



## **Fylde Local Plan (2011 – 2032)**

### **Statement of Compliance with the Duty to Co-operate**

**August 2016**

**This Statement of Compliance is issued in draft alongside the Publication version of the Fylde Local Plan, to enable all neighbouring authorities and '*prescribed*' bodies under Section 33A of the Planning and Compulsory Purchase Act 2004<sup>1</sup> and all other interested parties to comment on this legal requirement through representations.**

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<sup>1</sup> As amended by Section 110 of the Localism Act 2011



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## 1.0 Introduction

1.1 The Government has recognised that the need for strategic planning remains following the revocation of Regional Spatial Strategies. To ensure that sensible planning for issues which extend beyond a council administrative boundary occurs, it introduced a Duty to Co-operate. The Duty to Co-operate is set out in Section 33A of the Planning and Compulsory Purchase Act, 2004 as amended by Section 110 of the Localism Act<sup>2</sup> 2011 and the National Planning Policy Framework (known hereinafter as the Framework). This Duty applies to all local planning authorities (LPAs), county councils in England and to a number of other ‘*prescribed*’ bodies<sup>3</sup> requiring them to co-operate with each other to address strategic planning matters relevant to their areas in the preparation of a development plan document (DPD). The duty requires ongoing constructive and active engagement on the preparation of DPDs and other activities relating to the sustainable development and use of land.

1.2 The new Duty:

- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address such issues;
- requires that councils and other bodies engage constructively, actively and on an ongoing basis to develop strategic policies in the preparation of Local Plans and any documents and activities that can reasonably be considered to prepare the way for such plans;
- requires councils to consider joint approaches to plan-making.

1.3 Paragraph 181 of the Framework states that ‘*Local planning authorities will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination*’. The paragraph also provides examples of how evidence of co-operation may be demonstrated, such as jointly prepared strategies or planning policies, joint committees with neighbouring authorities to make decisions or memorandums of understanding to agree how authorities and bodies will co-operate with each other as they prepare planning policy or strategy.

1.4 The Framework provides further guidance on the Duty, focusing on ‘*planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156*’, (paragraph 178, the Framework). The Framework is clear that LPAs and other public bodies should work collaboratively on these strategic priorities and reflect this in Local Plans. The strategic priorities highlighted in the Framework are:

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<sup>2</sup> Section 110 of the Localism Act 2011, which adds a new section (33A) into the Planning and Compulsory Purchase Act 2004 relating to the Duty.

<sup>3</sup> Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out who are the ‘*prescribed*’ bodies.

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation; and enhancement of the natural and historic environment, including landscape

**1.5** It is these strategic priorities that provide the framework for this Statement of Compliance, and **Table A** on page 13 addresses the strategic priorities for Fylde in turn.

## **2.0 The Fylde Context – The Duty to Co-operate**

**2.1** Fylde is a predominantly rural Borough, covering 166km<sup>2</sup>, which is situated on the west coast of Lancashire, within the Fylde Coast sub-region. It is bounded to the north by Wyre Council and the estuary of the River Wyre, to the north-west by the densely populated urban area of Blackpool, to the east by Preston and to the south by the Ribble Estuary. Fylde is administered as two tier authority with Lancashire County Council as the upper tier authority.

**2.2** The coastline is one of the dominant features of the Borough and is the setting for the majority of its urban areas. The largest towns, Lytham and St Annes, together have a reputation as a high quality resort with their significant visitor attractions along with their distinctive seafronts and an internationally famous championship golf course. The other significant settlements are Warton and Freckleton, lying further east, and Kirkham and Wesham, which together form the only sizeable inland settlements.

**2.3** The Fylde Coast-sub region encompasses the area covered by Fylde, Blackpool and Wyre Councils, within the wider area administered by Lancashire County Council (LCC). The Fylde Coast sub region stretches from the Ribble Estuary in the south to Morecambe Bay in the north and from the Irish Sea coastline to the edge of the Forest of Bowland Area of Outstanding Natural Beauty in the east. It covers 384 square km and is home to 327,400 residents.

**2.4** The western part of the Fylde Coast sub-region which is dominated by the larger coastal settlements of Fylde, Blackpool and Wyre demonstrates a high level of self - containment in terms of housing markets, travel to work patterns and economic functionality, i.e. a single housing market and a single employment market. This is described in more detail in the SHMA 2014. The central areas of Wyre relate to a

wider rural housing market that has linkages with Lancaster and Preston. Eastern Fylde has stronger connections for both housing and employment with Preston.

- 2.5** The economic functionality of the Fylde Coast Sub region, in particular the western coastal area is apparent through the strong travel to work patterns and employment with a shared tourism and cultural offer, public sector administration and a shared infrastructure which includes access via the strategic highway and rail network, plus the coastal tramway.
- 2.6** Fylde is unusual in that there is a dominance of manufacturing employment (approximately 40%), with approximately 50% of workers commuting into the borough. Most of these manufacturing jobs are based in the south of the borough at BAE Systems, Warton and Westinghouse, Salwick. BAE Systems has another site at Salmsbury just east of Preston, workers are contracted to work at both sites and many therefore live in the wider Preston area. BAE Systems also attracts workers from much further afield, both nationally and internationally.
- 2.7** The Lancashire Advanced Engineering and Manufacturing Enterprise Zone at BAE Systems Warton, has the potential to improve the economic and physical connectivity of Fylde and the wider Fylde Coast Sub Region, with the City of Preston and Central Lancashire.
- 2.8** With more than 3 million tourism visits worth over £214,000 in 2014, equating to 5% of all tourism visits to Lancashire, the Fylde Borough has a strong and consistent visitor offer that includes a variety of major events. Part of this offer are the natural assets such as the expansive beach, Lytham Green and surrounding rural areas which appeal to walkers and cyclists. Four tracts of designated Green Belt define the limit of urban development to retain separation between urban areas within the borough and to prevent towns in Fylde merging with those in Blackpool and Poulton-le-Fylde in Wyre.

### **3.0 Co-operation in the context of the emerging Fylde Local Plan**

- 3.1** The following are the local planning authorities, county council and ‘*prescribed*’ bodies that are relevant within the context of the Duty to Co-operate for Fylde:

Wyre Borough Council (as a neighbouring authority)

Blackpool Council (as a neighbouring unitary authority)

Preston City Council (as a neighbouring authority)

Lancashire County Council (as transport authority, highway authority, education authority, public health authority and as waste and minerals authority)

Highways England

Environment Agency

Historic England

Natural England

Marine Management Organisation (the MMO)
Homes and Communities Agency (HCA)
Fylde and Wyre Clinical Commissioning Group (CCG)
The National Health Service Commissioning Board (NHS England)
Civil Aviation Authority (CAA)
Lancashire Local Enterprise Partnership (including Transport for Lancashire)
Local Nature Partnership
The Office of Rail and Road

**3.2** Fylde Council has also co-operated with several other bodies and organisations on strategic issues relevant to the emerging Fylde Local Plan, and these are set out below:

Network Rail
Utility Providers (United Utilities, National Grid, Electricity North West, Mono Consultants)
Sport England
Emergency Services
Health Services - Public Health Authority, NHS England, Fylde and Wyre Clinical Commissioning Group
Blackpool Airport

**3.3** Given its location within Lancashire, Fylde Council has engaged and worked with local planning authorities across the County, not just those directly bordering Fylde, including the following Lancashire authorities:

Lancaster
Ribble Valley
South Ribble
Chorley
Blackburn with Darwen (Unitary authority)
Rosendale
Hyndburn
Burnley
Pendle
West Lancashire

#### **Duty to Co-operate meetings**

**3.4** The administrative areas of Blackpool, Wyre, Preston and South Ribble (Central Lancashire Authorities) are adjacent to Fylde. Fylde Council is working closely with

these authorities, Lancashire County Council (LCC) and other public bodies on issues of strategic importance to the emerging Fylde Local Plan.<sup>4</sup>

- 3.5** Working together with our neighbouring authorities of Wyre, Blackpool, Preston, together with LCC on strategic planning issues is long established and pre-dates the Duty to Co-operate. Engagement on issues of common concern with respect to housing, employment land, transport infrastructure and minerals and waste, has been ongoing for many years and actually dates back to the Lancashire Structure Plan. The preparation and delivery of the Joint Lancashire Structure Plan adopted in 2005 was the result of LCC jointly working with the 12 district councils across Lancashire (including Fylde Council) and with the unitary authorities of Blackpool Borough Council and Blackburn with Darwen Borough Council. The three Fylde Coast Authorities along with LCC are currently working together to deliver the projects identified in the Fylde Coast Highways and Transport Masterplan, which was adopted by LCC in 2015.
- 3.6** To assist in meeting the requirements of the Duty to Co-operate and in the context of the Fylde Coast it was agreed between the four authorities (i.e. Fylde Council, Wyre Council, Blackpool Council and Lancashire County Council) to establish Duty to Co-operate officers and members meetings. The intention was to formalise the ongoing dialogue and co-operation that currently exists between the four authorities for those strategic planning issues which require cross boundary co-operation and collaboration, to ensure the requirements of the Duty to Co-operate are met. The **Memorandum of Understanding** (referred to as the MoU) is set out in **Appendix 2** to this statement and has informed **Table A** on page 13. Joint working has already involved producing evidence on housing, retail, Gypsies, Travellers and Travelling Showpeople and coastal defence issues. The Fylde Coast Authorities intend to continue to work together on the Green Infrastructure network, renewable energy and the delivery of the Enterprise Zones at Blackpool Airport and Hillhouse (in Fleetwood).
- 3.7** Quarterly Duty to Co-operate meetings are held between officers from the Fylde Coast Authorities and LCC, where strategic planning issues are discussed. Joint working has already involved the production of an evidence base. The Lancashire Enterprise Partnership (LEP) and the Blackpool, Fylde and Wyre Economic Development Company (EDC) are also invited to attend these meetings.
- 3.8** The Fylde Coast Authorities Joint Member and Officer Advisory Steering Group was established in November 2014, comprising of councillors and senior officers from the Fylde Coast Authorities and LCC, to oversee the work under the Duty to Co-operate. A key remit of the Advisory Steering Group is to resolve difficult and sensitive issues, reaching common understanding.
- 3.9** Officers from Fylde Council hold six monthly meetings with officers from Preston City Council relating to matters of cross boundary concern, including the delivery of the

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<sup>4</sup> Appendix 1 of the draft **Infrastructure Delivery Plan** for Fylde contains a list of infrastructure delivery agencies with whom the council are engaging in relation to the provision of key infrastructure in the borough.

