

# **Blackpool Local Plan 2012 – 2027**

## **Part 1: Core Strategy**

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

**Draft**

**June 2014**

**This Statement of Compliance is issued in draft alongside the Proposed Submission version of the Blackpool Local Plan Part 1: Core Strategy and is subject to publication, to enable all neighbouring authorities and ‘prescribed’ bodies under Section 33A of the Planning and Compulsory Purchase Act 2004<sup>1</sup> and all other interested parties to comment on this legal requirement through representations.**

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

## 1.0 Introduction

1.1 The Duty to Co-operate (the Duty) is set out in Section 33A of the Planning and Compulsory Purchase Act 2004 as amended by Section 110 of the Localism Act 2011<sup>2</sup>. This Duty applies to all local planning authorities (LPAs), county councils in England and to a number of other “prescribed” bodies<sup>3</sup> requiring them to co-operate with each other to address strategic matters relevant to their areas in the preparation of a development plan document (DPD). The Duty requires ongoing constructive and active engagement on the preparation of DPDs and other activities relating to the sustainable development and use of land.

1.2 Paragraph 181 of the National Planning Policy Framework (NPPF) states that “Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination”. The paragraph also provides examples of how evidence of co-operation may be demonstrated, such as jointly prepared strategies or planning policies, joint committees with neighbouring authorities to make decisions or memorandums of understanding to agree how authorities and bodies will cooperate with each other as they prepare planning policy or strategy.

1.3 The NPPF provides further guidance on the Duty, focusing on “*planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156*”, (p37, NPPF). The NPPF is clear that LPAs and other public bodies should work collaboratively on these strategic priorities and reflect this in Local Plans. The strategic priorities highlighted in the NPPF are:

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

1.4 It is these strategic priorities that provide the framework for this Statement of Compliance, and Table A on page 8 addresses the strategic priorities for Blackpool in turn.

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

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

## **2.0 The Blackpool Context**

2.1 Blackpool is a unitary authority located within the Fylde Coast sub-region. Some 11.2 km of seafront comprises its western boundary with neighbouring two-tier authorities of Fylde and Wyre Borough Councils with Lancashire County Council (as the upper tier authority) to the north, east and south of Blackpool.

2.2 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 Lancashire Enterprise Zone (BAE Systems at Warton and nuclear processing at Westinghouse, Springfields); the Department for Work and Pensions; and a shared infrastructure including Blackpool International Airport, coastal tramway and strategic highway and rail networks.

2.3 Blackpool itself is intensely urban and compact, largely built up to its boundaries. The local economy is underpinned by the tourism and the service sector, with a small manufacturing sector including local specialism in food, drink and plastics. 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, Fylde and Wyre.

## **3.0 Cooperation in the context of the Core Strategy**

3.1 The following are the local planning authorities, county councils and “prescribed” bodies that are relevant within the context of the Duty to Co-operate for Blackpool:

Fylde Borough Council (as neighbouring authority)
Wyre Borough Council (as neighbouring authority)
Lancashire County Council (as a neighbouring transport authority, highway authority, education authority, public health authority and as waste and minerals authority)
Environment Agency
English Heritage
Natural England
Highways Agency
Civil Aviation Authority
Homes and Communities Agency
Clinical Commissioning Group Blackpool,
The National Health Commissioning Board

(Prior to 1 April 2013 – The Primary Care Trust)
The Office of Rail Regulation
Marine Management Organisation
Lancashire Local Enterprise Partnership (Transport for Lancashire)
Local Nature Partnership

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

Network Rail
Utility Providers (United Utilities, National Grid, Electricity North West, Mono Consultants)
Sport England
Emergency Services
Blackpool Public Health Authority – Health and Well Being Board
Blackpool Airport

3.3 Given its location within Lancashire, Blackpool Council has engaged and worked with local planning authorities across the area, not just those directly bordering Blackpool. This includes the following Lancashire authorities:

Lancaster
Ribble Valley
Preston
South Ribble
Chorley
Blackburn with Darwen (Unitary)
Rossendale
Hyndburn
Burnley
Pendle

**Memorandum of Understanding between Blackpool Council, Fylde and Wyre Borough councils and Lancashire County Council**

3.4 Working together with our 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. The Joint Lancashire Structure Plan adopted in 2005 was the result of Blackpool Council jointly working with Lancashire County Council and Blackburn with Darwen Borough Council working with the district councils across Lancashire. The current Joint Lancashire Minerals and Waste Local Plan was produced through joint

working with LCC, Blackpool Council and Blackburn with Darwen Council as the responsible bodies for Minerals and Waste in Lancashire supported by a Joint Advisory Committee. The three Fylde Coast authorities with LCC are currently collaborating on the Fylde Coast Highways and Transport Masterplan.

