

WEST LANCASHIRE

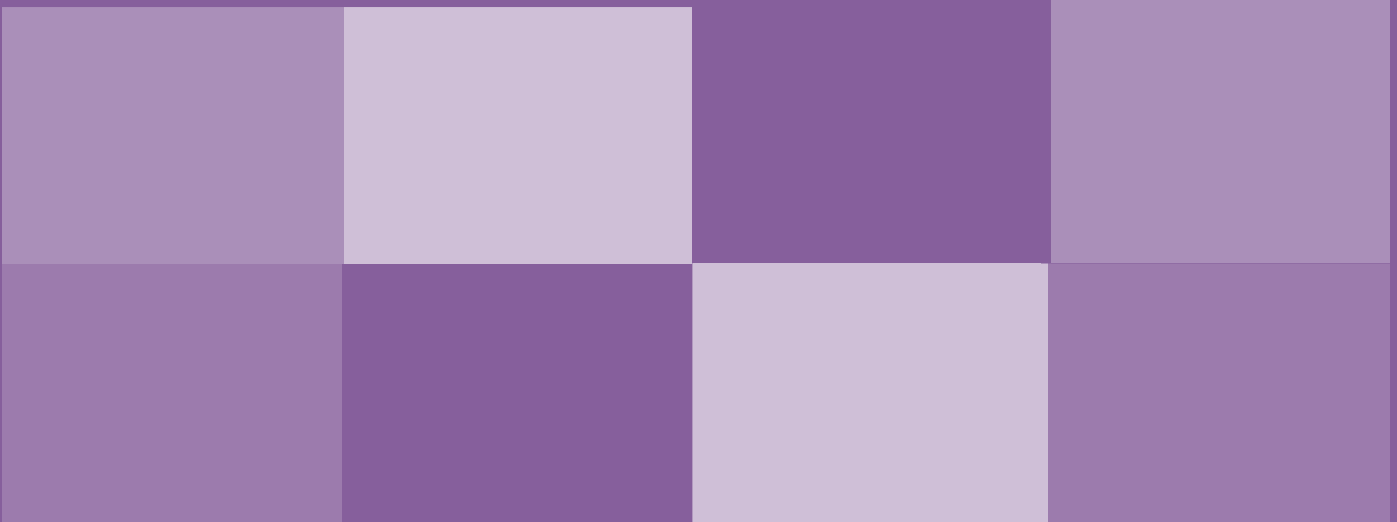


LOCAL PLAN

West Lancashire Local Plan Review Issues & Options Consultation



Duty to Co-operate Statement February 2017



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Appendix: LCR Statement of Co-operation

1. Introduction

- 1.1 The Localism Act and the National Planning Policy Framework (NPPF) created a duty on local planning authorities, county councils and other “prescribed” bodies to cooperate with each other to address strategic matters relevant to their areas in the preparation of a development plan document, such as a Local Plan. The duty requires on-going constructive and active engagement on the preparation of development plan documents and other activities relating to the sustainable development and use of land, in particular in connection with strategic infrastructure or matters that would fall under the remit of a county council.
- 1.2 Paragraph 181 of the NPPF, which was published in March 2012, states that *“Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination”*. This Duty to Co-operate Statement accompanies the Issues & Options consultation of the West Lancashire Local Plan Review and sets out how West Lancashire Borough Council has co-operated with neighbouring authorities and the “prescribed” bodies in relation to issues with potential cross-boundary impacts since the adoption of the West Lancashire Local Plan 2012-2027 in October 2013 and, in particular, as the Council as started its Local Plan Review.
- 1.3 Paragraph 181 of the NPPF also provides examples of how evidence of co-operation may be demonstrated, such as jointly prepared strategies or planning policies, joint committees with neighbouring authorities to make decisions or memorandums of understanding to agree how authorities and bodies will co-operate with each other as they prepare planning policy or strategy. This Statement will address such examples to show how the Council has co-operated so far in preparing the Local Plan Review, how it has considered options such as a jointly-prepared Local Plan and how it intends to fulfil the Duty going forward in the preparation of a new Local Plan.
- 1.4 The NPPF also provides further guidance on the Duty, focusing on *“planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156”* (paragraph 178, NPPF). The NPPF is clear that local planning authorities (LPAs) and other public bodies should work collaboratively on these strategic priorities and reflect this in Local Plans. It is these strategic priorities that provide the framework for this Statement. These strategic priorities are:
- the homes and jobs needed in the area;
 - the provision of retail, leisure and other commercial development;
 - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.5 The Duty to Co-operate applies to all local planning authorities, county councils in England and to a number of other “prescribed” bodies. Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out who those “prescribed” bodies are. The following are those local planning authorities, county councils and “prescribed” bodies that are relevant in the context of the Duty for West Lancashire:

- Sefton Metropolitan Borough Council (as neighbouring authority and neighbouring highway authority)
- Knowsley Metropolitan Borough Council (as neighbouring authority and neighbouring highway authority)
- St Helens Metropolitan Borough Council (as neighbouring authority and neighbouring highway authority)
- Wigan Metropolitan Borough Council (as neighbouring authority and neighbouring highway authority)
- Chorley Borough Council
- South Ribble Borough Council
- Fylde Borough Council
- Lancashire County Council (as County Council, minerals and waste local planning authority, transport authority, highway authority and education authority)
- Merseytravel (as a neighbouring Integrated Transport Authority)
- Transport for Greater Manchester (as a neighbouring Integrated Transport Authority)
- Environment Agency
- Historic England
- Natural England
- Marine Management Organisation
- Homes and Communities Agency
- Office of Rail Regulation
- Civil Aviation Authority

1.6 West Lancashire Borough Council also co-operates with several other bodies and organisations on strategic issues relevant to the Local Plan, and these are set out below:

- Lancashire Shadow Combined Authority
- Liverpool City Region Combined Authority
- Greater Manchester Combined Authority
- Lancashire Local Enterprise Partnership
- Liverpool City Region Local Enterprise Partnership

- Lancashire Local Nature Partnership
- Highways England
- Network Rail
- Utility Providers (United Utilities, National Grid, Electricity North West, Scottish Power Manweb, Mono Consultants)
- Coal Authority
- Lancashire Wildlife Trust
- Canal & River Trust
- Sport England
- West Lancashire Council for Voluntary Service (CVS)
- Emergency Services
- West Lancashire Clinical Commissioning Group
- Southport & Ormskirk Hospital Trust
- West Lancashire GP Consortia

2. Co-operation in the Local Plan Review

2.1. WLBC's co-operation can be broadly split into three types of co-operation:

- Joint Evidence Base Studies and Projects
- Regular officer-level meetings between authorities and with key stakeholders
- Formal consultation with neighbouring authorities and key stakeholders throughout the preparation of the Local Plan

2.2. In relation to Joint Evidence Base Studies and Projects, WLBC has engaged, or is engaging, with neighbouring authorities and Lancashire County Council (LCC) on a number of joint studies / projects that will inform not only the West Lancashire Local Plan Review, but the equivalent documents of neighbouring authorities as well. These Joint Studies include:

- The Liverpool City Region Strategic Housing and Employment Land Market Assessment (LCR SHELMA) – currently in draft for consultation.
- The West Lancashire Strategic Housing and Employment Land Availability Assessment (SHELAA) – currently in draft for consultation – while this is not a joint study, the methodology employed has been subject to consultation with the LCR authorities who are part of the same Housing Market Area and/or Functional Economic Market Area.
- Merseyside and West Lancashire Gypsy & Traveller Accommodation Assessment (GTAA) (2015)