Preston Western Distributor Road; the amount and rate of development being brought forward as part of the City Deal (covering the administrative areas of Preston and South Ribble); together with the infrastructure requirements to deliver 5,500 new homes on land at Higher Bartle in North West Preston close to the eastern administrative boundary of Fylde; and the development of the Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone, which is split over two sites at Warton and Samlesbury.

- 3.10** The Fylde Coast Authorities officers and members Duty to Co-operate meetings, together with the Fylde and Preston officers Duty to Co-operate meetings are effective mechanisms for ensuring that strategic planning issues that cross council administrative boundaries are given due consideration, are planned for and are delivered effectively through the plan making process.

### **Strategic Issues and Collaboration**

- 3.11** **Table A** on page 13 provides a summary of the collaborative work that Fylde Council has undertaken in preparing the various iterations of the emerging Fylde Local Plan and which authority / body has co-operated on each aspect of that work. The Table takes into account the five strategic priorities set out in paragraph 156 of the Framework and identifies strategic issues specific to Fylde under each of these priorities, where relevant. A summary of each of the strategic issues is then briefly set out, along with who is affected / obliged to co-operate on that issue, who has co-operated with whom, and how this was done, and finally the outcome of that co-operation for that strategic issue.

- 3.12** As well as the co-operation undertaken on the strategic issues set out in **Table A**, Fylde Council has co-operated with several of the '*prescribed*' bodies as a matter of course throughout the preparation of the Local Plan.

#### The Environment Agency, Highways England Historic England, Natural England and the Marine Management Organisation

- 3.13** These five organisations are statutory consultees in the Plan preparation process and therefore have been consulted at all stages of preparation of the emerging Fylde Local Plan, as well as on the Sustainability Appraisals (SA), Strategic Environmental Assessments (SEA) and Habitat Regulations Assessments at each stage of preparation.

- 3.14** In addition, the Environment Agency has co-operated with Fylde Council on a number of matters relating to flood risk, drainage and wastewater treatment throughout the preparation of the emerging Fylde Local Plan, including the preparation of the updated Strategic Flood Risk Assessment (SFRA). The SFRA forms part of the evidence base underlying the development of the emerging Fylde Local Plan. Highways England is working with Fylde Council to provide a suitable evidence base to consider the implications of new development, identified in the emerging Local Plan, on the safe

and efficient operation of the strategic road network; and the provision of appropriate measures to support the level of development.

The Homes and Communities Agency (HCA)

- 3.15** The HCA has been consulted throughout the preparation of the emerging Fylde Local Plan.

Fylde and Wyre Clinical Commissioning Group (CCG)

- 3.16** Prior to 1<sup>st</sup> April 2013, the Blackpool, Fylde and Wyre Primary Care Trust (PCT) was consulted as a statutory consultee on the preparation of the Plan. Since 1<sup>st</sup> April 2013, the PCT has been replaced by the Fylde and Wyre Clinical Commissioning Group, NHS England and LCC as the Public Health Authority; all of whom have been consulted on the preparation of the emerging Fylde Local Plan and its associated Infrastructure Delivery Plan (the IDP).

Transport and Highway Authorities

- 3.17** Fylde is a two tier authority, with Lancashire County Council (LCC) being responsible for the Local Highway Network and the production of the Local Transport Plan (LTP) and its Implementation Plan. The third iteration of the Local Transport Plan (LTP3) was adopted in March 2011 and runs from 2011 to 2021. The LTP refers to the preparation and adoption of Highways and Transport Masterplans. There are five Highways and Transport Masterplans covering the administrative county of Lancashire: i.e. i) Central Lancashire, ii) East Lancashire, iii) Lancaster, iv) West Lancashire and v) Fylde Coast. LCC has worked closely with Fylde Council in considering the highways, traffic and public transport issues of proposed development within the four Strategic Locations for Development (i.e. Lytham and St Annes; the Fylde-Blackpool Periphery; Warton; and Kirkham and Wesham). Continued joint working is taking place with LCC, Wyre Council and Blackpool Council in implementing the delivery of projects identified in the Fylde Coast Highways and Transport Masterplan; and with LCC and Preston City Council over the development of the Preston Western Distributor road, which was identified in the Central Lancashire Highways and Transport Masterplan, 2013.

Lancashire Local Enterprise Partnership (the LEP)

- 3.18** There is ongoing dialogue with the LEP and a representative attends the Fylde Coast Authorities and LCC officers Duty to Co-operate meetings on a quarterly basis. Fylde Council has worked with the LEP and LCC in the development of the Strategic Economic Plan (SEP), which was submitted to Government in March 2014.

**Impact on neighbouring Authorities**

- 3.19** The final column of **Table A** on page 13, sets out where the emerging Fylde Local Plan may have an impact on the neighbouring Authorities (i.e. Wyre Council, Blackpool

Council and Preston City Council. This shows that there are some cross boundary strategic issues which require continued collaboration and monitoring to demonstrate the legal compliance aspect of the Duty to Co-operate and the soundness aspects of the Duty.

- 3.20** Paragraph 182 of Framework describes how a plan that is positively prepared is one that also meets *'the unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development'*.
- 3.21** Fylde Council has been approached by Blackpool Council and asked to provide 14 Ha of employment land, due to the highly constrained nature of Blackpool and the lack of future employment sites within Blackpool's administrative area. This land is at the Fylde-Blackpool Periphery Strategic Location for Development (i.e. land at Whitehills in close proximity to Junction 4 of the M55). With respect to new homes in Fylde, the Housing Requirement Paper (HRP) 2015 sets out Fylde's objectively assessed need (i.e. the OAN), which can be met on sites within Fylde. Therefore, there has been no need to request that Wyre, Blackpool or Preston meet any of Fylde's requirement.
- 3.22.** Wyre Council wrote to Fylde Council in May 2016, under the Duty Cooperate, to request that Fylde Council assist Wyre Council in meeting its objectively assessed housing need. The Objectively Assessed Need figures for the three Fylde Coast Authorities originate from the ranges set out in the original SHMA 2014 and its updates which considered revised population and household formation data. For Wyre Council this gave an objectively assessed need of between 400 and 479 dwellings per annum from 2011 to 2031. Wyre Council considers 479 dwellings per annum to be an appropriate housing requirement figure which ties in with the economic evidence and this figure was accepted by Wyre Council on 14th April 2016.
- 3.23** Wyre Council has identified that the supply of deliverable land is constrained by three main issues:
- Highway capacity, in particular on the A585(T), and A6 and also at Junctions 1 and 3 on the M55
  - Flood Risk
  - Green Belt
- 3.24** The evidence base in relation to these issues is incomplete and the exact extent of the unmet need is unknown. It is also unclear what provision other neighbouring authorities will be able to make.
- 3.25** Fylde Council are aware of this important issue, however at this stage the precise numbers of homes that will need to be delivered outside Wyre Council's administrative area has not been assessed.
- 3.26** It is crucial that Fylde's Plan is not delayed, an up to date plan must be adopted as soon as possible. However, in accordance with the Duty to Cooperate, Fylde Council is committed to continuing to work with Wyre and its other neighbours, once the

evidence base relating to Wyre's constraints is complete, in order to address the above mentioned issues.

- 3.27** With respect to the retail hierarchy, Fylde contains the town centres of Lytham, St Annes and Kirkham; the district centre at Ansdell; and a local centre at Freckleton and four local centres within St Annes. The comparison needs of residents within Fylde and Wyre are served by Blackpool as the sub-regional centre for the Fylde Coast, residents of the eastern part of Fylde also use Preston Town Centre, due to its comparison goods offer.
- 3.28** While **Table A** on page 13 provides a summary of the co-operation on strategic issues that Fylde Council has facilitated or been a part of and the outcomes this co-operation has resulted in, further detail is provided below with respect to the co-operation with Wyre Council, Blackpool Council and Preston City Council and '*prescribed*' bodies in relation to officer level meetings referenced in **Table A**.
- 3.29** Fylde Council officers are also part of the Lancashire Development Plans Officer Group, where officers from across the county (including the two unitary authorities of Blackpool and Blackburn with Darwen) meet every quarter to discuss matters that affect the whole county and that are cross boundary and strategic in nature.
- 3.30** The Fylde Peninsula Water Management Group meets bi-monthly to discuss a number of water management issues including surface water drainage, flooding and bathing water quality. The group includes representatives from Wyre Council and Blackpool Council, LCC, the Environment Agency, United Utilities and other stakeholders.
- 3.31** The Making Space for Water Group meets once or twice a year to address local flooding issues. The Group includes officers from Fylde Council, the Environment Agency, United Utilities and LCC.
- 3.32** The Fylde Coast Strategic Transport Group meets to discuss a range of strategic transport related matters including the Fylde Coast Highways and Transport Masterplan, it includes officers from the three Fylde Coast Authorities, LCC and representatives from the Highways England.
- 3.33** In relation to formal consultation, Wyre Council, Blackpool Council, Preston City Council, South Ribble Borough Council, LCC and all '*prescribed*' bodies have been consulted on the preparation of the emerging Fylde Local Plan – in accordance with the relevant regulations at the time – and this is set out in the council's Statement of Consultation (January 2016) and the Responses Report to the Revised Preferred Option, Regulation 18 consultation (February 2016).