3.5 To assist in meeting the requirements of the Duty and in the context of the Fylde Coast Peninsula it was agreed between the four authorities to establish a Memorandum of Understanding (MOU) to formalise the ongoing dialogue and co-operation that currently exists for those strategic planning issues which require cross boundary co-operation and collaboration to ensure the requirements of the Duty are met. The MOU has informed Table A (at page 8 of this document).

### **Strategic Issues and Collaboration**

3.6 Table A provides a summary of the collaborative work that Blackpool Council has undertaken in preparing the Core Strategy and who has co-operated on each aspect of that work. The Table takes into account the five strategic priorities set out in paragraph 156 of the NPPF and identifies strategic issues specific to Blackpool under each of these priorities where relevant. A summary of each of the strategic issues is then briefly set out, along with who is affected / obliged to co-operate on that issue, who has cooperated with whom, and how this was done, and finally the outcome of that co-operation for that strategic issue.

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

#### The Environment Agency, English Heritage and Natural England

3.8 These three organisations are statutory consultees in the DPD preparation process and therefore have been consulted at all stages of preparation of the Core Strategy DPD, as well as the Sustainability Appraisals (SA) and Habitat Regulations Assessments (HRA) at each stage of preparation.

3.9 In addition, the Environment Agency have co-operated with Blackpool Council on a number of matters relating to flood risk, drainage and waste water treatment throughout the preparation of the Local Plan, including the preparation of the Strategic Flood Risk Assessment (SFRA).

#### The Homes and Communities Agency (HCA)

3.10 The HCA have been consulted throughout the preparation of the Core Strategy DPD. The HCA have co-operated mainly on matters relating to the inner area housing at Foxhall Village and various sites and locations in Blackpool Town Centre including the Central Business District (formerly know as Talbot Gateway), the Leisure Quarter site (formerly Central Station).

### Blackpool, Fylde and Wyre Primary Care Trust (PCT)

3.11 The PCT (prior to 1 April 2013) have been consulted throughout the preparation of the Core Strategy DPD.

### Transport and Highway Authorities

3.12 Blackpool Council as a Unitary authority has responsibility for transport and highways. Lancashire County Council (LCC), as transport authority and highway authority covering Fylde and Wyre have been consulted throughout the preparation of the Core Strategy DPD. This has informed all aspects of transport infrastructure provision in the Core Strategy and the potential impacts on transport infrastructure of the development proposals in the Core Strategy. In particular, LCC have worked closely with Blackpool in considering the highways / traffic and public transport issues of proposed development on the Fylde/Blackpool southern boundary and the A585. Continued collaboration with LCC, Fylde and Wyre is progressing the Fylde Coast Highways and Transport Masterplan which sets out the transport priorities for the area to 2030.

### Lancashire Local Enterprise Partnership (LEP)

3.13 There is ongoing dialogue with the LEP and a representative is invited to attend the Fylde Coast Authorities and LCC MOU officer meetings on a quarterly basis. Blackpool Council has worked closely with the LEP and LCC in the development of the Strategic Economic Plan (SEP) submitted to Government in March 2014. The LEP Growth Plan and the priorities for Blackpool within the SEP align with the overall strategy set out in the Core Strategy.

### **Impact on neighbouring Authorities**

3.14 The final column of Table A sets out where the Blackpool Core Strategy may have an impact on neighbouring authorities. This shows that there are some cross boundary strategic issues which require continued collaboration and monitoring to demonstrate the legal compliance aspect of the Duty and the soundness aspects of the Duty.

3.15 Paragraph 182 of NPPF describes how a plan that is positively prepared is one that also meets *“the unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development”*.

