

**SUBMISSION DRAFT WYRE LOCAL PLAN PARTIAL
REVIEW (2011 – 2031)**

Statement of Common Ground

and

Duty to Co-operate Statement of Compliance

Date: April 2022

Annex 2 - Signed Duty to Co-operate Statements:

**Blackpool Local Plan 2012 – 2027 Part 2: Site Allocations and
Development Management Policies Duty to Co-operate Statement
of Common Ground, April 2021**

**Fylde Council, Wyre Council, Blackpool Council Statement of
Common Ground Plan-Making for Strategic Cross-Boundary
Matters, October 2020**

Lancaster Duty to Co-operate Statement of Common Ground

Blackpool Local Plan 2012 – 2027
Part 2: Site Allocations and Development
Management Policies

Duty to Co-operate
Statement of Common Ground

April 2021

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Introduction

- i. This Statement of Common Ground (SoCG) has been produced in support of the Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies document. The Regulation 18 consultation on Part 2 of the Local Plan was undertaken in 2017 followed by an informal consultation paper in January 2019, which set out proposed site allocations and draft development management policies. Consultation on the Publication version (Proposed Submission) Plan took place from 19 February 2021 through to 2 April 2021. A draft SoCG was also circulated to neighbouring authorities and prescribed bodies as part of the Regulation 19 consultation to provide an opportunity to comment on the statement prior to its submission alongside the Local Plan Part 2.
- ii. The SoCG comprises the following:
 - **Section One** - provides an explanation of the strategic position of Blackpool and neighbouring councils in relation to those cross-boundary strategic matters which fall within the extent of the Local Plan Part 2 and explains the engagement that has been undertaken in relation to these matters;
 - **Section Two** - covers the engagement with ‘prescribed bodies’;¹
 - **Section Three** - provides a summary table of the strategic issues relevant to the Blackpool Local Plan Part 2, the collaboration undertaken and the outcomes
 - **Section Four** - Signatories
- iii. The Duty to Co-operate (the Duty) was introduced by the Localism Act 2011 and is set out in Section 33A of the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities and county councils in England and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross boundary issues relevant to the area.
- iv. Paragraph 26 of the National Planning Policy Framework (NPPF) (February 2019) states that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. Relevant bodies include Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, County Councils and infrastructure providers. Paragraph 27 requires the production of a Statement(s) of Common Ground (SoCG) documenting the cross boundary matters being addressed and progress in cooperating to address these to be made publically available throughout the plan making process.
- v. Planning Practice Guidance under ‘Plan Making’ sets out how SoCGs should be produced and provides advice on their scope and explains their purpose:

¹ Town and Country Planning (Local Planning)(England) Regulations 2012 as amended Regulation 4

'A statement of common ground is a written record of the progress made by strategic policy-making authorities during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process, and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. In the case of local planning authorities, it also forms part of the evidence required to demonstrate that they have complied with the duty to cooperate'.

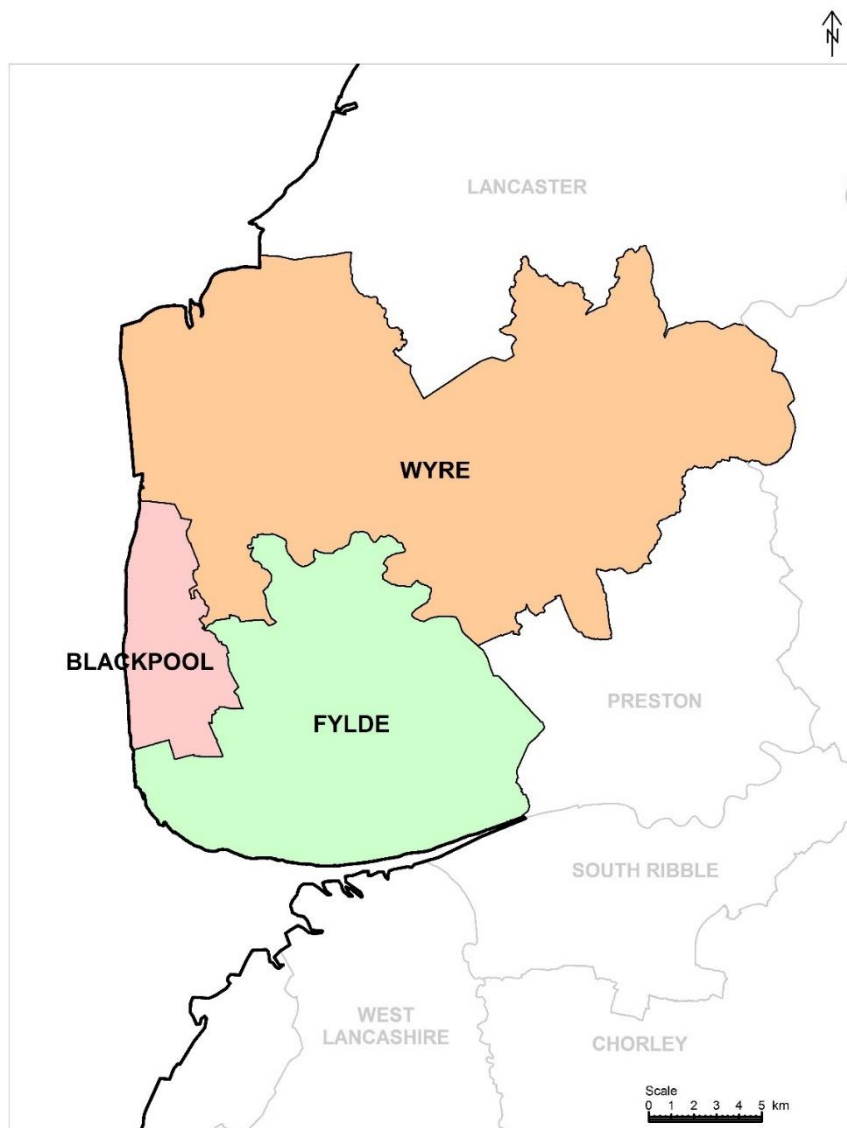
- vi. The content and format of this SoCG has been informed by the guidance and the strategic matters considered are restricted directly to those relating to the Blackpool Local Plan Part 2.

Section One – Neighbouring Authorities

Area Context

- 1.1 Blackpool is a unitary authority located in the North West of England on the Fylde Coast Peninsula. The neighbouring two-tier authorities of Fylde and Wyre Borough Councils with Lancashire County Council (LCC) as the upper tier authority lie to the north, east and south of Blackpool with the Irish Sea to the west.

Figure 1 - Fylde Coast Sub-Region



- 1.2 The Fylde Coast sub-region demonstrates a high level of self-containment in terms of housing markets, travel to work patterns and economic functionality. The economic functionality of the Fylde Coast is apparent through the strong travel to work patterns and a

shared tourism and cultural offer; regionally and nationally significant advanced engineering and manufacturing (AEM) sector at the three Enterprise Zones in the sub-region (Blackpool Airport, Hillhouse in Wyre and 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.

- 1.3 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 (BBC) in 2011), to support local authority partnership working, co-ordinate and drive forward shared objectives and deliver a co-ordinated programme of capital investment. The BBC has subsequently been superseded by the Blackpool, Fylde and Wyre Economic Prosperity Board for the Fylde Coast in 2018 with a remit to help shape and drive economic development across the sub-area.
- 1.4 The landscape across the 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 sub-region encompasses part of the Forest of Bowland AONB.
- 1.5 In addition, with respect to seascape, the coastline lies within Marine Character Area 34: Blackpool Coastal Waters and Ribble Estuary. This MCA is a shallow, coastal area no more than 20m deep on its western side, shelving very gently down from the low-lying Lancashire coastal plain. It encompasses the Fylde Coast to the north, terminating at the southern edge of Lune Deep, and the Sefton Coast as far as Formby Point to the south. Between these two coasts the Ribble Estuary, between Lytham St Anne's and Southport, cuts inland to Preston. The overall character of the MCA is wide, sandy beaches, resulting from a combination of shallow waters and a high tidal range, but with distinct differences between the Sefton Coast, which is dominated by sand dunes, and the more urban coastline to the north of the Ribble, centred on Blackpool. The Ribble Estuary is noted for its wildfowl, waders and seabirds.
- 1.6 Blackpool itself is intensely urban and compact, largely built up to its boundaries. The local economy is underpinned by the tourism and service sectors, with a small manufacturing sector including local specialism in food, drink and plastics. The Blackpool Airport Enterprise zone which became operational in 2016 straddles the borough's southern boundary with Fylde.
- 1.7 The inner areas of the town are densely populated and experience a high concentration of acute deprivation leading to extreme health, social and economic inequalities. Open land in the east of the town has important landscape, nature conservation and amenity value. Designated Green Belt and Countryside Areas on the edge of Blackpool define the limit of urban development to retain separation between Blackpool and St. Annes and Staining in Fylde and between Blackpool and Poulton (including Carleton) in Wyre.

Governance Arrangements

- 1.8 This Statement of Common Ground has been developed under the **Fylde Coast Duty to Co-Operate Memorandum of Understanding (MOU)**. The MOU (2015 update) is a document jointly created by Blackpool Council, Wyre Council, Fylde Council and Lancashire County Council (LCC) which formalises the dialogue that takes place between the four authorities, providing for cross-border co-operation and collaboration regarding relevant strategic matters to the area and ensuring that the requirements of the statutory Duty to Co-operate are met (Appendix A refers).
- 1.9 The MOU provides for regular meetings under the Fylde Coast Duty to Co-Operate banner. Quarterly Fylde Coast Duty to Co-operate Officers' Group meetings are held between officers from the Fylde Coast Authorities and LCC, where strategic planning issues are discussed. The Lancashire Enterprise Partnership (LEP) and representatives of Lancashire County Council and Blackpool Council transport authorities are also invited to attend these meetings.
- 1.10 In addition to the officers' meetings, the MOU also provides for the Fylde Coast Authorities Joint Member and Officer Advisory Steering Group, which comprises 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.
- 1.11 This Statement of Common Ground will be subject to discussion leading to agreement at the Officers' Group and if necessary the Advisory Steering Group meetings and any changes to it will be subject to ratification by those groups as appropriate.
- 1.12 The Fylde Coast Authorities officers and members Duty to Co-operate meetings are effective mechanisms for ensuring that strategic planning issues that cross council administrative boundaries between the Fylde Coast Authorities are given due consideration, are planned for and are delivered effectively through the plan making process.

Local Plan Context

Blackpool Local Plan 2012 – 2027

- 1.13 The Blackpool Local Plan comprises 2 parts. **Part 1 is the Core Strategy** which was adopted by the Council on 20 January 2016 and provides the overall spatial vision, goals and objectives, spatial strategy and strategic policies for the Borough to 2027. This includes a housing requirement of 4200 new homes and an employment land requirement of 31.5 hectares for the plan period.
- 1.14 **The Local Plan Part 2 is the Site Allocations and Development Management Policies** document which provides land allocations and further detailed development management policies which support the strategic goals, objectives and policies in the Core Strategy to provide a comprehensive policy framework to deliver sustainable development across the Borough.
- 1.15 Cross boundary strategic issues² have primarily been addressed through the preparation of the Core Strategy. **A Statement of Compliance (SoC) was submitted with the Core Strategy** and accompanies this Statement of Common Ground (SoCG) at Appendix B which includes the Fylde Coast Authorities MOU (2013 version).
- 1.16 Since the adoption of the Core Strategy, Blackpool Council has continued to engage with neighbouring authorities and other bodies to ensure that the strategic issues set out in the SoC and MoU continue to be taken into account where appropriate in the development of the policy framework in Part 2 of the Local Plan.

Fylde and Wyre Local Plans

- 1.17 **The Fylde Local Plan to 2032** is a single local plan containing strategic and non-strategic policies and was adopted on 22nd October 2018. No requests to accommodate any unmet need was received by Blackpool from Fylde Borough Council in the development of their plan.
- 1.18 **The Wyre Local Plan (2011-2031)** is also a single local plan which was adopted on 28th February 2019. During the development of their plan a formal request in May 2015 was received by Blackpool Council to assist Wyre in meeting their objectively assessed need for housing. Blackpool Council was not in a position to be able to assist Wyre in accommodating any of its unmet need which was detailed in formal correspondence between the authorities during 2016 and 2017. With the adoption of the Wyre Local Plan in February 2019 the position remains unchanged in that it is not possible for Blackpool to accommodate any of Wyre's unmet housing need. This is the agreed position between the two authorities.

² Paragraph 20 NPPF (February 2019)

- 1.19 Both Fylde and Wyre have commenced partial reviews of their plans.
- 1.20 Fylde published their Regulation 18 document in April 2019. Regulation 19 consultation was undertaken from 23 July 2020 to 3 September 2020. Following this consultation, the Plan was submitted to the Secretary of State for Examination, along with accompanying documents, on 21st October 2020. The Examination Hearing took place over 17-18 March, to be followed by a consultation on Main Modifications.
- 1.21 The Fylde Local Plan partial review relates to the necessary changes to the Local Plan to accord with NPPF19 as required by paragraph 212 of the framework; and considers the issue of unmet need in Wyre as required by paragraph 1.27 of the Fylde Local Plan 2032. This paragraph states:
- Fylde Council recognises that Wyre Council have identified difficulties in planning to meet its objectively-assessed need for housing. Any need that remains unmet following the adoption of Wyre’s Local Plan will need to be addressed. Fylde Council will undertake an early review of the Fylde Local Plan (whether full or partial) to examine this issue, working with other authorities adjoining Wyre under the Duty to Co-Operate. The objective of this process would be to ensure that any unmet need is met within the Housing Market Area and/or in other appropriate locations, where consistent with the achievement of sustainable development.*
- 1.22 This paragraph was introduced in response to the uncertainty during the Fylde Local Plan examination in 2017 as to the position in Wyre regarding meeting its objectively assessed housing need.
- 1.23 Policy LPR1 of **the Wyre Local Plan (2011-2031)** requires that Wyre Council undertake a partial review of the plan “with the objective of meeting the full Objectively Assessed Housing Needs”. Policy LPR1 requires that the partial review includes an update of housing needs and a review of highways and transport issues. The partial review is required if necessary, to allocate sites to meet the full OAN (following the review of that number) taking into account the review of transport and highways issues. It is for the partial review to address the shortfall against the identified OAN in accordance with Policy LPR1, as stated in paragraph 10.4.2 of the Wyre Local Plan (2011-2031). The Partial Review will assess whether unmet need remains in the light of policy changes in NPPF19, with if necessary, a review of transport and highway issues and allocation of sites. The Partial Review will demonstrate whether any of Wyre’s need cannot be met.
- 1.24 Wyre Council undertook a consultation on the scope of the partial review (Regulation 18) from 28 February 2020 to 14 April 2020.

Relevant Strategic Matters

Context

- 1.25 The matters on which cooperation is required are covered in paragraphs 20 to 23 of the NPPF (2019). The list set out in a) to d) below is not exhaustive and it is stated that authorities will need to adapt the list to meet their specific need. Included are:
- a) *Housing (including affordable housing), employment retail leisure and other commercial development;*
 - b) *Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - c) *Community facilities (such as health, education and cultural infrastructure) and;*
 - d) *Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure and planning measures to address climate change mitigation and adaption*
- 1.26 Under the Duty to Cooperate an authority has to determine whether development requirements can be met wholly within the plan area or if this is not possible due to a lack of physical capacity or because to do so would cause significant harm to the principles and policies in the NPPF.

The Local Plan Part 1: Core Strategy

- 1.27 As previously stated (paragraph 1.14), collaboration on cross boundary issues was undertaken during the preparation of the Blackpool Local Plan Part 1: Core Strategy. **The Local Plan Part 1: Core Strategy ‘Statement of Compliance (SoC) with the Duty to Cooperate (November 2014)** can be found at Appendix B to this SoCG. Table A of the SoC provides a summary of the collaborative work that Blackpool Council undertook in preparing the Core Strategy. The table sets out a summary of each of the strategic issues which have cross boundary implications, 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. The broad strategic matters in the SoC cover:
- **Homes and Jobs**
 - **Retail Leisure and other Commercial development**
 - **Infrastructure**
 - **Health, security, community and cultural infrastructure**
 - **Climate change and natural and historic environment**
- 1.28 In relation to the objectively assessed housing need set out in the Core Strategy, Blackpool was able to meet its need within the borough boundaries and hence no unmet need for housing was identified.

- 1.29 With respect to employment land a need for around 31.5 hectares is identified in the Core Strategy. Due to the highly constrained nature of Blackpool and the lack of future employment sites within Blackpool’s administrative area, only 17.5 hectares could be identified within the borough. Blackpool Council therefore requested Fylde to accommodate 14 hectares of Blackpool’s employment land requirement to which Fylde Borough Council agreed and this has subsequently been incorporated into the employment land requirement in the Fylde Local Plan which was adopted October 2018.