## Summary

- 3.34** Fylde Council has demonstrated a high level of co-operation with other local planning authorities and public bodies in the preparation of the emerging Fylde Local Plan. In

particular it has agreed a Memorandum of Understanding with the other Fylde Coast Authorities and LCC and co-operated and prepared joint key evidence base documents. Fylde Council holds six monthly meetings with Preston City Council on strategic matters. The council has also worked closely with key infrastructure providers to ensure that the emerging Fylde Local Plan will deliver the infrastructure required.

- 3.35** This approach has resulted in a robust and sound evidence base for the emerging Fylde Local Plan, which is reflected in the largely positive support the Local Plan has received from Wyre Council, Blackpool Council, Preston City Council and other bodies featured in this document.
- 3.36** Fylde Council is not aware of any objections to the overall *soundness* of the emerging Local Plan by Lancashire County Council, Wyre Council, Blackpool Council or Preston City Council and other '*prescribed*' bodies as reflected in the public representations and subsequent discussions. No concerns have been expressed by those same organisations regarding the level of co-operation undertaken by Fylde Council.

**Table A: Duty to Co-operate - Strategic Issues for Fylde and Evidence of Co-operation in preparing the emerging Fylde Local Plan**

**Terminology:**

CCG – Clinical Commissioning Group

CLA – Central Lancashire Authorities – Preston City Council, South Ribble Borough Council and Chorley Council

EDC – Fylde, Wyre and Blackpool Economic Development Company

FCA – Fylde Coast Authorities: Fylde Council, Wyre Borough Council and Blackpool Council

HCA – Homes and Communities Agency

LEP – Lancashire Enterprise Partnership

LCC – Lancashire County Council

MoU – Memorandum of Understanding (between Fylde Borough Council, Wyre Borough Council, Blackpool Council and Lancashire County Council)

SHLAA – Strategic Housing Land Availability Assessment

SHMA – Strategic Housing Market Assessment

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<p><b>Homes and Jobs</b></p>	<p><b>Housing Delivery:</b> to meet identified needs in the context of the wider sub-regional housing market and to establish a more balanced and wider housing choice in the housing market area.</p>	<p>Fylde Council, Wyre Council, Blackpool Council and Preston City Council.</p>	<p>Fylde Council has co-operated with neighbouring authorities in:</p> <ul style="list-style-type: none"> <li>▪ Defining / refining the housing target objectively assessed need (OAN) for the Fylde Coast sub-region;</li> <li>▪ Using the joint evidence base provided by the SHMA to produce a Local Plan, ensuring a more balanced and wider housing choice;</li> <li>▪ agreeing the development strategy for Fylde, which focusses on four Strategic Locations for Development</li> <li>▪ promoting a strong and distinctive sustainable urban extension in the Fylde-Blackpool Periphery Strategic Location for Development around Junction 4 of the M55</li> <li>▪ agreeing complementary/joint approaches to the delivery and accessibility of affordable homes</li> </ul> <p>Co-operation with neighbouring authorities has been through:</p> <ul style="list-style-type: none"> <li>▪ the preparation of joint evidence documents for the Fylde Coast;</li> <li>▪ formal dialogue through the Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings;</li> <li>▪ informal dialogue and formal consultation at each stage of preparation of the emerging Fylde Local Plan, Wyre Local Plan, Blackpool’s Core Strategy and the emerging Site Allocations Development Plan Document and the Preston Local Plan;</li> <li>▪ involvement in the preparation of emerging Fylde Local Plan’s Economic Viability Assessment;</li> <li>▪ consultation with Lancashire Authorities on the latest Fylde Coast SHMA (March 2014).</li> </ul>	<p>Fylde Local Plan Policies DLF1, SL1, SL2, SL3, SL4 and H1</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Strategic Housing Market Assessment (published March 2014);</li> <li>▪ Fylde Housing Requirement Paper, 2015;</li> <li>▪ Fylde Local Plan Economic Viability Assessment Report, October 2015;</li> <li>▪ Fylde SHLAA 2012;</li> <li>▪ Fylde Coast Housing Strategy, 2009;</li> <li>▪ Fylde Coast Local Investment Agreement 2011-2014</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>▪ Fylde Council and Preston City Council Officers Duty to Co-operate meetings</li> <li>▪ Development Plans Officers’ Group (DPOG) quarterly meetings</li> <li>▪ Joint meetings between Fylde Council and Blackpool Council in respect of the major planning application at Whyndyke Garden Village, Preston New Road, Whitehills.</li> </ul>	<p>No objection made to date by neighbouring local authorities to Fylde Council’s housing requirement figure.</p> <p>No request from Fylde for neighbouring authorities to help meet Fylde’s housing requirement figure. A request has been received from Wyre Council for Fylde Council to help meet their housing requirement figure.</p> <p>No objection by LCC to the Fylde Coast SHMA methodology or outcomes.</p>	<p>No impact on neighbouring authorities.</p> <p>The housing target proposed in the emerging Fylde Local Plan meets the objectively assessed needs of Fylde (set out in the Fylde Housing Requirement Paper, 2015). The Fylde Local Plan does not require neighbouring authorities to deliver any part of Fylde’s housing requirement.</p> <p>In meeting its own housing requirement figure, Fylde is not able to accommodate any unmet need of neighbouring authorities if such a request is made.</p>

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<b>Homes and Jobs (cont.)</b>	<b>Employment Land Delivery:</b> to meet identified employment land need in the context of the Fylde Coast sub-regional market area to strengthen, promote and enhance the economy.	Fylde Council, Wyre Council, Blackpool Council, Preston City Council and the EDC.	<p>Fylde Council has co-operated with neighbouring authorities with respect to:</p> <ul style="list-style-type: none"> <li>▪ consider future employment development for the Fylde Coast sub-region in response to the strong links between the Fylde Coast Authorities in terms of travel to work patterns and employment, but taking into account BAE Systems workers who can be employed at both Warton and Samlesbury, who commute to the site from all over the UK;</li> <li>▪ agree the Fylde Coast sub-regional employment land requirement;</li> <li>▪ agree the strategic priorities for land around Junction 4 of the M55 – Fylde-Blackpool Periphery with the aim of attracting major new economic development to help strengthen the Fylde Coast economy;</li> <li>▪ promote the sustainable development of the key strategic sites/corridors. For Fylde this includes: Blackpool Airport Corridor (Fylde-Blackpool/ Periphery); and Whyndyke Garden Village (Fylde-Blackpool Periphery)</li> </ul> <p>Co-operation with neighbouring authorities and the EDC through the preparation of evidence documents; formal dialogue through the Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings; informal dialogue and formal consultation at each stage of preparation of the emerging Fylde Local Plan, the Wyre Local Plan, the Blackpool Core Strategy and the emerging Site Allocations Development Plan Document, and the Preston Local Plan.</p>	<p>Fylde Local Plan Policies SL1, SL2, SL3, SL4 and EC1</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Fylde Employment Land and Premises Study, 2012</li> <li>▪ LEP Growth Plan, 2013</li> <li>▪ LEP Strategic Economic Plan, March, 2014</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings;</li> <li>▪ Development Plans Officers' Group (DPOG) quarterly meetings;</li> <li>▪ Representations received from LCC, Wyre and Blackpool Councils with respect to the supporting text.</li> <li>▪ Joint meetings between Fylde Council and Blackpool Council in respect of the major planning application at Whyndyke Garden Village, Preston New Road, Whitehills.</li> </ul>	<p>60.6 Ha of new employment development will be delivered in Fylde Borough between 1 April 2011 and 31 March 2032. Fylde Council has agreed to Blackpool Council's request to provide 14 Ha of employment land for Blackpool (up to 2027) in the Fylde Local Plan.</p> <p>No objection was received from neighbouring authorities to the employment land requirement figure for Fylde.</p>	<p>Fylde Council is providing 14 Ha of employment land to allow Blackpool to meet its employment land requirement for its plan period to 2027.</p>
	<b>Commuting patterns:</b> Fylde forms part of the Fylde Coast Travel to Work Area, which shows that there is a close correlation between work and housing in the sub-region.	Fylde Council, LCC, Highways England, Wyre Council, Blackpool Council and Preston City Council.	<p>Fylde Council has consulted with neighbouring authorities and with LCC as transport authority for the neighbouring authorities and the Highways England regarding housing and employment land policies through informal meetings and dialogue and formal consultation at each stage of the Fylde and Wyre Local Plans, the Blackpool Core Strategy and the emerging Site Allocations Development Plan Document, and the Preston Local Plan.</p>	<p>Fylde Local Plan Policies T1 and T3</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Infrastructure Delivery Plan, 2016</li> <li>▪ Fylde Coast Transport Study, 2011 and 2012</li> <li>▪ Sub-Region Transport Framework for Lancashire, 2009</li> <li>▪ Local Transport Plan (LTP3), 2013</li> <li>▪ The Lancashire Strategic Transport Prospectus</li> <li>▪ Fylde Coast Highways and Transport Masterplan, 2015</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Strategic Transport Group meetings</li> <li>▪ Lancashire DPOG meetings.</li> </ul>	<p>While the Fylde Local Plan proposes to deliver new employment land, it is accepted that Fylde Council has close economic links with Wyre, Blackpool and Preston Councils, which will continue. This is highlighted by the ongoing collaboration on the delivery of projects in the Fylde Coast Highways and Transport Masterplan. There is a working relationship between Fylde Council, LCC Highways and Highways England.</p>	<p>Fylde has a unique set of circumstances, and a functional economic area that extends beyond the North West of England. This means that although Fylde aspires to grow its economy, it is unlikely that these new workers will live within the council's area and housing will not need to be built to accommodate them.</p>