3.16 In relation to this no neighbouring authority has approached Blackpool Council to meet any unmet requirement. With respect to housing in Blackpool the Housing Technical Paper 2014 sets out Blackpool’s objectively assessed need which can be met on sites within Blackpool, therefore there has been no need to request any unmet housing requirement to a neighbouring authority. However, with respect to employment land, due to the highly constrained nature of Blackpool and the lack of future employment sites within the Borough, Blackpool Council requested Fylde

Borough Council to provide around 14ha of Blackpool's employment land requirement, to which Fylde Borough Council have agreed meeting the unmet requirement on land close to Blackpool's southern boundary at Whitehills/Junction 4 M55, through strategic land allocations in the emerging Fylde Local Plan (Part 1).

3.17 With respect to the retail hierarchy Blackpool is identified as the sub-regional centre for the Fylde Coast and will therefore serve the comparison needs of residents within neighbouring authorities commensurate with its sub-regional role. The future comparison floorspace growth of Blackpool Town Centre reflects the findings of the Joint Fylde Coast Retail Study 2011 agreed by all 3 Fylde Coast Authorities in that the future growth of Blackpool is not capturing growth intended for the main centres in Fylde and Wyre.

## **4.0 Summary**

4.1 Blackpool Council has demonstrated a high level of co-operation with other authorities and public bodies in the preparation of the Core Strategy. In particular it has established a Memorandum of Understanding with its neighbouring authorities and collaborated and prepared joint key evidence base documents and has worked closely with key infrastructure providers to ensure that the Core Strategy will deliver the infrastructure required.

4.2 This approach has resulted in a robust and sound evidence base for the Core Strategy which is reflected in the largely positive support the Core Strategy has received from neighbouring authorities and other bodies featured in this document.

4.3 Blackpool Council is not aware of any objections to the overall soundness by neighbouring authorities and other 'prescribed bodies' as reflected in the public representations and subsequent discussions and no concerns have been expressed by those same organisations regarding the level of co-operation engaged with by Blackpool Council.

**Table A: Duty to Co-operate - Strategic Issues for Blackpool and Evidence of Co-operation in preparing the Blackpool Local Plan Part 1: Core Strategy**

Terminology:

BC – Blackpool Council

Neighbouring authorities – Fylde Borough Council and Wyre Borough Council

LCC – Lancashire County Council

Lancashire Authorities – Lancaster, Ribble Valley, Preston, Sth. Ribble, Chorley, Blackburn with Darwen, Rossendale, Hyndburn, Burnley, Pendle

HCA – Homes and Communities Agency

MOU – Memorandum of Understanding between Blackpool Council, LCC, Fylde and Wyre Borough Councils

EDC - Blackpool Fylde and Wyre Economic Development Company

CCG – Clinical Commissioning Group (pre 1 April 2013 part of the PCT (Primary Care Trust))

The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
<b>Homes and Jobs</b>	<b>Housing Delivery:</b> to meet identified needs in the context of the wider sub regional housing market and the need to demonstrate flexibility in meeting housing needs. Establish a more balanced and wider housing choice in the housing market area	BC and neighbouring authorities	<p>Blackpool has cooperated with neighbouring authorities in:</p> <ul style="list-style-type: none"> <li>▪ defining the housing target proposed in the Core Strategy;</li> <li>▪ ensuring a more balanced and wider housing choice in the HMA;</li> <li>▪ promoting a strong and distinctive sustainable urban extension closely integrated with the surrounding areas on land on the Fylde/Blackpool boundary around Junction 4 of the M55</li> <li>▪ agreeing the policy approach for lands in Blackpool/Fylde comprising Marton Moss</li> <li>▪ agree complementary/joint approaches to the delivery and accessibility of affordable housing</li> </ul> <p>Co-operation with neighbouring authorities has been through the preparation of joint evidence documents for the Fylde Coast; formal dialogue through Fylde Coast DtC officer meetings; informal dialogue and formal consultation at each stage of preparation of the Core Strategy; and Blackpool's Core Strategy Viability Study; and affordable housing SPD.</p>	<p>Core Strategy Policies CS1, CS2, CS13, CS14, CS25, CS26.</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Strategic Housing Market Assessment (published March 2014);</li> <li>▪ Blackpool Council – Towards an objective assessment of Housing need in Blackpool May 2014;</li> <li>▪ Blackpool Local Plan and Community Infrastructure Levy – Viability Study Report Feb 2014;</li> <li>▪ Blackpool Updated SHLAA 2013;</li> <li>▪ Blackpool Housing Technical Paper May 2014</li> <li>▪ Blackpool Council's Affordable Housing SPD (Draft)</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ DtC MOU Officer Meetings (6 weekly basis);</li> <li>▪ Development Plans Officers' Group (DPOG quarterly meetings)</li> <li>▪ Joint meetings with Blackpool and Fylde in respect of major planning application at Whyndyke Farm.</li> </ul>	<p>No objection received from neighbouring authorities to Blackpool's derived housing requirements.</p> <p>No requests or offer made by neighbouring authorities to meet any of Blackpool's housing requirement.</p>	<p>No impact on neighbouring authorities.</p> <p>The housing target proposed in the Core Strategy meets the objectively assessed needs of Blackpool (set out in the Housing Technical Paper 2014) The Core Strategy does not require neighbouring authorities to deliver any part of Blackpool's housing requirement.</p> <p>The housing target does not enable Blackpool to meet the housing needs of any neighbouring authority if such a request is made.</p>



