

Blackpool Council



wyre
council

8 December 2020

BLACKPOOL, FYLDE AND WYRE ECONOMIC PROSPERITY BOARD

Thursday, 17 December 2020 at 2.00 pm
Zoom Meeting

A G E N D A

1 DECLARATIONS OF INTEREST

Members are asked to declare any interests in the items under consideration and in doing so state:

(1) the type of interest concerned either a

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Lennox Beattie, Executive and Regulatory Manager, Blackpool Council or their own Council's Monitoring Office in advance of the meeting.

2 EXCLUSION OF PUBLIC AND PRESS

If the discussion during items 9,10, 11 or 12 of this agenda involves the disclosure of “exempt information”, as defined in Schedule 12A of the Local Government Act 1972 and the Board wishes to move to confidential session, it may at any point pass the following resolution: “That the public and press be excluded from the meeting whilst the agenda item(s) is/ are considered, on the ground that their presence would involve the disclosure of exempt information as defined in category 3 (Information relating to the financial or business affairs of any particular person, including the authority holding that information) of Part 1 of Schedule 12(a) of the Local Government Act, 1972, as amended by the Local Government (Access to Information) Variation Order 2006 and, that in the public interest in maintaining the exemption outweighs the public interest in disclosing the information”.

3 APPOINTMENT OF VICE-CHAIRMAN

Following the previously appointed Vice-Chairman no longer being a member of the Board, to consider the Appointment of a Vice-Chairman for the remainder of Municipal Year 2020/2021

4 MINUTES OF THE LAST MEETING HELD ON 16 SEPTEMBER 2020 (Pages 1 - 8)

To agree the minutes of the last meeting held on 16 September 2020 as a true and correct record.

5 MATTERS ARISING

To consider any matters arising from the minutes of the meeting held on 16 September 2020 not dealt with elsewhere on the agenda.

6 LOCAL ENTERPRISE PARTNERSHIP UPDATE

To receive a brief verbal presentation from Sarah Kemp, Chief Executive Officer, Lancashire Enterprise Partnership on the work of the Partnership including the Independent Economic Review.

7 REVIEW OF ECONOMIC PROSPERITY BOARD (Pages 9 - 30)

To review the work of the Economic Prosperity Board(EPB) and priorities against its role and remit. Note at Agenda Item 12 the Board will further consider its future direction and priorities.

8 HIGH SPEED 2 AND THE GOLBORNE LINK (Pages 31 - 32)

To brief the Board as to High Speed Rail 2's potential benefits and disbenefits for Fylde Coast Rail services and to recommend a position be taken in relation to the Golborne Link's construction.

9 FYLDE COAST RAIL LOOP (Pages 33 - 36)

To update members on developments during 2020 and recommend a way forward to improve rail connectivity on the Fylde Coast.

10 BLACKPOOL AIRPORT ENTERPRISE ZONE: PROGRESS REPORT (Pages 37 - 46)

To receive a progress report on Blackpool Airport Enterprise Zone.

11 HILLHOUSE ENTERPRISE ZONE: PROGRESS REPORT (Pages 47 - 52)

To receive a progress report on Hillhouse Enterprise Zone.

12 FUTURE DIRECTION AND PRIORITIES

Further to Item 7 to discuss future items for consideration by the Board.

13 DATE OF NEXT MEETING

To note the date of next meeting as Thursday 25 March 2021

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MINUTES OF BLACKPOOL, FYLDE AND WYRE ECONOMIC PROSPERITY BOARD MEETING - WEDNESDAY, 16 SEPTEMBER 2020

EPB members present:

Councillor Karen Buckley, Fylde Borough Council

Councillor David Henderson, Wyre Borough Council

Councillor Mark Smith, Blackpool Council as substitute for Councillor Lynn Williams

Chief Executive Officers:

Neil Jack, Blackpool Council

Allan Oldfield, Fylde Borough Council

Garry Payne, Wyre Borough Council

Co-opted private sector representatives present:

Martin Long (Blackpool), Peter Worthington (Wyre)

Other Attendees:

Nicole Billington, Marketing Officer, Blackpool Council

Tony Doyle, Head of ICT, Blackpool Council for Item 5 only

Paul Evans, Assistant Director, Department for Business, Energy and Industrial Strategy

Mark Evans, Head of Planning and Regeneration, Fylde Borough Council

Shaun Fensom, Chair of the Broadband Co-op for Item 5 only

Nick Gerrard, Growth and Prosperity Programme Director, Blackpool Council

Rob Green, Head of Enterprise Zones, Blackpool Council

Marianne Hesketh, Corporate Director Communities, Wyre Borough Council

Andrea Wallace, Enterprise Zone Adviser, Wyre Borough Council

Paul Walker, Director of Development Services, Fylde Borough Council

Lennox Beattie, Executive and Regulatory Manager, Blackpool Council

Apologies:

Neil Farley, Co-opted Private Sector Representative, Fylde

No members of the public or press attending the meeting. The public parts of the meeting were broadcast via YouTube.

1 DECLARATIONS OF INTEREST

Martin Long, Business Representative, declared that his company did legal work for companies based within the Blackpool Airport Enterprise Zone but that none of his clients were included in the update report at this meeting.

2 MINUTES OF THE LAST MEETING HELD ON 3 JUNE 2020

The Board considered the minutes of the last meeting held on 3 June 2020.

Resolved:

That the minutes of the Blackpool, Fylde and Wyre Economic Prosperity Board meeting held on 3 June 2020 be approved and signed by the Chairman as a correct record.

3 MATTERS ARISING

The Board considered matters arising from the last meeting.

- 1) The Board noted that Councillor Simon Blackburn had been replaced as Leader of Blackpool Council by Councillor Lynn Williams. The position of Vice-Chairman of the Board was now vacant due to this change. It would be considered at the 17 December 2020 meeting as Councillor Williams had not been able to attend this meeting.
- 2) The Board received an update on the item related to the potential medical isotopes development at the Westinghouse site at Springfields. The Board noted that shortly after the last meeting a joint letter in support had been sent by the Leaders of the three Councils. A decision on the site had been anticipated soon and the potential for applications to be made to Councils' Business Loans funds in support of the application was noted.

4 EXCLUSION OF PUBLIC AND PRESS

Resolved:

That the public and press be excluded from Agenda Items 8 and 9: Blackpool Airport Enterprise Zone Progress Report and Hillhouse Enterprise Zone Progress Report as this includes the likely disclosure of Exempt Information under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

5 FULL FIBRE NETWORK

The Board received a brief presentation on the development of a full fibre network by Mr Tony Doyle, Head of ICT, Blackpool Council. Shaun Fenson, Chair of the Broadband Co-op was also in attendance.

Mr Doyle explained that rather like roads, railways or electricity, fast internet connectivity represented an essential piece of infrastructure required for modern businesses. It had been clear for a while that ensuring that the area either had reasonable access or better than average would be essential in facilitating inward investment.

Mr Doyle highlighted that Blackpool Council had been successful in bidding to the Department Of Culture Media and Sport (DCMS) for a Full Fibre Wave 2 Grant under the Asset Reuse method by using an existing ducting asset in the Tramway to build a fibre optic spine along the Tramway. The effect of the award had been to create a spinal fibre network infrastructure to connect Council assets and to service both Enterprise Zones, the new Conference Centre at the Winter Gardens as well as to establish a series of Meet me chambers across the Promenade. Work on this spine was now nearly complete and already businesses were reporting on the advantages of that to their business.