Statement of Compliance – August 2016

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
					The Infrastructure Delivery Plan has been informed by the various studies and transport plans. The emerging Fylde Local Plan policies require investment in sustainable transport infrastructure.	
<b>Homes and Jobs (cont.)</b>	<b>Provision for Gypsies and Travellers:</b> to meet the identified needs of Gypsies and Travellers in the wider sub-regional context.	Fylde Council, Wyre Council, Blackpool Council, Preston City Council, LCC and Lancashire Authorities.	Fylde Council has co-operated with Wyre Council and Blackpool Council to: <ul style="list-style-type: none"> <li>provide for the accommodation needs of Gypsy, Traveller and Travelling Showpeople communities across the Fylde Coast Sub-region.</li> </ul> <p>Co-operation with neighbouring authorities has been through the preparation of joint evidence documents for the Fylde Coast; formal dialogue through Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings; informal dialogue and formal consultation at each stage of preparation of the emerging Fylde Local Plan, the Wyre Local Plan and the Blackpool Core Strategy and the emerging Site Allocations Development Plan Document.</p>	Fylde Local Plan Policy H5 <p>Documents:</p> <ul style="list-style-type: none"> <li>Fylde Coast Authorities Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA), September 2014 (and 2016 update).</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>Lancashire Development Plans Officer Group (DPOG) quarterly meetings</li> <li>DPOG Sub Group - Traveller Forum</li> </ul>	No objections received from neighbouring authorities. <p>The Fylde Coast GTAA identifies a future need for Gypsy and Travellers for 26 pitches in Fylde, for 9 pitches in Wyre and for 30 pitches in Blackpool; and for Travelling Showpeople for 0 yards in Fylde, 12 yards in Wyre and for 2 yards in Blackpool.</p> <p>The site allocations for Gypsy and Travellers and Travelling Showpeople is set out in Policy H5 of the Publication version of the emerging Fylde Local Plan.</p>	Fylde Council will work with Wyre Council and Blackpool Council in accommodating the needs of Gypsies, Travellers and Travelling Showpeople across the Fylde Coast sub-region, in identifying sites to meet the requirement set out in the updated GTAA, 2016 in the preparation of the emerging Fylde Local Plan.
<b>Retail, Leisure and other commercial development</b>	<b>Retail provision and Fylde Coast sub-regional hierarchy of centres:</b> to establish the role of town centres within the Fylde Coast and their position in the retail hierarchy and future retail growth; and to recognise the role and importance of Preston City Centre (in the neighbouring sub-region of Central Lancashire) in providing for the retail needs of residents of Fylde. <p>Fylde has three town centres; two District Centres and five local centres.</p>	Fylde Council, Wyre Council, Blackpool Council, Preston City Council and other Lancashire authorities.	Fylde Council has co-operated with neighbouring authorities to establish the retail hierarchy across the Fylde Coast and the appropriate retail needs in terms of future comparison and retail floor-space, through undertaking a Joint Retail Study for the Fylde Coast in 2011, with an update in 2013. <p>Fylde Council has consulted with LCC and Lancashire Authorities regarding retail policy and the hierarchy of centres at each stage of preparation of the emerging Fylde Local Plan, Wyre Local Plan and Blackpool's Core Strategy and the emerging Site Allocations Development Plan Document.</p>	Fylde Local Plan Policy EC5 <p>Documents:</p> <ul style="list-style-type: none"> <li>Fylde Coast Retail Study 2011 and 2013 Update</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>Fylde Council and Preston City Council Officers Duty to Co-operate meetings</li> <li>Development Plans Officer Group (DPOG) quarterly meetings</li> </ul>	Wyre Council, Blackpool Council and Preston City Council, LCC and other Lancashire Authorities have not raised any objection to the retail policies in the emerging Fylde Local Plan. <p>The Fylde Local Plan confirms the three town centres; two District Centres and five local centres in the borough.</p>	The Local Plan confirms the retail hierarchy in Fylde. <p>The emerging Fylde Local Plan acknowledges that Blackpool Town Centre is the sub-regional centre for the Fylde Coast and will serve the needs of residents across the sub-region; but also recognises the role that Preston City Centre plays as a sub-regional centre serving the needs of residents of Fylde.</p>

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<p><b>Infrastructure</b></p>	<p><b>Transport:</b> Regional connectivity is important to Fylde due to both the advanced engineering and manufacturing economy and tourism. Therefore, there is a need to manage the impact of new development on the strategic and local transport network.</p>	<p>Fylde Council, Wyre Council, Blackpool Council, Preston City Council, LCC, Highways England and Network Rail.</p>	<p>Fylde Council is co-operating with LCC, Wyre Council, Blackpool Council, Preston Council and Highways England to ensure the delivery of:</p> <ul style="list-style-type: none"> <li>▪ The M55 (Junction 3) to Fleetwood Corridor Improvements to relieve long term road congestion</li> <li>▪ The A585(T) Skippool – Windy Harbour Improvements</li> <li>▪ The M55 to Heyhouses (St Annes) Link Road</li> <li>▪ The Broughton Bypass, which commenced in 2016</li> <li>▪ Further improvements to integrate the tramway with other modes of transport including the potential of the South Fylde rail link.</li> <li>▪ Sustainable development of Blackpool airport as an economic priority for the sub-region</li> <li>▪ The delivery of the Preston Western Distributor will enable improved access to the Lancashire AEM Enterprise Zone site at Warton and reduce congestion on the local road network in Fylde</li> <li>▪ The delivery of the East-West Link Road through North West Preston which will open by spring 2017;</li> <li>▪ The delivery of the Cottam Link Road which will open in 2019</li> <li>▪ Planning for the delivery of the new River Ribble Bridge Crossing from Howick Cross to Lea Gate</li> <li>▪ Improvements to Preston Railway Station and accessibility to the Fylde Coast towns along the North Fylde Line and the South Fylde Line.</li> </ul> <p>Fylde Council has consulted with Wyre Council, Blackpool Council, Preston City Council, LCC, the Highway Agency and Network Rail regarding the impact of policies in the emerging Fylde Local Plan on transport infrastructure. This has been through formal meetings (including Duty to Co-operate officers meetings and Fylde Coast Strategic Transport Group meetings); informal dialogue and formal consultation at each stage of preparation of the emerging Fylde Local Plan, Wyre Local Plan, Blackpool’s Core Strategy and the emerging Site Allocations Development Plan Document and the Preston Local Plan.</p>	<p>Fylde Local Plan Policies T1, T2 and T3</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Sub-Region Transport Framework for Lancashire, 2009;</li> <li>▪ Fylde Coast Transport Study 2011 and 2012;</li> <li>▪ Local Transport Plan (LTP3) 2013;</li> <li>▪ Central Lancashire Highways and Transport Masterplan, 2013</li> <li>▪ Fylde Coast Highways and Transport Masterplan, 2015</li> <li>▪ The Lancashire Strategic Transport Prospectus, 2016</li> <li>▪ Infrastructure Delivery Plan 2016</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>▪ Fylde Council and Preston City Council Duty to Co-operate officers meetings</li> <li>▪ Fylde Coast Strategic Transport Group meetings</li> <li>▪ Lancashire Development Plans Officers Group (DPOG) quarterly meetings</li> </ul>	<p>Policies T1, T2 and T3 identify proposals for new or improved strategic transport infrastructure with respect to road, rail and air travel.</p> <p>No objections from Wyre Council, Blackpool Council, Preston City Council, LCC, Highways England or Network Rail to the transport policies in the emerging Fylde Local Plan. However, comments were received from Blackpool Council, LCC and Network Rail which have been responded to.</p> <p>There is a clear working relationship between Fylde Council and LCC as the Transport Authority for Lancashire and Highways England and this is highlighted by ongoing collaboration on the delivery of projects in the Fylde Coast Highways and Transport Masterplan, 2015 and the Central Lancashire Highways and Transport Masterplan 2013</p>	<p>The impact of the Local Plan proposals on transport infrastructure will be most keenly felt within Fylde. However, there will be additional usage of the strategic transport infrastructure within Wyre, Blackpool and Preston, but this will be in a manner consistent with existing travel patterns.</p> <p>The emerging Fylde Local Plan supports wider strategic improvements in the four Strategic Locations for Development; along the boundary with Blackpool and along the eastern boundary with Preston. The intention is to benefit connectivity across the Fylde Coast and with Central Lancashire.</p>