The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
	<p><b>Employment Land Delivery:</b> to strengthen, promote and enhance the economy</p>	BC, Neighbouring authorities, EDC	<p>Blackpool has cooperated with neighbouring authorities with respect to:</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ agree the sub-regional employment land requirement;</li> <li>▪ agree the strategic priorities for land around junction 4 of the M55 – Fylde/Blackpool boundary with the aim of attracting major new economic development to help strengthen the Fylde Coast economy;</li> <li>▪ promote the sustainable development of the key strategic sites/corridors. For Blackpool this includes: Blackpool International Airport corridor-Blackpool/Fylde boundary; Central Business District – Blackpool Town Centre; and Whyndyke Farm-Fylde/Blackpool boundary</li> </ul> <p>Co-operation with neighbouring authorities and the EDC has been through the preparation of evidence documents; formal dialogue through DtC MOU officer meetings; informal dialogue and formal consultation at each stage of preparation of the Core Strategy.</p>	<p>Core Strategy Policies CS3, CS19, CS24</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Blackpool Employment Land Review (2014);</li> <li>▪ Blackpool Employment Land Technical Paper (2014)</li> <li>▪ Blackpool Local Economy Baseline Study (2011)</li> <li>▪ LEP Growth Plan 2013</li> <li>▪ LEP Strategic Economic Plan March 2014</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ DtC MOU officer Meetings (6 weekly basis);</li> <li>▪ Development Plans Officers’ Group (DPOG quarterly meetings)</li> </ul>	<p>The Employment Land Review Study identified a requirement of 31.5ha employment land over the plan period. Due to the highly constrained nature of Blackpool’s boundaries a realistic figure of around 17.8ha can be provided in Blackpool. BC therefore requested Fylde to meet around 14ha of employment land for Blackpool to which Fylde agreed and included in the emerging Fylde Local Plan: Part 1.</p> <p>No objection was received from neighbouring authorities to the employment land requirement.</p> <p>Representations were received from LCC, Wyre and Fylde Borough Council’s with respect to the supporting text which has been amended accordingly.</p>	<p>Fylde Borough Council is accommodating around 14ha of employment land to help Blackpool meet its employment land requirement for the plan period to 2027.</p> <p>Blackpool’s employment Land provision does not enable Blackpool to meet the employment land needs of any neighbouring authority if a request is made.</p>
	<p><b>Commuting patterns:</b> Blackpool forms part of the Fylde coast Travel to Work area which shows that there is a close correlation between work and housing in the sub-region</p>	BC, LCC, Highways Agency	<p>BC has consulted with neighbouring authorities and with LCC as transport authority for the neighbouring authorities and the Highways Agency regarding housing and employment land policies through informal meetings and dialogue and formal consultation at each stage of the Core Strategy preparation.</p>	<p>Policies CS5, CS27</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Blackpool Core Strategy Infrastructure Delivery Plan 2014</li> <li>▪ Fylde Coast Transport Study 2011 and 2012</li> <li>▪ Blackpool Local Transport Plan 2011</li> <li>▪ Blackpool Core Strategy Marton Moss/M55 Hub Traffic Impact Assessment 2011</li> <li>▪ Sub-Region Transport Framework for Lancashire 2009</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ Fylde Coast Strategic Transport Group meetings</li> <li>▪ Lancashire Development Plans Officer Group (DPOG)</li> </ul>	<p>While the Core Strategy proposes to deliver new employment land (and with it new employment opportunities) it is accepted that BC has close economic links with neighbouring authorities and this relationship will continue. This is highlighted by the ongoing collaboration on the development of the Fylde Coast Highways and Transport Masterplan.</p> <p>There is a clear working relationship between BC and LCC as the Transport Authority for Lancashire and the Highways Agency. The Blackpool Infrastructure</p>	<p>The Core Strategy confirms and continues Blackpool’s role as part of the Fylde Coast Travel to work area, balancing employment and housing provision avoiding any significant change in commuting patterns across the sub-area.</p>