Local Plan Part 2 – Site Allocations and Development Management Policies

- 1.30 The SoC sets out how the Duty was met and how any strategic matters have been dealt with in the preparation of the Core Strategy. However, there are a number of these strategic matters which remain relevant to the preparation of the Local Plan Part 2:

Strategic Matter – Homes and Jobs

- supporting the delivery of the Blackpool Airport Enterprise Zone which was approved in November 2015 its location partly lies within both Blackpool and Fylde authority areas;
- meeting the needs of Travellers and Travelling Showpeople across the Fylde Coast Sub region to ensure the needs identified in the updated 2016 Joint Fylde Coast Gypsy, Traveller and Travelling Showperson Accommodation Assessment are met;
- ongoing collaboration relating to planning obligations on cross boundary housing development sites

Strategic Matter – Retail, Leisure and other Commercial Development

- ensuring the Local Plan Part 2 policy framework supports Blackpool Town centre as the sub-regional centre for the Fylde Coast;

Strategic Matter - Infrastructure

- ensuring the Local Plan Part 2 policy framework supports the sustainable development of Blackpool Airport including improvements to surface access by public transport;
- addressing cross boundary transport and highway infrastructure needs related to major applications;

- to ensure the required water-related infrastructure is delivered

Climate Change and Natural and Historic Environment

- managing impacts on habitats and/or landscape character designations in relation to the Blackpool Airport Enterprise Zone;
- addressing cross boundary natural environment issues related to major applications;

Cooperation and Collaboration Arrangements

Fylde and Wyre Borough Councils and Lancashire County (LCC)

- 1.31 Working together with the neighbouring authorities of Fylde and Wyre and 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, minerals and waste has been ongoing for many years.
- 1.32 To assist in meeting the requirements of the Duty and in the context of the Fylde Coast it was agreed between the four authorities to establish a Memorandum of Understanding (MOU)³ to formalise the ongoing dialogue and co-operation that exists for those strategic planning issues which require cross boundary co-operation and collaboration to ensure the requirements of the Duty are met (Appendix A refers).
- 1.33 The collaboration which is undertaken by the four authorities is summarised in the table below:

Table 1.1 – Summary of Cooperation

Authority	Type of Authority	Nature of Co-operation
Fylde Borough Council Wyre Borough Council	Neighbouring Authority	<ul style="list-style-type: none"> → Duty to Cooperate Officer Working Group and Joint Member and Officer Advisory Steering Group; → The Fylde Peninsula Water Management Partnership; → Fylde Coast Economic Prosperity Board; → Quarterly Lancashire Development Plan Officer working Group meetings; → Consultation at key stages of Local Plan → Developing joint evidence base
Lancashire County Council	Neighbouring transport authority, highway authority, education authority, public health authority, lead local flood authority and minerals and waste authority	<ul style="list-style-type: none"> → Duty to Cooperate Officer Working Group and Joint Member and Officer Advisory Steering Group → The Fylde Peninsula Water Management Partnership → The Making Space for Water Group → Quarterly Lancashire Development Plan Officer working Group meetings → Highway Authority officer meetings → Consultation at key stages of Local Plan

³ Latest edition – Update 2015

- 1.34 **The Duty to Cooperate Officer Working Group and the Joint Member and Officer Advisory Steering Group** are referenced on page 9 of the SOCG under Governance Arrangements.
- 1.35 **The Fylde Peninsula Water Management Partnership** was set up in 2011 as a collaboration between Blackpool Council, Fylde and Wyre Councils, LCC, Environment Agency, United Utilities and Keep Britain Tidy. The aim of the partnership which meets on a quarterly basis is to improve water quality; improve the quality of beaches and bathing waters on the Fylde coast; improve coastal protection and reduce the risk of surface water flooding from Fleetwood to Lytham, including Blackpool.
- 1.36 **The Making Space for Water Group** is a partnership including, Blackpool Council, Lancashire County Council, Environment Agency and United Utilities. The meetings which take place every two months are used to identify local flood hotspots and discuss potential solutions. They also enable partners to identify larger schemes which can be put forward into the bidding process for funding opportunities
- 1.37 **Blackpool, Fylde and Wyre Economic Prosperity Board (EPB)** is a joint committee of the Blackpool, Fylde and Wyre authorities. The nominated members of the committee comprise the three Councils' leaders as well as a private sector representative for each of the three authorities. The EPB meets quarterly and is also attended by the chief executives and other senior officers from the three authorities. The remit of the EPB is to consider major economic and development issues where cross boundary interests are involved or involve interests which go beyond the sub-region. The EPB also performs the role of programme board for the Hillhouse (Wyre) and Blackpool Airport (Blackpool & Fylde) Enterprise Zones (EZ) superseding the role of the Blackpool Fylde and Wyre Economic Development Company which was wound up in March 2018. The requirement for a programme board was established in the EZ Memorandum of Understanding signed by the relevant authorities MHCLG and Lancashire LEP on 9th November 2016 which sets out the governance and cooperation principles behind the grant of EZ status.
- 1.38 **Lancashire Development Plans Officer Group** which is attended by the Fylde Coast Authorities and LCC along with colleagues from across Lancashire meet every quarter to discuss matters that affect the whole County and that are cross-boundary and strategic in nature.
- 1.39 **Highway Authority officer meetings** as highway and transport authorities Blackpool and Lancashire County Council work closely together in considering the highways/traffic and public transport implications of proposed development on the Blackpool/Fylde/Wyre boundaries and in the development of the Fylde Coast Highways Masterplan 2015. Currently Blackpool Council is jointly working with Lancashire County Council and Blackburn with Darwen Borough Council on the Local Transport Plan 4 (LTP4). A MOU has been agreed between the three authorities in November 2017 to set the context for collaborative working and establish a framework for making informed decisions on the production of a

joint LTP and the subsequent process to establish agreement between the three transport authorities.

- 1.40 **Table A set out in Section Three** of this document provides an overview of the cooperation undertaken by the Fylde Coast authorities and Lancashire County Council in relation to the strategic matters relevant to the Blackpool Local Plan Part 2 (refer paragraph 1.27) and the subsequent outcomes.

Joint Evidence Base

- 1.41 In addition to the existing evidence base which supports the Blackpool Local Plan⁴ (refer to link in footnote) the work on the Local Plan Part 2 has been informed by an updated **Blackpool, Fylde and Wyre Gypsy and Traveller Accommodation Assessment (GTAA) 2016** which supercedes the 2014 joint study. The 2016 update was primarily undertaken in response to the revised version of Planning Policy for Traveller Sites (PPTS) in August 2015. This included a change to the definition of Travellers for planning purposes which necessitated an update study to be undertaken.
- 1.42 The primary objective of the Blackpool, Fylde and Wyre GTAA Update is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in the three Fylde Coast local authorities.

Other Evidence Base with Strategic Implications

- 1.43 **The Blackpool Retail, Leisure and Hotel Study 2018** assists in the formulation of future development plan policy in the emerging Blackpool Local Plan Part 2 and the delivery of the vision, objectives and policies set out in the Blackpool Local Plan Part 1: Core Strategy (2012-2027). **The Study draws on the previous joint Fylde Coast retail and commercial leisure study 2011 to inform the study area of the 2018 assessment of resident shopping habits.** The study also reaffirmed the sub-regional role of Blackpool Town Centre on the Fylde Coast.
- 1.44 **Blackpool Airport Enterprise Zone Masterplan**⁵ sets out the context for delivery and growth and identifies the challenges, opportunities and actions needed for each element of the development that will play a unique and important part in realising the overall vision for the site. The Enterprise Zone is being delivered through partnership working between Blackpool Council, Fylde Council and the Lancashire Enterprise Partnership.

⁴ <https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-policy/Blackpool-local-plan/Evidence-base.aspx>

⁵ <https://blackpoolez.com/wp-content/uploads/2018/11/EZ-Blackpool-Masterplan-Summary.pdf>

Section Two – Cooperation with Prescribed Bodies

Context

- 2.1 In addition to the collaboration undertaken with neighbouring planning authorities Blackpool Council has co-operated with the relevant bodies prescribed in regulation 4(1) of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 2.2 All appropriate “prescribed” bodies have been consulted in the preparation of the Local Plan Part 2 (in line with the relevant regulations) and this is set out in the Council’s Statement of Consultation (December 2020); and the Summary of Representations to the Blackpool Local Plan Part 2 Publication Version (Proposed Submission) January 2021 Regulation 22 Statement.
- 2.3 **Table A in Section Three** of this SoCG includes a summary of the collaboration and cooperation with the prescribed bodies that Blackpool Council has carried out in relation to the strategic matters relevant to the Blackpool Local Plan Part 2.

Cooperation and Collaboration Arrangements

The Environment Agency (EA)

- 2.4 The Environment Agency is a statutory consultee in the DPD preparation process and Blackpool Council has collaborated and consulted with the EA on a number of matters relating to flood risk, water quality, contaminated land and biodiversity throughout the preparation of the Local Plan, including the preparation and update of the Strategic Flood Risk Assessment (SFRA).
- 2.5 In addition an ongoing dialogue takes place with the EA through the ‘Making Space for Water Group which meets once every two months and quarterly meetings of the Fylde Peninsula Water Management Partnership.
- 2.6 Representations have been received from the Environment Agency on the emerging policies in the Local Plan Part 2 which relate to the strategic priorities of water-related infrastructure and the natural environment (refer Table A in Section 3). The EA concerns have been met by introducing an additional policy DM31 relating to Surface Water Management and amending policy DM35 to make reference to net gains in biodiversity where appropriate.

Historic England

- 2.7 Historic England has been consulted during the preparation of the Blackpool Local Plan Part 2 including formal and informal consultation, the latter involving email correspondence to inform emerging policy. The representations received from Historic England have been related to local historic issues rather than cross boundary strategic matters.

Natural England

- 2.8 Natural England has been involved as a statutory consultee and has had the opportunity to comment on the Local Plan Part 2. The representations received from Natural England are mainly general in nature or site specific rather than cross boundary strategic matters.

Marine Management Organisation (MMO)

- 2.9 The MMO license, regulate and plan marine activities in the seas around England so that they are carried out in a sustainable way. The MMOs planning jurisdiction includes the mean high water spring tide and waters of any estuary, river or channel so far as the tide flows at mean high water spring tide, and out to 200nm or the maritime borders. Under the Marine and Coastal Access Act 2009, public authorities must make authorisation or enforcement decisions in accordance with the relevant Marine Plan unless relevant considerations indicate otherwise. Any decisions that relate to the exercise of any function capable of affecting the whole or any part of the UK marine area, but which is not an authorisation or enforcement decision, must have regard to the relevant Marine Plan. In this case the relevant Marine Plan is the North West Marine Plan. The MMO is currently producing the North West Marine Plan⁶ and Blackpool Council has been involved in the consultation and workshops hosted by MMO on the emerging Plan.
- 2.10 The Council has also engaged with the MMO in consultation on the Local Plan Part 2 and a representation from MMO was received to the informal consultation document, which set out the MMO's remit but did not raise any specific strategic issues.

Homes England

- 2.11 Homes England (and previous equivalent bodies) has been consulted as a statutory consultee since 2009. They have co-operated mainly on matters relating to the inner area housing intervention including the Rigby Road development (Foxhall Village) and various sites and locations in Blackpool Town Centre including the strategic Central Business District site (Talbot Gateway) and the Leisure Quarter site (Blackpool Central). No representations have been received from Homes England objecting to the emerging policies or site allocations in the Local Plan Part 2.

⁶ <https://www.gov.uk/government/collections/north-west-marine-plan#developing-the-plans>

Blackpool Clinical Commissioning Group (CCG) and NHS England

- 2.12 The Blackpool CCG and NHS England have been consulted as a statutory consultee throughout the preparation of the Local Plan Part 2. No representations have been received from these bodies objecting to the emerging policies or site allocations in the Local Plan Part 2.

Civil Aviation Authority and the Office of Rail and Road

- 2.13 These prescribed bodies have been consulted at all stages of the preparation of the Local Plan Part 2 and no representations have been received objecting to the emerging policies or site allocations.

Highways England (HE)

- 2.14 Highways England has been consulted on the January 2020 Informal Consultation Paper and comments have been received which has informed policy set out in the Publication version of the Local Plan Part 2 where appropriate. An ongoing dialogue has been established with Highways England to assess the impact the proposed site allocations within the South Blackpool Growth area may have on the Strategic Road Network (SRN).

The Lancashire Enterprise Partnership (LEP)

- 2.15 There is ongoing dialogue with the LEP on various strategies and initiatives and Blackpool Council worked closely with the LEP and LCC in the development of the Strategic Economic Plan (SEP) submitted to Government in March 2014. Currently the Council is engaging with the LEP on the emerging Local Industrial Strategy 2020 and an emerging Lancashire wide Plan which is at the early stages of development. The latter to provide a sub-national whole-place based approach, across the economic, public reform and environmental agendas, setting out a Lancashire specific long term vision for the future and a single strategic framework for Lancashire. In addition Blackpool Council is a member of the LEP Transport for Lancashire Committee which oversees strategic transport policy for Lancashire and provides the strategic signoff and scrutiny for major transport schemes. A representative from LEP is invited to attend the Fylde Coast Authorities and LCC Duty to Co-operate officer meetings.
- 2.16 No representations have been received from LEP objecting to the emerging policies or site allocations in the Local Plan Part 2.

Local Nature Partnership (LNP)

- 2.17 The Local Nature Partnership was dis-established in Lancashire but has recently been re-established with its inaugural meeting on 30th March 2020. Blackpool Council has resumed consultation with the LNP with the progression of the Blackpool Local Plan Part 2.

United Utilities

- 2.18 Blackpool and United Utilities have worked together to understand the capacity constraints of the borough. This has been through liaison meetings, The Making Space for Water Group and the Fylde Peninsula Water Management Partnership in addition to the more formal consultation process.
- 2.19 Representations have been received from United Utilities on the emerging policies in the Local Plan Part 2 which relate to the strategic priority of water-related infrastructure (refer Table A in Section 3). United Utilities concerns have been met by introducing an additional policy DM31 relating to Surface Water Management.

Section Three – Summary Table of Strategic Matters, Co-operation and Outcomes

- 3.1 The following table summarises how Blackpool Council has engaged with neighbouring authorities and prescribed bodies set out in the Town and Country (Local Planning)(England) Regulations 2012 (as amended) to ensure relevant strategic matters are addressed in the preparation of the Blackpool Local Plan Part 2 to fulfil the Duty to Cooperate.

Table A

Strategic Issues for Blackpool and Evidence of Co-operation in preparing the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies			
Terminology			
BC	Blackpool Council	NE	Natural England
Neighbouring Authorities	Fylde Borough Council and Wyre Borough Council	HE	Highways England
LCC	Lancashire County Council	MMO	Marine Management Organisation
LEP	Lancashire Enterprise Partnership	DPOG	Development Plans Officer Group – Lancashire Authorities
EA	Environment Agency	DtC	Duty to Co-operate
UU	United Utilities	MOU	Memorandum of Understanding between Blackpool Council, LCC, Fylde and Wyre Borough Councils

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
<p>1. Homes and Jobs</p>	<p>a) Housing Delivery: 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>BC and neighbouring authorities</p>	<p>Blackpool has cooperated with neighbouring authorities in:</p> <p>→ Identifying additional housing site allocations in the Blackpool Local Plan Part 2 to meet the housing requirement set out in the Blackpool Local Plan Part 1: Core Strategy and to meet the requirements of the strategic issue in establishing a more balanced and wider housing choice in the housing market area.</p> <p>Co-operation with neighbouring authorities has been through:</p>	<p>Documents:</p> <p>→ Blackpool Local Plan Part 1: Core Strategy (adopted January 2016);</p> <p>→ Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019);</p> <p>→ Updated Blackpool SHLAA 2020;</p> <p>→ Blackpool Local Plan Part 2: Site Allocations and Development Management Policies – Viability Assessment 2020;</p> <p>→ Blackpool Local Plan Part 2 – Housing Topic Paper 2020;</p>	<p>Local Plan Part 2 Site Allocations HSA1 to HSA29.</p> <p>The proposed housing allocations contribute to enabling Blackpool to meet its housing requirement as set out in the Core Strategy.</p> <p>No objections in principal were received to the proposed housing site allocations in the Informal Consultation Paper (2019) from neighbouring authorities.</p>	<p>Blackpool continues to work collaboratively with Fylde and Wyre Borough Councils in relation to housing provision across the Fylde Coast Peninsula.</p> <p>In meeting its housing requirement figure, Blackpool is not able to accommodate any unmet need from neighbouring authorities.</p>

Strategic Priority	What is the nature of the strategic issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<ul style="list-style-type: none"> → Formal dialogue through Fylde Coast DtC officer meetings; → Informal dialogue and formal consultation at each stage of the preparation of the Local Plan Part 2 → Consultation on the viability assessment through invitation to the viability workshop for the Local Plan Part 2; → Consultation on the update draft SHLAA methodology to ensure a consistent approach 	<ul style="list-style-type: none"> → Blackpool Housing Strategy Update 2019; → Blackpool Council's Affordable Housing Study Update 2019 		
	<p>b) Blackpool Airport Enterprise Zone</p>	<p>BC, neighbouring authorities, LCC, LEP, HE</p>	<p>Blackpool Council has co-operated with Fylde and Wyre Borough Councils, LCC and the Local Enterprise Partnership to:</p>	<p>Documents:</p> <ul style="list-style-type: none"> → Blackpool Airport EZ Masterplan → Blackpool Local Plan Part 1: Core Strategy 	<p>DM8 - Blackpool Airport Enterprise Zone</p> <p>Supportive representation on Policy DM8 received from Fylde Borough</p>	<p>BC continues to work with Fylde Borough Council, LCC, LEP and HE to deliver the EZ Masterplan.</p>