- The West Lancashire Green Belt Study (2011) – utilising a shared methodology with Sefton and Knowsley, and independently validated by Lancashire County Council
 - Various transport-related studies, strategies and masterplans with LCC and Merseytravel, including proposals for a Skelmersdale Rail Link and a West Lancashire Route Management Plan
- 2.3. In addition, the Council will be commissioning further evidence base studies as the Local Plan Review progresses, some potentially joint studies (e.g. on Renewable Energy Capacity) and some involving close working with partners (e.g. a Traffic Impact Assessment Tool for the Preferred Options with Highways England and LCC).
- 2.4. In relation to regular officer-level meetings, West Lancashire officers are part of both the Liverpool City Region and Lancashire Planning Officer Groups, where colleagues from across the city-region / county regularly meet (every 6 weeks and every quarter respectively) to discuss matters that affect the whole city-region / county and that are cross-boundary and strategic in nature.
- 2.5. In addition, West Lancashire officers regularly meet with colleagues from neighbouring authorities separately to discuss strategic matters specific to the relationship between WLBC and their neighbours. In particular, due to the greater cross-boundary influences, officers regularly meet with colleagues from Sefton and have frequently met with colleagues from Wigan, St Helens, Knowsley and LCC. These meetings may not always directly lead to the formulation of policy but they provide a crucial understanding of cross-boundary issues and an awareness of the needs of neighbours that has undoubtedly influenced the formulation of policy in the Local Plan.
- 2.6. In relation to key stakeholders, the key relationships are referred to in section 1.0 above, but it is worth mentioning the on-going engagement with United Utilities, who have willingly met with WLBC on many occasions to discuss the preparation of the last Local Plan, specific planning applications and now the Local Plan Review. This is an important relationship given the vital role that United Utilities play in the Borough with regard waste water treatment and the sewer network. UU and WLBC will continue to co-operate fully and openly in order to achieve the best Local Plan to balance resolving infrastructure constraints but still meeting development needs.
- 2.7. In relation to formal consultation, all neighbouring authorities and “prescribed” bodies have been, and will continue to be, consulted on the preparation of the Local Plan Review.
- 2.8. Table A below provides a summary of the collaborative work West Lancashire Borough Council (WLBC) has undertaken thus far in preparing the Local Plan Review, and who it has co-operated with on each aspect of that work. The Table is based upon the five strategic priorities set out in paragraph 156 of the NPPF and identifies strategic issues specific to West Lancashire under each of these priorities. The nature of each of these strategic issues is then briefly set out, along with who is affected / obliged to co-operate on that issue, who

is co-operating with whom, and how this is being done, and finally the anticipated outcome of that co-operation for that strategic issue.

- 2.9. As well as the co-operation undertaken on the strategic issues set out in Table A, West Lancashire Borough Council has collaborated with several of the “prescribed” bodies as a matter of course on various general aspects of the preparation of the Local Plan.

Liverpool City Region Authorities

- 2.10. From a strategic planning perspective, the Council co-operates most closely with the authorities in the Liverpool City Region, given that West Lancashire is most closely aligned economically and in terms of housing markets with the City Region. In September 2016 the Council’s Cabinet endorsed a LCR Statement of Co-operation, a statement which sets out how the LCR authorities, including West Lancashire, have, and are, working together in the preparation of Local Plans and on strategic planning matters. The Statement was also endorsed by the other LCR authorities over the course of Autumn 2016. This Statement, which will be updated from time-to-time as appropriate, therefore provides a key element of evidence of co-operation by the Council with its neighbours to the south and it is appended to this Duty to Co-operate Statement.

The Environment Agency, Historic England and Natural England

- 2.11. These three organisations are statutory consultees in the preparation of a Local Plan as well as the Sustainability Appraisal (SA) and (for Natural England) the Habitat Regulations Assessment (HRA). As such, even at this early stage of Plan preparation, all three have been engaged through the initial Scoping consultation in October 2016 and on the preparation of the SA Scoping Report. At the current Issues & Options Stage, all three have been specifically invited to comment on the Issues & Options Topic Papers, the SA of the Issues & Options and Natural England have been invited to engage with the Council and our HRA consultants (Arcadis) on the HRA Screening Report for the Issues & Options.
- 2.12. In addition, the Environment Agency have provided input to the Council on the draft Strategic Flood Risk Assessment (SFRA) Level 1, continuing the positive working relationship that the Council had with the Environment Agency in preparing the last Local Plan.

The Homes and Communities Agency (HCA)

- 2.13. The Council and the HCA have co-operated for many years, mainly on matters relating to Skelmersdale town centre and the wider regeneration of Skelmersdale, involving HCA-owned sites in and around Skelmersdale, and in recent times this has been a very fruitful relationship as the two organisations have together enabled the delivery of key housing allocations in the last Local Plan. This co-operation is continuing with the preparation of the Local Plan Review and the HCA have been specifically invited to comment on the Issues & Options Topic Papers.

West Lancashire Clinical Commissioning Group (CCG)

- 2.14. The Council and the West Lancs CCG have been liaising closely over recent times, with the Council being able to have a better understanding of the health infrastructure serving the Borough and where improvement is needed and development opportunities may arise, while the CCG have been able to reflect advice from the Council on strategic planning in their management of their landholdings to ensure sufficient land and buildings are made available for health services. This has included on-going input from the CCG on the Infrastructure Delivery Schedule and attendance of Council officers at CCG / NHS estates meetings. This relationship will continue as the Local Plan Review progresses and particularly as the preferred Strategic Development Options are selected, so that the CCG and Council can plan for development and health infrastructure in co-operation.