The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
					Delivery Plan has been informed by the various studies and transport plans. The Core Strategy policies require investment in sustainable transport infrastructure particularly with respect to South Blackpool Growth and Enhancement.	
	<b>Provision for Travellers:</b> to meet the identified needs of Travellers in the wider sub-area context	BC, Neighbouring authorities, LCC and Lancashire Authorities.	<p>Blackpool has cooperated with neighbouring authorities to:</p> <ul style="list-style-type: none"> <li>▪ provide for the accommodation needs of Gypsy, Traveller and travelling Showpeople communities across the Fylde coast Sub-region.</li> </ul> <p>Co-operation with neighbouring authorities has been through the preparation of joint evidence documents for the Fylde Coast; formal dialogue through DtC MOU officer meetings; informal dialogue and formal consultation at each stage of preparation of the Core Strategy</p>	<p>Core Strategy Policy CS16</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Joint Fylde Coast Authorities Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (Update 2014)</li> </ul> <p>The assessment identifies a future need in Blackpool, Fylde and Wyre for pitches and yards over the Local Plan timescale.</p> <p>For Blackpool, the site allocations for Gypsy and Travellers and Travelling Showpeople will be set out in the Part 2 of the Blackpool Local Plan - Site Allocations and Development Management DPD as programmed in the Local Development Scheme Update 2014</p> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ DtC MOU officer Meetings</li> <li>▪ Lancashire Development Plans Officer Group (DPOG)</li> <li>▪ DPOG Sub Group - Traveller Forum</li> </ul>	<p>No objections received from neighbouring authorities.</p> <p>Additional criteria added to Policy CS16 to address comments from Wyre Borough Council.</p>	<p>BC will work with Fylde and Wyre Councils in meeting the needs of Travellers and Travelling Showpeople across the Fylde coast sub-region to ensure the requirements set out in the 2014 GTAA are met through the local plan preparation.</p>