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<ul style="list-style-type: none"> → establish the Blackpool Airport Enterprise Zone; → develop a policy framework within the Local Plan Part 2 to support the delivery of the EZ Masterplan <p>Cooperation through:</p> <ul style="list-style-type: none"> → formal dialogue through the Fylde Coast Authorities and LCC DtC officers → informal dialogue with the EZ delivery team; → Dialogue through the Fylde Coast Economic Prosperity Board → Formal consultation with neighbouring authorities LCC and the LEP <p>BC has cooperated with the HE to ensure that the</p>	<p>(Adopted January 2016);</p> <ul style="list-style-type: none"> → Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019); → Local Employment Land update (2020) <p>Other:</p> <ul style="list-style-type: none"> → Comments received from HE 	<p>Council on the Informal Consultation Paper (2019).</p> <p>Additional wording included in Policy DM8.</p>	

Strategic Priority	What is the nature of the strategic issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<p>impact on the SRN is appropriately taken into account with future development.</p>			
	<p>c) Provision for Travellers: Delivery of sites to meet the identified needs of Travellers in the wider sub-area context</p>	<p>BC, neighbouring authorities and LCC.</p>	<p>Blackpool has co-operated with neighbouring authorities to:</p> <ul style="list-style-type: none"> → Identify and provide for the accommodation needs of Gypsy, Traveller and travelling Showpeople communities across the Fylde Coast sub-region. <p>Co-operation with neighbouring authorities has been through:</p> <ul style="list-style-type: none"> → the preparation of joint evidence documents for the Fylde Coast; 	<p>Documents:</p> <ul style="list-style-type: none"> → Blackpool Local Plan Part 1: Core strategy (January 2016); → Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019); → Joint Fylde Coast Authorities Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2014 (GTAA); → Joint Fylde Coast Authorities Gypsy and 	<p>A Traveller and Travelling Showman site was proposed at Faraday Way in the Informal Consultation Paper (January 2019) to accommodate the identified outstanding Traveller and Travelling Showperson accommodation needs of 2 pitches and x 5 plots respectively.</p> <p>Representations in support of the proposed allocation were received from Fylde Borough Council.</p> <p>Wyre Borough Council submitted</p>	<p>No impact on neighbouring authorities.</p> <p>BC will continue to work with Fylde and Wyre Councils in meeting the future needs of Travellers and Travelling Showpeople across the Fylde coast sub-region to ensure the requirements of these communities are met.</p>

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<p>→ formal meetings through DtC Officer Group meetings and informal dialogue;</p> <p>→ formal consultation at each stage of preparation of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies.</p>	<p>Traveller and Travelling Showpeople Accommodation Assessment 2016 (GTAA);</p> <p>→ Planning permissions granted post 2016.</p> <p>Other:</p> <p>→ DtC Officer Group Meetings</p> <p>→ DPOG</p>	<p>representations raising concerns.</p> <p>Subsequent to the informal consultation in January/February 2019 further planning permissions have been granted for Traveller Pitches and Travelling Showpeople plots in the sub-region. Consequently the outstanding need identified in the 2016 GTAA has been met as agreed by the three authorities.</p> <p>There is no longer a need to identify a site/s within the Blackpool Local Plan Part 2 and the proposed allocation at Faraday Way will therefore not be carried forward in to the Local Plan Part 2</p>	

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
					Publication document. This approach addresses the concerns raised by Wyre Borough Council.	
<p>2. Retail, Leisure and other commercial development</p>	<p>a) Retail provision and sub-regional hierarchy of centres: to establish the role of town centres within the Fylde Coast and their position in the retail hierarchy and future retail growth.</p>	<p>BC, neighbouring authorities.</p>	<p>BC has co-operated with neighbouring authorities to:</p> <ul style="list-style-type: none"> → establish the retail hierarchy across the Fylde Coast and the appropriate retail needs in terms of future comparison and retail floorspace which is reflected in the adopted Local Plans for the Fylde Coast; → ensure policy in the Blackpool Local Plan Part 2 supports the established retail hierarchy. 	<p>Documents:</p> <ul style="list-style-type: none"> → Blackpool Local Plan Part 1 Core Strategy (January 2016) → Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019); → Blackpool Retail, Leisure and Hotel Study (2018) → Blackpool Town Centre Strategy 2013 → Blackpool Town Centre - Retail & 	<p>The Core Strategy establishes Blackpool Town Centre as the sub-regional centre for the Fylde Coast and identifies retail growth of comparison goods to supports this sub-regional role.</p> <p>Local Plan Part 2 Publication document provides a suite of policies to enhance the vitality and viability of Blackpool Town Centre to underpin its identified role as the Sub-Regional Centre for the Fylde Coast in line</p>	<p>Blackpool Town Centre as the sub regional centre for the Fylde Coast will serve the needs of residents across the sub-area. BC will continue to work with neighbouring authorities on cross boundary retail matters.</p>

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<p>Co-operation with neighbouring authorities has been through:</p> <ul style="list-style-type: none"> → formal meetings through DtC Officer Group meetings and informal dialogue → formal consultation at each stage of preparation of the Blackpool Local Plan Part 2. 	<p>Vacancy Survey (Quarterly updates)</p> <p>Others:</p> <ul style="list-style-type: none"> → DtC Officer Working Group meetings 	<p>with the findings of the 2018 Retail, Leisure and Hotel Study.</p> <p>Neighbouring authorities, LCC and Lancashire authorities' raised no objection to the proposed retail policies in the Blackpool Local Plan Part 2– Informal Consultation Paper (January 2019).</p>	
<p>3. Infrastructure</p>	<p>a) Transport: National and regional connectivity is important to Blackpool due to its reliance on the tourism economy as the UK's largest seaside resort therefore there is a need to manage the impact of development</p>	<p>BC, neighbouring authorities, LCC, HE, MMO</p>	<p>BC has co-operated with neighbouring authorities and LCC to address:</p> <ul style="list-style-type: none"> → improvements to the highways access and transport connectivity to the Blackpool Airport EZ → cross boundary transport and 	<p>Documents:</p> <ul style="list-style-type: none"> → Blackpool Local Plan Part 1: Core Strategy (January 2016); → Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal 	<p>Policies DM 8 Blackpool Airport Enterprise Zone and DM41 – Transport Requirements for New Development.</p> <p>No objections have been received from neighbouring authorities, transport authorities, or</p>	<p>BC will continue to work with neighbouring authorities, LCC, HE and MMO to ensure ongoing strategic improvement to the infrastructure on the Blackpool/Fylde/Wyre boundaries and the SRN to benefit sub-regional connectivity.</p>

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
	on the strategic transport network		<p>highways infrastructure needs related to major applications including Whyndyke Farm</p> <p>This has been through:</p> <ul style="list-style-type: none"> → Duty to Cooperate Officer Group meetings; → Ongoing collaboration with LCC as the Transport Authority for Lancashire → formal consultation at each stage of the preparation of the Local Plan Part 2 → Meetings on major cross boundary applications. <p>BC and the MMO have cooperated through formal consultation and on-going</p>	<p>Consultation Paper (January 2019);</p> <ul style="list-style-type: none"> → Blackpool Infrastructure Delivery Plan Update 2020; → Blackpool Airport EZ Masterplan → North West Marine Plan <p>Other:</p> <ul style="list-style-type: none"> → DtC Officer Working Group meetings; → Meetings on major cross boundary applications. → Comments received from HE → Comments received from MMO 	<p>HE to the draft transport policies.</p> <p>Minor additional wording to DM8 in relation to HE representation.</p>	

Strategic Priority	What is the nature of the strategic issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<p>email correspondence to ensure that proposals are in line with the NW Marine Plan Policy NW-ACC-1: Access</p>			
	<p>b) Water-related infrastructure is a key cross boundary issue which directly affects the delivery of built development across the Fylde Coast.</p> <p>The main issues relate to surface water drainage; the capacity of the existing sewerage network and the need to ensure that proposals for new development have no adverse effect on bathing water quality along the Fylde Coast.</p>	<p>BC, including as Lead Flood Authority, neighbouring authorities, LCC as a Lead Flood Authority, EA, UU, MMO</p>	<p>BC has co-operated with neighbouring authorities, LCC and EA to :</p> <p>→ Agree a common approach to cross boundary surface water and waste water management to ensure the delivery of the required infrastructure improvements needed to accommodate future development requirements are not compromised.</p> <p>This has been through:</p>	<p>Documents:</p> <p>→ Blackpool Local Plan Part 1: Core Strategy (January 2016);</p> <p>→ Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019);</p> <p>→ Blackpool Infrastructure Delivery Plan (2014) and update 2020</p> <p>→ Surface Water Management Plan – Assessment of Options (2014)</p>	<p>New policy DM31 – Surface Water Management included in the Publication version of the Local Plan Part 2 in response to representations received from EA and United Utilities on the Local Plan Part 2 Informal Consultation Paper (January 2019) to specifically include a policy on Surface Water Management in addition to Core Strategy Policy CS9 - Water Management.</p>	<p>Ongoing collaboration with neighbouring authorities, LCC, EA, UU, and MMO to ensure the required water-related infrastructure is delivered.</p>

Strategic Priority	What is the nature of the strategic issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<ul style="list-style-type: none"> → The Fylde Peninsula Water Management Partnership; → The Making Space for Water Group → Individual meetings with EA → Duty to Co-operate Officer Working Group meetings <p>BC and the MMO have cooperated through formal consultation and on-going email correspondence to ensure that proposals are in line with the NW Marine Plan Policy NW-WQ-1: Water Quality; and NW-INF-1: Infrastructure</p>	<ul style="list-style-type: none"> → Surface Water Management Plan – Modelling Report (2013) → Surface Water Management Plan – Risk Assessment (2013) → Fylde Peninsular SUDS Study (Atkins 2013) → Beach Management Activities along the Fylde Coast – Possible Measures to Control Local Bathing Water Quality (January 2013) → An Action Plan to Improve Bathing Waters across the Fylde Peninsula (Draft Feb 2013) → Draft Lancashire and Blackpool Local Flood Risk Management Strategy (2014) → Central Lancashire and 		

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
				<p>Blackpool Outline Water Cycle Study (December 2010)</p> <ul style="list-style-type: none"> → North West Marine Plan <p>Other:</p> <ul style="list-style-type: none"> → DtC Officer Working Group meetings → DPOG → Officer meetings with respect to current major planning application at Whyndyke Farm → Comments received from the EA and United Utilities including formal representations to the consultation. → Meetings with EA on various issues both strategic and planning application related. → Comments received from MMO 		

Strategic Priority	What is the nature of the strategic issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
<p>4. Climate Change and natural and historic environment</p>	<p>a) Natural Environment - Managing impacts on habitats and/or landscape character designations and seascape</p>	<p>BC, neighbouring authorities, LCC, Natural England, EA and MMO</p>	<p>BC has co-operated with neighbouring authorities, LCC, Natural England and the EA to:</p> <p>Conserve and enhance natural habitats, biodiversity and landscapes of importance including in relation to the designation of the Blackpool Airport Enterprise Zone and the major development at Whyndyke Farm</p> <p>This has been through:</p> <ul style="list-style-type: none"> → formal DtC Officer Working Group meetings; → consultation at each stage of preparation of the draft Local Plan Part 2 and → informal and formal consultation with 	<p>Documents:</p> <ul style="list-style-type: none"> → Blackpool Local Plan Part 1: Core Strategy (January 2016) → Blackpool Local Plan Part 2 – Site Allocations and Development Management Policies – Informal Consultation Paper (January 2019); → Blackpool Infrastructure Delivery Plan update 2020 → Habitats Regulations Assessment (HRA) Screening Reports – Blackpool Local Plan Part 2 → Sustainability Appraisal of the Blackpool Local Plan Part 2 → Blackpool Nature Conservation 	<p>DM35 Biodiversity has been amended to reflect representation received from EA.</p> <p>The HRA and SA has informed the Local Plan Part 2 taking into account the wider cross boundary implications of development on habitats within the Borough and elsewhere in the Fylde Coast sub-area.</p> <p>The HRA concludes that none of the policies or associated allocation sites were considered to have a likely significant effect on any of the European sites alone, or in combination.</p>	<p>Collaboration is ongoing with neighbouring authorities and Natural England and the MMO to manage cross -boundary impacts on the natural environment.</p>

Strategic Priority	What is the nature of the strategic Issue?	Who is affected/ Obligated to Co-operate	Who has co-operated With whom and How was this done	Evidence	Outcome	Further Actions
			<p>Natural England and EA</p> <p>→ Meetings on major cross boundary applications.</p> <p>BC and the MMO have cooperated through formal consultation and on-going email correspondence to ensure that proposals are in line with the NW Marine Plan Policy NW-MPA-1, NW-MPA-2, NW-MPA-3, NW-MPA-4: Marine Protected Areas; NW-CC-1, NW-CC-2, NW-CC-3: Climate Change; NW-BIO-1: Biodiversity; and Marine Character Area 34: Blackpool Coastal Waters and Ribble Estuary</p>	<p>Statement update 2012</p> <p>→ North West Marine Plan</p> <p>→ Seascape Character Assessment for the North West Inshore and Offshore marine plan areas</p> <p>Other:</p> <p>→ DtC Officer Working Group meetings</p> <p>→ DPOG</p> <p>→ Officer meetings with respect to current major planning application at Whyndyke Farm</p> <p>→ Consultation on the Blackpool Green and Blue Infrastructure Strategy 2019</p> <p>→ Comments received from MMO</p>		

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Section Four - Signatories

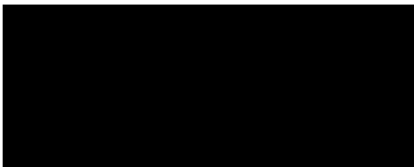
Plan-Making Authorities

The plan-making authorities that are signatories to this statement are as follows:

Blackpool Council

Signed:

Dated: 18th May 2021



E. Jane Saleh - Head of Planning Strategy

Fylde Council



Signed:

Dated: 7th May 2021

Mark Evans Head of Planning and Housing

Wyre Council

Signed:



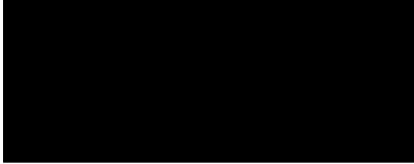
Dated: 06/05/21

David Thow (Head of Planning Services)

Lancashire County Council

Signed:

Dated: 11th May 2021



Marcus Hudson
Head of Planning

Marine Management Organisation

Signed:



Dated: 12/05/21

Katharine Ludford, Marine Planning Manager

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APPENDIX A

DUTY TO CO-OPERATE

MEMORANDUM OF UNDERSTANDING

BETWEEN

BLACKPOOL COUNCIL,

LANCASHIRE COUNTY COUNCIL,

FYLDE BOROUGH COUNCIL AND

WYRE BOROUGH 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 Cooperate' 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 Cooperate;
 - 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 cooperated 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 sq. 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 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 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 Framework, 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 well-being for the 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 on the Fylde Coast has an important role in supporting the 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 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.
- 4.15 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 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 sub-region and advanced chemical manufacturing at Hillhouse, Thornton.

- 4.16 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 sub-region along with insurance providers Axa and Aegon in Fylde.
- 4.17 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.
- 4.18 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.
- 4.19 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-area 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 sub-region in response to the strong links between the FCAs in terms of travel to work patterns and employment;**
- **agree the 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

- 4.20 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 sub-regional retail study for the Fylde Coast. 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.
- 4.21 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 Houndshell 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.
- 4.22 The 2011 study provides evidence to inform the local plans of the FCAs with respect to:
- the retail role of towns within the Fylde Coast and their position in the retail hierarchy;
 - potential future development needs for each authority; and
 - definition of the town centres within the Sub-Region which are Blackpool, Lytham, St Annes, Kirkham, Fleetwood, Cleveleys, Poulton-le-Fylde and Garstang.
- 4.23 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.

- 4.24 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 FCAs.**

Transport

- 4.25 Developing a more sustainable and efficient transport network across the Fylde Coast is vital for our economic prosperity and our social and environmental well-being. Our 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.
- 4.26 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.
- 4.27 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).
- 4.28 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 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.
- 4.29 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.

- 4.30 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.
- 4.31 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 sub-regional asset 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.

4.32 Local transport planning priorities for Lancashire and Blackpool captured in the Fylde Cost 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 the Highways Agency 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 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 sub-region.**

Surface Water Drainage and Waste Water

- 4.33 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.
- 4.34 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 GrowthPoint 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.
- 4.35 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.
- 4.36 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.
- 4.37 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.
- 4.38 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;
 - Cooperate 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.
- 4.39 The FPWMG 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

- 4.40 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, and 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.
- 4.41 The 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.
- 4.42 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. Access to LERN data and services is covered by a separate MoA.