Mr Doyle went on to explain the benefits of Cooperative Network Infrastructure notably to be able to work collaboratively across public and private sector organisations, make savings, improve services and maximise the opportunities for further deployment while minimising disruption (the “dig once” approach).

Mr Doyle highlighted an open invitation from Fibre Blackpool and Cooperative Network Infrastructure for both Fylde Council and Wyre Borough Councils to join the broadband

Blackpool Council



coop. He then emphasised the potentially opportunities to target rural areas to bid for further funding from Department Of Culture Media and Sport.

Resolved:

To recommend to both Fylde and Wyre Borough Councils to the join the cooperative and enter into further dialogue with Tony Doyle Head of ICT Services at Blackpool Council who leads on the Full Fibre initiative in Blackpool and Shaun Fensom the Chair of the cooperative.

6 FUTURE HIGH STREETS FUND UPDATE

Nick Gerrard provide the Board with an update on the Future High Street Fund bidding process for Blackpool, Fleetwood and Kirkham.

The report outlined the applications submitted on behalf of the three authorities.

Blackpool's bid included 11 schemes based around improving experience, driving growth and future sustainability seeking investment of £25m. The two key projects already approved had been the Houndshill extension and the Abingdon Street Market.

Wyre Borough Council's bid for Fleetwood had sought £22.3m and had been submitted on the 3 June 2020 grouped under three complementary themes - enabling town centre living, reviving town centre assets and public realm and restoring town centre access

Fylde Borough Council's bid had been submitted on the 17 August 2020 and had sought £9.58m based around the town of Kirkham seeking a combination of property acquisitions, public realm improvements and building refurbishment.

Decisions were still awaited on the results of all three bids and the Board would be updated at future meetings.

Resolved:

To note the report.

7 RESPONSE TO COVID 19 UPDATE

The Board considered the issue of Coronavirus and Economic Recovery. It noted the significant help provided by central and local government under various schemes to help small business and the furlough scheme.

Mr Nick Gerrard highlighted the three funds namely the Small Business Grants Fund, Retail, Hospitality, Leisure fund and the Covid discretionary funds. Figures were outlined in the report for the amounts provided under each Council area.

Mr Gerrard explained that business support that subsequent to the reopening of businesses emphasis had shifted to steps to support businesses to operate in accordance with guidance. A number of the attendees had reported that tourism on the Fylde Coast had been relatively positive during the situation with lots of visitors taking advantage of the mild weather but not travelling far from home or abroad.

Members expressed thanks to the officers involved in the administration at all three Councils and especially the speedy way that assistance and support had been provided.

Resolved:

To note the report.

8 BLACKPOOL AIRPORT ENTERPRISE ZONE UPDATE

Mr Rob Green, Head of Enterprise Zones, provided the board with an update on the Blackpool Airport Enterprise Zone.

The report started by outlining the programme for updating the Masterplan to reflect substantial changes to the physical development around the eastern gateway access, sports field re-provision revised airport proposals and the change of direction for the future of the Squires Gate Industrial Estate (former Wellington Bomber Factory) this had been further delayed after the June board meeting. The revised interim delivery plan would now be presented to Blackpool Council as Accountable Body in October 2020 before submission to Fylde Borough Council, the Lancashire Local Economic Partnership and Ministry for Housing, Communities and Local Government.

Further to the last meeting Mr Green emphasised that central to the Enterprise Zones would be a request that government extend the period in which the 5 year business rates relief would be available from the current expiry in March 2022 to financial year 2025/26. With full Local Enterprise Partners support officers had joined nationally with The Local Enterprise Partnership Network to put a proposal to HM Treasury. This would be to seek an extension of business rates relief to 2025/26 as a low cost focus and engine for post Covid-19 economic recovery and growth, and to recognise the delays in all Enterprise Zones being able to bring forward enabling infrastructure. It was reported that the submission to HM Treasury was imminent so that it could be reflected in the Autumn spending review.

Resolved:

To note the update.

Mr Rob Green, Head of Enterprise Zone presented an update on Hillhouse Enterprise Zone.

Mr Green spoke about the continued exploration of the opportunities of utilising Hillhouse for the generation and storage of hydrogen with meetings continuing and the hope that this project's remit would in time expand to encompass all forms of renewable energy.

Further to Item 8 Mr Green emphasised that central to the Enterprise Zones would be a request that government extend the period in which the 5 year business rates relief would be available from the current expiry in March 2022 to financial year 2025/26. With full Local Enterprise Partners support officers had joined nationally with The Local Enterprise Partnership Network to put a proposal to HM Treasury. This would be to seek an extension of business rates relief to 2025/26 as a low cost focus and engine for post Covid-19 economic recovery and growth, and to recognise the delays in all Enterprise Zones being able to bring forward enabling infrastructure. It was reported that the submission to HM Treasury was imminent so that it could be reflected in the Autumn spending review.

Resolved:

To note the update.

10 ANY OTHER BUSINESS

Prior to considering the date of the next meeting.

The Board held a brief discussion on the focus that future meetings of the Board should have especially the next meeting. The Board noted that it had been operational for a period of just over three years and agreed that it would be timely to review the past three years of the Board and to plan forward for the next three years of economic development across the Fylde Coast. The Board also agreed to consider how moving forward it could act to coordinate its approach with neighbouring Councils, other public and private sector bodies including the Local Economic Partnership either through involvement at Board meetings or by other steps.

11 DATE OF NEXT MEETING

Blackpool Council



To note the date of next meeting as Thursday 17 December 2020 at 2pm.

Chairman

(The meeting ended at 2.15pm)

Any queries regarding these minutes, please contact:
Lennox Beattie, Executive and Regulatory Manager
Tel: 01253 477157
E-mail: Lennox.beattie@blackpool.gov.uk

Report to: Blackpool, Fylde and Wyre Economic Prosperity Board

Report Author: Nick Gerrard, Growth and Prosperity Programme Director (Blackpool Council)

Date of Meeting: 17 December 2020

REVIEW OF ECONOMIC PROSPERITY BOARD

1.0 Purpose of the report:

- 1.1 To review the work of the Economic Prosperity Board (EPB) and priorities against its role and remit. Note at Agenda Item 12 the Board will further consider its future direction and priorities

2.0 Recommendation(s):

- 2.1 To note the progress made by the Economic Prosperity Board and review priorities.
- 2.2 To note that Agenda item 12 will consider and agree items for future agendas.

3.0 Background information:

3.1 Purpose of the Blackpool, Fylde and Wyre Economic Prosperity Board:

The Blackpool, Fylde and Wyre Economic Prosperity Board was established in May 2018 to bring together local authority partners in a robust, formally constituted arrangement to help shape and drive economic development across the Fylde Coast. This would be undertaken by collaboration and mutual co-operation.

3.2 Governance

The approach to Governance was agreed as follows:

- a. The Blackpool, Fylde and Wyre Economic Prosperity Board will act as a Joint Committee pursuant to powers under the Local Government Acts 1972 and 2000 and under the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.