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<p><b>Infrastructure (cont.)</b></p>	<p><b>Water-related infrastructure</b> is a key cross boundary issue which directly affects the delivery of built development across the Fylde Coast and Central Lancashire.</p> <p>The main issues relate to surface water drainage; the capacity of the existing wastewater treatment network and the need to ensure that proposals for new development have no adverse effect on bathing water quality along the Fylde Coast, including the Ribble Estuary, the Wyre Estuary and the Irish Sea.</p>	<p>Fylde Council, Wyre Council, Blackpool Council, Preston City Council, South Ribble Borough Council, LCC, Environment Agency and United Utilities.</p>	<p>Fylde Council has co-operated with Wyre Council, Blackpool Council, Preston City Council and LCC to :</p> <ul style="list-style-type: none"> <li>▪ Agree a common approach to surface water and wastewater management to ensure the delivery of the required infrastructure improvements needed to accommodate future development requirements are not compromised.</li> </ul> <p>Throughout the preparation of the emerging Local Plan, Fylde Council has engaged closely with Wyre Council, Blackpool Council, Preston City Council, the Environment Agency and United Utilities in preparing various studies including the Central Lancashire and Blackpool Outline Water Cycle Study (December 2010) and the Fylde Peninsular SUDS Study (Atkins 2013) with respect to examining water supplies, surface water drainage and flood risk and bathing water quality.</p> <p>The Fylde Peninsula Water Management Partnership was set up in 2011 as a collaboration between Fylde Council, Wyre Council, Blackpool Council, LCC, Environment Agency, United Utilities and Keep Britain Tidy. The partnership, which meets bi-monthly, aims to improve coastal protection, improve the quality of the Fylde Coast’s bathing waters and beaches, and reduce the risk of surface water flooding.</p> <p>The Making Space for Water Group, comprising Fylde Council, the Environment Agency, United Utilities and LCC, meets once or twice a year to tackle local flooding issues through collaborative partnership working and funding.</p>	<p>Fylde Local Plan policies CL1 and CL2</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Central Lancashire and Blackpool Outline Water Cycle Study, December 2010</li> <li>▪ Fylde Peninsular SUDS Study, Atkins, 2013</li> <li>▪ Beach Management Activities along the Fylde Coast – Possible Measures to Control Local Bathing Water Quality, January 2013</li> <li>▪ An Action Plan to Improve Bathing Waters across the Fylde Peninsula, Draft February 2013</li> <li>▪ Draft Lancashire and Blackpool Local Flood Risk Management Strategy, 2014</li> <li>▪ Surface Water Management Plan (in preparation)</li> <li>▪ Draft Infrastructure Delivery Plan, 2016</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>▪ Fylde Council and Preston City Council Duty to Co-operate officers meetings</li> <li>▪ Fylde Peninsula Water Management Partnership meetings</li> <li>▪ Making Space for Water Group meetings</li> <li>▪ Lancashire Development Plans Officer Group (DPOG) quarterly meetings</li> <li>▪ Comments received from the Environment Agency and United Utilities including formal representations during the consultations to the emerging Fylde Local Plan.</li> <li>▪ Joint meetings between Fylde Council and Blackpool Council in respect of the major planning application at Whyndyke Garden Village, Preston New Road, Whitehills.</li> </ul>	<p>No objections to policies CL1 and CL2 were received from Wyre Council, Blackpool Council, Preston City Council or South Ribble Borough Council with respect to water management issues.</p> <p>Comments received from the Environment Agency and United Utilities have been responded to and supporting text in the emerging Fylde Local Plan has been amended accordingly.</p> <p>Following on from the representations received from Natural England, the council is in contact with United Utilities to resolve areas of uncertainty regarding the delivery of sufficient wastewater infrastructure to accommodate the levels of development identified in the emerging Fylde Local Plan. Fylde Council has forwarded correspondence from United Utilities to Natural England for due consideration.</p>	<p>No impact on Wyre Council, Blackpool Council, Preston City Council or on South Ribble Borough Council.</p> <p>Ongoing collaboration with Wyre Council, Blackpool Council, Preston City Council, LCC, Environment Agency and United Utilities to ensure the required water-related infrastructure is delivered.</p>

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The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<p><b>Health, security, community and cultural infrastructure</b></p>	<p>New development as proposed in the Fylde Local Plan will have implications for a range of health, education, community and cultural providers.</p>	<p>Fylde Council, Wyre Council, Blackpool Council, Preston City Council, LCC, NHS, Public Health Authority since 2013, NHS England, Fylde and Wyre Clinical Commissioning Group, Emergency Services and Sport England.</p>	<p>A wide range of community infrastructure providers including those listed have been engaged on the emerging Fylde Local Plan through formal consultation at each stage of the preparation and, where required, in informal dialogue.</p>	<p>Fylde Local Plan policies HW1, HW2 and HW3</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Draft Infrastructure Delivery Plan, 2016</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Education Liaison Group meetings</li> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>▪ Fylde Council and Preston City Council Duty to Co-operate officers meetings</li> <li>▪ Fylde and Wyre Clinical Commissioning Group meetings</li> </ul>	<p>There has been broad support for the emerging Fylde Local Plan as result of co-operation with a wide range of organisations throughout the preparation of the emerging Fylde Local Plan. In particular, collaboration in the provision of education, health and community facilities with respect to housing development in the four Strategic Locations for Development.</p> <p>Comments from the Fylde and Wyre Clinical Commissioning Group have been acknowledged and the emerging Fylde Local Plan and Infrastructure Delivery Plan have been amended accordingly. The inclusion of Whyndyke Garden Village in the emerging Local Plan was fundamental to it being recognised as part of the Healthy New Towns Initiative.</p> <p>The LCC Education Authority has calculated the need for 6 ½ additional primary forms of entry and approximately 787 secondary school places over the lifetime of the plan. Because no one development is likely to be of a scale to produce sufficient secondary yield for a new secondary school, the LCC Education Authority advises that there is a need for Fylde Council to take a strategic decision on the provision of an additional secondary school site which will be required over the timescale of the emerging Fylde Local Plan. The council will continue to engage with the Education Authority in order to seek to identify a suitable site for potential inclusion within the Publication version of the emerging Fylde Local Plan.</p>	<p>No adverse impact on Wyre Council, Blackpool Council or Preston City Council.</p> <p>Fylde Council is working with LCC as the Education Authority over the provision of primary and secondary educational needs generated by the proposed level of development in the borough over the plan period to 2032 and its impact especially in the four Strategic Locations for Development.</p> <p>Ongoing collaboration with the Fylde and Wyre Clinical Commissioning Group to ensure the required medical infrastructure is delivered, i.e. doctors surgeries and dental practices.</p>

The Framework Strategic Priority (Paragraph 156)	What is the nature of the strategic Issue?	Who is affected/ obliged to co-operate	Who has co-operated with whom and how was this done	Evidence	Outcome	Impact on neighbouring Authorities
<p><b>Climate Change and natural and historic environment</b></p>	<p>Natural Environment - Managing impacts on habitats and/or landscape character designations.</p>	<p>Fylde Council, Wyre Council, Blackpool Council, Preston City Council, LCC, Natural England, Historic England and the Environment Agency.</p>	<p>Fylde Council is co-operating with Wyre Council, Blackpool Council, Preston City Council, LCC and Natural England to:</p> <ul style="list-style-type: none"> <li>▪ Conserve and enhance natural habitats, biodiversity and landscapes of importance and enhance the Green Infrastructure network across the Fylde Coast and along the eastern boundary of the Borough with Preston (Central Lancashire Authority).</li> <li>▪ Fylde Council works closely with neighbouring authorities and LCC through Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings and Fylde Council and Preston City Council officers Duty to Co-operate meetings and consultation at each stage of preparation of the emerging Fylde Local Plan, Wyre Local Plan, the Blackpool Core Strategy and the emerging Site Allocations Development Plan Document; Preston Local Plan and with Natural England through formal consultation.</li> </ul> <p>The Habitats Regulation Assessments that have been undertaken as part of emerging Fylde Local Plan preparation have taken into account potential impacts of development in the Borough on distinct ecological resources in neighbouring authorities.</p> <p>Consultations with statutory consultees on the Sustainability Appraisal (SA) has refined the SA Framework and resulted in changes to the emerging Local Plan.</p> <p>Fylde Council will work closely with Historic England in the preparation of a local list of heritage assets, which do not meet the criteria for statutory listing.</p>	<p>Fylde Local Plan policies ENV1 and ENV2</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Local Plan Habitats Regulations Assessment Screening Reports</li> <li>▪ Draft Infrastructure Delivery Plan, 2016</li> <li>▪ M55 Hub Habitats Survey (extended Phase 1 Report)</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Authorities and LCC Duty to Co-operate officers and members meetings</li> <li>▪ Fylde Council and Preston City Council officers Duty to Co-operate meetings</li> <li>▪ Lancashire Development Plans Officer Group (DPOG) quarterly meetings</li> <li>▪ Joint meetings between Fylde Council and Blackpool Council in respect of the major planning application at Whyndyke Garden Village, Preston New Road, Whitehills.</li> </ul>	<p>The Habitats Regulation Assessment has informed the emerging Fylde Local Plan taking into account the wider cross boundary implications of development on habitats within the Borough and elsewhere in the Fylde Coast sub-region and along the eastern boundary with Preston City Council. The Habitats Regulation Assessment acknowledged that there would not be any direct impact on Natura 2000 sites</p>	<p>No direct impact on Wyre Council, Blackpool Council or Preston City Council.</p> <p>The status of land around Whyndyke Garden Village and Whitehills in Fylde-Blackpool Periphery, which is acknowledged as important for foraging Annex 1 bird species.</p>

## **APPENDIX 1**

**To include correspondence from Prescribed Bodies to the Duty to Co-operate following consultation on the draft Statement of Compliance.**



**APPENDIX 2: Duty to Co-operate - Memorandum of Understanding between  
Fylde Borough Council, Wyre Borough Council, Blackpool Council  
and Lancashire County Council**

**DUTY TO CO-OPERATE**

**MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**FYLDE BOROUGH COUNCIL,**

**WYRE BOROUGH COUNCIL,**

**BLACKPOOL COUNCIL AND**

**LANCASHIRE COUNTY COUNCIL**

**April 2015**

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## **1.0 PURPOSE OF THE MEMORANDUM OF UNDERSTANDING**

- 1.1** This Memorandum of Understanding (MoU) updates the first MoU dated August 2013 between Blackpool Council, Fylde Council, Wyre Council (to be referred to as the Fylde Coast Authorities (FCAs) for the purpose of this MoU) and Lancashire County Council (LCC).
- 1.2** This update refreshes the evidence base; the strategic issues, in particular with reference to housing and transport matters; the governance arrangements; and also includes some minor textual changes to improve clarity.
- 1.3** The MoU provides for those strategic planning issues which require cross boundary co-operation and collaboration to ensure the requirements of the Government's 'Duty to Co-operate' are met and that the local plans of the FCAs are sustainable, deliverable and found 'sound' at examination. It formalises the ongoing dialogue and co-operation that currently exists between the four authorities.
- 1.4** The MoU will also guide the approach that the FCAs and LCC take with respect to responding to strategic planning applications and nationally significant infrastructure projects.
- 1.5** The following sections of the MoU provide:
- Context on the Government's requirement regarding the Duty to Co-operate;
  - Background on the Fylde Coast Peninsula and its geographical and economic characteristics;
  - Cross Boundary Issues - highlighting strategic areas of agreement, including existing co-operation and collaboration between the FCAs and LCC and areas for continued and future co-operation, to fulfil the Duty to Co-operate;
  - Governance arrangements.