Transport and Highway Authorities

- 2.15. Lancashire County Council (LCC), as transport authority and highway authority covering West Lancashire, together with Merseytravel as integrated transport authority covering the rest of the Liverpool City Region, are key to the Local Plan Review delivering a Plan that deals with the cross-boundary movement of people and goods sustainably. In addition, Highways England are also key to understanding the impact any development proposals in West Lancashire (together with proposals in neighbouring areas) may have on the Strategic Road Network serving West Lancashire (primarily the M58 and M6) and the Council will be working with them and LCC to undertake a Traffic Impact Assessment of the Preferred Options once they have been selected.
- 2.16. The Council are working closely with LCC, Merseytravel and Network Rail to bring forward the Skelmersdale Rail Link, as well as looking at opportunities to improve other rail services in the Borough, such as the Ormskirk to Preston line. The Council are also supporting LCC in the delivery of the West Lancs Highways & Transport Masterplan, with the focus currently on a Route Management Strategy for West Lancashire to identify how the Primary Route Network serving West Lancashire could be improved.

Table A: Duty to Co-operate – Strategic Issues for West Lancashire and Evidence of Co-operation in preparing the West Lancashire Local Plan DPD

Terminology in Table A

WLBC – West Lancashire Borough Council

LCC – Lancashire County Council

Neighbouring Authorities – Sefton, Knowsley, St Helens, Wigan, Chorley, South Ribble, Fylde

LCR Authorities – Liverpool City Region (Liverpool, Wirral, Knowsley, Sefton, St Helens, Halton)

Lancashire Authorities – Lancaster, Ribble Valley, Wyre, Blackpool (Unitary), Fylde, Preston, South Ribble, Chorley, Blackburn with Darwen (Unitary), Rossendale, Hyndburn, Burnley, Pendle and West Lancashire

HCA – Homes and Communities Agency

TfGM – Transport for Greater Manchester

CCG / NHS – Clinical Commissioning Group and National Health Service

CVS – Council for Voluntary Service

NPPF Strategic Priority (para 156)	West Lancashire Strategic Issue	What is the nature of the strategic issue?	Who is affected / obliged to co-operate?	Who is co-operating with whom and How is this being done?	Anticipated Outcome	Impact on neighbouring authorities
Homes and Jobs	Housing Delivery	<p>Delivery of housing to meet identified needs in wider sub-regional housing market context and the need to demonstrate flexibility in meeting housing needs.</p> <p>Green Belt release may be required in West Lancs to meet housing need and ensure flexibility in delivery.</p>	WLBC and neighbouring authorities and LCR authorities	<p>WLBC have co-operated with the LCR authorities in preparing the LCR Strategic Housing and Employment Land Market Assessment (SHELMA) which, although currently only in draft, identifies the Housing Market Areas present within the study area and the Objectively-Assessed Need (OAN) for housing across the LCR and West Lancs and for each individual authority within the study area.</p> <p>Further to the SHELMA, on-going dialogue with the LCR authorities and formal consultation with neighbouring authorities through the Local Plan Review will identify whether any LCR or neighbouring authorities have any unmet housing need which West Lancs may be asked to accommodate through a redistribution of housing need or whether West Lancs may have an unmet housing need which other authorities may be asked to meet.</p> <p>WLBC have prepared a draft Strategic Housing and Employment Land Availability Assessment (SHELAA) which supersedes the SHLAA prepared to support the last Local Plan. While this has been prepared only for West Lancs, all other authorities within the same Housing Market Area as West Lancs were consulted on the methodology for the SHELAA and support WLBC's approach.</p> <p>In relation to the potential for Green Belt release, WLBC prepared a Green Belt Study in 2011/12 during the preparation of the last Local Plan. This was prepared alongside separate studies undertaken by Sefton and Knowsley, based on a shared methodology. The studies explored whether any parts of the Green Belt in these three authorities no longer fulfil the purposes of the Green Belt. Given how recent this study was, and the limited change to land in the Green Belt seen in West Lancs, it is still relevant for the Local Plan Review.</p>	<p>It is anticipated that WLBC will continue to work with the LCR Authorities in particular to identify any necessary redistribution of housing need as is appropriate and that this will directly influence the housing requirement that is set as part of the Local Plan Review.</p> <p>As such, the housing requirement to be set will have the support of the LCR and neighbouring authorities.</p> <p>A part of the above process will be to ensure that the comparative merits of land in the Green Belt in all authorities involved is considered and assessed so that each authority meets as much as possible of their own OAN within their boundaries unless there are over-riding constraints to development that would prevent this from happening.</p>	TBD