The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
<b>Retail, Leisure and other commercial development</b>	<p><b>Retail provision and sub-regional hierarchy of centres:</b> to establish the role of town centres within the Fylde Coast and their position in the retail hierarchy and future retail growth.</p> <p>Blackpool Borough has one town centre; 5 District Centres and 37 local centres.</p>	BC, neighbouring authorities, Lancashire authorities	<p>BC has cooperated with neighbouring authorities to establish the retail hierarchy across the Fylde Coast and the appropriate retail needs in terms of future comparison and retail floorspace.</p> <p>BC has undertaken a Joint Retail Study for the Fylde Coast 2011 with neighbouring authorities and has consulted with LCC and Lancashire Authorities regarding retail policy and the hierarchy of centres at each stage of Core Strategy preparation.</p>	<p>Core Strategy Policies CS4, CS17</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Fylde coast Retail Study 2011</li> <li>▪ Blackpool Town Centre Strategy 2013</li> </ul> <p>Others:</p> <ul style="list-style-type: none"> <li>▪ DtC MOU officer meetings</li> <li>▪ Development Plans officer Group meetings (DPOG)</li> </ul>	<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>Neighbouring authorities, LCC and Lancashire authorities have not raised any objection to the retailing policies in the Core Strategy.</p>	The Core Strategy confirms the status of the retail centres in Blackpool and proposes a proportionate approach to investment in retail provision in line with the role of Blackpool Town Centre and the findings of the Joint Retail Study. Blackpool Town Centre as the sub regional centre for the Fylde Coast will serve the needs of residents across the sub –area.
<b>Infrastructure</b>	<p><b>Transport:</b> Regional connectivity is important to Blackpool due to its visitor – dependent economy as the UK's largest seaside resort therefore there is a need to manage the impact of development on the strategic transport network</p>	BC, neighbouring authorities, LCC Highways Agency, Network Rail	<p>BC has cooperated with neighbouring authorities to address:</p> <ul style="list-style-type: none"> <li>▪ Improvements to the A585(T)</li> <li>▪ Safeguarding land for the M55 to Norcross Link Rd. to relieve long term road congestion</li> <li>▪ Sustainable development of Blackpool international airport as an economic priority for the sub-area</li> <li>▪ Improvements to Preston Station and accessibility to Fylde Coast towns</li> <li>▪ Further improvements to the tram network to assist north-south movements along the coast from Fleetwood to Starr Gate; links to Talbot Gateway and the airport and to integrate the tramway with other modes of transport including the potential of the South Fylde rail link;</li> </ul> <p>BC has consulted with neighbouring authorities, transport authorities, the Highway Agency and Network Rail regarding the impact of policies in the Core Strategy on transport infrastructure. This has been through formal meetings (including DtC MOU officer meetings and Fylde Coast Strategic Transport Group meetings); informal dialogue and formal consultation at each stage of preparation of the Core Strategy.</p>	<p>Policies CS5 and CS27</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>▪ Blackpool Core Strategy Infrastructure Delivery Plan 2014;</li> <li>▪ Fylde Coast Transport Study 2011 and 2012;</li> <li>▪ Blackpool Local Transport Plan 2011;</li> <li>▪ Blackpool Core Strategy Marton Moss/M55 Hub Traffic Impact Assessment 2011;</li> <li>▪ Blackpool Core Strategy Marton Moss/M55 Hub Traffic Impact Assessment 2011;</li> <li>▪ Sub-Region Transport Framework for Lancashire 2009;</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>▪ DtC MOU officer meetings</li> <li>▪ Fylde Coast Strategic Transport Group meetings</li> <li>▪ Lancashire Development Plans Officer Group (DPOG)</li> </ul>	<p>Policies CS5 and CS27 identify proposals for new or improved strategic transport infrastructure with respect to road, rail and air travel.</p> <p>No objections from neighbouring authorities, transport authorities, Highways Agency or Network Rail to the transport policies in the Core Strategy however comments were received from Wyre Borough Council and LCC and Network Rail which have been responded to.</p> <p>There is a clear working relationship between BC and LCC as the Transport Authority for Lancashire and the Highways Agency and this is highlighted by ongoing collaboration on the development of the Fylde Coast Highways and Transport Masterplan.</p>	While the impact of the Core Strategy proposals on transport infrastructure will be most keenly felt within Blackpool, due to Blackpool's role as the UKs largest seaside resort there will be additional usage of the strategic transport infrastructure within neighbouring authorities but this will be in a manner consistent with existing travel patterns.