## **2.0 CONTEXT**

- 2.1** The Government introduced through the Localism Act and the National Planning Policy Framework (NPPF) a 'Duty to Co-operate' on strategic planning and cross boundary issues.
- 2.2** The Duty to Co-operate applies to all local planning authorities, County Councils and a number of other public bodies and requires a continuous process of engagement and cooperation on planning issues that cross administrative boundaries. This is to ensure strategic priorities across local boundaries are properly coordinated and the process should also involve consultation with Local Enterprise Partnerships and Local Nature Partnerships.
- 2.3** Local planning authorities are expected to demonstrate evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their plans are submitted for

examination. If this is not achieved the Government has indicated that authorities run the risk of their Local Plans being found 'unsound' at Examination.

**2.4** In particular, the Duty:

- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council;
- requires that councils set out planning policies to address such issues;
- requires that councils and other bodies engage constructively, actively and on an ongoing basis to develop strategic policies in the preparation of local plan documents and activities that can reasonably be considered to prepare the way for such documents;
- requires councils to consider joint approaches to plan-making.

**2.5** Paragraphs 178 -181 of the NPPF gives further guidance on 'planning strategically across local boundaries' and highlights the importance of joint working to meet development requirements that cannot be wholly met within a single local planning area, through either joint planning policies or informal strategies such as infrastructure and investment plans.

**2.6** The NPPF requires that each local planning authority should ensure that the Local Plan and decision-making is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. As part of our approach to working cooperatively, the authorities will consider the best means of gathering information and intelligence on a strategic cross-boundary basis to ensure consistency of data and its interpretation and application to development planning.

### **3.0 THE FYLDE COAST PENINSULA – SUB REGIONAL FUNCTIONALITY**

**3.1** The Fylde Coast sub-region encompasses the area covered by the unitary authority of Blackpool Council and the two-tier area covered by Lancashire County Council and the district councils of Fylde and Wyre. The area stretches from the Ribble Estuary in the south to Morecambe Bay in the north and the Forest of Bowland moorlands in the east. The area covers 384 square km and is home to 327,400 residents.

**3.2** The Fylde Coast sub-region demonstrates a high level of self-containment in terms of housing markets, travel to work patterns and economic functionality.

**3.3** The Fylde Coast housing market area is broadly determined by patterns of local migration and travel to work patterns. There are strong local connections within that part of the Fylde Coast housing market area comprising Blackpool and west Fylde and Wyre. The remaining areas of Wyre relate to a wider rural housing market with the A6 corridor and eastern Fylde relating more strongly to Preston.

- 3.4** The economic functionality of the Fylde Coast is apparent through the strong travel to work patterns and employment with a shared tourism and cultural offer; regionally and nationally significant advanced manufacturing (BAE Systems at Warton and nuclear processing at Westinghouse, Springfields); the Department for Work and Pensions; and a shared infrastructure including Blackpool Airport, coastal tramway and strategic highway and rail networks.
- 3.5** This economic coherence was reflected in the establishment of the Multi Area Agreement in April 2009 and the Blackpool, Fylde and Wyre Economic Development Company in April 2010 (rebranded the Blackpool Bay Company in 2011), to support local authority partnership working, co-ordinate and drive forward shared objectives and deliver a co-ordinated programme of capital investment.
- 3.6** The landscape across the Fylde Coast sub-region is broadly similar, largely falling within the Lancashire and Amounderness Plain National Character Area (NCA), but with a portion of the North Wyre coast within the Morecambe Coast and Lune Estuary NCA. The Fylde Coast sub-region encompasses part of the Forest of Bowland AONB.

## **4.0 CROSS BOUNDARY ISSUES**

### **Context**

- 4.1** Paragraph 156 of the NPPF sets out strategic issues where co-operation might be appropriate including:
- the homes and jobs needed in the area;
  - the provision of retail, leisure and other commercial development;
  - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - the provision of health, security, community and cultural infrastructure and other local facilities; and
  - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape/habitats and the importance of European sites.
- 4.2** The priority given to these issues will depend on local circumstances and strategic approaches may not be required in every situation.
- 4.3** Working together on strategic planning issues is not new to the FCAs and LCC. Engagement on issues of common concern with respect to housing, employment land and transport infrastructure have been ongoing for many years.
- 4.4** Currently, the spatial planning policies of the FCAs are being reviewed through the development of local plans. Whilst the Duty to Co-operate proposes that neighbouring authorities should consider joint approaches to plan making, the authorities have decided to develop separate Local Plans, albeit closely aligned, due to the different stages of the local

plan process at which each authority finds itself and having regard to the unitary status of Blackpool Council.

- 4.5** To undertake a joint local plan would further delay the adoption of an up to date plan for each authority. The government has advised local planning authorities to ensure that they get up to date local plans in place by spring 2017. Without an up to date plan, development decisions will be made on the basis of the NPPF, with the presumption being ‘yes’ to sustainable development unless ‘any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted’. This could result in development being approved which does not have the support of the authorities.
- 4.6** Lancashire County Council (LCC) is responsible for the delivery of transport infrastructure and services within Fylde and Wyre districts directed by the Local Transport Plan and Fylde Coast Highways and Transport Masterplan; as well as education and social care provision and new responsibilities relating to flood risk and health. This also involves working with Blackpool at a strategic level to ensure a co-ordinated approach to infrastructure and service delivery. LCC’s involvement is therefore critical in the development and delivery of the FCAs’ local plans.
- 4.7** With respect to waste management and the provision of minerals, LCC and Blackpool Council as minerals and waste authorities have a long standing relationship of working together in preparing; monitoring and reviewing the Joint Minerals and Waste Local Plan and Municipal Waste Management Strategy for Lancashire. The Local Plan is currently being reviewed and an Onshore Oil and Gas Supplementary Planning Document (SPD) is under preparation.
- 4.8** The FCAs and LCC acknowledge that addressing cross-boundary issues is essential if sustainable development is to be delivered at a local level and economic growth and social and environmental wellbeing for the Fylde Coast sub-region is to be achieved. Those strategic issues which are considered to need cross boundary co-operation are set out below. The ‘Key Issues’ which are highlighted at the end of each section are not exclusive. The Duty to Co-operate is an ongoing process, as issues and the policy approach are agreed other issues will arise which will need to be addressed. This memorandum will be reviewed and updated as appropriate in accordance with the governance arrangements set out at the end of this document.

## **Housing**

- 4.9** The housing offer in Fylde has an important role in supporting the Fylde Coast sub-region’s economy. The Fylde Coast housing market area (HMA) as a whole offers a wide range of housing and neighbourhoods, including some very attractive areas, but there are also some major concentrations of poor quality homes in very unattractive neighbourhoods. These neighbourhoods contribute to the underperformance of the local economy, whilst in the attractive areas it is difficult for local people on modest incomes to be able to afford to buy or rent a suitable home.

- 4.10** To achieve a more balanced housing market the FCAs have undertaken a joint approach to addressing housing issues unrestricted by local authority boundaries. This has included appointing a Fylde Coast Housing Strategy Manager in October 2007 to develop and manage the Fylde Coast sub-regional approach to housing and inform policy development.
- 4.11** Joint housing studies have been produced to inform policy development, including the need for new and affordable housing:
- the **Fylde Coast Housing Market Assessment Study (December 2013) published February 2014** (including Addendums) - to provide a robust evidence base to inform the policy approach to be adopted in the individual local plans. This study is a key document in the Local Plan evidence base and updates the previous 2008 Fylde Coast SHMA. It is accompanied by two Addendums which relate to the 2012 ONS Population and Household projections which were released in October 2014 and February 2015 respectively
  - the **Fylde Coast Housing Strategy 2009** - to provide a common understanding, vision and set of priorities for housing across the Fylde Coast housing market area to provide a wider understanding of issues and priorities that enables public and private sector partners to develop their work in a clear strategic context.
- 4.12** In considering housing need and requirements, the FCAs also need to address the accommodation requirements of Gypsies, Travellers and Travelling Showpeople. The Government's Planning Policy for Travellers (March 2012) sets out the broad approach to be adopted and requires all local authorities to provide for a 5 year supply of sites where a such need is identified. In response to this the FCAs jointly commissioned consultants Opinion Research Services to undertake a Gypsy and Traveller Accommodation Assessment and the findings were published in October 2014. The assessment established a need for additional sites across the Fylde Coast including 81 traveller pitches and 14 plots for Travelling Showpeople to 2031.