- b. The Blackpool, Fylde and Wyre Economic Prosperity Board will comprise of Blackpool Borough Council, Fylde Borough Council and Wyre Borough Council ("constituent authorities") and three co-opted members, one each from each constituent area. Any reference to 'executive', 'executive arrangements', 'executive function' or 'committee system' has the meaning given by Part 1A of the Local Government Act 2000.
- c. The Blackpool, Fylde and Wyre Economic Prosperity Board is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Blackpool, Fylde and Wyre Economic Prosperity Board must be made by all constituent authorities.
- d. Political Proportionality rules will not apply to the Blackpool, Fylde and Wyre Economic Prosperity Board as so constituted.
- e. The Blackpool, Fylde and Wyre Economic Prosperity Board may establish sub-committees or advisory groups, to undertake elements of its work, if required.
- f. The Blackpool, Fylde and Wyre Economic Prosperity Board has powers delegated to it by the constituent authorities in the following areas:
 - to review future governance requirements and delivery arrangements and how these can be best achieved on the Fylde Coast;
 - to have direct oversight of key economic growth focussed projects and initiatives that the Blackpool, Fylde and Wyre Economic Prosperity Board has influence over the funding of;
 - to have strategic oversight of other key growth focussed projects and initiatives across the Fylde Coast, and;
 - to lobby and carry out other activities that help achieve the promotion or improvement of economic wellbeing on the Fylde coast.
 - The Blackpool, Fylde and Wyre Economic Prosperity Board will not hold funds or monies on behalf of the constituent authorities.
- g. Each constituent authority operating executive arrangements will be responsible for considering whether it is necessary [in order to comply with Access to Information legislation regarding the publication of agendas including Forward Plan requirements] to treat prospective decisions as 'key decisions' and/ or have them included in their Forward Plan. A constituent authority operating a committee system will apply its own local statutory procedure

3.3 Remit of the Blackpool, Fylde and Wyre Economic Prosperity Board

To provide political and democratic accountability and in doing so:

- a. act as the key strategic forum for economic development issues on the Fylde coast and to make recommendations to the Lancashire Enterprise Partnership (LEP) and other bodies on economic development investments and other priorities;
- b. have insight and the opportunity to review the Lancashire Enterprise Partnership LEP Board's activities and consider any further measures necessary to strengthen the relationship with the LEP Board;
- c. co-ordinate and monitor investment plans of the constituent authorities pertaining to economic growth at the discretion of the individual authorities;
- d. act as the Programme Board for Hillhouse Technology and Blackpool Airport Enterprise Zones (EZ's) and report into the Lancashire Enterprise Partnership LEP and its Enterprise Zone Governance Committee as appropriate;
- e. seek to ensure that adequate resources are made available to enable the delivery of Hillhouse Technology and Blackpool Airport Enterprise Zones and other key Fylde coast economic development priorities and projects;
- f. actively engage with a range of businesses on the Fylde coast in relation to economic development decision making and to engage with other stakeholders where appropriate;
- g. consider and advise on the appropriateness and viability of alternative, successor economic governance arrangements, and;
- h. co-ordinate and agree wider place-making policy within the Fylde coast economic footprint, wherever possible.

3.4 Priorities

Four priorities for the Blackpool, Fylde and Wyre Economic Prosperity Board were agreed at the July 2018 meeting as follows:

a) Accelerated Growth focusing on our Enterprise Zones

Ensure the successful delivery of the Enterprise Zones and identify the skills needed to support meaningful growth for businesses and individuals. Identify and develop supply chain networks via partnerships and educational institutions with particular focus on Research and Development opportunities across Lancashire and the North West. Development to establish best practice, accessibility and promotion of continuing business support initiatives to provide longevity to harness businesses growth aspirations.

b) Connectivity

Develop physical infrastructure, strategic partnerships and digital networks that support growth within and around the Fylde Coast. Connectivity on a Lancashire and North West footprint through the promotion of skills, accessibility and technological provision in comparison to the offer of others. Strengthening partnerships at the regional level to drive forward opportunities developing higher skills in specialist sectors not necessarily within the Fylde Coast.

c) Marketing and Investment

Ensure effective marketing and investment in the Fylde Coast as a business investment location to complement the tourism marketing offer at a local/sub-regional/national/international level. Focusing on our priority sectors (eg including but not limited to the tourism economy) and working with Marketing Lancashire to ensure effective coordination and integration with the Lancashire offer

d) Housing Growth and Quality of Life

Improve the quality of rented housing through new potential flexibilities from Government via the ability to vary Housing Benefit / Local Housing Allowance rates. Include housing growth in the urban areas and on difficult sites, incorporating affordable energy costs, access to health and community provision to establish a destination with a 'sense of place'

3.5 Agenda Tracker

Appendix 7a identifies the range and frequency of issues discussed at the Blackpool, Fylde and Wyre Economic Prosperity Board. These relate very closely to the first 3 priorities agreed by the Blackpool, Fylde and Wyre Economic Prosperity Board primarily because the focus of business has been on issues of common interest that affect the whole area.

These include:

- Regular reviews of both Enterprise Zones
- Development of an effective business investment marketing campaign using the Business in Blackpool brand
- Pursuing funding bids to support strategic connectivity via the Fylde Coast Rail Loop
- Reviewing the opportunities for enhanced fibre connectivity
- Focusing on post-Covid economic recovery
- Joint support to secure a strategic inward investment

There has, however been little collective focus on housing through the Blackpool, Fylde and Wyre Economic Prosperity Board directly although strategic housing matters in relation to future provision across the Fylde Coast sub-region is a remit of the Duty to Cooperate Memorandum of Understanding (MOU) between the Fylde Coast authorities and Lancashire County Council, alongside other strategic issues in relation to planning (Appendix 7b refers). In the light of the Planning White Paper the Memorandum of Understanding Officers Working Group may need to review the Memorandum of Understanding and address any changes which may be necessary including Climate Change which doesn't currently feature.

Linkages with partner organisations has developed with Department for International Trade and Marketing Lancashire and this meeting provides the opportunity to discuss the relationship with the Lancashire Enterprise Partnership as a collective. Hitherto, whilst several Lancashire wide issues have been discussed, these have then been taken forward by the individual authorities at Lancashire Enterprise Partnership meetings.

The Board is invited to review its priorities as well as at Agenda Item 12 as items for future agenda

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 its self 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 Houndhill 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:
- a. the retail role of towns within the Fylde Coast and their position in the retail hierarchy;
 - b. potential future development needs for each authority; and
 - c. definition of the town centres within the 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 Growth Point area, the study provides an assessment of the flood risk planning data, foul drainage, surface water management water resources and infrastructure issues including information on the wider Fylde Coast area. In addition, as part of its role as a Lead Local Flood Authority, Blackpool has recently produced a Blackpool Surface Water Management Plan researching and aligning all data, information and legislation, in liaison with United Utilities and the Environment Agency on critical capacity issues, with a focus on existing assets, identifying flood risks, mitigation measures and with the view to developing an on-going implementation plan. This plan will include wider consideration of cross-boundary surface water infrastructure and drainage issues along the coastal belt in order to generate and develop sustainable drainage measures. Lancashire County Council is the Lead Flood Authority for the Fylde and Wyre area and works closely with the FCA's to identify and address Blackpool Flood Risk Management Strategy for 2014 to 2017.