- 4.43 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.
- 4.44 The 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:

1. **conserve and enhance natural habitats, ecological networks and landscapes of importance; and**
2. **develop a strategic network of green and blue infrastructure across the 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:

- **To facilitate the Fylde Coast Authorities in meeting their Duty to Cooperate 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;**
- **To review as necessary and keep up to date the Memorandum of Understanding between the Fylde Coast Authorities;**
- **To collaborate on the development of planning, economic development and transport policy where appropriate to achieve consistency of approach**

- **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;**
 - **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;**
 - **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 representative to act on their behalf as necessary. All meetings will be minuted to provide an 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

APPENDIX B

Blackpool Local Plan Part 1: Core Strategy (2012-2027) – Statement of Compliance

The Statement of Compliance can be found at the following link:

<https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/DC001-Duty-to-Co-operate-Statement-of-Compliance.pdf>

Fylde Council, Wyre Council, Blackpool Council
Statement of Common Ground
Plan-Making for Strategic Cross-Boundary Matters

October 2020

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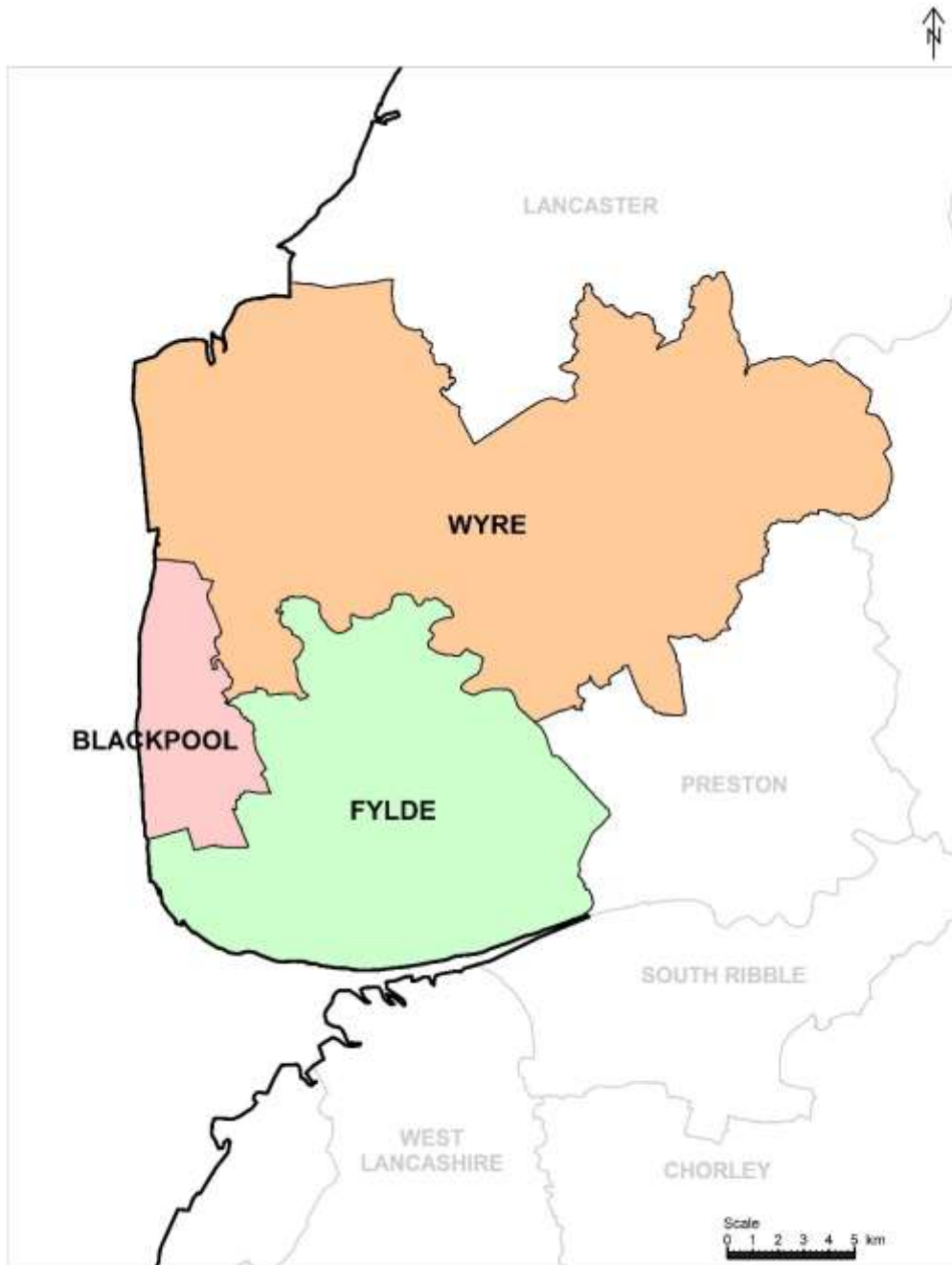
1. Introduction

- 1.1 This Statement of Common Ground has been produced in support of the Partial Review of the Fylde Local Plan to 2032. It provides an explanation of the strategic position of Fylde and neighbouring councils in relation to those cross-boundary strategic matters which fall within the extent of the revisions made by the Partial Review of the Fylde Local Plan to 2032, and explains engagement in relation to these matters to demonstrate compliance with the Duty to Co-Operate.
- 1.2 The Duty to Co-operate was introduced by the Localism Act 2011 as an amendment to the Planning and Compulsory Purchase Act 2004, to ensure that local planning authorities continued to take a strategic approach to planning for issues that extend across boundaries, following the abolition of regional planning. The Duty applies to all local planning authorities, county councils in England and to a number of other ‘prescribed’ bodies 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.
- 1.3 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 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.
- 1.4 The Planning Practice Guidance (PPG) published by the Government explains the purpose of a statement of common ground:
- A statement of common ground is a written record of the progress made by strategic policy-making authorities during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process, and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. In the case of local planning authorities, it also forms part of the evidence required to demonstrate that they have complied with the duty to cooperate.*
- 1.5 This document follows the broad structure advocated by the PPG. The strategic matters considered are restricted to those directly relating to changes proposed in the Partial Review of the Fylde Local Plan to 2032.

- 1.6 The authorities have not identified any areas of disagreement relating to the strategic cross-boundary matters covered by this statement. Therefore, this statement does not record any matters of disagreement over the strategic matters covered.
- 1.7 This statement does not speculate on the effects of possible changes that may occur through draft changes to national planning policy and guidance or through indicative proposals for legislative change.

2. Areas covered

- 2.1 This statement covers the area of the Fylde Coast Sub-Region. The Fylde Coast Sub-Region comprises the three local authority areas of Fylde, Wyre and Blackpool Councils; in Fylde and Wyre the area is under the further jurisdiction of Lancashire County Council as higher-tier authority. The area covered is shown on the map below:




Fylde Council
Fylde Coast Sub-Region

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- 2.2 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 sq km and is home to approximately 330,300 residents.
- 2.3 The Fylde Coast sub-region demonstrates a high level of self-containment in terms of housing markets, travel to work patterns and economic functionality. The Fylde Coast was identified as a housing market area within the Fylde Coast Strategic Housing Market Assessment (SHMA) (2014) based on both migration and commuting patterns. There is no evidence that this pattern has altered in the intervening period.
- 2.4 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.
- 2.6 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 and subsequently reconstituted as the Blackpool, Fylde and Wyre Economic Prosperity Board), to support local authority partnership working, co-ordinate and drive forward shared objectives and deliver a co-ordinated programme of capital investment.
- 2.7 The landscape across the 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 sub-region encompasses part of the Forest of Bowland AONB.
- 2.8 The area adjoins the Irish Sea to the west, under the planning jurisdiction of the Marine Management Organisation, and the local planning authorities of Lancaster, Ribble Valley, Preston, South Ribble and West Lancashire.
- 2.9 The three authorities will each produce separate Statements of Common Ground with their immediate neighbours in relation to strategic matters that they share with their neighbours, other than as described in this document.

3. Key strategic matters

3.1 The strategic matters considered in this statement are the following:

The timing of plan-making, revision and review

Housing needs

Housing requirements

3.2 These strategic matters are those relevant to the Partial Review of the Fylde Local Plan to 2032. All other strategic matters will be dealt with, where necessary, through separate or subsequent statements.

4. Governance arrangements

- 4.1 This Statement of Common Ground has been developed under the Fylde Coast Duty to Co-Operate Memorandum of Understanding. This is a statement made jointly by Fylde Council, Wyre Council, Blackpool Council and Lancashire County Council that formalises the dialogue that takes place between the four authorities, providing for cross-border co-operation and collaboration regarding those strategic matters which require it and ensuring that the requirements of the statutory Duty to Co-operate are met.
- 4.2 The Memorandum of Understanding provides for regular meetings under the Fylde Coast Duty to Co-Operate banner. Quarterly Fylde Coast Duty to Co-operate Officers' Group meetings are held between officers from the Fylde Coast Authorities and LCC, where strategic planning issues are discussed. The Lancashire Enterprise Partnership (LEP) and representatives of Lancashire County Council and Blackpool Council transport authorities are also invited to attend these meetings.
- 4.3 In addition to the officers' meetings, the Memorandum of Understanding also provides for the Fylde Coast Authorities Joint Member and Officer Advisory Steering Group, which comprises 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.
- 4.4 This Statement of Common Ground will be subject to discussion leading to agreement at the Officers' Group and if necessary the Advisory Steering Group meetings, and any changes to it will be subject to ratification by those groups as appropriate.
- 4.5 The Fylde Coast Authorities officers and members Duty to Co-operate meetings are effective mechanisms for ensuring that strategic planning issues that cross council administrative boundaries between the Fylde Coast Authorities are given due consideration, are planned for and are delivered effectively through the plan making process.

5. Strategic matters: the timing of plan-making, revision and review

- 5.1 The plan-making stages of the Fylde Coast Authorities have been misaligned for some time. Two of the three authorities have full adopted Local Plans, whilst the third, Blackpool, has an adopted Core Strategy.

Fylde

- 5.2 The Fylde local Plan to 2032 is a complete local plan containing strategic and non-strategic policies. It was submitted for examination in December 2016, prior to the publication of the National Planning Policy Framework (July 2018) (NPPF18). Following the publication of NPPF18, as the examination had not concluded, the examination continued and concluded and the adoption of the plan took place under the transitional arrangements of paragraph 214 of NPPF18, whereby the policies of the earlier National Planning Policy Framework of 2012 (NPPF12) continued to apply.

- 5.3 The Fylde Local Plan to 2032 was adopted on 22nd October 2018.

- 5.4 The Fylde Local Plan to 2032 paragraph 1.27 includes the following text reflecting the uncertainty during the examination as to the position in Wyre:

Fylde Council recognises that Wyre Council have identified difficulties in planning to meet its objectively-assessed need for housing. Any need that remains unmet following the adoption of Wyre's Local Plan will need to be addressed. Fylde Council will undertake an early review of the Fylde Local Plan (whether full or partial) to examine this issue, working with other authorities adjoining Wyre under the Duty to Co-Operate. The objective of this process would be to ensure that any unmet need is met within the Housing Market Area and/or in other appropriate locations, where consistent with the achievement of sustainable development.

- 5.5 The Fylde Council Local Development Scheme includes the Partial Review of the Local Plan. It states:

A Partial Review of the Fylde Local Plan to 2032 will bring the Local Plan in line with Paragraph 212 of the National Planning Policy Framework 2019. It will also consider the unmet housing need in Wyre in accordance with Paragraph 1.27 of the Fylde Local Plan to 2032.

- 5.6 The indicative timetable for the production and examination of the Partial Review was initially set out in the November 2019 LDS. Fylde Council has produced an update (September 2020) which has taken into account the effects of Covid-19. The updated timetable is:

- The consideration of responses to the scoping consultation and its presentation to Planning Committee are provisionally scheduled for the period up to January 2020;
- the Schedule of Revisions for presentation to Planning Committee in January 2020;
- the production of technical assessments between January and March 2020;
- the presentation of the Publication Version to Planning Committee in March 2020;
- publication for public consultation between July and September 2020;
- submission in October 2020; examination in February-March 2021; and

- adoption in July 2021.

5.7 The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 requires that local planning authorities review local plans such that the review is completed within 5 years from the adoption date of the local plan. NPPF18 and the revised version of it published in February 2019 (NPPF19) include this requirement to review within 5 years and include policy as to which plan policies will need updating. Fylde Council will carry out a full review of the Local Plan within the five-year statutory period. There is therefore no need for the Partial Review of the Fylde Local Plan to 2032 to extend wider than the remit intended.

Wyre

5.8 The Wyre Local Plan (2011-2031) is a complete Local Plan containing strategic and non-strategic policies. It was submitted for examination in January 2018, prior to the publication of NPPF18. Following the publication of NPPF18, as the examination had not concluded, the examination continued and concluded and adoption of the plan took place under the transitional arrangements of paragraph 214 of NPPF18 and NPPF19, whereby the policies of NPPF12 continued to apply.

5.9 The Wyre Local Plan (2011-2031) was adopted on 28th February 2019.

5.10 The Wyre Local Plan (2011-2031) Policy LPR1 makes a commitment to conduct a Partial Review of the plan. It states:

The Local Planning Authority will bring forward a partial review of the Plan with the objective of meeting the full Objectively Assessed Housing Needs. This will commence before the end of 2019 with submission of the review for examination by early 2022. Specific matters to be addressed by the review include the following:

1. An update of Objectively Assessed Housing Needs.

2. A review of transport and highway issues taking into account:

(i) housing commitments and updated housing needs;

(ii) implemented and committed highway schemes;

(iii) the scope for sustainably located sites where the use of sustainable transport modes can be maximised; and

(iv) the additional transport and highways infrastructure that will be needed to meet in full the updated Objectively Assessed Housing Needs.

3. Allocation of sites to meet the full Objectively Assessed Housing Needs taking into account 2. above.

5.11 Wyre Council has updated its Local Development Scheme to provide an indicative timetable for the production and examination of the Partial Review. The 2020 LDS gives the following indicative dates:

Reg 18	Preparation of a local plan	February 2020 to September 2020
Reg 19	Publication of a local plan	October 2020 to March 2021
Reg 20	Representations relating to a local plan	April 2021 to December 2021
Reg 22	Submission of documents and information to the Secretary of State	January 2022
Reg 23 & 24	EIP Hearing Sessions (if necessary)	Early 2022
Reg 25	Publication of the recommendations of the appointed person	March 2022 to December 2022
Reg 26	Adoption of a local plan	January 2023

Consequent on the Covid-19 situation, these dates may be subject to further change.

- 5.12 Wyre Council has commenced its Partial Review through its consultation, under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012, on the scope of the Partial Review of the Wyre Local Plan (2011-2031) for 6 weeks from 28th February 2020, but it will necessarily include the matters within Policy LPR1 above. In addition, in accordance with paragraph 10.4.4 of the Wyre Local Plan (2011-2031), the Partial Review will seek to address any inconsistencies with the revised NPPF.

Blackpool

- 5.13 The Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) is a Development Plan Document that provides an overall strategy for the location of housing employment, retail and leisure development, identifies areas for regeneration, protection and enhancement, and sets out key development management principles. It is intended as the first part of a two-part local plan. It contains strategic policies and some non-strategic policies.
- 5.14 The Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) was adopted on 20th January 2016.
- 5.15 The Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) was submitted, examined and adopted under the policies of NPPF12. In accordance with paragraph 213 of NPPF19, the policies of the adopted core strategy remain up to date providing that they are consistent with the policies of NPPF19. Where policies are less consistent with NPPF19, the weight that may be given to them is reduced.
- 5.16 Blackpool Council consulted on a Regulation 18 Scoping Document for the Blackpool Local Plan Part 2: Proposed Site Allocations and Development Management Policies between 12th June 2017 and 24th July 2017. It then published a Blackpool Local Plan Part 2: Proposed Site Allocations and Development Management Policies document as an informal consultation paper in January 2019. This Local Plan Part 2 plan operates over the same plan period as the

Part 1 Core Strategy, i.e. 2012-2027. The Blackpool Local Plan Part 2: Proposed Site Allocations and Development Management Policies Informal Consultation Paper was prepared having regard to NPPF18 (having been published prior to NPPF19), but is informed by the strategic policies in the adopted Part 1 Core Strategy, which is the principal Development Plan Document for Blackpool.

- 5.17 Blackpool Council is currently updating its Local Development Scheme to be published towards the end of 2020. Consultation on the Regulation 19 Publication Version is expected early 2021.
- 5.18 The Blackpool Local Plan Part 1: Core Strategy (2012 – 2027), plus the Part 2 plan once published, submitted, examined and adopted, will form a complete local plan for Blackpool.
- 5.19 The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 requires that local planning authorities review local plans such that the review is completed within 5 years from the adoption date of the local plan. NPPF19 includes this requirement to review within 5 years and include policy as to which policies will need updating. Blackpool Council will need to carry out a full review of the policies in the Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) within the five-year statutory period. This review will follow on from the adoption of the Part 2 plan.

6. Strategic matters: housing needs

Fylde:

- 6.1 The adopted Fylde Local Plan to 2032 evidence base was provided by the Fylde Coast SHMA (2014) and its three Addenda, the last of which (Fylde Addendum 3: Analysis of the OAN in light of the 2014-based SNPP and SNHP (Turley, May 2017), accompanied by the Independent Assessment of the Economic Prospects of Fylde (Amion Consulting, May 2017)) gave an Objectively Assessed Need (OAN) for housing as a range of 410-430 dwellings per annum. This evidence was produced in accordance with NPPF12 and PPG dating from 2014. Following the Examination of the FLP32, the Inspector concluded that the housing requirement figure of 415 dwellings per annum was sound and appropriate to meet needs.
- 6.2 Fylde Council is to carry out a Partial Review of the Fylde Local Plan to 2032. The Partial Review develops necessary changes to the Local Plan to accord with NPPF19, as required by paragraph 212 of NPPF19. In addition, it considers the issue of unmet need in Wyre, as required by paragraph 1.27 of the Fylde Local Plan to 2032. This requires that Fylde Council undertakes a review whether full or partial if the Wyre Local Plan is adopted with unmet housing need. This has occurred (see below).
- 6.3 The Partial Review includes an update of Housing Needs. It is informed by a Local Housing Need assessment, calculated using the standard methodology in accordance with PPG, as specified in paragraph 60 of NPPF19. It also considers the implications of the PPG and the identified needs figure from the SHMA Fylde Addendum 3 and the recently-adopted Local Plan.
- 6.4 The adopted Fylde Local Plan to 2032 allocates sites for 8,819 homes within the plan period. This meets the needs that were identified in the Local Plan. The Partial Review of the Fylde Local Plan to 2032 identifies the Local Housing Need to be 275 dwellings per annum (based on the standard method), which results in a minimum housing need figure for the plan period (2011-2032) of 6,895. The Fylde Local Plan to 2032 provides allocations within Fylde that exceed this figure for the plan period. Therefore, the Fylde Local Plan to 2032 meets needs in Fylde identified in the Partial Review of the Fylde Local Plan to 2032.
- 6.5 The Partial Review of the Local Plan needs to take account of any need that cannot be met in neighbouring areas, in accordance with paragraphs 11, 60 and 65 of NPPF19. The Wyre Local Plan (2011-2031) was adopted with unmet need. However, it commits Wyre Council to bringing forward a Partial Review (see below), with the objective of meeting in full the Objectively Assessed Housing Needs in Wyre, and including a review of the local housing needs figure.