NPPF Strategic Priority (para 156)	West Lancashire Strategic Issue	What is the nature of the strategic issue?	Who is affected / obliged to co-operate?	Who is co-operating with whom and How is this being done?	Anticipated Outcome	Impact on neighbouring authorities
	Employment Land Delivery	<p>Delivery of employment land to stimulate economic growth and provide new jobs.</p> <p>Green Belt release may be required in West Lancs to meet employment land need and ensure flexibility in delivery.</p>	WLBC and neighbouring authorities and LCR authorities	<p>WLBC have co-operated with the LCR authorities in preparing the LCR Strategic Housing and Employment Land Market Assessment (SHELMA) which, although currently only in draft, identifies the Functional Economic Market Area that West Lancs sits within and an OAN range for employment land need across the LCR and West Lancs and for each individual authority within the study area.</p> <p>Further to the SHELMA, on-going dialogue with the LCR authorities and formal consultation with neighbouring authorities through the Local Plan Review will identify whether any LCR or neighbouring authorities have any unmet employment land need which West Lancs may be asked to accommodate through a redistribution of employment land need or whether West Lancs may have an unmet employment land need which other authorities may be asked to meet. In particular, the SHELMA identifies an LCR-wide need for large-scale B8 development which the LCR authorities and West Lancs will need to consider how best to meet across the study area.</p> <p>WLBC have prepared a draft Strategic Housing and Employment Land Availability Assessment (SHELAA) which seeks to identify any previously unidentified sites which may be suitable for employment land development. While this has been prepared only for West Lancs, all other authorities within the same Functional Economic Market Area as West Lancs were consulted on the methodology for the SHELAA and support WLBC's approach.</p> <p>In relation to the potential for Green Belt release, WLBC prepared a Green Belt Study in 2011/12 during the preparation of the last Local Plan. This was prepared alongside separate studies undertaken by Sefton and Knowsley, based on a shared methodology. The studies explored whether any parts of the Green Belt in these three authorities no longer fulfil the purposes of the Green Belt. Given how recent this study was, and the limited change to land in the Green Belt seen in West Lancs, it is still relevant for the Local Plan Review.</p>	<p>It is anticipated that WLBC will continue to work with the LCR Authorities to identify any necessary redistribution of employment land need, particularly for large-scale B8, as is appropriate and that this will directly influence the employment land requirement that is set as part of the Local Plan Review.</p> <p>As such, the employment land requirement to be set will have the support of the LCR and neighbouring authorities.</p> <p>A part of the above process will be to ensure that the comparative merits of land in the Green Belt in all authorities involved is considered and assessed so that each authority meets as much as possible of their own OAN within their boundaries unless there are over-riding constraints to development that would prevent this from happening.</p>	TBD
	Significant levels of commuting in and out of West Lancs	West Lancashire sees a high proportion of employment-related commuting across its boundaries, both out of West Lancs (to places like Liverpool, Sefton and Wigan) and into West Lancs (from Sefton and Wigan in particular).	<p>WLBC, LCR authorities and Lancashire authorities</p> <p>LCC, Merseytravel and TfGM</p>	<p>WLBC will continue to consult with neighbouring authorities and with transport authorities regarding economic and employment land policies in the Local Plan Review through formal consultation at each stage of the Local Plan preparation and more general engagement throughout the process.</p> <p>Study work conducted with LCC, Merseytravel and / or TfGM has explored, and continues to explore, the potential transport infrastructure improvements that may be beneficial to address any increased commuting from West Lancashire to surrounding areas. This includes:</p>	<p>It is accepted that West Lancashire has close economic and employment links with neighbouring authorities and nearby major cities such as Liverpool, Manchester and Preston and that this relationship will continue.</p> <p>Proposals for new or improved transport infrastructure have not been fully defined at this stage, but there is a clear working relationship between WLBC and the various</p>	TBD.