- 4.35 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, 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:

- **conserve and enhance natural habitats, ecological networks and landscapes of importance; and**
- **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:

- a) **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;**
- b) **To review as necessary and keep up to date the Memorandum of Understanding between the Fylde Coast Authorities;**
- c) **To collaborate on the development of planning, economic development and transport policy where appropriate to achieve consistency of approach**

- d) To commission joint studies relating to strategic matters and the development of planning policy in each individual Local Authority and ensure that the evidence base remains up to date;**
- e) To discuss and resolve as far as is possible cross boundary issues to make recommendations to each individual authority and the County Council as necessary;**
- f) To keep each Local Planning Authority and the County Council informed on the development and review of planning, economic and transport policy in each individual Authority area;**

5.3 The group will be chaired on a rotational basis by a Member of one of the four authorities. The Council Leaders and Chief Executives will have the remit to appoint up to two appropriate 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

Report to: Blackpool, Fylde and Wyre Economic Prosperity Board

Report Author: Nick Gerrard, Growth and Prosperity Programme Director,
Blackpool Council

Date of Meeting: 17 December 2020

HIGH SPEED 2 AND THE GOLBORNE LINK

1.0 Purpose of the report:

1.1 To brief the Board as to High Speed Rail 2's potential benefits and disbenefits for Fylde Coast Rail services and to recommend a position be taken in relation to the Golborne Link's construction.

2.0 Recommendation:

2.1 That the Economic Prosperity Board and the three Councils join Lancashire County Council and others, including the West Coast Rail 250 campaign, in supporting the High Speed Rail 2 Golborne link's construction, maximising opportunities for direct Fylde Coast – London services to be retained when High Speed Rail 2 HS2 is in operation.

3.0 Background

3.1 This project has been established to address the inability to provide further capacity on the West Coast Mainline. Building a new line to high speed standards will reduce travel times between major UK centres considerably. The line will have few stops and passengers will interchange onto it at hub stations; their journey time will be considerably less than that provided by direct services on the classic alignment. Capacity released by High Speed Rail 2 can be used for a variety of local and regional purposes, including freight.

3.2 The project will be delivered in three principal phases up to an anticipated 2040 completion date:

- Phase 1 – London to West Midlands – anticipated opening between 2029 and 2033 – project on site
- Phase 2a – West Midlands to Crewe – no anticipated completion date as the hybrid bill is still in parliament
- Phase 2b – Crewe to Manchester, West Midlands to Leeds – this remains at a proposals phase and no anticipated completion date is given on the High Speed Rail 2 site.

3.3

A Department for Transport document in support of the phase 2a hybrid bill – [Report \(publishing.service.gov.uk\)](https://publishing.service.gov.uk) envisages that on HS2's completion (pages 76-78) the Fylde Coast will lose its current direct London services and the open access paths (pages 63-64) to London that the Grand Central company was to have taken up. This is not part of a confirmed train service requirement, but clearly should not be ignored.

3.4

There is considerable pressure not to build a phase 2b spur from the high speed line to Manchester, to the Golborne area near Wigan, the Golborne link. This link would remove high speed trains from the West Coast Mainline and free up capacity. It would bypass Warrington and means that direct Glasgow access from there would be lost. However, without the Golborne link there appears little chance of maintaining direct Fylde Coast-London Euston services.

3.5

As noted above, transfer to high speed services at the eventual Preston hub would save Fylde Coast passengers journey time. However, a portion of passengers is recognised to be reluctant to change trains, although this is likely to decrease as the advantages become clear. Losing the four a day direct Avanti departures from Blackpool North is likely to be perceived as a retrograde step, particularly following the lengthy campaign fought to restore these direct London services. At present the COVID-19 pandemic has disrupted the rail services on offer, but rail access will be essential for post-pandemic economic recovery. Open access services were to have stopped at Poulton-Le-Fylde and Kirkham and Wesham. In the light of this, the Economic Prosperity Board might like to consider taking a position.

3.6

Also the Golborne link is clearly important to the Fylde Coast as it offers capacity that might preserve direct services and would also enable journey times between the area and major centres to be reduced. High speed trains south-bound from Preston would have to use the classic alignment for a longer time before they could go full speed from Crewe.

Report to:	Blackpool, Fylde and Wyre Economic Prosperity Board
Report Author:	Nick Gerrard, Growth and Prosperity Programme Director (Blackpool Council)
Date of Meeting:	17 December 2020

FYLDE COAST RAIL LOOP

1.0 Purpose of the report:

- 1.1 To update members on developments during 2020 and recommend a way forward to improve rail connectivity on the Fylde Coast.

2.0 Recommendation(s):

- 2.1 To reaffirm the Board's support for improving strategic transport connectivity on the Fylde Coast through a Fylde Coast rail loop
- 2.2 To recognise that the two successful Restoring Your Railway bids for Fleetwood to Poulton-le-Fylde and the South Fylde Line provide the opportunity for a Strategic Outline Business Cases to be prepared to establish the basis for further requests for funding to implement the preferred schemes in due course.
- 2.3 To note that a consultant for the Fleetwood to Poulton-le-Fylde study has now been appointed by Lancashire County Council and work should be completed by May 2021.
- 2.4 In respect of the South Fylde Line, to recommend that all key stakeholders are consulted in the development of the brief, namely Lancashire County Council and Blackpool Council, as the two local transport authorities for the South Fylde Line, Fylde Borough Council, the local MP's, the Department for Transport, Network Rail and Northern Trains, together with others including town/parish councils and user groups.
- 2.5 To ensure that adequate funding is earmarked to undertake a Strategic Outline Business Case study for the South Fylde Line, similar to the one that is currently being undertaken for the Fleetwood - Poulton-le-Fylde disused railway line.
- 2.6 To receive the outcome of the two studies in due course and then identifies the best route for securing funding for the implementation of the preferred options.

3.0 Background information:

3.1 The Fylde Coast authorities have longstanding ambitions to improve local and sub-regional connectivity by rail, be it heavy rail, light rail (tram) or tram-train.

3.2 Transforming Cities Bid

One of the first acts of the Economic Prosperity Board in May 2018 was to support the sub-regional Transforming Cities bid based on Preston which included a proposal for a passing loop on the South Fylde line to increase its capacity. This, however, was unsuccessful on value for money and deliverability grounds and whilst some parts of the bid were approved by Government the passing loop proposal was not included.

3.3 Future High Streets Fund Bids

A further opportunity was provided by Blackpool, Fleetwood and Kirkham all being invited in 2019 to submit bids for the Future High Streets Fund (FHSF) where connectivity was one of the main themes. The proposal was to share the cost (between the bids) of a Fylde Coast rail loop study to look at the viability of a series of options to determine which presented best value for money to deliver on the overall strategic objective of improving connectivity by rail on the Fylde Coast.

Whilst none of the Future High Streets Fund bids have yet been determined, as explained at the last meeting Fylde did not include the proposal in their bid owing to the potentially adverse impact it would have on their overall bid, and in the autumn the Government asked all bidders to reassess their bids and remove items deemed ineligible (including feasibility studies – notwithstanding the scheme’s connectivity priority). The opportunity of Future High Streets Fund funding for this work is therefore now closed.

As also noted at the last meeting, the Board agreed from the beginning of this exercise that even if the bids for the study were unsuccessful through the Future High Streets Fund, any work undertaken would stand all three authorities in good stead for future bids, and the issue of improving connectivity across the Fylde Coast remained critical. In addition, the importance the Government is placing on transport infrastructure was also seen as an important factor.