Wyre:

- 6.6 The Wyre Local Plan (2011-2031) paragraph 4.1.6 identifies the OAN for housing to be 479 net dwellings per annum, equating to 9,580 net dwellings over the plan period 2011-2031. This was derived from the Fylde Coast SHMA (2014) and its Addenda, in particular Wyre Addendum 3: OAN Update (Turley, September 2017).

- 6.7 The Local Plan delivers 9,200 dwellings (Policy SP1) or 460 dwellings per annum within the plan period. Therefore, there is an unmet need of 380 net dwellings or 4% of the OAN. The Local Plan states in paragraph 10.4.2 that it includes sufficient land to meet identified needs in the first five years post adoption.
- 6.8 The Wyre Local Plan (2011-2031) Policy LPR1 commits Wyre Council to bringing forward a Partial Review with the objective of meeting the full Objectively Assessed Housing Needs. Therefore, there exists unmet need of 380 dwellings at the present time, and there exists a mechanism in the Wyre Local Plan (2011-2031) to seek to meet this need in accordance with the timetable set out in Policy LPR1.
- 6.9 Policy LPR1 of the Wyre Local Plan (2011-2031) requires that Wyre Council undertake a partial review of the plan:

The Local Planning Authority will bring forward a partial review of the Plan with the objective of meeting the full Objectively Assessed Housing Needs. This will commence before the end of 2019 with submission of the review for examination by early 2022. Specific matters to be addressed by the review include the following:

- 1. An update of Objectively Assessed Housing Needs.*
- 2. A review of transport and highway issues taking into account:
 - (i) housing commitments and updated housing needs;*
 - (ii) implemented and committed highway schemes;*
 - (iii) the scope for sustainably located sites where the use of sustainable transport modes can be maximised; and*
 - (iv) the additional transport and highways infrastructure that will be needed to meet in full the updated Objectively Assessed Housing Needs.**
- 3. Allocation of sites to meet the full Objectively Assessed Housing Needs taking into account 2. above.*

- 6.10 Wyre Local Plan (2011-2031) paragraph 10.4.2 states “The Council is committed to undertaking an early partial review of the Local Plan as soon as possible after adoption to address the shortfall against the identified housing OAN, in accordance with Policy LPR1 below.”
- 6.11 The Wyre Partial Review will include an update of housing needs, which will have regard to the desirability for consistency with local housing needs assessments elsewhere within the housing market area including that undertaken by Fylde in preparation of the Partial Review. In undertaking the Partial Review of the Fylde Local Plan it has not been assumed that Wyre Council, through its own partial review process, will be able to meet housing needs in full within the Borough. The Inspector’s Report into Wyre’s Local Plan made it clear that further consideration needed to be given as to the extent to which any unmet need could be met in Wyre through a review of transport and highway issues. This is reflected in LPR1 (2). Until detailed consideration has been given to this issue through Wyre’s partial review process, it has not been established that Wyre can meet any unmet needs within the Borough.

Blackpool:

- 6.12 The adopted Blackpool Local Plan Part 1: Core Strategy (2012 – 2027) identifies a housing need figure for Blackpool of 280 net dwellings per annum. This housing need figure was established by the Fylde Coast SHMA (2014) and its Addendum 1. Blackpool Council is not reviewing this figure as part of the preparation of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies. A calculation of what would be the minimum local housing need figure using the standard methodology in accordance with paragraph 60 of NPPF19 results in a lower figure of 114 dwellings per annum: therefore the Part 1: Core Strategy housing need figure does not require augmenting in consequence of NPPF19. The informal draft Blackpool Local Plan Part 2 proposed allocation of sites to accommodate sufficient dwellings to meet its identified needs within Blackpool. Blackpool Council has not requested assistance from neighbouring councils for the provision of sites to meet its housing needs.

7. Strategic matters: housing requirements

Fylde:

- 7.1 The Fylde Local Plan to 2032 Policy H1 sets out a minimum net housing requirement of 415 homes per annum for the plan period 2011 to 2032, equating to 8,715 net homes for the period.
- 7.2 The Fylde Local Plan to 2032 was adopted on 22nd October 2018. Therefore, the strategic policy that sets out the housing requirement is less than 5 years old for the purpose of the assessment of five-year housing land supply as required by paragraph 73 of NPPF19.
- 7.3 The Partial Review includes a review of the housing requirement figure in the light of the updated minimum housing need figure above. The Partial Review will set a housing requirement figure of 275-415 dwellings per annum.

Wyre:

- 7.4 The Wyre Local Plan (2011-2031) Policy SP1 sets out that the plan will deliver a minimum of 9,200 dwellings.
- 7.5 The Wyre Local Plan (2011-2031) was adopted on 28th February 2019. Therefore, the strategic policy that sets out the housing requirement is less than 5 years old for the purpose of the assessment of five-year housing land supply as required by paragraph 73 of NPPF19.
- 7.6 It will be for Wyre Council to determine how it reviews its housing requirement figure through the Partial Review, whilst following the requirements of the Local Plan Policy LPR1.

Blackpool:

- 7.7 The Blackpool Local Plan Part 1: Core Strategy Policy CS2 sets out Blackpool's housing requirement to build 4200 new homes between 2012 and 2027, equivalent to 280 net homes per annum.
- 7.8 The Blackpool Local Plan Part 1: Core Strategy was adopted on 20th January 2016. Therefore, the strategic policy that sets out the housing requirement is less than 5 years old for the purpose of the assessment of five-year housing land supply as required by paragraph 73 of NPPF19.
- 7.9 Blackpool Council is preparing a Blackpool Local Plan Part 2: Site Allocations and Development Management Policies document. The Blackpool Local Plan Part 2: Proposed Site Allocations and Development Management Policies Informal Consultation Paper was published in January 2019. The Local Plan Part 2 will not review the housing requirement from the Core Strategy. The Informal Consultation Paper and supporting draft housing evidence paper set out the delivery of homes to date, existing commitments and allowances, from which it calculated a residual requirement of 820 dwellings, plus an allowance of 254 for slippage.

7.10 The annual housing requirement figure in the adopted Blackpool Local Plan Part 1: Core Strategy exceeds the local housing need figure that a calculation using the standard method in PPG produces. Therefore, in this respect, the Core Strategy housing requirement remains in compliance with the Framework.

8. Record of engagement on key strategic matters

- 8.1 The Duty to Co-operate applies to all local planning authorities (LPAs), county councils in England and to a number of other 'prescribed' bodies 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.
- 8.2 The other Fylde Coast authorities i.e. Wyre Council (as a neighbouring authority) and Blackpool Council (as a neighbouring unitary authority), together with Lancashire County Council (as transport authority, highway authority, education authority, public health authority and as waste and minerals authority), are prescribed bodies with whom engagement is required under the Duty to Co-Operate. As explained in Section 5 above, the Fylde Coast authorities and Lancashire County Council, under the framework set out in the Memorandum of Understanding, hold regular quarterly meetings of officers under the Duty to Co-Operate. Matters discussed include the potential for joint evidence production, issues relating to housing, retail, gypsies and travellers, transport issues including strategic transport infrastructure, and the potential for more closely-aligned and joint plan-making. The outcomes of the engagement are demonstrated by the agreement to the content of this document by the signatories.
- 8.3 Fylde Council has also co-operated with the other prescribed bodies. These are:
- Preston City Council (as a neighbouring authority)
 - South Ribble Borough Council (as a neighbouring authority)
 - West Lancashire Borough Council (as a neighbouring authority)
 - Highways England
 - Environment Agency
 - Historic England
 - Natural England
 - Marine Management Organisation (the MMO)
 - Homes England
 - 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)
 - The Office of Rail and Road
- 8.4 Each of the above bodies have been consulted on the scope of the Partial Review of the Fylde Local Plan to 2032. In addition, each was consulted on the draft of the Schedule of Revisions prior to the full publication for consultation, in order to undertake engagement with consultees to resolve any issues arising; however, no such issues arose. Given the limited extent of the proposed revisions, this level of engagement is considered proportionate and reflects ongoing co-operation.

9. Other strategic matters and how they will be addressed

- 9.1 This Statement of Common Ground has been produced to support the Partial Review of the Fylde Local Plan to 2032. The Partial Review has a limited remit: this is defined by the proposed revisions to the Fylde Local Plan to 2032 contained within the Schedule of Revisions. The strategic matters considered by this statement are limited to those which have direct impact upon the policies and text which are proposed for revision by the Partial Review.
- 9.2 Strategic matters that are not being considered for revision in the Partial Review of the Fylde Local Plan for 2032 will be subject to one or more separate Statements of Common Ground that will inform preparation of the future full review of the Fylde Local Plan as prescribed by paragraph 33 of NPPF19.

10. The plan-making authorities and other signatories

Plan-Making Authorities

The plan-making authorities that are signatories to this statement are as follows:

Fylde Council

Signed:



Dated: 20th October 2020

Mark Evans, Head of Planning and Housing

Wyre Council

Signed:



Dated: 20 October 2020

DAVID THOW – HEAD OF PLANNING SERVICES

Blackpool Council

Signed:



Dated: 20 October 2020

E. JANE SALEH – HEAD OF PLANNING STRATEGY

Other signatories:

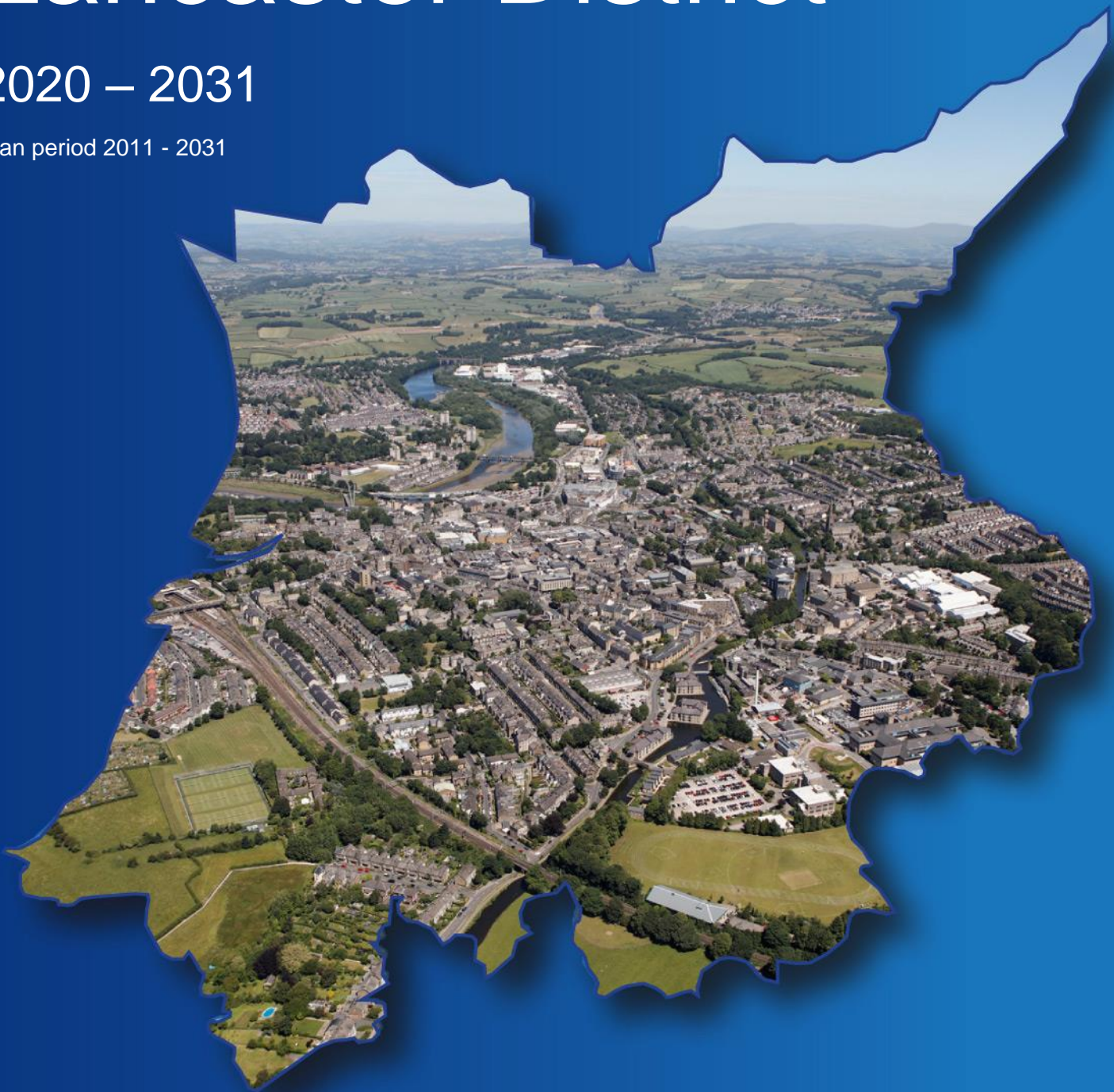
(These just to be listed once agreement is received)

A Local Plan for

Lancaster District

2020 – 2031

Plan period 2011 - 2031



Duty to Co-operate Statement of Common Ground

Publication Stage January 2022

Shaping
a better future

LANCASTER
CITY COUNCIL
Promoting City, Coast & Countryside

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1. INTRODUCTION

- 1.1 The Duty to Cooperate process was introduced through the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively, actively and on an on-going basis to maximise the effectiveness of local plan preparation relating to strategic cross-boundary matters.
- 1.2 Guidance on how this is to be implemented is contained in the National Planning Policy Framework (NPPF) (2021). The relevant paragraphs are set out below:

‘Local planning authorities and county councils (in two-tier areas) are under a duty-to-cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries’. (Paragraph 24)

‘Strategic policy-making authorities should collaborate to identify the relevant strategic matter which they need to address in their plans. They should also engage with their local communities and relevant bodies including Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected Mayors and combined authorities (in cases where Mayors or combined authorities do not have plan-making powers).’ (Paragraph 25)

‘Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.’ (Paragraph 26)

‘In order to demonstrate effective and on-going joint working, strategic policy making authorities should prepare and maintain one or more statement of common ground, documenting cross boundary matters being addressed and progress in cooperating to address these. These should be produced using the approach set out in national planning practice guidance and be made publicly available throughout the plan-making process to provide transparency.’ (Paragraph 27)

- 1.3 This Statement of Common Ground (SoCG) is a written record of the progress made by Lancaster City Council during the process of planning for strategic cross-boundary matters, particularly in the context of the Partial Review of the Plan in regard of the Council’s 2019 Climate Emergency Declaration. It documents where effective cooperation has taken place throughout the plan-making process and the legal requirements of duty to cooperate has been complied with. It will help to demonstrate at examination that the Local Plan is deliverable over the plan period in terms of reflecting effective joint working across the local authority boundaries. The document is an iterative one and will be updated regularly through the plan-making process as the Partial Review evolves.
- 1.4 The purpose of the document is not to reflect every occasion that Lancaster has met with or consulted other local authorities / prescribed bodies under the duty to cooperate. The statement is a means of detailing key information, providing clear signposting or, for example, links to relevant evidence.

Content and Purpose of the Statement of Common Ground

- 1.5 National Planning Practice Guidance states that a statement of common ground is expected to contain the following elements:
- a. A short-written description and a map which shows the location and administrative areas covered by the statement;
 - b. The key strategic matters being addressed by the statement, for example addressing climate change, transport interactions, housing requirements etc;
 - c. The plan-making authorities responsible for joint working detailed in the statement, an list of any additional signatories (including cross-referencing the matters which each is a signatory);
 - d. Governance arrangements for the cooperation process, including how the statement will be maintained and kept up-to-date;
 - e. If applicable, the housing requirements in any adopted and (if known) emerging strategic policies relevant to housing within the area covered by the statement;
 - f. Distribution needs in the area as agreed through the plan-making process, or the process for agreeing the distribution of need (including unmet need) across the area;
 - g. A record of where agreements have (or have not) been reached on key strategic matters, including the process for reaching agreement on these; and
 - h. Any additional strategic matters to be addressed by the statement which have not already been addressed, including a brief description how the statement relates to any other statement of common ground covering all or part of the same area.
- 1.6 The purpose of the statement is to capture the actions taken when addressing strategic cross-boundary matters through the duty to cooperate process. The National Planning Practice Guidance indicates that these will include (but are not limited to):
- Working together at the outset of the plan-making process to identify cross-boundary matters which will need addressing;
 - Producing or commissioning joint research and evidence to address cross-boundary matters;
 - Assessing the impacts of emerging policies; and
 - Preparing joint, or agreeing, strategic policies affecting more than one authority area to ensure development coordinated (such as the distribution of unmet needs).
- 1.7 Effective cooperation enables strategic policy-making authorities and infrastructure providers to establish whether additional strategic cross-boundary infrastructure is required. The statement is evidence that the strategic policy-making authorities have sought agreement with the relevant bodies.