NPPF Strategic Priority (para 156)	West Lancashire Strategic Issue	What is the nature of the strategic issue?	Who is affected / obliged to co-operate?	Who is co-operating with whom and How is this being done?	Anticipated Outcome	Impact on neighbouring authorities
				<ul style="list-style-type: none"> West Lancashire Highways & Transport Masterplan West Lancashire Route Management Plan Ormskirk Movement Strategy Rail Study relating to Skelmersdale Rail Studies relating to electrification of Ormskirk to Preston line and the re-opening of the Burscough Curves 	transport authorities seeking to deliver solutions to any transport infrastructure concerns.	
	Provision for Travellers	<p>Delivery of sites for Travellers to meet identified needs.</p> <p>Green Belt may have to be used in West Lancashire to meet this need.</p>	WLBC and neighbouring authorities	WLBC and the LCR authorities (except Halton) co-operated to prepare a Merseyside and West Lancashire GTAA in 2015. This identifies the need for Traveller Sites in each authority to 2033.	While it is anticipated that each authority will meet its own needs for Traveller Sites, by nature the movement of Travellers can be a cross-boundary issue, and so WLBC will continue to liaise with all neighbouring authorities on this issue to identify the most appropriate policy for Traveller Site provision.	TBD – but no, or minimal, impacts are anticipated on areas outside West Lancs.
Retail, leisure and other commercial development	Retail Provision and Sub-regional hierarchy of Centres	<p>West Lancashire is reliant on Centres in other authorities (Southport, Wigan, Liverpool and Preston) for access to Comparison retail and, to a lesser degree, Convenience retail.</p> <p>West Lancashire provides three Key Service Centres, one of which (Skelmersdale) is a Regional Town Centre.</p>	WLBC and neighbouring authorities LCC, Merseytravel and TfGM	WLBC will consult with neighbouring authorities and with transport authorities regarding retail policy and the hierarchy of centres in its Local Plan through formal consultation at each stage of the Local Plan Review and more general engagement throughout the process.	The Local Plan will, as far as is possible, seek to deliver new retail provision within West Lancs to serve any increase to West Lancs' needs. However, it is accepted that West Lancs has close links with neighbouring authorities and nearby major cities such as Liverpool, Manchester and Preston regarding comparison retail and that this relationship will continue and so transport infrastructure must be improved in places to accommodate this demand.	TBD
	Skelmersdale Town Centre	<p>WLBC is focused on improving the town centre physically and in terms of provision of retail, leisure and other commercial developments to cement its role as a Regional Town Centre.</p> <p>While such developments will hopefully make the town centre more attractive to a wider part of the Borough, it is not anticipated that it will draw significant footfall from other centres outside the Borough.</p>	WLBC and neighbouring authorities, LCC and the HCA	<p>WLBC has been working with partners (including LCC and the HCA) for several years to see the delivery of new development and new infrastructure in Skelmersdale Town Centre in order to revitalise the centre as a retail and leisure destination within West Lancs.</p> <p>Proposals for the Town Centre have evolved over time, and will continue to evolve and so WLBC will continue to engage with all partners and neighbouring authorities as a suitable policy for the Town Centre is prepared for the Local Plan Review.</p>	By consulting closely with neighbouring authorities on this issue, it is anticipated that there will be no objections to the continued proposals for Skelmersdale Town Centre in the Local Plan Review.	TBD – but no, or minimal, impacts are anticipated on areas outside West Lancs.