3.4 Restoring Your Railway Fund – Fleetwood to Poulton-le-Fylde

In January 2020, the Department for Transport announced that it was inviting MP’s, local councils and community groups across England and Wales to propose how they could use £500m of funding to reinstate axed local services and restore closed stations. This funding initiative, called Restoring Your Railway, is split in three ways to support different projects at different phases of development:

- Ideas Fund;
- Accelerating existing proposals; and
- Proposals for new or restored stations.

The announcement also confirmed that the Government would make available funding to undertake feasibility work on how reinstatement of passenger services over the Fleetwood to Poulton-le-Fylde line could stimulate growth and reconnect isolated communities. It is the Secretary of State for Transport's strong wish that a local lead promoter takes the study forward, but working closely with key partners, stakeholders and supporters. In February 2020, he therefore wrote to Lancashire County Council asking it to be the lead promoter in view of its existing role as the local transport authority, and the Leader accepted that offer.

The Restoring Your Railway initiative is being taken forward within the framework of the Government's new staged approach to the development and progression of rail enhancement projects requiring central Government funding set out in its 2018 Rail Network Enhancements Pipeline (RNEP) publication. The feasibility study is anticipated to consider the costs, benefits and funding options for a range of potential heavy rail and light rail (as part of a wider Fylde Coast rail loop) options to improve transport and other socio-economic outcomes and how these compare with other strategic transport options to address those issues. It will also prepare a strategic outline business case in accordance with published Department for Transport guidance so that a scheme can be considered for further progression through the Rail Network Enhancements Pipeline process.

As a brief was agreed by Lancashire County Council, Wyre Borough Council and other key stakeholders, a Strategic Outline Business Case study is now underway which will determine whether light rail (tram), heavy rail or tram-train is the best option for the disused Fleetwood-Poulton line. Lancashire County Council, the local transport authority, is leading the study, which is estimated to cost £100,000. A consultant has been appointed and key stakeholders have been engaged.

3.5 Restoring Your Railway Fund – South Fylde Line

Following the Chancellor's Comprehensive Spending Review announcement in November confirmation was received that another Restoring Your Railway Ideas Fund bid, submitted by two local MP's, had been successful: titled 'Enhanced existing passenger services, Preston - Blackpool South (South Fylde Line Passing Loop)'.

At the time of writing specific details are not known, but clearly this presents an opportunity to progress matters. It is envisaged that there will be the need to prepare a Strategic Outline Business Case which will include consultation with Lancashire County Council as the transport authority for the majority of the South Fylde Line, which is an operational railway, and Blackpool Council as the transport authority for the section within Blackpool.

The South Fylde Line connects South Blackpool and Preston by a single track, which limits the train frequency to one per hour and reliability issues ensue. Capacity, frequency, journey time and reliability improvements are clearly needed. Furthermore, Lytham St Anne's is not connected to central Blackpool by rail; Blackpool South is the terminus, around 2 kms south of Blackpool Town Centre. The southern terminus of the Blackpool - Fleetwood Tramway is at Starr Gate, some 3.5 kms from St Anne's.

The Transforming Cities Fund bid only appraised heavy rail for the South Fylde Line and did not look at light rail (tram). However, earlier work undertaken for the European Union-funded SINTROPHER (Sustainable Integrated Transport Options for Peripheral European Regions) project looked at options/scenarios to improve connectivity in the sub-region and promote regeneration and growth. For the South Fylde Line, preferred options were heavy rail in the shorter term and tram/tram-train in the longer term.

3.6 Next Steps

With the support of local transport operators, Network Rail, Lancashire County Council and the Lancashire Enterprise Partnership, the Fylde Coast authorities remain committed to progressing rail improvement schemes in support of economic, environmental and social objectives. A heavy rail passing loop for the South Fylde Line featured prominently in the strategic case for Preston's Transforming Cities Fund bid and has political support from local MPs. There are also opportunities to extend the Blackpool Tramway in two directions which would complement heavy rail improvements in the area, which also has support from local MPs. The Blackpool Tramway has been extremely successful since its 2012 upgrade and carried around 5 million passengers per annum prior to the COVID pandemic and has potential to expand. Post-pandemic, the Fylde Coast authorities wish for substantial improvements to local rail networks and also see these as essential in support of the Climate Change agenda.

It is hoped that through the two Restoring Your Railway Fund bids that Strategic Outline Business Cases can be concluded which confirm the most effective strategy for improving Fylde Coast connectivity which then provide the basis of securing future funding for implementation of the preferred options.



Report to:	Blackpool, Fylde and Wyre Economic Prosperity Board
Report Author:	Rob Green, Head of Enterprise Zones, Blackpool Council
Date of Meeting:	17 December 2020
Recommendation:	<p>1) That the Board notes the report.</p> <p>2) The Board notes and approves the refreshed Masterplan.</p>

Blackpool Airport Enterprise Zone: Progress Report

a) Masterplan

The Enterprise Zone Masterplan and Delivery Plans have now been refreshed, to reflect the new development since 2016, the impact of changes in third party ownership across the site and requirements for changes required to satisfy Sport England and address Highway and transportation concerns. The Masterplan will be considered by the Blackpool's Executive on 7 December 2020 before and after consideration by the Economic Prosperity Board, presented to the Lancashire Enterprise Partnership and Ministry for Housing, Communities and Local Government (a copy of the refreshed master-plan is enclosed as Appendix 10a).

Whilst there have been substantial changes to the estimated costs of delivering the Enterprise Zone the overall forecast remains in line with original estimates at c £72M. There has also been some variation to the projected income streams over the life of the Enterprise Zone, with initial cash flows impacted by delays in getting Phase 1 into full play. However, a grant funding allocation has been secured from the Towns Fund as part of Blackpool's Town Deal (up to £10m final amount to be confirmed but assumed at £7.5m subject to approval to a full Green Book business case) and Growth Deal, with financial projections indicating a small forecast surplus over the lifetime of the project after the cost of Prudential Borrowing.

With expenditure on enabling infrastructure heavily front-loaded, revenues may not be sufficient in the next few years to meet the cost of required Prudential Borrowing (subject to impact of Town Fund monies) and further recasting of the delivery plan programme may be required to ensure affordability. The masterplan and associated delivery plan are designed to be flexible to adapt to changing circumstances and opportunity and will be reviewed on an annual basis and fully refreshed every 5 years.

The approved marketing strategy will continue to be implemented for the Enterprise Zone and where appropriate will be updated in line with the revised masterplan.

New Project Manager Posts:

The roles were re-advertised in October and interviews will take place in December with one post to be funded by Fylde Borough Council and one by Blackpool Council. The importance of strengthening the project management resource is a very high priority to ensure continued successful and expanded delivery.

b) Fiscal Incentives

Work is continuing to lobby the Ministry for Housing, Communities and Local Government to seek an extension of Enterprise Zone fiscal benefits which are due to expire for Blackpool in March 2022 for rates relief and November 2023 for enhanced capital allowances

With full support from the Lancashire Enterprise Partnership officers have joined nationally with The Local Enterprise Partnership Network to put a proposal to HM Treasury. The proposal seeks an extension of business rates relief to 2025/26 as a low cost focus and engine for post Covid-19 economic recovery and growth, and to recognise the delays in all Enterprise Zones being able to bring forward enabling infrastructure.