**We will work together to:**

- **reach a consensus on housing provision across the Fylde Coast sub-region;**
- **establish a more balanced and wider housing choice in the Housing Market Area;**
- **promote a strong and distinctive sustainable pattern of settlement growth that supports each area's needs;**
- **reach a consensus on the accommodation needs of Gypsy, Traveller and travelling Showpeople communities across the Fylde Coast sub-region;**
- **agree complementary/joint approaches to the delivery and accessibility of affordable housing.**

## **Economy – Business and Industrial Development**

- 4.13** There are strong links between the FCAs in terms of travel to work patterns and employment, which warrant the joint consideration of future employment development for the sub region.
- 4.14** The size of the Fylde Coast economy is around £4.8bn – some 2% of the North West economy but productivity per head significantly underperforms the Lancashire and England average, reflecting the predominance of the tourism sector. However the Fylde Coast sub-region does contain significant specialism in advanced manufacturing in Fylde - aerospace at Warton, identified in 2012 as an Enterprise Zone, nuclear processing at Springfields, accounting for almost half the industrial business lands in the Fylde Coast sub-region and advanced chemical manufacturing at Hillhouse, Thornton.
- 4.15** Other strengths exist in food processing and environmental technologies. Environmental technology including Global Renewables at Thornton and fish processing associated with Fleetwood docks contribute significantly to employment in Wyre. The public sector and government agencies are also substantial providers of jobs in the Fylde Coast sub-region along with insurance providers Axa and Aegon in Fylde.
- 4.16** Decline in GVA and employment has been a shared experience across the FCAs. However they recognise the need to strengthen, promote and enhance the tourism offer whilst at the same time further develop the other key sectors referred to above, with a need to persuade existing businesses in these sectors to grow and to provide the right conditions for other firms to invest.
- 4.17** Crucial to this is the provision of quality development sites to support new business growth. The peripheral location of the Fylde Coast within the North West makes it critical to provide a portfolio of sustainable employment opportunities to improve economic performance. The FCAs have recognised the need to capitalise on the particular assets, strengths and opportunities of the sub region as a whole. In 2010 a Fylde Sub Region Employment Land Review was agreed by Blackpool, Fylde and Wyre which sets out the current position in terms of employment land availability. Updating this in 2012 Fylde Council commissioned consultants to carry out an Employment Land and Premises Study and Wyre Council undertook an Employment Land and Commercial Leisure Study. In 2015 Wyre commissioned an update of the employment land elements of the Employment Land and Commercial Leisure Study. Blackpool Council has undertaken an updated Employment Land Study which was published in June 2014. Additionally BE Group were jointly commissioned in 2013 by Fylde and Blackpool Councils to undertake an employment land appraisal study relating to land on the Fylde/Blackpool boundary around Whitehills and Junction 4 of the M55 and specific sites in south Blackpool.
- 4.18** The Blackpool Bay Company (BBC) has commissioned Genecon consultants to develop the Blackpool, Fylde and Wyre Local Growth Accelerator Strategy focused on delivering economic change at the sub-regional level across the Fylde Coast in line with the Lancashire Enterprise Partnership Growth Plan and Strategic Economic Plan.

**We will work together to :**

- undertake joint consideration of future employment development for the Fylde Coast sub-region in response to the strong links between the FCAs in terms of travel to work patterns and employment;
- agree the Fylde Coast sub-regional employment land requirement;
- agree the strategic priorities for land use with the aim of attracting major new economic development to help strengthen the Fylde Coast economy;
- to promote sustainable solutions at key strategic sites and corridors:
  - Blackpool Airport corridor – Blackpool/Fylde boundary including newly designated Enterprise Zone;
  - The Enterprise Zone at BAE Systems – Warton – Fylde;
  - Hillhouse International Business Park – Wyre;
  - Central Business District – Blackpool Town Centre;
  - Junction 4 of the M55 – Fylde/Blackpool boundary;
  - A6 Corridor/Garstang – Wyre

## Retail

- 4.19** Retailing is a key strategic issue over which the FCAs collaborate and in September 2007 White Young Green were commissioned by Blackpool, Fylde and Wyre authorities to carry out the first Fylde Coast sub-regional retail study. The study, which was published in June 2008, was undertaken to provide an in-depth analysis of the retail provision within the main centres of the Fylde Coast Sub-Region, including an assessment of the extent to which the centres were meeting the retail needs of the local population and the role of the local shopping network and the sub-regional shopping hierarchy.
- 4.20** This 2008 study was updated by Roger Tym and Partners – the ‘Joint Fylde Coast Retail Study 2011’ in order to reflect significant changes since the first study. These include major new developments, in particular the extension to the Houndshill Shopping Centre in Blackpool; economic changes; forecast retail expenditure growth rates; and changes in national guidance at the time with respect to the publication of PPS4 (December 2009) and the test of soundness for Local Plan Documents in PPS12 (June 2008), now superseded by the NPPF.
- 4.21** The 2011 study provides evidence to inform the local plans of the FCAs with respect to:
- a. the retail role of towns within the Fylde Coast and their position in the retail hierarchy;
  - b. potential future development needs for each authority; and
  - c. definition of the town centres within the Fylde Coast sub-region which are Blackpool, Lytham, St Annes, Kirkham, Fleetwood, Cleveleys, Poulton-le-Fylde and Garstang.
- 4.22** The 2011 study has been endorsed by each of the FCAs to be used as appropriate evidence base on which to inform policy in their local plans.
- 4.23** To address over-trading issues of particular convenience stores highlighted in the 2011 study, Fylde and Wyre jointly commissioned Peter Brett Associates (formerly Roger Tym and Partners) to undertake additional work to assess the impact on future convenience expenditure capacity in their areas. It also provided the opportunity to extend the consideration of future floorspace needs for an additional 4 years to 2030 to reflect Fylde and Wyre’s Local Plan periods.

**We will work together to:**

- **reach a consensus on the retail hierarchy and roles of towns within the Fylde Coast Sub-Region;**
- **provide evidence to effectively resist retail applications which are not in accordance with the retail hierarchy contained in the development plans of the Fylde Coast Authorities.**

## Transport

- 4.24** Developing a more sustainable and efficient transport network across the Fylde Coast is vital for our economic prosperity and our social and environmental wellbeing. The Fylde Coast sub-regional transport infrastructure needs to support our economic priorities and effectively integrate with future development locations to reduce the need to travel, making it safe and easy for Fylde Coast residents to access jobs and services; for visitors to access and enjoy the tourism and cultural offer; and for business to be attracted to invest in the sub-region.
- 4.25** The transport infrastructure of the Fylde Coast comprises road, rail, tram, air and potential port links supported by a comprehensive network of footpaths, canal, cycle routes and bridleways.
- 4.26** At the heart of the transport network is the M55 linking Blackpool with the M6 north of Preston. This is supported by the principal road network including the key routes of the A583 (Preston - Kirkham - Blackpool), the A584 (Freckleton/Warton –Lytham St. Annes-Blackpool), the A585(T) (M55 Junction 3 to Fleetwood), A6 (Preston – Garstang – Lancaster), the A586 (A6 to A585) and A588 (A585 through Wyre East Rural to Lancaster) .
- 4.27** The North Fylde line connects Blackpool North, Poulton-le-Fylde and Kirkham with frequent and fast services to Preston. This line has recently been electrified which will increase the potential; for modal shift to relieve the road network enhance and may see through services by using Pendolino trains by 2017. There are a total of twelve railway stations in the Fylde Coast sub-region, most of which are situated on the south Fylde line which connects to Blackpool South station and the Pleasure Beach and serves Lytham and St. Annes with an hourly service to Preston.
- 4.28** The Blackpool Tramway system runs for some 11 miles along the coast from Starr Gate in south Blackpool to north Fleetwood linking to Blackpool North and South stations although the interchange between the two is currently poor. The tramway has seen recent significant investment with a comprehensive upgrade completed in 2012, providing a modern accessible transport system which carried some 4.3 million passengers in the year ending October 2013. Through Sintropher funding, work has been undertaken to assess the development of tram services linked to the national rail network. The Blackpool North Tram option proposes a 700m extension from the promenade at North Pier along Talbot Road to Blackpool North rail station. The intention is to create an interchange between the tram and rail, increasing accessibility and connectivity between destinations along the Fylde Coast tramway and the national rail network.
- 4.29** Until October 2014, Blackpool Airport operated regular charter and scheduled flights throughout the UK and to various European destinations. In addition, whilst the Port of Fleetwood ceased ferry services in 2010 it maintains its capacity for ferry Roll-On Roll-Off (RORO) and has potential as a maintenance base for the off-shore energy sector, including wind turbines.
- 4.30** Whilst the transport infrastructure for the Fylde Coast could be considered as comprehensive there are major strategic challenges which need to be addressed to improve our economic competitiveness. These include:

- The A585(T) corridor which presents a significant bottleneck at Singleton crossroads and other local problems for connectivity between the M55 and Fleetwood
- Congestion on the A585 between the M55 and Fleetwood could undermine future economic development activity of the Fleetwood -Thornton Development Corridor (to which the adopted Fleetwood-Thornton Area Action Plan, is applicable)
- The A6 corridor and in particular junction 1 on the M55 is close to capacity which could limit future growth along the A6 corridor beyond planned growth in North Preston
- In the south access to the BAE Systems site at Warton needs to be improved to allow redundant brownfield land to be suitable for future development. Such connectivity issues act as a barrier to communities accessing employment. In response to this the Central Lancashire Highways and Transport Masterplan proposes a Western Distributor road around Preston linked to a new Junction 2 on the M55 to accommodate significant housing development in northwest Preston and improve access to the Enterprise Zone site
- Access to the Warton Enterprise Zone from the wider Fylde Coast can be problematic in particular from Wyre, trips taking around 50 minutes from Fleetwood to Warton outside peak holiday season and significantly longer within season. In addition public transport is also limited
- Public transport connectivity is relatively poor with limited rail connectivity between some of the key urbanised areas and coastal and market towns of Wyre and Fylde and the wider North West. Heavy rail connectivity to St Annes and south Blackpool is restricted by a single track line with trains only running once every hour in both directions. The propensity of those in the South Fylde rail line catchment area to use rail is well below the national average. There is a real need to increase service frequency and reliability, meeting transport demand from Lytham St Annes and supporting regeneration in south Blackpool. In addition, a lack of suitable interchange means the tram system is currently disconnected from the rail infrastructure. At Preston, interchange between services is made more difficult by poor platform access between main line platforms and those serving the Fylde Coast
- Blackpool Airport, now designated within an Enterprise Zone is a considerable asset to the Fylde Coast sub-region and there is a need to ensure that the economic potential of this asset is maintained. Currently public transport access to the airport is relatively poor. There is no rail station and at present no buses directly serve the site. If the airport is to truly appeal, there needs to be investment in transport infrastructure to the site from not only across the Fylde Coast but also from places such as Preston

**4.31** Local transport planning priorities for Lancashire and Blackpool captured in the Fylde Coast Highways and Transport Masterplan will play an important part in addressing these strategic challenges. As well as the strategic issues presented above, this will consider important issues of rural connectivity, bus infrastructure and coach travel and the promotion of cycling.