Defining Strategic Matters

- 1.8 The Planning and Compulsory Purchase Act (2004) defines ‘strategic matters’ for the purposes of the duty to cooperate process as:

‘Sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas.’

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- 1.9 The NPPF sets out the strategic policy areas which are expected to be included in local Plans, the Framework states:

‘Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a. Housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b. Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c. Community facilities (such as health, education and cultural infrastructure); and*
- d. Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

Strategic Issues for the Lancaster Local Plan Review

- 1.10 It is important at this stage to consider the scope of the Local Plan Review which is being undertaken by Lancaster City Council.

- 1.11 Lancaster City Council adopted a new Local Plan in July 2020 which included a Part A: Strategic Policies & Land Allocations DPD and a Part B: Development Management DPD. The adoption of this Plan provides a robust and up-to-date strategic basis for planning within the district. The Local Plan addresses all the strategic issues required from the plan-making process, including the provision for points (a) to (c) set out in paragraph 1.9. Addressing these strategic issues was subject to its own duty to cooperate process which was found sound at examination.

- 1.12 The Council declared a Climate Emergency in January 2019 setting out a range of ambitions and actions around Climate Change and lowering carbon emissions. The declaration of the emergency came too late to influence the plan-making process (the Local Plan was submitted to Government in May 2018) and so the adoption of the Local Plan in July 2020 was predicated on the basis that the Council would enter into an immediate review specifically in relation to Climate Change.

- 1.13 Therefore the parameters of this review are extremely limited, addressing only matters relating to the adaptation to (and mitigation of) Climate Change (as set out in the provisions of point (d) in paragraph 1.9). Therefore the primary purpose of the discussions in this duty to cooperate process have been focused on how Local Plan policy is seeking to evolve (in the context of climate change). Notwithstanding this, the duty to cooperate process has also been an opportunity to reflect on adopted policy positions to consider whether through the implementation of the plan unintended cross-boundary issues have occurred.

Parties involved in the Duty to Cooperate Process

- 1.14 The Lancaster duty to cooperate process categorises the bodies which are involved as:

- Local authorities: these are the neighbouring local planning authorities and, where appropriate, Lancashire County Council.
- Prescribed Bodies: These are bodies prescribed in the regulations (Town and Country Planning (Local Planning) (England) Regulations 2012 plus the Local Enterprise Partnership and Local

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Nature Partnerships which are not subject to the requirements of the duty, by local planning authorities in England, and other prescribed bodies must cooperate with.

- **Additional Bodies:** Other organisations involved in strategic issues and engaged with through duty to cooperate. These bodies may only be involved in specific issues and may change over the course of the plan-making process and depending on the nature of the strategic issues identified.

Local Authorities	Prescribed Bodies	Additional Bodies
South Lakeland District Council	Natural England	Canal and River Trust
Barrow Borough Council	Historic England	Lancaster Civic Society
Wyre Borough Council	Environment Agency	Lancaster Green Spaces
Craven District Council		Arnside & Silverdale AONB
Yorkshire Dales National Park		Forest of Bowland AONB
Ribble Valley Borough Council		CPRE
Blackpool Borough Council		National Trust
Fylde Council		Lancashire Wildlife Trust
Lancashire County Council		Lancashire LNP
		Green Lancaster
		Lune River Trust
		Marine Management Organisation
		United Utilities
		Sth Lancaster Flood Action Group
		The Fairfield Association
		Claver Hill Food Growing Project
		Nth Lancashire Food Futures
		Ramblers Association
		Lancaster University

Table 1.1: Table to show the list of parties involved in the Partial Review of the Lancaster District Local Plan (in the context of the Climate Emergency)

- 1.15 With regard to ongoing engagement with neighbouring authorities, the Council has a well-established role with both the Lancashire and Cumbria Development Plan Officer Groups (DPOG) which provides a forum for cross boundary matters to be discussed. More recently the Council have lead on establishing a sub-group from DPOG which seeks to discuss the cross-boundary approaches to tackling climate change, particularly in terms of shared evidence and consistency in policy making. The dates of meetings with neighbouring authorities are set out in the table below with the minutes of meetings available on request.

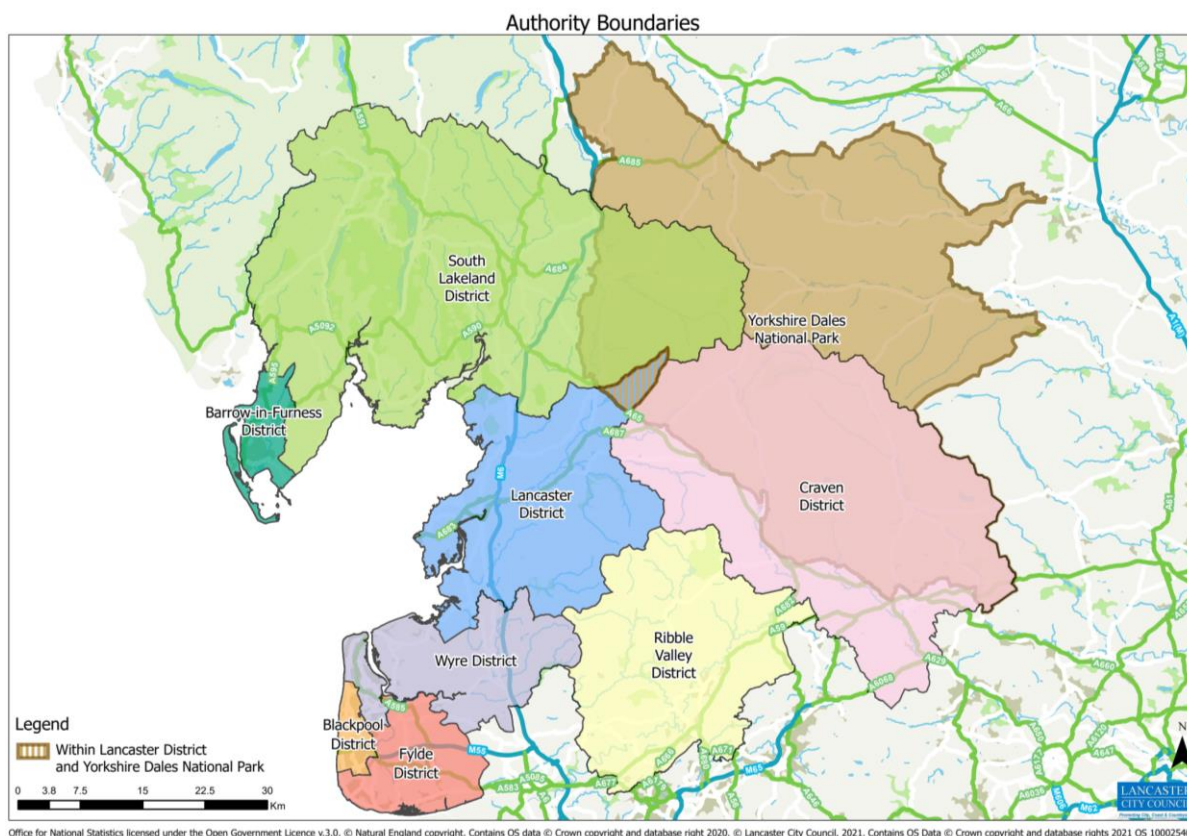
NAME OF AUTHORITY	DATE OF MEETING(S)		
South Lakeland District Council	7 th July 2021		
Barrow Borough Council	2 nd June 2021		
Wyre Borough Council	5 th May 2021	9 th September 2021	
Craven District Council	24 th May 2021		
Yorkshire Dales National Park	25 th May 2021		
Ribble Valley Borough Council	11 th May 2021		
Blackpool Borough Council	1 st July 2021		
Fylde Council	7 th May 2021		

Table 1.2: Table to show the dates of Duty to Cooperate Meetings with neighbouring authorities

Strategic Geography

- 1.16 The geography of the North Lancashire / South Cumbria region within which Lancaster district sits is shown in Figure 1.1 of this statement. This is the strategic area defined for the purposes of duty to cooperate.

1.17 It is well established that in terms of both housing market and functional economic footprint that Lancaster District is relatively self-contained. This is demonstrated through relatively low travel to work patterns and through robust housing market evidence. This was most recently re-affirmed through the 2019 Public Examination process. The Council have no reason to consider these circumstances have changed since 2019.



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Figure 1.1: A map highlighting Lancaster City Council’s relationship with surrounding authorities within South Cumbria, North Lancashire and the Morecambe Bay Environs.

Development Plan Timescales

1.18 The current development plan timetables with respect to the plan-making process are summarised as follows. These timescales will be kept under review and updated during each iteration of the statement of common ground.

Local Planning Authority	Proposed Start of New Plan / Review	Reg 18 Consultation	Reg 19 Consultation	Target Submission Date	Adoption Date / Target Adoption Date
Barrow Borough Council	-	-	-	-	June 2019
South Lakeland District Council	February 2021	Summer 2021 & Summer 2022	Spring 2023	Autumn 2023	2024
Craven District Council	-	-	-	-	Nov 2019

Yorkshire Dales National Park	2019	Spring 2021	Winter 2021	Spring 2022	2023
Ribble Valley Borough Council	2021	Spring 2022	July 2022	Dec 2022	2023
Wyre Borough Council	2020	Feb 2020	Nov 2021	April 2022	Late 2022
Blackpool Borough Council*	2017	2017	March 2021	June 2021	Summer 2022
Fylde Council	-	Spring 2019	Summer 2020	October 2020	December 2021

Table 1.3: Table to show the stages of plan-making of neighbouring authorities (as of July 2021).

*Blackpool BC have commenced a Review of their Core Strategy in 2021.

- 1.19 The table above demonstrates that many of Lancaster District’s neighbouring authorities are on similar paths in terms of local plan preparation (or review). This level of alignment will assist with the co-ordination for the duty to cooperate process for all parties.

Governance Arrangements

- 1.20 The preparation and upkeep of this SoCG will be the responsibility of Lancaster City Council as part of the Plan Review process. The content of the SoCG seeks to supplement the CELPR and demonstrate the legal requirements of the duty have been fulfilled. On that basis it is in Lancaster City Council’s interest to ensure that engagement occurs at the correct stages of the plan-making process and that discussion considers all relevant cross-boundary issues relevant to the Review.

- 1.21 The duty to cooperate process will be iterative and will be reported to elected Members on the appropriate occasions. A finalised version of this SoCG will be prepared and submitted to Government (as part of the wider submission process) to support the Public Examination process and the Government Appointed Inspector in determining whether the Reviewed Plan is sound and fit for planning purposes.

2 CLIMATE EMERGENCY REVIEW OF LANCASTER DISTRICT LOCAL PLAN (CELPR)

- 2.1 Along with adopting the Local Plan in July 2020, Lancaster City Council also approved an updated Local Development Scheme (LDS) which set out the Council’s intention to proceed with an immediate review of the just-adopted Local Plan in the context of Climate Emergency Declaration, as made by the Council in January 2019.

Scoping Consultation (Winter 2020)

- 2.2 Consultation was held in late 2020 to help establish the scope and remit of the Review. This consultation process was held between 25th September and 20th November 2021 and, due to the COVID-19 pandemic restrictions, was undertaken on a virtual basis. However, in the absence of in-person meetings or drop-in events the consultation included an introductory video presentation, the release of five information videos on a series of key themes including: heritage and climate change, energy efficiency, blue/green infrastructure, sustainable transport and water management.
- 2.3 The scoping consultation, albeit high-level in nature, was well received with a number of responses from the local community, key stakeholders and duty to cooperate partners. The responses provided

gave a firm basis for officers of the Planning and Place Service to move forward to the refining of policies.

- 2.4 Importantly, the Scoping stage sought to clarify and confirm that the CELPR is a Partial Review of the Local Plan, with the express objective of seeking better development outcomes for Climate Change mitigation and adaption in recognition of the Council’s Climate Emergency Declaration.
- 2.5 Specifically it was clarified that the CELPR does not revisit the amount of development required to meet the needs of the community or economy, nor does it revisit specific land allocations made within the adopted Local Plan.

Draft CELPR (Summer 2021)

- 2.6 Following the scoping stage, Council Officers focused on 32 Local Plan policies which offered the potential to improve development outcomes. These policies were grouped together into six topics (summarised in a series of six topic papers). The topic papers describe the outcomes of the scoping consultation, the exploration of alternative approaches to reviewing policies, an explanation of how policy changes could achieve better climate change outcomes and provide the proposed revisions to policy.
- 2.7 The Council commenced consultation on the series of draft policies in July 2021 for an eight-week period, running until mid-September 2021. This consultation formed the final stage of the Council’s Regulation 18 process into the CELPR.

Content of the CELPR

- 2.8 The proposed changes as part of the CELPR can be summarised into a series of themes which are set out below:

Water Management: Proposed amendments within the CELPR seek to ensure that surface water drainage systems are adequately designed to make the best use of above ground techniques and mitigate flooding, support biodiversity enhancements and provide urban cooling and pollution control. The review amends existing policy to ensure it remains adequate in ensuring such systems are maintained in the long term. The CELPR is informed by updated evidence in this regard.

Green / Blue Infrastructure: As part of the CELPR, officers of the Planning and Housing Strategic Team have produced a Green and Blue Infrastructure Strategy as one of the key pieces of evidence to support the review. This has been a predominantly map-based (GIS) exercise which identifies the existing network of green and blue infrastructure, acknowledging the multi-functional nature of many of those features. The purpose of the strategy is to identify opportunities where the network could be improved and enhanced to increase connectivity and functionality of the network, providing greater benefits for both nature and residents. The strategy has sought to inform the CELPR, providing greater emphasis on the importance of connectivity across networks and the identification of corridors and chains across the district, reducing fragmentation.

Strategic Transport: The focus of the proposed amendments in the CELPR relate to further promotion of modal shift and the need to alleviate our current reliance on private cars, provide more realistic and approach alternatives, such as cycling, walking and public transport. The CELPR also looks to increase the emphasis on active travel and introduces higher standards and requirements for new cycling infrastructure. The Plan also focuses on air quality management and the promotion of ultra-low emission vehicles and the increased deployment of electric vehicle charging points.

Heritage: The CELPR recognises the importance of striking the correct balance between providing gains on climate change performance and the sensitive management of built heritage. Therefore, the Review provides two new policies in relation to the retro-fitting of buildings of traditional construction and another relation to micro-renewables in the setting / curtilage of heritage assets.

Sustainable Design, Energy Efficiency & Renewable Energy: This has been the most significant area of change within the CELPR. The Review will propose an ambitious approach to addressing the climate emergency, going beyond the Government’s Future Home Standard consultation outputs and setting the Council’s own energy efficiency targets via a stepped approach. The revised policies on energy efficiency proposes a 31% reduction in CO2 in 2022, a 75% reduction in CO2 emissions in 2025, and a requirement for all new built development to be zero carbon by 2028. This goes beyond simply beyond the regulated energy use, which is the Government approach, by specifying a Fabric First approach.

The reviewed CELPR also significantly pushes the use of renewables further and outlines a variety of renewable energy technologies such as solar and biomass, which can also help in reaching the net zero target. The CELPR also proposes to require developments to provide space for food growing and composting and that all major development should connect into existing heating / cooling networks or contribute to providing them. Amended policies also require modern construction methods to be used where possible and low carbon technologies or other sustainability measures to be offered at the point of sale. Water efficiency measures must also be included within the construction of new buildings and the use and management of materials and waste must also be considered.

Other Amendments Proposed: Other amendments have been proposed to the CELPR to highlight the importance of promoting green industry and economic sectors, providing greater support to a green economy recovery, particularly in the context of the COVID Pandemic.

- 2.9 Moving forward it is the expectation of Lancaster City Council to process towards the Publication and Submission of the CELPR in early 2022 with an adoption of the Reviewed Plan by late 2022 / early 2023.

3 STRATEGIC MATTERS

Summary of Strategic Matters

- 3.1 The assessment of strategic matters has been very much defined by the scope of the partial review which is being undertaken by Lancaster City Council. The partial review is specifically focused on the actions and ambitions of the Council’s 2019 Climate Emergency declaration.
- 3.2 There is no expectation from the Council to comprehensively review the plan or revisit other strategic matters in relation to housing supply, land allocation or wider development growth. The Council believe these elements of the Plan remain valid and consistent with national planning policy requirements.
- 3.3 The Council will continue to monitor the need for a wider review in the context of changing national and local circumstances however has concluded at this time that no circumstances existing to merit such a review.

Addressing the Climate Emergency Declaration (Strengthening the Climate Change Agenda)

- 3.4 The 2019 Climate Emergency declaration has led to the City Council seeking to strengthen the Plan's approach to Climate Change mitigation / adaption through a number of policy areas, as described in Section 2 of this SoCG.
- 3.5 The Council believe that Climate Change is, in itself, a strategic matter with its implications not respecting either local authority administrative boundaries or different geographies. Addressing the impacts of Climate Change will not be addressed in isolation and, in planning terms, will require a concerted and where possible consistent approach from all local planning authorities in terms of addressing the mitigation of, and adaptation to, Climate Change.
- 3.6 Through Duty to Cooperate discussions with neighbouring authorities the City Council have made clear their position over the importance of working together to achieve shared outcomes and consistency within the plan-making process. This includes promoting consistency in terms of requirements of new development and working together on shared environmental assets, for example our Areas of Outstanding Natural Beauty and environmental assets – such as Morecambe Bay.