Initial discussions with HM Treasury were positive but have been informed there is no 'bandwidth' currently at Westminster to deal with the proposals as the central Enterprise Zone team have been presently redeployed to deal with Freeports. Following the recent Comprehensive Spending Review, the Local Enterprise Partnership Network will now be re-engaging with Treasury and Ministry for Housing, Communities and Local Government to further discuss Enterprise Zone policy. In the meantime it is the intention within Lancashire to brief our local MPs on the campaign so far, the benefits of Enterprise Zones and the key role they have to play in the post-Covid recovery strategy and why officers are pushing for an extension of benefits. A template will be shared with northern Enterprise Zone counterparts in the absence of any strong centralised push from the Local Enterprise Partnership Network.

c) Current Activity Phase One

Planning consent was secured for the grass sports pitches in May 2020 and STRI Group has since completed their contract and are now off site, except for maintaining the seed growth on the pitches which will be playable from the start of the 2021/22 football season in September 2021. Minor issues with security are being addressed, whilst effort is also being directed to tackle some localised drainage issues at Division Lane, with work to repair a series of offsite watercourses and culverts commissioned and leadership provided to encourage other responsible bodies including Lancashire County Council, United Utilities and the Environment Agency to also contribute to support the issues highlighted by recent heavy rainfall.

The second of three proposed planning applications designed to release the Common Edge Sports pitches was submitted in September. It includes a 3G sports pitch, grass rugby pitch, training area, reconfiguration and extension to existing car park, provision of associated hard-standing, fencing and landscaping, improvement works to the access from Common Edge Road including the creation of a new footway and cycleway. Only one 3G facility will now be provided at Common Edge Road to comply with Sports England's recommendations, with a further pitch to be enhanced for Rugby League use. Discussions with the Football Foundation have confirmed that they will still, subject to application, be willing to provide grant toward the cost of the facilities.

Construction of changing facilities was scheduled to be complete in time for the start on the 2021/22 season opening of the grass sports pitches, which will then trigger the release of the existing sports facilities for redevelopment, but may now be delayed slightly to allow additional highway works originally part of the later Common Edge junction scheme to be incorporated to address a pressing Highway constraint identified by Lancashire Highways.

Detailed design work on the changing room and car parking is now in the final stages and a contractor has been appointed with early engagement to value, engineer and agree a guaranteed maximum price.

Further design work has continued both the eastern gateway access and the Common Edge Road junction upgrade led by Blackpool highways team, but resources are stretched and progress slower than anticipated, with further detailed site investigation being commissioned. Design can only be finalised and the planning applications submitted once third party property purchase and leasehold surrenders and renewals have been confirmed. These are all in the final stages of negotiation and should be satisfactorily concluded by January 2021. Target for submission of the major planning application covering roads and commercial development is now targeted at the first quarter 2021.

A public consultation will be undertaken in the first quarter 2021, once planning approval has been received for the changing rooms and will encompass details of the highway design drainage issues and the wider masterplan as well as the commercial development. A quote has been received to host the consultation on the Blackpoolez.com website and work is ongoing drafting the mini site. The consultation may be undertaken alongside required consultation on the Blackpool Playing Pitch Strategy.

d) M55 Link Road

Efforts to fund the project have been boosted by its award of Getting Building Fund support and it is anticipated that a full funding package will soon be in place, including an Enterprise Zone contribution of up to £1m with Fylde Borough Council generated retained Business Rates growth monies being ring fenced toward this. It is hoped that the scheme will be in a position to enable Lancashire County Council to tender the contract in the first quarter of 2021.

e) Initial Development

Legal agreements have been concluded for the development of 40,000 sq ft facility to be occupied by Multiply Components Ltd, and Eric Wright Construction commenced on site works in late October. The Design and Build contract is for a nine month build with an October 2021 opening subject to completion of specialist fit out works being undertaken by the company. £800,000 of Growth Deal funding has now been secured for the scheme to assist with the cost of dealing with a number of abnormal costs including poor ground and the diversion of 33kva electricity cables and fibre optic cabling. A ground breaking ceremony was cancelled due to Lockdown 2 and an alternative small event on site such as a naming ceremony or a topping out ceremony will be organised in the New Year. Since commencement on site, Multi-Ply has been acquired by a Swedish company called MedCap which further strengthens Multi-Ply's covenant as a tenant and brings additional foreign inward investment into the Enterprise Zone.

f) Current Planning Applications

Four live planning applications are currently being considered by Blackpool Council, in addition to the changing room application, there is a long standing proposed development of a 20MW gas fired power generation facility, which continues to encounter problems related to impact upon aeronautical activity, an application for a small fibre switching data centre to support the roll out of superfast broadband across the Fylde Coast, and a retrospective application for construction of a cement batching plant at the Squires Gate Industrial Estate, which is attracting a degree of local objection on environmental impact grounds and causing other concerns relating to traffic and drainage.

Work is now complete on the construction of a 1400m² facility for exhibition designers Love Expo. A prospective tenant has been found for the smaller portion of the development not required for occupation by the developer. Public relations activity for both companies is pending once they are settled in.

g) Squires Gate Industrial Estate (Former Wellington Bomber Factory)

The new owners of Squires Gate Industrial Estate has started work subdividing units and receipt of an up to date tenancy schedule is awaited from the new owners. HDL Ltd, who are already based on the Enterprise Zone, have taken a further 32,000 sq ft unit to accommodate their short to medium storage requirements. Work is progressing to resolve technical issues relating to planning permissions, building regulation and fire certification, whilst individual rating assessments are still to be put in place for newly created individual units.

The Enterprise Zone team continues to engage constructively with the owners of the property but communications with the owners are sporadic and usually centre on large space floor enquiries passed on from Enterprise Zone marketing. Whilst some jobs are undoubtedly being created and eventually rates income will be derived, it is difficult to actively promote the asset at this time.

h) Communications Infrastructure

The Aqua Comms subsea fibre optic cable landed on 11 October 2020 and a small, socially distanced event took place to mark the event. The new transatlantic fibre optic telecommunications cable, part of the North Atlantic Loop from New York to Denmark, opens up new business opportunities for technology-based industries looking for a location in close proximity to the exchange point.

Blackpool Council and BITC are leading a series of planned workshops to develop a digital strategy for Blackpool and to clearly identify market sectors leading to the development of an operational business plan. A meeting is also pending with the digital lead at Department for International Trade to introduce Blackpool's new digital opportunities.

i) Fibre Blackpool

The Fibre Blackpool campaign continues to promote the roll out a local full fibre network for improved, gigabit capable, broadband internet connection to residents and businesses on the Fylde Coast. The dedicated website www.fibreblackpool.com is still receiving enquiries registering interest in the scheme and various suppliers are now active in the Blackpool area. The Enterprise Zone Marketing Officer will provide marketing support for any co-op members for the benefit of Enterprise Zone businesses. Discussions are now underway to secure extension of the Local Full Fibre Network network along the coast to serve Wyre and Fylde, particularly the rural areas of both authorities.

j) Marketing

Marketing Lancashire has commissioned new proposals from Barbers for Phase 2 of the Enterprise Zone websites, alongside a new Enterprise Zone section of the Invest in Lancashire website <https://investinlancashire.com/lamec/>

Work needs to be undertaken to ensure the material is fully accessible for anyone with disability. Additional administrator rights have been obtained on elements of the LAMEC website to ensure regular news updates are posted and linked to Enterprise Zone social media accounts, but further improvement is possible.