**We will work together to:**

- identify and carry forward a programme of cost effective viable improvements along the A585, working with Highways England to remove the last remaining pinch-points along the route;
- consider the need for and the means to provide new direct, high standard road links between the M55 motorway north to Norcross and south to St. Annes to relieve road congestion and improve connectivity to potential areas of growth and development;
- to identify and deliver necessary improvements along the A6 corridor to support new growth and development;
- support the sustainable development of Blackpool Airport including working to explore the potential to develop commercial aeronautical activity and improvements to surface access by public transport;
- support improvements to Preston Station, Blackpool North and other stations and maximise the opportunities presented by rail electrification and HS2 for rail travel and commuting;
- support further improvements to and better integration of the Fylde Coast sub-regions train and tram networks to assist north-south movements along the coast from Fleetwood to Starr Gate and south to Lytham and St. Annes;
- Consider the opportunities presented by significant new road infrastructure in Central Lancashire, including the prospect for a new road crossing of the River Ribble;
- seek a common approach to parking standards across the Fylde Coast sub-region.

## Surface Water Drainage and Waste Water

- 4.32** Water infrastructure capacity is a key cross boundary issue which will directly affect the delivery of built development across the Fylde Coast. The main issues relate to surface water drainage; the capacity of the existing sewage network and the need to ensure that proposals for new development have no adverse effect on the bathing water quality along the Fylde Coast. This is a vital issue as the quality of our beaches and bathing water underpins our tourism offer and our future economic prosperity.
- 4.33** Recent studies have been undertaken to inform the evidence base including the Central Lancashire and Blackpool Outline Water Cycle Study completed in April 2011. Whilst this study covers those authorities in Central Lancashire and Blackpool which were included in the Growth Point area, the study provides an assessment of the flood risk planning data, foul drainage, surface water management water resources and infrastructure issues including information on the wider Fylde Coast area. In addition, as part of its role as a Lead Local Flood Authority, Blackpool has recently produced a Blackpool Surface Water Management Plan researching and aligning all data, information and legislation, in liaison with United Utilities and the Environment Agency on critical capacity issues, with a focus on existing assets, identifying flood risks, mitigation measures and with the view to developing an on-going implementation plan. This plan will include wider consideration of cross-boundary surface water infrastructure and drainage issues along the coastal belt in order to generate and develop sustainable drainage measures. Lancashire County Council is the Lead Flood Authority for the Fylde and Wyre area and works closely with the FCA's to identify and address Blackpool Flood Risk Management Strategy for 2014 to 2017.
- 4.34** From the evidence base it is clear that the main cross boundary issues relate to network capacity issues which are contributing to surface water flooding and spills of untreated waste water into the Irish Sea, putting at risk Fylde Coast bathing waters under the new bathing water legislation due to come into force in 2015.
- 4.35** It is therefore imperative that the FCAs and LCC agree a supportive approach to surface water and waste water management to ensure that the economic prosperity of the Fylde Coast is not compromised and that the future development requirements of the sub-region can be accommodated. This includes the approach to ad hoc development not compromising the delivery of required infrastructure improvements to address the capacity issues of the Fylde Coast.
- 4.36** In recognition of the issues surrounding water management the Fylde Peninsula Water Management Group (FPWMG) was set up in April 2011. The Group is a partnership comprising the Environment Agency, United Utilities, the FCAs, Lancashire County Council and Keep Britain Tidy. The purpose of the group is to provide a sustainable and integrated approach to the management of coastal protection; water quality (including bathing waters), surface water drainage (including flooding) and development.
- 4.37** The Partnership established a set of guiding principles to work towards:
- Work together to develop a strong evidence base so we can prioritise what is important for the area;

- Use this evidence to demonstrate how environmental improvements can deliver real and lasting social and economic outcomes;
- Co-operate to identify and deliver innovative solutions;
- Unlock new funding streams and align investment plans to deliver real value for money;
- Develop an agreed programme of works that delivers real and lasting change.

**4.38** The FPWM Partnership has also produced a ten point action plan which sets out the work that is needed to deliver long term improvements to bathing water quality across the Fylde Peninsula.

**We will work together to:**

- **agree a common approach to surface water and waste water management, including the approach adopted to ad hoc development, to ensure the delivery of required infrastructure improvements needed to accommodate future development requirements is not compromised.**

## **Natural Environment**

**4.39** The Fylde Coast sub-region is characterised by a wide variety of natural environmental assets, from intertidal mudflats to the high Bowland fells, and including all of Lancashire's surviving natural sand dune systems. There is a range of overlapping wildlife designations including sites of international, National and local importance which seek to conserve natural habitats and/or species. Six designated sites of international importance (including Ramsar, Special Protection Areas (SPA) and Special Areas of Conservation (SAC)) fringe the coastline. There are ten nationally designated Sites of Special Scientific Interest (SSSIs) which include Morecambe Bay, Ribble Estuary, River Wyre. Offshore there is a Marine SAC (Liverpool Bay) and Marine SPA (Shell Flat and Lune Deep) and a Nationally important Marine Conservation Zone (Fylde). There are also 111 locally important Biological Heritage Sites (BHSs), five Local Geo-diversity Sites and pockets of ancient woodland. Part of the Forest of Bowland Area of Outstanding Natural Beauty lies within the sub region.

**4.40** The Fylde Coast sub-region is covered by two Local nature partnerships: Morecambe Bay LNP and Lancashire LNP. In addition, the Morecambe Bay Nature Improvement Area (NIA) was one of twelve designated in 2012, with the aim of improving the landscape for nature, the community and visitors.

**4.41** A core planning principle of the NPPF relates to conserving and enhancing the natural environment. This should be considered at a strategic level as landscape-scale networks of biodiversity and green infrastructure cross administrative boundaries and development in one area can have a potential effect upon natural assets in another. Green infrastructure is defined by Natural England as a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. An ecological network for Lancashire, including the whole of the sub-region, has been identified

on behalf of the Lancashire LNP and made available through LERN. LERN, which is hosted by the County Council, supports the environmental information and intelligence needs of public, private and third sector organisations operating in Lancashire, as well as members of the public.

- 4.42** To determine the environmental impact and effect on European designated sites, the Strategic Environmental Assessment (SEA) Directive 2001/42/EC and the Habitats Directive respectively require assessments of plans and projects of neighbouring authorities to be considered, so requiring co-ordination and sharing of information at the Fylde Coast sub-regional level.
- 4.43** The Fylde Coast sub-region is also characterised by relatively small but strategically important areas of Green Belt between i) Fleetwood, Thornton and Cleveleys ii) Thornton, Cleveleys, Poulton-le-Fylde and Blackpool iii) South Blackpool and St Anne’s, iv) Lytham and Warton, v) Freckleton and Kirkham and vi) Staining and Blackpool / Poulton-le-Fylde. Any substantial strategic changes to Green Belt boundaries would need to be undertaken as part of a holistic sub-regional review and there is not currently any evidence of a requirement for such a review to take place.

**We will work together to:**

- **conserve and enhance natural habitats, ecological networks and landscapes of importance; and**
- **develop a strategic network of green and blue infrastructure across the Fylde Coast sub-region.**

## **5.0 GOVERNANCE**

**5.1** The Duty to Co-operate requires that councils engage constructively, actively and on an ongoing basis. There is therefore a need to establish governance arrangements and protocols to ensure that the requirements of the Duty to Co-operate are met and that the FCAs can demonstrate at examination of their Local Plans that appropriate and constructive co-operation has taken place to ensure sustainable outcomes to strategic planning issues.

**5.2** Governance arrangements under this MoU will comprise:

A Joint Member and Officer Advisory Steering Group to oversee the work under the Duty to Co-operate.

The Terms of Reference for the Group are as follows:

- a) **To facilitate the Fylde Coast Authorities in meeting their Duty to Co-operate by discussing matters of common interest in relation to strategic planning on the Fylde Coast as a whole and to make recommendations to each Local Planning Authority and the County Council as necessary;**

- b) To review as necessary and keep up to date the Memorandum of Understanding between the Fylde Coast Authorities;**
- c) To collaborate on the development of planning, economic development and transport policy where appropriate to achieve consistency of approach**
- d) To commission joint studies relating to strategic matters and the development of planning policy in each individual Local Authority and ensure that the evidence base remains up to date;**
- e) To discuss and resolve as far as is possible cross boundary issues to make recommendations to each individual authority and the County Council as necessary;**
- f) To keep each Local Planning Authority and the County Council informed on the development and review of planning, economic and transport policy in each individual Authority area.**

**5.3** The group will be chaired on a rotational basis by a Member of one of the four authorities. The Council Leaders and Chief Executives will have the remit to appoint up to two appropriate representatives to act on their behalf as necessary. All meetings will be minuted to provide ongoing evidence of co-operation.

**5.4** An Officer Working Group will provide support to all joint working arrangements as appropriate to ensure constructive engagement, good communications and transparency, seeking innovative sustainable solutions to strategic issues