NPPF Strategic Priority (para 156)	West Lancashire Strategic Issue	What is the nature of the strategic issue?	Who is affected / obliged to co-operate?	Who is co-operating with whom and How is this being done?	Anticipated Outcome	Impact on neighbouring authorities
Infrastructure	Transport	While the majority of impacts on the transport network from development in West Lancashire will be within the Borough, the Borough's transport network is utilised by individuals travelling through the Borough to and from neighbouring authorities, and some limited impacts may be felt on more strategic transport networks, such as Motorways.	WLBC and neighbouring authorities LCC, Merseytravel, TfGM, Highways England and Network Rail	<p>WLBC will continue to engage with neighbouring authorities and with transport authorities regarding potential policies in the Local Plan Review on transport infrastructure through both formal consultation at each stage of the Local Plan Review and more general engagement throughout the process.</p> <p>Study work conducted with LCC, Merseytravel and / or TfGM has explored, and continues to explore, the potential transport infrastructure improvements that may be beneficial to address any increased commuting from West Lancashire to surrounding areas. This includes:</p> <ul style="list-style-type: none"> • West Lancashire Highways & Transport Masterplan • West Lancashire Route Management Plan • Ormskirk Movement Strategy • Rail Study relating to Skelmersdale • Rail Studies relating to electrification of Ormskirk to Preston line and the re-opening of the Burscough Curves 	It is hoped that WLBC and LCC can arrive at agreed positions with neighbouring planning and transport authorities on how the impact of new development on cross-boundary transport infrastructure will be managed. However, it is recognised that some infrastructure constraints will not have easy solutions and so co-operation on this key issue will be vital and some potential locations for development may need to be reconsidered if no solutions are forthcoming.	TBD
	Water-related infrastructure	Different parts of the Borough are affected by a Waste Water Treatment constraint, water supply issues, surface water issues, drainage and / or flood risk – however, none of these constraints have an effect on areas outside the Borough	WLBC, Environment Agency and United Utilities	<p>While these issues are not strategic in that they do not directly affect neighbouring authorities, they have a crucial effect on the Local Plan proposals and could therefore create indirect effects on neighbouring authorities if they limit delivery of housing or employment land targets in certain parts of the Borough. Therefore, WLBC will continue to consult with neighbouring authorities regarding policies in its Local Plan affected by these matters through formal consultation at each stage of the Local Plan Review and more general engagement throughout the process.</p> <p>WLBC will also continue to engage closely with United Utilities, the Environment Agency and LCC (as Lead Local Flood Authority) on these issues throughout the preparation of the Local Plan Review, meeting regularly with all three organisations in an attempt to arrive at a solution, where appropriate.</p>	<p>With the support of the Environment Agency, United Utilities and LCC, the Local Plan Review will identify policies to enable development within the most appropriate locations, in an appropriate timescale and without negatively affecting issues of flood risk, surface water drainage or water supply.</p> <p>As such, co-operation on this issue should result in support from relevant prescribed bodies on the Local Plan policies.</p>	TBD – but no, or minimal, impacts are anticipated on areas outside West Lancs.
	Minerals & Waste	Minerals and Waste planning policy matters affecting West Lancashire are considered by Lancashire County Council	WLBC, LCC, LCR authorities and the Coal Authority	WLBC will continue to engage with LCC as they prepare a new Lancashire Minerals and Waste Local Plan and with the LCR authorities should they need to review the Merseyside Waste DPD.	As necessary, a new Local Plan for West Lancs will reflect the Minerals and Waste policies to be prepared by LCC and their implications for new development.	TBD – but no, or minimal, impacts are anticipated on areas outside West Lancs.

NPPF Strategic Priority (para 156)	West Lancashire Strategic Issue	What is the nature of the strategic issue?	Who is affected / obliged to co-operate?	Who is co-operating with whom and How is this being done?	Anticipated Outcome	Impact on neighbouring authorities
Health, security, community and cultural infrastructure	Infrastructure Delivery Plan (IDP)	New development as proposed by the Local Plan will have implications for a range of “social” and “cultural” infrastructure providers.	WLBC, LCC, CCG / NHS, Emergency Services, Canal & River Trust, Sport England and CVS.	A wide range of “social” and “cultural” infrastructure providers, including those listed, have been, and will continue to be, engaged on the Local Plan Review through the formal consultation at each stage of preparation, through the preparation of the IDP and through more general engagement on health-related matters.	WLBC and its partners will identify suitable policies and proposals to ensure that appropriate social and cultural infrastructure is provided in West Lancs to support new development and to promote healthier lifestyles.	TBD – but no, or minimal, impacts are anticipated on areas outside West Lancs.
Climate change and natural and historic environment	Managing impacts in relation to International Habitat Sites	New development, cumulatively across sub-regions, can have significant impacts on International Habitat Sites and such impacts should be reduced or mitigated for if at all possible.	WLBC, neighbouring authorities, LCR authorities and Natural England	WLBC has had a Habitats Regulations Assessment (HRA) Screening Report carried out by consultants (Arcadis) for the Issues & Options stage of the Local Plan Review, and this is being consulted upon alongside the Local Plan, with particular input from Natural England. The same consultants will prepare the HRA for later stages of the Local Plan Review and, if necessary, an Appropriate Assessment of identified impacts.	<p>The HRA / AA will inform each iteration of the Local Plan and so result in a Local Plan that has been prepared with an understanding of the wider, cross-boundary implications of development for International Habitat Sites both within the Borough and elsewhere in surrounding areas.</p> <p>The HRA will identify where specific mitigation measures will be required in relation to developments in West Lancashire affecting international sites in other authorities and the Local Plan will reflect the commitment of West Lancashire to work with neighbouring authorities to this end.</p>	TBD