Regular newsletter updates have continued throughout lockdown providing Covid-19 business support advice with the Marketing Officer continuing to monitor the situation

carefully. The next quarterly winter edition is planned by the end of December containing good news stories.

A planned online conference in collaboration with NW Insider and Marketing Lancashire did not go ahead due to lack of sponsor interest across the NW, however an Enterprise Zone special report ran in the November edition where all four LAMEC sites gained good exposure.

<https://flickread.com/edition/html/5f9050269c356#18>

The budget for the event has been reallocated for a double page spread in the forthcoming Invest in Lancashire Guide 2021 and David Holmes, chair of the Enterprise Zone Governance Committee is confirmed as a round table guest, representing LAMEC as part of the package.

The aim is to raise awareness of the Enterprise Zone's successes and to galvanise further support for the national fiscal benefits extension campaign to the Treasury. Now is an ideal opportunity to throw the spotlight on the benefits the Enterprise Zones can bring to the local economy and how they can be very useful in the Covid-19 recovery effort.

Work is also progressing jointly with Lancashire County Council to appoint a joint international agent for all four LAMEC sites by January 2021 and the team agrees that the need for end product and individual development plots to bring to market would be beneficial to any commercial property sales strategy.

Enquiries since the last meeting are starting to show some signs of picking up in the past few weeks. Some enquiries of note have included:

- a) 20,000 sq ft nutrition company based at Enterprise Zone
- b) 20–30,000 sq ft for an engineering firm
- c) 40,000 sq ft for a White Goods distributor based on Enterprise Zone who has taken a further 32,000 sq ft temporary accommodation Squires Gate
- d) 80,000 sq ft for a food manufacturer
- e) 70-80,000 sq ft for a food wholesaler
- f) 4 X aircraft Hangar requirements

k) Blackpool: The Place for Business

A verbal update will be given at the meeting.

l) Blackpool Airport

A decision on the operating contracts for the airport will be taken in December. The Airport has continued to operate throughout Covid-19 lockdowns to ensure offshore services continued. This has resulted in significant adverse impact on earnings before interest, taxes, depreciation, and amortization which will impact upon ability to fund essential infrastructure upgrades. There is continued lobby group pressure to reintroduce commercial air services but in the present distressed state there is absolutely no interest from airline industry to consider new domestic or near European routes.

The contract to serve the offshore rigs transferred to NHV with effect from 1 December 2020 for the present time NHV will continue to serve the production platforms owned by both Spirit and Italian company ENI.

New airport estate signage is currently going through an approval process with the airport tenants and will the upgrade will be implemented in the coming months as much of the estate boards are out of date and in a poor state of repair.

m) Third Party Development

There is no current third party development activity on site but up to three projects are in the pipeline- with the Love Expo development having completed in October

To date:

- A total of over 300 live enquiries are currently logged for Blackpool Enterprise Zone.
- Some 91 businesses have located to the Enterprise Zone since April 2016.
- A gross cumulative total of 1525 jobs have located to the Enterprise Zone, this figure includes jobs to the area, safeguarded jobs within Blackpool and construction full time equivalent jobs.

n) Project Team

The latest meeting of the Blackpool Airport Enterprise Zone Project Team was hosted online on 20 November and the next meeting is due to take place in January 2021 on MS Teams, date to be confirmed.

o) Risk Register

The Blackpool Airport Enterprise Zone risk register is reviewed regularly with Blackpool's corporate risk team, the Project Board and the Programme Board (EPB) every quarter. A copy is available upon request.

p) Milestones

The table below lists key milestones scheduled to be discussed and approved at the next Enterprise Zone project board on 27 January 2021.

Milestones	Dates
Grass football pitch engineering contract completed	Sep 2020
Changing Rooms and car park/3G pitch planning application submitted	Sept 2020
40,000 sq ft spec development start on site	Oct 2020
Aqua Comms landing, connection made on land	Oct 2020
Private sector new build complete	Oct 2020
Common Edge Changing room and 3G pitches construction tender	Nov 2020
Head of Terms to be agreed 20,000 sq ft unit	Dec 2020
Changing rooms and 3G planning approval	Jan 2020
Revised masterplan/Delivery Plan to be considered by Accountable body	Dec 2020
Architectural feasibility study & design work for airport complete	Dec 2020
20mw gas fired generator planning decision	Dec 2020
Design and planning application for eastern gateway access	Feb 2021
Land/property acquisitions x 4	Q1 2021
Appoint international marketing agents LAMEC brand	Jan 2021
Town Deal outline Business case for Enterprise Zone submitted	Feb 2021
Fiscal benefit extension decision from HM Treasury	Mar 2021
Marketing of Common Edge phase 1 commences	Mar 2021
Proposition and identifying opportunities for data centre market	April 2021
Outline planning app for airport redevelopment	May 2021
Design and planning application for Common Edge Road	Summer 2021
Release of existing sports pitches & start of highway and utility infrastructure	Sep 2021
Planning approval for highways	Oct 2021
12 month construction contract for access road	Jan 2022
Control tower, first station relocation commenced	Mar 2022
Delivery of spec development of 20,000 sq ft commercial unit	April 2022
Replacement hangar development commenced	Sep 2022

Report Author

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Report to:	Blackpool, Fylde and Wyre Economic Prosperity Board
Report Author:	Rob Green, Head of Enterprise Zones, Blackpool Council
Date of Meeting:	17 December 2020
Recommendation:	To note the report.

Hillhouse Enterprise Zone: Progress Report

a) Implementation Plan

Finalisation of the implementation and delivery plan has again been delayed as it is amended to reflect both the closure of the Vinnolit facility and the loss of the proposed Waste to energy plant, but also the progression of proposals by NPL Estates for an initial phase of speculative development totalling 6,100m² which would in part, assist the decanting of existing businesses from the old international business centre releasing that site for redevelopment.

NPL, who has secured an in-principle offer of funding from the Getting Building Fund toward the costs of essential infrastructure upgrades to enable the new speculative development to progress, are now preparing detailed planning applications for the development which should be submitted to Wyre Borough Council before the end of December together with a planning application to relocate the existing gatehouse.

The Getting Building Fund supported project also addresses a requirement for urgent upgrading and repair to ageing enabling infrastructure, including site access road, upgrade of utilities, and an extension and repair to Hillhouse's water ring main and electricity supply mains. The project has been allocated some funding £630,000 from the Getting Building Fund, with additional match funding provided by Wyre Borough Council and NPL. Formal confirmation of funding is dependent upon completion of the Local Enterprise Partnership's due diligence process but is also expected to be confirmed at the next Hillhouse Enterprise Zone Project Board on 11 December 2020. Funding of £200,000 has also been approved by Wyre Borough Council to support the extension of the Local Full Fibre Network broadband fibre optic network to the site gates, work which completed in November. NPL is to commit further expenditure to progress the extension of the fibre optic broadband capability throughout the Enterprise Zone site.