New Policy Requirements arising from the CELPR

- 3.7 Through the CELPR, the City Council have proposed a range of new or amended policies which seeks to strengthen their position in terms of the Climate Change agenda. It is agreed with our Duty-to-Cooperate partners that these amended policies do not in themselves represent a strategic matter. However, as set out in paragraphs 3.5 and 3.6 it would be highly beneficial if the ambitions of the CELPR can be shared with neighbouring authorities to achieve a stronger, more consistent approach across the sub-region on this issue.
- 3.8 All partners would agree that consistency should not mean replication or duplication. Each authority quite rightly should have their own approaches to tackling the Climate Emergency issue which fits correctly to their own local circumstances and own aspirations or ambitions. However, through the duty to cooperate discussions it is clear that where authorities can share ambitions, information, evidence and support in stepping up to the challenges of Climate Change then they should do so.

Maintaining consistency with the Arnsdale & Silverdale AONB DPD

- 3.9 Both Lancaster City Council and South Lakeland District Council worked successfully in the preparation of a joint Development Plan Document for the Arnsdale & Silverdale AONB which was formally adopted in 2019. The AONB DPD supplements the respective authorities' Local Plan providing an additional layer of local planning policy in relation to the nationally important designation of the AONB.
- 3.10 The AONB DPD was prepared in the context of the adopted / emerging planning policy of the time and ensures a consistency between the layers of district-wide Local Plans and more localised policy frameworks.
- 3.11 As review(s) into these local plans progress, it will be critical that consistency is maintained where possible between newly emerging policy and the adopted policies in the AONB DPD to ensure that policies in both DPDs can be applied correctly in the Arnsdale & Silverdale AONB DPD.

Lancaster South Area Action Plan DPD

- 3.12 Through the adoption of the Lancaster District Local Plan in July 2020, a significant area of growth was identified to the South of Lancaster. Policy SG1 of the Strategic Policies & Land Allocations DPD identified a Broad Location of Growth in the South Lancaster area and a series of key growth principles to shape the delivery of new development, including the delivery of Bailrigg Garden Village. Policy SG1 set a series of high-level approaches to growth in South Lancaster but made clear that these would be addressed in more detail through a separate document – the Lancaster South Area Action Plan DPD.
- 3.13 The Area Action Plan DPD is in its early stages of preparation. Masterplanning has taken place through the course of 2021 however it has yet to be formalised into planning policy as part of the plan-making process. It is anticipated that this work will advance through the course of 2021 and 2022.
- 3.14 Given the geographical position of this area of growth, its strategic cross boundary implications will be restricted to Wyre, who share a close boundary to Lancaster and the area identified in Policy SG1.
- 3.15 As the AAP process seeks to gather momentum over 2021 and into 2022 it will be important to maintain proactive communication with Wyre Borough Council to ensure that any cross-boundary matters which arise are addressed positively. This engagement process will be subject to a separate Statement of Common Ground which will be directly linked to the AAP DPD.

Local Government Re-Organisation

- 3.16 In July 2020 the Secretary of State announced his intention to replace the six Cumbria Districts with two unitary authorities, one which will comprise the area of South Lakeland and Eden Districts and Barrow Borough Council. He also announced his intention to create a new unitary North Yorkshire Authority which will include Craven District. We will continue to co-operative and actively collaborate on strategic planning issues with the existing local authorities and County Council's and the new authorities as the re-organisation is implemented.

4 ADDRESSING THE STRATEGIC MATTERS

- 4.1 In addressing the strategic matters described in Section 3 of this SoCG, Lancaster City Council have put forward a series of actions which will seek to ensure that moving forward these cross-boundary matters are addressed in a positive, proactive manner which seeks to harness shared working where possible and commits to ongoing dialogue to ensure that where strategic issues arise, they are discussed and, where possible, resolved.

Addressing the Climate Emergency Declaration and implications of the CELPR

- 4.2 All authorities involved in these Duty to Cooperate discussions accept the significance of addressing the challenges of Climate Change and the role which the plan-making process can have in tackling its impacts. It is recognised that this can range from careful management of our natural environments, making buildings and places more resilient and adaptable and the promotion of emerging technologies.
- 4.3 All authorities recognise that their approach to climate change through the plan-making process will be unique, seeking to address their own ambitions and aspirations and tailoring their approaches to local circumstances, this may include (amongst others) the declaration of Climate Emergency or the

preparation of authority-wide net zero targets. Notwithstanding this, there was a recognition that there are many common areas of ambition in relation to the Climate Change agenda exist and, where they do exist, authorities should seek to support each other where possible and practical to do so.

- 4.4 With regard to this issue, this Statement of Common Ground suggests the following actions:

Action A: To work with neighbouring and other local planning authorities to address common issues around Climate Change through their respective plan-making processes, recognising that at any one time different authorities may be proceeding with different plans with different aims and objectives not necessarily related to climate change and taking into account the relative stage of plan-making that each local authority is currently at. The application of planning policies around the issue of Climate Change will be tailored to local ambitions and local circumstances.

Action B: That where there is shared ground and aligned plan making ambitions in relation to the preparation of planning policies, local planning authorities will seek to work in a collaborative and proactive manner, whether this be through shared-working or shared-evidence, to achieve effective use of resources and, where possible, a consistent approach to issues.

Maintaining consistency with the Arnside & Silverdale AONB DPD

- 4.5 The key partnership on this issue is between Lancaster City Council and South Lakeland District Council, who together jointly prepared the AONB DPD. Through duty to cooperate discussions both parties recognise the importance in maintaining consistency in terms of policy application through their respective review processes.
- 4.6 Given the partial nature of the CELPR its implications are anticipated to be relatively minor. However, in order to highlight any specific issues which may arise the City Council have undertaken a proofing exercise which compares the newly emerging policies out of the CELPR and their consistency against policies in the AONB DPD. This proofing work is appended to this SoCG for reference (Appendix A).
- 4.7 Through the duty to cooperate discussion with South Lakeland, it was agreed that a similar proofing exercise would be undertaken in light of their wider Local Plan Review. This exercise would take place at the appropriate point in their review process, likely to be following the detailed drafting of policies.

Action C: Following the completion of a proofing exercise and considering the consistency between emerging policies in the CELPR and policies in the AONB DPD, Lancaster City Council will continue to monitor any future refinements to policy to ensure consistency and parity is maintained between the two documents.

Action D: At the appropriate point in the plan-making process, South Lakeland District Council will undertake a proofing exercise between their emerging policies and those in the AONB DPD to ensure consistency and parity is maintained between the two processes.

Action E: With regard to implementation of the AONB DPD, both Lancaster City Council and South Lakeland District Council will continue to work proactively to ensure that the DPD is appropriately monitored and the policies implemented in an effective manner.

Lancaster South Area Action Plan DPD

- 4.8 As highlighted in Section 3 of this SoCG, the preparation of the Lancaster South Area Action Plan DPD is at an early stage. Notwithstanding this, Lancaster City Council recognise that the scale of growth proposed may have cross-boundary issues which are of interest to our neighbours in Wyre.
- 4.9 The City Council will therefore continue to proactively engage with Wyre Borough Council through the preparation of the AAP DPD to ensure that where any cross-boundary issues arise they are well understood and, where possible, resolved to the satisfaction of both parties. This dialogue will form part of a separate SoCG which will supplement work on the Lancaster South AAP DPD.

Action F: That Lancaster City Council continue to proactively liaise with Wyre Borough Council in regard of plan-making in South Lancaster (i.e. the preparation of the Lancaster South Area Action Plan). This dialogue will form part of a separate duty to cooperate process and will be subject to a separate statement of common ground which will be prepared to support the Area Action Plan DPD.

5 NEXT STEPS

- 5.1 The purpose of this statement is to demonstrate the duty to cooperate discussions which have taken place and that the necessary legal requirements have been achieved. As previously acknowledged, this SoCG is an iterative document which will be updated as the CELPR moves through the plan-making process. This represents the first edition which has been prepared in alignment with the Regulation 18 consultation taking place through the summer of 2021.
- 5.2 To highlight the support for the actions which are set out in Section 4 of this SoCG we have requested the relevant authorities to become signatories to these actions. It is recognised that for some of the actions identified that not all authorities should be signatories. The actions (and the respective signatories to those actions) are highlighted in Table 5.1 below.

	Lancaster City Council	Barrow Borough Council	South Lakeland District Council	Craven District Council	Yorkshire Dales National Park Authority	Ribble Valley Borough Council	Wyre Borough Council	Fylde Council	Blackpool Borough Council
Action A: Recognition of Climate Emergency and role of plan-making in addressing its implications.	X	X	X	X	X	X*	X	X	X
Action B: Seek shared working on Climate Change matters where possible.	X	X	X	X	X	X	X	X	X
Action C: To undertake a proofing exercise in relation to the CELPR and the Arnside & Silverdale AONB DPD.	X	-	-	-	-	-	-	-	-
Action D: To undertake a proofing exercise in relation to the South Lakes Local Plan Review and the Arnside & Silverdale AONB DPD.	-	-	X	-	-	-	-	-	-
Action E: To maintain effective and proactive joint working in relation	X	-	X	-	-	-	-	-	-

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to the implementation of the Arnsdale & Silverdale AONB DPD.									
Action F: To continue to effectively an proactively engage with Wyre BC in relation to the emerging AAP DPD for South Lancaster. This engagement will be described in a separate SoCG on the matter.	X	-	-	-	-	-	X	-	-








Table 5.1: A table to show the signatories to the individual actions set out in this SoCG.

**For the purpose of clarity, Ribble Valley Borough Council recognises the need for mitigation and adaptation measures to address Climate Change issues but as yet has not declared a Climate Emergency.*

- 5.3 As the plan-making process progresses, these actions will be kept under review. Where new cross boundary issues arise (for instance should the scope of the Review be expanded in some way) this will be reflected in the content of this SoCG and the actions it contains.

6 SIGNATORIES

- 6.1 With regard to the actions set out within Table 5.1 of this Statement of Common Ground, the below highlights the support to act collaboratively and positively in addressing the issues raised.

Authority	Name / Position	Signature	Date
Barrow Borough Council	Helen Houston – Head of Regeneration and Planning Policy		24/01/22
South Lakeland District Council	Dan Hudson – Strategy Lead Specialist		14/12/21
Craven District Council	David Smurthwaite – Strategic Manager, Planning & Regeneration		13/12/21
Yorkshire Dales National Park Authority	Peter Stockton – Head of Sustainable Development		25/01/21
Ribble Valley Borough Council	Colin Hirst – Head of Regeneration and Housing		24/01/22
Fylde Council	Mark Evans – Head of Planning		10/01/22
Blackpool Borough Council			
Wyre Borough Council	David Thow – Head of Planning Services		16/12/21

APPENDIX A: MEETINGS & WORKSHOPS WITH OTHER KEY & STATUTORY STAKEHOLDERS AS PART OF THE CELPR PROCESS

ORGANISATION	DATES OF MEETING(S)		
Environment Agency	11/12/20	25/02/21	
United Utilities	11/12/20	25/02/21	15/09/21
Lancashire County Council (as LLFA)	11/12/20	25/02/21	
Natural England	09/03/21		
AONV Arnsdale and Silverdale AONB,	24/02/21		
CPRE	24/02/21		
Forest of Bowland AONB,	24/02/21		
Forestry Commission,	24/02/21		
LUC, Lancaster Civic Society	24/02/21		
National Trust	24/02/21		
Claver Hill Community Food Growing Project	25/02/21		
Green Lancaster,	25/02/21		
Lancashire County Council,	25/02/21		
Lancashire LNP,	25/02/21		
Lancashire Wildlife Trust,	25/02/21		
Lancaster University,	25/02/21		
Lune Rivers Trust	25/02/21		
South Lancaster Flood Action Group,	25/02/21		
Marine Management Organisation	25/02/21		
North Lancashire Food Futures	25/02/21		
Imagination Lancaster,	25/02/21		
Natural England, Ramblers Association,	25/02/21		
The Fairfield Association,	25/02/21		
Woodland Trust	25/02/21		
Lancashire County Council (Highways)	03/03/21		
Highways England	03/03/21		
Representatives from the Canal and Rivers Trust	08/04/21		

APPENDIX B: ARNSIDE & SILVERDALE AONB DPD – PROOFING EXERCISE FOR THE CELPR

PART A: STRATEGIC POLICIES & LAND ALLOCATIONS DPD

POLICY NUMBER	POLICY TITLE	PURPOSE OF POLICY	PROPOSED CHANGE TO POLICY	APPLICABLE AONB DPD POLICIES	IMPLICATIONS FOR AONB DPD
SP4	Priorities for Sustainable Economic Growth	The policy sets out a series of priorities for economic growth in the district.	Further reference provided in the policy towards support for a green economic recovery and the promotion of training and skills in relation to the construction of energy efficient homes.	AS09 Economic Development and Community Facilities	Policy AS09 sets out a range of economic activity that would be supported within the AONB including the use of live/work development. Traffic generating businesses are discouraged. AS09 is compatible with the CELPR.
SP8	Protecting the Natural Environment	The policy sets the strategic approach to protecting the natural environment and provides some specific references to the impacts of Climate Change on the natural environment, particularly in relation to flood risk matters.	Reference to the green and blue infrastructure (GBI) network is now included, and the importance of protecting, maintaining, enhancing, and extending the green and blue spaces, corridors and chains that make up this wider strategic network, highlighting their multifunctionality. The policy also now refers to sea level rise, as a consequence of climate change that can affect our District.	AS04 Natural Environment	Policy AS04 supports the development of green corridors and ecological networks and is in line with GBI and the revised SP8. Reference to sea level rise is relevant to the AONB and will need to be considered in development proposals.
SP9	Maintaining Strong and Vibrant Communities	The policy explores the role of spatial planning in achieving greater social inclusion, health and well-being and the promotion of neighbourhood planning.	Promotes the importance of climate resilience in terms of place-making and within communities. Amendments seek to promote the delivery of low carbon development and the delivery of modal shift towards more sustainable forms of transport.	AS09 Economic Development and Community Facilities AS10 Infrastructure for New Development AS13 Energy and Communications	AS10 recognises the importance of sustainable transport and AS13 promotes the use of low carbon, energy efficient development. The CELPR (SP9) will support and strengthen policies AS10 and AS13.

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POLICY NUMBER	POLICY TITLE	PURPOSE OF POLICY	PROPOSED CHANGE TO POLICY	APPLICABLE AONB DPD POLICIES	IMPLICATIONS FOR AONB DPD
SP10	Improving Transport Connectivity	This policy acknowledges the Highways and Transport Masterplan for Lancaster District prepared by Lancashire County Council in its role as highways and transport authority. The policy supports the infrastructure improvements required to address both current issues and future growth aspirations.	The policy encourages modal shift and a focus on reducing carbon emissions.	N/A	No implication (SP10 has urban focus)
SG4	Lancaster City Centre	The policy describes the role of the Town Centre Strategy and the role of car parking in Lancaster city centre. The policy sets a strategic approach to regeneration across Lancaster City Centre and states that development proposals in Lancaster City Centre will be expected to support and contribute to the effective delivery of the Movement Strategy.	Amendments seek to promote the strengthening of Green / Blue infrastructure networks in the City Centre and promote sustainable forms of travel to access the City Centre.	N/A	No implication
SG12	Port of Heysham and Future Expansion Opportunities	This policy applies to the Port of Heysham and its operations with port-operating land. The policy supports the Port as a key economic driver within the district.	Clarity has been added to make clear that future proposals will need to have fully considered the Council's commitment to addressing climate change.	N/A	No implication
SG13	Heysham Gateway, South Heysham	This policy describes the Council's intention to deliver a much-improved employment area on land that includes the site of former petrochemical and fertiliser manufacturing facilities. The Council intends to prepare a further document to describe a vision for this area in greater detail.	Policy amendment seeks to promote the delivery of low-carbon and green energy sectors in the Heysham Gateway area.	N/A	No implication

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POLICY NUMBER	POLICY TITLE	PURPOSE OF POLICY	PROPOSED CHANGE TO POLICY	APPLICABLE AONB DPD POLICIES	IMPLICATIONS FOR AONB DPD
EN9	Air Quality Management Areas	This policy applies to the designated Air Quality Management Areas (AQMAS) in Lancaster City Centre, Carnforth Town Centre and Galgate.	The adopted 'sound' Local Plan policy remains unchanged.	N/A	No implications
SC4	Green Space Networks	This policy identifies greenspace networks including Morecambe and Heysham Promenades, Lancaster city Centre, the River Lune Corridor, and Lancaster Canal. The policy aims to protect these valued ecological and recreational networks from development which would cause damage their integrity.	<p>The GBI Strategy identifies a District-wide network and so it's more appropriate to refer to those key/strategic GBI assets identified in this policy as 'corridors' and 'chains', which help to make up the wider network.</p> <p>The GBI Strategy also highlighted the importance of incorporating blue infrastructure, as well as green, so key/strategic blue corridors and chains have now been included. The policy now also emphasises the multifunctional value of these assets and the contribution they can make towards climate change mitigation/adaptation.</p> <p>Policy SC4 is now called 'Green and Blue Corridors and Chains'.</p>	AS04 Natural Environment AS05 Public Open Space and Recreation	<p>AS04 sets out to conserve and enhance the AONBs biodiversity and geodiversity. It also promotes green corridors and networks and recognises the importance of wider public benefits and delivering ecosystem services.</p> <p>The GBI Strategy is district wide, with the AONBs playing an important part in the multi-functional benefits of green and blue infrastructure. The CELPR supports AS04 and adds weight to the importance of GBI assets from a climate change point of view.</p>
SC5	Recreation Opportunity Areas	This policy states that through future development proposals the Council will investigate the potential to provide significant new or improved open space in areas where there is a deficiency in open spaces.	The policy has been amended so that the requirement is not to solely focus on recreation but to consider multi-functional benefits of GBI. Policy now has direct link to requirements of policy DM43.	AS05 Public Open Space and Recreation	<p>AS05 identifies and protects areas of open space used for recreation, amenity and allotments. Provision of open space in new developments follows the district wide standards set out in the Dev Mgt DPD.</p> <p>Under the CELPR proposals affecting Public Open Space sites will need to take into account the wider benefits of GBI as set out in Policy SC5 and DM43.</p>

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POLICY NUMBER	POLICY TITLE	PURPOSE OF POLICY	PROPOSED CHANGE TO POLICY	APPLICABLE AONB DPD POLICIES	IMPLICATIONS FOR AONB DPD
T1	Lancaster Park and Ride	This policy identifies two sites that will be protected for the purposes of Park and Ride; land at M6 junction 34 and land at M6 junction 33 that will be safeguarded for future investigation for the role as a Lancaster South Park and Ride - subject to demand for such a facility. The policy is consistent with the County Council's Highways and Transport Masterplan.	No amendments are proposed as this policy is already working well in that it promotes sustainable forms of transport.	N/A	No implication
T2	Cycling and Walking Network	This policy identifies and further promotes actions to enhance the district's cycling network. It identifies both existing cycle routes and aspirational cycling routes. The policy also links to the aspirations for greater levels of cycling in the Highways and Transport Masterplan prepared by the County Council.	Amendments to this policy appear minor but do strengthen the approach considerably. The policy no longer aims to 'encourage' or 'seek to support' cycling and walking but will now prioritise this. The shift in the policy title is also clear that Lancashire County Council aim to continue to develop this network. The additional updated mapping (since Local Plan adoption) is also a clear example that the shift to active travel is a dominant feature of the Local Plan.	AS10 Infrastructure for New Development	AS10 states that securing sustainable travel in new development is a high priority. Under the CELPR proposals will need to take account of the revised cycling/walking network identified in Policy T2.