3. Impact on Neighbouring Authorities

- 3.1. As the Local Plan Review progresses and the Preferred Options for development and planning policy are finalised, the final column of Table A above will be populated and will set out where the new Local Plan may, potentially, have an impact on neighbouring authorities. This will raise a number of key strategic, cross-boundary issues which warrant more detailed discussion not only to demonstrate the legal compliance aspect of the Duty to Co-operate, but the soundness aspects of the Duty as well. Clearly, at this time the Council cannot predetermine what these impacts and issues will be, but the following are likely to be the areas where most co-operation is needed to fulfil the Duty.
- 3.2. Probably the most significant of cross-boundary strategic issue will be that of meeting housing and employment land need, as, although the Council intends to ensure that West Lancashire's own objectively-assessed housing and employment land needs will be met within West Lancashire, this cannot be certain until the LCR SHELMA study is finalised. Likewise, there can be no certainty of whether neighbouring authorities in the LCR may have unmet housing and/or employment land needs until the SHELMA is finalised and consideration is given to the potential supply of land in those authorities available to meet their OAN. As such, the conversations to be had with the LCR authorities once the SHELMA is finalised will be central to this issue, and whether it is an issue at all.
- 3.3. This issue is not just restricted to West Lancs' relationship with the LCR authorities, but could also be relevant to the relationship with Greater Manchester (especially Wigan) and Central Lancashire, although there is nothing to suggest at the current time that those areas will not be able to meet their OAN.
- 3.4. In addition, should any such unmet need arise and West Lancashire is considered the most suitable place to meet that need, the issue of where within West Lancashire such need is met will become a strategic, cross boundary issue because of the potential implications on neighbouring Boroughs of locating (or not locating) new development in certain parts of West Lancashire. Such implications may be transport-related or have other infrastructure implications in neighbouring authorities, or they may have impacts on commuting patterns. At this early stage in the Local Plan Review we cannot be more specific but, as the Local Plan Review progresses, this will be an issue that needs more engagement and co-operation.
- 3.5. Such an issue would also raise the question identified by paragraph 179 of the NPPF, which considers local planning authorities to "*consider producing joint planning policies on strategic matters and informal strategies*". West Lancashire sits in a position between three city-regions and has links to all three, but in the new political environment of Combined Authorities, West Lancashire is outside the established Combined Authorities of Greater Manchester and the Liverpool City Region, but working towards being part of a new Lancashire Combined Authority. As such, West Lancashire cannot be a part of the City Region Combined Authorities' Joint Spatial Frameworks, but can work under the Duty to

Co-operate to ensure that there is correlation between those Spatial Frameworks and the West Lancs Local Plan. At the current time, the Lancashire Combined Authority is not proposing to prepare a Spatial Framework as part of its remit.

- 3.6. Below this strategic level of planning, the Council could consider a joint Local Plan with an individual authority(ies) within those Combined Authorities, especially if West Lancashire is being asked to meet any of that authority's OAN, but there has been no issue raised at the current time that would justify this and, given the stage of Local Plan preparation which West Lancashire's neighbours are currently at, it would be unlikely that a joint Local Plan would be appropriate.

4. Summary

- 4.1. In summary, West Lancashire Borough Council demonstrated a high level of co-operation with other authorities and public bodies in the preparation of the last West Lancs Local Plan and is committed to continuing this in the preparation of the Local Plan review, as can be seen by what co-operation has already taken place at this early stage of Plan preparation. In particular, the Council has participated in a number of joint projects with other authorities on key evidence base documents and is working closely with key infrastructure providers to ensure that the Local Plan Review will deliver what infrastructure is needed to address constraints and facilitate new development.
- 4.2. This Paper will be updated at each stage of the Local Plan Review to show how the Council is fulfilling the Duty to Co-operate as it prepares a new Local Plan.

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