Further clarification has also been obtained on the phasing and costings of the wider on and off site infrastructure costs and for individual development plots and modelling in a revised draft delivery plan which will be completed by the end of December. This will be presented to Wyre Borough Council in January for approval as the accountable body and then subsequently to the Board, Enterprise Zone Governance Committee, Local Enterprise Partnership and in turn the Ministry for Housing, Communities and Local Government .

b) MARKETING

Regular newsletter updates have continued throughout lockdown providing Covid-19 business support advice with the Marketing Officer continuing to monitor the situation carefully. The next quarterly winter edition is planned by the end of December containing good news stories.

A marketing strategy has been prepared for inclusion in the Delivery Plan. When the Delivery Plan is completed, a communications campaign will be drafted to support site activity.

Work continues with LCC to appoint a joint international agent for all four LAMEC sites by January 2021, however the team agrees that the need for end product and identification of individual development plots to bring to market would be beneficial to any commercial property sales strategy.

Marketing Lancashire has commissioned new proposals from Barbers for Phase 2 of the Enterprise Zone websites, alongside a new Enterprise Zone section of the Invest in Lancashire website <https://investinlancashire.com/lamec/>. Work needs to place to ensure the material is fully accessible for anyone with disability. Additional administrator rights have been obtained on elements of the LAMEC website to ensure regular news updates are posted and linked to Enterprise Zone social media accounts, but further improvement is possible.

A planned online conference in collaboration with NW Insider and Marketing Lancashire did not go ahead due to lack of sponsor interest across the NW, however an Enterprise Zone special report ran in the November edition where all four LAMEC sites gained good exposure.

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The budget for the event has been reallocated for a double page spread in the forthcoming Invest in Lancashire Guide 2021 and David Holmes from BAE and Local Enterprise Partnership's Enterprise Zone Governance Committee chair is confirmed as a round table guest, representing LAMEC as part of the package.

The aim is to raise awareness of the Enterprise Zone's successes and to galvanise further support for the national fiscal benefits extension campaign to the Treasury. Now is an ideal opportunity to throw the spotlight on the benefits the Enterprise Zones can bring to the local economy and how they can be useful in the Covid recovery effort.

Enquiries since the last meeting are starting to show some signs of picking up in the past few weeks. Some enquiries of note have included:

- Three enquiries for Waste to Energy Generation facilities
- Manufacturing facility for PVC extrusion company
- Confidential Inward Investment manufacturing facility in the health sector

c) Hydrogen Steering Group

Further Hydrogen Hub meetings have been put on hold until further notice due to furloughed key members of the group. These will be re-established once social distancing restrictions are lifted. Added impetus to the work of the group is anticipated in the wake of Government announcements about the new green agenda and the role of Hydrogen as a clean fuel source for transportation.

d) Site Activity

i) Vinnolit

Majority landowner NPL Estates has recently purchased of the vacant property of the former Vinnolit site and the units will be demolished over the next 12 months, releasing new sites for development resulting in increased long term employment.

ii) Victrex

Global polymer solutions supplier Victrex, which is a FTSE 250 company completed a cost saving programme in September 2020 with a significant majority of staff reductions achieved through voluntary severance rather than redundancy. There are now 528 employees at the Hillhouse HQ, a net reduction of 63.

iii) Forsa Energy

Construction work is ongoing for a new 20MW Short Term Operating Reserve (STOR) gas turbines, planning consent having been granted in 2017.

A number of construction jobs have been created by Forsa Energy and NPL/Wyre Borough Council will confirm with the contractor the final numbers for the project.

e) Job Creation

A number of construction jobs have been created due to the start on site by Forsa Energy. The team continues to chase confirmation of how many construction full time equivalent jobs are currently on site and work will continue to make connections with Hillhouse tenants.

f) Enterprise Zone Board Meetings

A Hillhouse Enterprise Zone Project Board meeting has been arranged on 11 December 2020 online with a group of key stakeholders including Hillhouse tenants.

g) Communications Infrastructure

Funding of £200,000 was approved by Wyre Borough Council to support the extension of the Local Full Fibre Network broadband fibre optic network to the site gates, work which is now been delivered. It is now for NPL to commit to further expenditure to progress the extension of the fibre optic broadband capability throughout the Enterprise Zone site.

h) Enterprise Zone fiscal benefits

Work is progressing to lobby the Ministry for Housing, Communities and Local Government to seek an extension of Enterprise Zone fiscal benefits which are due to expire for Hillhouse in March 2021 for rates relief and November 2023 for enhanced capital allowances.

With full support from the Lancashire Enterprise Partnership officers have joined nationally with The Local Enterprise Partnership Network to put a proposal to HM Treasury. The proposal seeks an extension of business rates relief to 2025/26 as a low cost focus and engine for post Covid-19 economic recovery and growth, and to recognise the delays in all Enterprise Zones being able to bring forward enabling infrastructure.

Initial discussions with HM Treasury were positive but have been informed there is no 'bandwidth' currently at Westminster to deal with the proposals as the central Enterprise Zone team have been presently redeployed to deal with Freeports. Following the recent

Comprehensive Spending Review, the Local Enterprise Partnership Network will now be re-engaging with Treasury and Ministry for Housing, Communities and Local Government to further discuss Enterprise Zone policy. In the meantime it is the intention within Lancashire to brief our local MPs on the campaign so far, the benefits of Enterprise Zones and the key role they have to play in the post-Covid recovery strategy and why officers are pushing for an extension of benefits. A template will be shared with northern Enterprise Zone counterparts in the absence of any strong centralised push from the Local Enterprise Partnership Network.

i) Risk Register

The Hillhouse Technology Enterprise Zone risk register is regularly reviewed by Wyre Borough Council's corporate risk team and will be reviewed again at the upcoming Project Board on 11 December 2020. Copies will be available upon request.

k) Milestones:

The table below lists key milestones scheduled to be discussed and approved at the Hillhouse Enterprise Zone project board on the 11 December 2020.

Milestones	Dates
LFFN (Local Full Fibre Network roll out) to site boundary	complete
Revised Delivery Plan	Dec 2020
Procure state aid advice once Implementation plan complete	Jan 2021
Demolition and site clearance of Vinnolit site to complete	Jun 2021
Risk Register updated regularly by Project Board	Jan 2021
60,000 sq ft speculative development of small multi-use units planning submitted	Dec 2020
A flood risk assessment to be scoped and commissioned for the entire site subject to identification of funding	Q1 2021
A transport assessment be scoped and commissioned for the entire site subject to identification of funding	Q1 2021
An Environmental and Ecology study to be scoped and commissioned for the entire site subject to identification of funding	Q1 2021
Getting Building Fund grant fund agreement to be agreed	Jan 2021
Appointment of joint international marketing agent LAMEC brand	Jan 2021
Commence works of electrical and water main upgrades	Jan 2021
Fiscal benefit extension decision from HM Treasury	Mar 2021
Completion of electric and water main upgrades	Mar 2021
Forsa Energy completion of build	Spring 2021
Demolition and clearance of Vinnolit plots complete	Summer 2021
Subsequent roll out of fibre ducting on site	Dec 2021
Planning application submitted utilities and infrastructure upgrade including new gatehouse	Jan 2021

Planning permission granted for utilities infrastructure and new gatehouse	June 2021
Construction commences for utilities infrastructure and new gatehouse	Dec 2021