The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
	<p><b>Water-related infrastructure</b> is a key cross boundary issue which directly affects 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 for to ensure that proposals for new development have no adverse effect on bathing water quality along the Fylde Coast.</p>	<p>BC, neighbouring authorities, LCC, Environment Agency, United Utilities</p>	<p>BC has cooperated with neighbouring authorities, and LCC to :</p> <ul style="list-style-type: none"> <li>Agree a common approach to surface water and waste water management to ensure the delivery of the required infrastructure improvements needed to accommodate future development requirements are not compromised.</li> </ul> <p>Throughout the Core Strategy preparation BC has engaged closely with/collaborated with neighbouring authorities, the Environment Agency (EA) and United Utilities (UU) in preparing various studies including the Central Lancashire and Blackpool Outline Water Cycle Study (December 2010) and the Fylde Peninsular SUDS Study (Atkins 2013) with respect to examining water supplies, surface water drainage and flood risk and bathing water quality. In addition the Fylde Peninsula Water Management Group is a partnership including, BC, neighbouring authorities, LCC, EA and UU. The partnership aims to improve coastal protection, improve the quality of the Fylde Coast's bathing waters and beaches, and reduce the risk of surface water flooding.</p> <p>BC has also worked closely with EA and UU on the Infrastructure Delivery Plan</p> <p>Core Strategy Policy CS9 sets out the requirements with respect to managing flood risk, surface water, water quality and the efficient use of water resources</p>	<p>Core Strategy Policy CS9</p> <p>Documents:</p> <ul style="list-style-type: none"> <li>Central Lancashire and Blackpool Outline Water Cycle Study (December 2010)</li> <li>Fylde Peninsular SUDS Study (Atkins 2013)</li> <li>Beach Management Activities along the Fylde Coast – Possible Measures to Control Local Bathing Water Quality (January 2013)</li> <li>An Action Plan to Improve Bathing Waters across the Fylde Peninsula (Draft Feb 2013)</li> <li>Draft Lancashire and Blackpool Local Flood Risk Management Strategy (2014)</li> <li>Surface Water Management Plan (in preparation)</li> <li>Blackpool Infrastructure Delivery Plan (2014)</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>DtC MOU officer meetings</li> <li>Fylde Peninsula Water Management Group</li> <li>Lancashire Development Plans Officer Group (DPOG)</li> </ul>	<p>No objections to Policy CS9 were received from neighbouring authorities with respect to water management issues.</p> <p>Comments received from the Environment Agency and United Utilities have been responded to and Policy CS9 and supporting text amended accordingly.</p>	<p>No impact on neighbouring authorities.</p> <p>Ongoing collaboration with neighbouring authorities, LCC, EA and UU to ensure the required water-related infrastructure is delivered.</p>

The Framework (NPPF) Strategic Priority (Para 156)	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	Impact on Neighbouring authorities
<b>Health, security, community and cultural infrastructure</b>	New development as proposed in the Core Strategy will have implications for a range of health, education, community and cultural providers	BC, LCC, PCT, NHS, since 2013 Public Health Authority, NHS England, Blackpool Clinical Commissioning Group, Emergency services, Sport England	A wide range of community infrastructure providers including those listed have been engaged on the Core strategy through formal consultation at each stage of the preparation and where required in informal dialogue.	Core Strategy policies CS12, CS16  Documents: Blackpool Core strategy Infrastructure Delivery Plan  Other: DtC MOU officer meetings	There has been broad support for the Core Strategy as result of cooperation with a wide range of organisations through out the preparation of the Core Strategy In particular collaboration in the provision of education, health and community facilities with respect to housing development on the southern Blackpool/ Fylde boundary at Whyndyke.	No adverse impact on neighbouring authorities.  Blackpool will be accommodating some of the secondary educational needs of the proposed housing located within that part of the site that lies within Fylde. Collaboration is ongoing to finalise the financial contribution.
<b>Climate Change and natural and historic environment</b>	Natural Environment - Managing impacts on habitats and/or landscape character designations	BC, neighbouring authorities, LCC, Natural England	BC has co-operated with neighbouring authorities and LCC to:  <ul style="list-style-type: none"> <li>Conserve and enhance natural habitats, biodiversity and landscapes of importance</li> </ul> <p>BC has collaborated with neighbouring authorities and LCC through formal DtC MOU officer meetings and consultation at each stage of preparation of the Core Strategy; and with Natural England through formal consultation.</p> <p>The Habitats Regulation Assessments (HRA) that have been undertaken as part of Core Strategy preparation and have taken into account potential impacts of development in the Borough on distinct ecological resources in neighbouring districts</p>	Core Strategy policies CS6  Documents: <ul style="list-style-type: none"> <li>Core strategy Habitats Regulations Screening Reports</li> </ul> <p>Other:  <ul style="list-style-type: none"> <li>DtC MOU officer meetings</li> <li>Lancashire Development Plans Officer Group (DPOG)</li> </ul> </p>	The HRA has informed the Core Strategy taking into account the wider cross boundary implications of development on habitats within the Borough and elsewhere in the Fylde Coast sub-area. The HRA acknowledged that there would not be any direct impact on Natura 2000 sites but recommended amendments to Policy CS6 to address indirect impacts which have been incorporated into policy.	No direct impact on neighbouring authorities.  The importance of land to the south of Blackpool around Whyndyke and Whitehills in Fylde is acknowledged in the HRA as important for foraging Annex 1 bird species.