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POLICY NUMBER	POLICY TITLE	PURPOSE OF POLICY	PROPOSED CHANGE TO POLICY	APPLICABLE AONB DPD POLICIES	IMPLICATIONS FOR AONB DPD
T4	Public Transport Corridors	This policy identifies several key public transport corridors where more frequent and regular public transport services will be promoted. The policy promotes enhanced public transport corridors that are consistent with the Lancaster District Highways and Transport Masterplan.	This policy now requires that developers ensure the provision of new services or enhance existing services and demands that public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development, thus increasing the prominence and availability of public transport modes.	AS10 Infrastructure for New Development	AS10 states that securing sustainable travel in new development is a high priority. The CELPR supports/strengthens AS10 as proposals will need to take account of the minimum distance to public transport services.

PART B: DEVELOPMENT MANAGEMENT DPD

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	PROPOSED CHANGE TO POLICY	Applicable AONB DPD Policies	Implications for AONB DPD
DM2	Housing Standards	This policy looks at adaptability and indoor space standards and seeks a proportion of new development to achieve these standards, varying depending on the specific development proposed.	No changes are proposed to the content this policy but the title has been amended to 'Space and Accessibility Standards.' Minor changes to the supporting text reflect that the District does now need to be aware of water stress and water efficiency.	No corresponding policy	No implications

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DM3	The Delivery of Affordable Housing	The policy sets out the affordable housing requirements for new development.	<p>The policy and supporting text have been amended to clarify that First Homes will form part of the affordable homes for sale provision. The revised provision will be as follows:</p> <ul style="list-style-type: none"> • 25% First Homes; • 25% Shared Ownership; • 50% affordable rent / social rent. <p>The overall percentage of affordable homes required by the policy has not been changed.</p>	AS03 Housing Provision	AS03 relates to the level of provision of affordable housing in new development. The CELPR provides greater clarity on the type of provision but not the overall requirement.
DM27	Open Space, Sports and Recreational Facilities	The adopted Local Plan policy sets out the presumption towards the protection of public open spaces. The policy also links to the need for new open spaces within new residential development and the enhancement of existing spaces.	The GBI Strategy highlighted the multifunctional benefits that green spaces can provide, particularly in terms of their climate change mitigation and adaptation value. Appendix D has also been updated to reflect the findings of the KKP Open Space work that underpins the current adopted Local Plan.	AS05 Public Open Space and Recreation	<p>AS05 identifies and protects areas of open space used for recreation, amenity and allotments. Provision of open space in new developments follows the district wide standards set out in the Dev Mgt DPD (DM27).</p> <p>Under the CELPR proposals affecting Public Open Space sites will need to take into account the wider benefits of GBI as set out in Policy SC5 and DM43.</p>
DM29	Key Design Principles	The policy sets out a series of key design principles which new development proposals (of any scale and in any location) should consider. These are subsequently considered in making decisions on planning applications.	<p>There are multiple amendments to this policy.</p> <ul style="list-style-type: none"> • Buildings will now be expected to maximise natural light and make use of renewable energy. • Requirements for the consideration of reusing and recycling materials. • Requirement for the consideration of including green and blue infrastructure. • Provision of growing space in new developments to support the local growing of food must be included in developments. • The inclusion of habitat creation for protected species has been expanded as a key development component 	AS08 Design	<p>AS08 promotes good design in keeping with the AONB.</p> <p>DM29 seeks new approaches to design in new development and will change primarily construction methods. It is considered these can be achieved without compromising the need for good design that conserves and enhances the character of the AONB.</p>

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			<ul style="list-style-type: none"> • Adequate space for on-site composting is now required 		
DM30	Sustainable Design	The policy seeks to support the role of sustainable design and construction methods within new development.	<p>DM30 has now been split into three policies—Policy DM30a: Sustainable Design and Construction-New Development, Policy DM30b: Sustainable Design and Construction-Water Efficiency, and Policy DM30c: Sustainable Design and Construction-Materials, Waste & Construction.</p> <ul style="list-style-type: none"> •Energy and design: The policy requires developments to be designed to minimise energy and water consumption and maximise energy and water efficiency. The importance for low carbon and renewable energy generation and distribution is also included. It also highlights the importance of buildings that can be retrofitted throughout their lifetime and are designed for renewables. It places new requirements for commercial buildings to meet BREEAM ‘Excellent’. •Water efficiency: All residential developments must now achieve, as a minimum, the optional requirement set through the Building Regulations Requirement G2: Water Efficiency or any future updates to the requirement. All major non-residential development should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM ‘Excellent’ standard. The design of new developments should consider the inclusion of water efficiency and consumption measures, such as rainwater recycling, green roofs, and water butts in the construction of new buildings. 	AS07 Historic Environment AS08 Design AS13 Energy and Communications AS12 Water Quality, sewerage and sustainable drainage	<p>AS08 promotes good design in keeping with the AONB and provides guidance for each settlement on the development expected. The application of fabric first targets set out in Policy DM30a will have impacts on construction methods but should have limited impacts on the external appearance of buildings.</p> <p>Policy AS13 promotes the use of renewable energy, whilst AS12 is primarily concerned with waste water. The CELPR will potentially support Policy AS13 and AS12, and add additional requirements in terms of water efficiency, construction methods and the use of Sustainable Design Statements.</p>

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			<ul style="list-style-type: none"> •Construction process: This key area focuses future development on using materials that have lower embodied carbon and reduced construction and transportation associated emissions. Where possible, local suppliers should be used and modern methods of construction. •Materials and waste: The full lifecycle of the building should be considered from concept to demolition and considers designing for lifecycles of the building for adaptability and retrofitability. It aims to reduce the amount of waste produced and support the reuse and recycle of waste and includes the ways in which green walls and roofs can be incorporated and the importance of designing buildings with structures to accommodate inbuilt green infrastructure. Developments should provide water management energy efficiency and conservation, and space for biodiversity. •Sustainable Design Statement: The policy now requires new developments to evidence their compliance with the sustainable design policies in a Sustainable Design Statement to be submitted at planning application stage. 		
DM31	Air Quality Management and Pollution	The policy sets a general approach to air quality matters which seeks to minimise emissions. The Policy also sets an approach to developments located within designated Air Quality Management Areas (AQMAs)	This adopted 'sound' Local Plan policy remains unchanged as it is operating well. The supporting text has been slightly amended to set out a series of measures that can be put in place to help mitigate air quality impacts, and also to set out the expectation to consider the impacts of development upon levels of particulate matter as well as nitrogen dioxide.	N/A	None

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DM33	Development and Flood Risk	The policy seeks to address the issues associated with flooding and flood risk in new development in accordance with national planning policy.	DM33 and the supporting text have been amended to ensure that where the flood risk for allocated sites has changed, an exception test is carried out to ensure development is safe and opportunities to provide wider sustainability benefits are taken. Resilience and adaption measures are incorporated, as well as measures to reduce flooding and measures to improve watercourses and use natural flood risk management techniques.	AS12 Water Quality, sewerage and sustainable drainage	Policy AS12 is concerned with waste water and unaffected by changes to DM33.
DM34	Surface Water Run-Off and Sustainable Drainage	The policy seeks to provide a generic approach towards the role of sustainable drainage within new development to minimise water run-off and provide effective water management on-site via SuDS.	This policy has been significantly amended to secure better outcomes in relation to flooding. A new Sustainable Drainage Hierarchy has been introduced which prioritises the reuse of water and infiltration together with above ground features which provide multi-functional benefits. The amended policy includes requirements for the design of Sustainable Drainage Systems, minimum run-off rates and a list of requirements for submission with an application to improve the information available when determining the acceptability of schemes.	AS12 Water Quality, sewerage and sustainable drainage	Policy AS12 promotes the use of SuDS and the CELPR is compatible/supportive.
DM35	Water Supply and Wastewater	The policy identifies the importance of ensuring that new development has adequate and appropriate connections to a water supply and wastewater network.	Minor changes have been included to clarify the need for developers to demonstrate adequate water supply and wastewater capacity. The requirement for water efficiency in non-residential buildings has been moved to Policy DM30b: Sustainable Design and Construction – Water Efficiency.	AS12 Water Quality, sewerage and sustainable drainage	Policy AS12 is primarily concerned with waste water treatment in areas with no mains drainage. THE CELPR will support Policy AS12.

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DM36	Protecting Water Resources and Infrastructure	This policy highlights the importance of protecting water resources and infrastructure which is critical to maintaining an effective water supply and wastewater network.	The policy now requires development to include multi-level source control to prevent ground and water pollution, to protect and where possible, improve water quality and to clarify support for infrastructure investment.	AS12 Water Quality, sewerage and sustainable drainage	Policy AS12 is primarily concerned with waste water treatment in areas with no mains drainage. THE CELPR will support Policy AS12.
DM43	Green Infrastructure	The policy sets out an approach towards the protection and improvement of Green Infrastructure within the district.	<p>The GBI Strategy highlighted the important role that GBI assets can play in climate change adaptation and mitigation. Therefore, the policy now emphasises the importance of the connectivity of GBI assets, and their role within the wider GBI network which has now been identified.</p> <p>The policy sets out the multifunctional value of GBI and the six key uses that should be considered when designing GBI and how climate change benefits run through each of these. The policy now also requires a GBI Management and Maintenance Plan to be submitted to ensure such assets and their long-term benefits are secured and maintained.</p> <p>DM43 is now called ‘Green and Blue Infrastructure’.</p>	AS04 Natural Environment AS05 Public Open Space and Recreation	<p>AS04 sets out how development should conserve and enhance the AONBs biodiversity and geodiversity. It also promotes green corridors and networks and recognises the importance of wider public benefits and delivering ecosystem services.</p> <p>AS05 identifies designated open spaces for recreation, amenity and allotments.</p> <p>The GBI Strategy is district wide, with the AONBs playing an important part in the multi-functional benefits of green and blue infrastructure. The CELPR supports AS04 and AS05 and adds weight to the importance of GBI assets from a climate change point of view.</p>
DM45	Protection of Trees, Hedgerows and Woodland	The policy sets out an approach which supports the protection and retention of valuable trees, hedges and woodland. It also sets a policy position in relation to the increase of tree coverage.	The policy position has changed from encouraging tree and hedgerow planting to expecting it. The policy now also highlights their climate change mitigation and adaptation value.	AS04 Natural Environment	AS04 sets out how development should conserve and enhance the AONBs biodiversity and geodiversity. It requires net gain on all sites. The CELPR means DM45 is more in alignment with AS04 in terms of requirements for new planting.

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DM53	Renewable and Low Carbon Energy Generation	The policy seeks to identify and support opportunities for renewable sources of energy generation within the district in the context of national planning policy.	<p>This policy has been significantly amended. The existing policy has been strengthened to explicitly state support in principle for renewables and has been expanded to include more renewable and low carbon energy options as well as distribution networks.</p> <p>There is now a specific policy requirement in relation to several renewable technologies, covering both energy generation and energy distribution networks. This has moved the policy from focusing purely on wind energy generation to also now considering hydro, solar and six additional potential technologies (with acknowledgement that the industry is growing) as well consideration for heating and cooling networks. The implementation of this policy will allow for these technologies to be utilised more easily within schemes.</p> <p>The policy now aims to ensure that energy is locally available from low carbon and renewable sources (ahead of grid decarbonisation). There is now an aim to support the green recovery and the creation and continuation of green jobs.</p>	AS13 Energy and Communications	<p>Policy AS13 encourages small scale low carbon/ renewable energy schemes as long as they do not harm the purposes of the AONB. The policy promotes the use of low carbon, energy efficiency schemes in new development or through retrofitting.</p> <p>The CELPR is compatible and supportive of AS13.</p>
DM57	Health and Well-Being	The policy sets out a generic approach towards health and well-being looking at various aspects of development which can impact on people's /communities quality of life and health.	Promotes the importance of climate resilience in terms of place-making within communities. Amendments seek to promote the delivery of low carbon development and the delivery of modal shift towards more sustainable forms of transport.	No corresponding policy	N/A
DM58	Infrastructure Delivery and Funding	The policy sets out a position on the funding of new infrastructure through planning obligations and the investigation of implementing a Community Infrastructure Levy (CIL).	Amendments have been made to clarify the Council's position in terms of infrastructure delivery and affirm the commitments relating to the preparation of a Viability Protocol SPD.	No corresponding policy	N/A

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DM59	Telecommunications and Broadband Improvements	The policy seeks to promote the increased role of the telecommunications and broadband in everyday lives and encourages improvements to the network through new development.	Amendments made to support the delivery of the Council’s Digital Strategy and ensure better connectivity within new development. Policy seeks to support upgrades to broadband connectivity / digital signal within both urban and rural locations.	AS13 Energy and Communications	Compatible with the CELPR
DM60	Enhancing Accessibility and Transport Linkages	The policy seeks to promote modal shift and sustainable forms of transport rather than prioritising the private car. The policy also looks at land-use patterns to ensure that sustainable locations are chosen for development with high footfall.	The policy wording has been strengthened so will no longer ‘seek’ to ensure but will instead now ‘ensure’ that policy requirements are met.	AS10 Infrastructure for New Development	AS10 gives high priority to development supporting sustainable travel. The CELPR is compatible with and strengthens Policy AS10.
DM61	Walking and Cycling	The policy seeks to promote the role of cycling and walking to make local journeys and contribute to the agenda of modal shift. The policy seeks to encourage expansion of the network and other associated infrastructure that would promote a greater role for cycling and walking.	<p>Policy changes now mean that walking and cycling are clearly prioritised ensuring that active travel is given appropriate attention and the pedestrian environment will be improved, thereby increasing the appeal of walking (and cycling as well as adaptive mobility) as an alternative to the private car.</p> <p>Development proposals must now be in accordance with Local Transport Note 1/20 which is a significant change and will ensure development is designed with walking and cycling at the forefront instead of the private car.</p>	AS10 Infrastructure for New Development	AS10 gives high priority to development supporting sustainable travel. The CELPR is compatible with and supports Policy AS10.
DM62	Vehicle Parking provision	The policy sets out parking standards for vehicular parking but also includes parking for cycles in new development. The levels of provision are set out in Appendix E of the DPD.	Cycle parking standards set out in Appendix E of DPD have been amended to reflect the latest Government guidance and now also include the addition of mobility scooter spaces and non-standard cycles. The use of electric vehicles through the installation of charging points is encouraged. Whilst the existing policy did work towards this, the strengthened wording will ensure better outcomes in relation to tackling climate change.	AS10 Infrastructure for New Development	AS10 gives high priority to development supporting sustainable travel. The CELPR is compatible with and supports Policy AS10.

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DM63	Transport Efficiency and Travel Plans	The policy seeks to promote a strategic approach to travel movements within large development through the promotion of travel plans.	The amendments to this policy, whilst appearing to be minimal, are important in encouraging modal shift and reducing carbon emissions.	AS10 Infrastructure for New Development	AS10 gives high priority to development supporting sustainable travel. The CELPR is compatible with and supports Policy AS10.
DM64	Lancaster District Highways and Transport Masterplan	The policy sets out the key approaches taken in the Lancaster District Transport and Highways Masterplan (prepared by Lancashire County Council) and ties them to the growth proposed through the Local Plan.	There are no amendments made to this adopted 'sound' policy.	No corresponding policy	N/A

