area
-  Conservation area
-  Registered Park or Garden
-  Grade I Listed Building
-  Grade II\* Listed Building
-  Grade II Listed Building

See Appendix 3 for identification of sites



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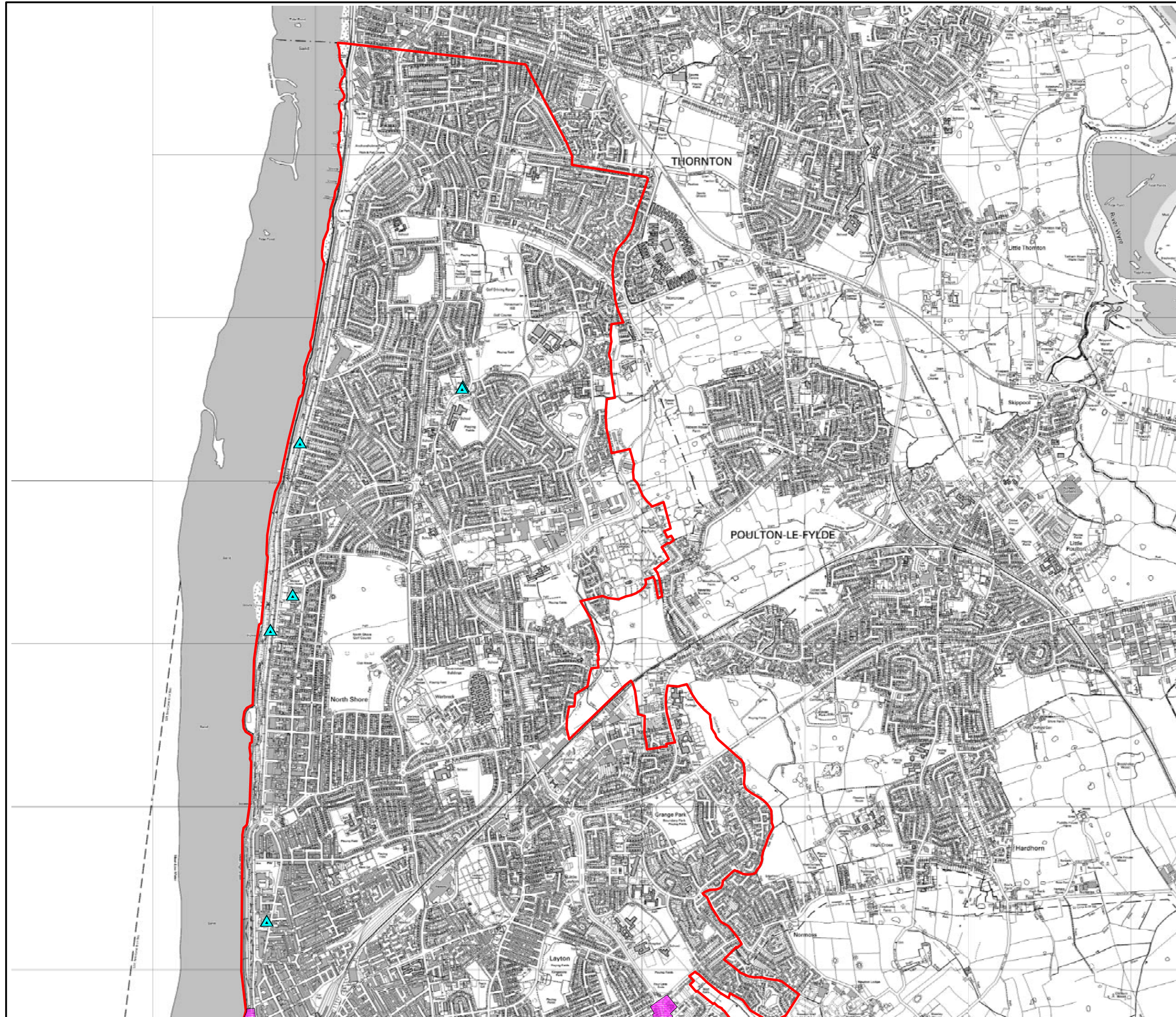












# Blackpool (North)

Figure 12b: Designated sites and areas in Blackpool



## KEY

-  Survey area
-  Conservation area
-  Registered Park or Garden
-  Grade I Listed Building
-  Grade II\* Listed Building
-  Grade II Listed Building

See Appendix 3 for identification of sites



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