West Lancashire Local Plan Review

Preferred Options Consultation

Duty to Co-operate Statement

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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 35 of the recently revised NPPF sets out the tests of soundness that a Local Plan will ultimately be assessed against at Examination. Under the "Positively Prepared" test, paragraph 35 states that Plans are "sound" if they provide a strategy which "is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development". Also, under the "Effective" test, it states that Plans are "sound" if they are "... based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred ...". As such, it is crucial that a Local Plan properly addresses all anticipated strategic, cross-boundary matters for the Plan period, particularly that of meeting development needs.

1.3 Furthermore, paragraphs 26 and 27 of the revised NPPF state:

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

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

1.4 This Duty to Co-operate Statement accompanies the Preferred Options consultation of the West Lancashire Local Plan Review and, in lieu of the new requirement for a Statement of Common Ground, 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 has started its Local Plan Review.
1.5 In due course, it is the intention to agree a Statement of Common Ground between the Liverpool City Region Authorities (Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral Councils) and West Lancashire Borough Council, and a Statement of Common Ground between Lancashire County Council and West Lancashire Borough Council, as the vast majority of strategic, cross-boundary planning issues relate either to that relationship with the Liverpool City Region (LCR) or the cross-over in responsibilities between Lancashire County and West Lancashire Borough Councils.

1.6 Paragraph 20 of the revised NPPF sets out the matters that the strategic policies should make provision for, and so the matters where cross-boundary issues may arise:

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

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

1.7 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 England
• Office of Rail Regulation
• Civil Aviation Authority
• West Lancashire Clinical Commissioning Group
• NHS Commissioning Board

1.8 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 Leaders / 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, Cadent Gas, 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
• Southport & Ormskirk Hospital Trust
2. Co-operation in the Local Plan Review

2.1. The Council’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, the Council 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) – final version awaiting sign-off by the LCR Combined Authority.
- 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) – although West Lancashire commissioned their own update to this work for West Lancashire’s needs in 2017.
- 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, a West Lancashire Route Management Plan and an Ormskirk Town Centre Movement Strategy

2.3. In addition, the Council is preparing a Highways Assessment to ascertain the impact of the Local Plan Preferred Options on the highway network and so identify where mitigation and improvements will be necessary and this has involved close working 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 the Council 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 (UU), who have met with the Council 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 UU play in the Borough with regard waste water treatment and the sewer network and provision of clean, drinking water. UU and the Council 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 the Council 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 four broad areas of strategic policy set out in paragraph 20 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. The Authorities are also committed to preparing a Statement of Common Ground together, having worked as a Pilot of this approach with the Planning Advisory Service over the last year.

2.11. The Council is also an Associate Member of the LCR Combined Authority and so, of particular relevance to the Local Plan, sits on the LCR Housing and Spatial Planning Board and it's Co-ordinating Group meetings.

The Environment Agency, Historic England and Natural England

2.12. 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, on the preparation of the SA Scoping Report and through the Issues & Options Stage. All three have been specifically invited to comment on the Local Plan Review Preferred Options document and its SA, and Natural England have been invited to engage with the Council and our HRA consultants (Arcadis) on the HRA Screening and Appropriate Assessment for the Preferred Options.

2.13. In addition, the Environment Agency have provided input to the Council on the draft Strategic Flood Risk Assessment (SFRA) Level 1 and the preliminary SFRA Level 2, continuing the positive working relationship that the Council had with the Environment Agency in preparing the last Local Plan.

Homes England

2.14. The Council and Homes England (formerly the Homes and Communities Agency) have co-operated for many years, mainly on matters relating to Skelmersdale town centre and the wider regeneration of Skelmersdale, involving Homes England-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 Homes England have been specifically invited to comment on the Preferred Options document.

West Lancashire Clinical Commissioning Group (CCG) and other Health Bodies

2.15. The Council has been liaising with the West Lancs CCG and other Health Bodies 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, as well as Joint Management Team meetings and workshops between the Council and the CCG. This relationship will continue as the Local Plan Review progresses and particularly as the Publication version of the Local Plan is prepared, so that the CCG and Council can plan for development and health infrastructure in co-operation.

**Transport and Highway Authorities**

2.16. 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.

2.17. The Council is 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 is 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 Review

**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 – 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

<table>
<thead>
<tr>
<th>NPPF Strategic Policy Matters (para 20)</th>
<th>West Lancashire Strategic Issue</th>
<th>What is the nature of the strategic issue?</th>
<th>Who is affected / obliged to co-operate?</th>
<th>Who is co-operating with whom and How is this being done?</th>
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<tr>
<td>Housing (including affordable housing), employment, retail, leisure and other commercial development</td>
<td>Housing Delivery</td>
<td>Delivery of housing to meet identified needs in wider sub-regional housing market context and the need to demonstrate flexibility in meeting housing needs. Green Belt release will be required in West Lancs to meet housing need and ensure flexibility in delivery.</td>
<td>WLBC and neighbouring authorities and LCR authorities</td>
<td>WLBC have co-operated with the LCR authorities in preparing the LCR Strategic Housing and Employment Land Market Assessment (SHELMA) which 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. The new standard method for calculating Local Housing Need provides minimum housing need requirements broadly similar to the SHELMA. Further to the SHELMA, there has been, and continues to be, on-going dialogue with the LCR authorities and formal consultation with neighbouring authorities through the Local Plan Review. WLBC have prepared a Strategic Housing and Employment Land Availability Assessment (SHELAA) which, 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. In relation to the need 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 fulfilled 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.</td>
<td>Given the minimum housing need that West Lancs would need to plan for, and the fact that neighbouring authorities are all also constrained by Green Belt, it is clear that Green Belt release to meet West Lancs’ housing needs will be required. Based on the co-operation thus far with neighbouring authorities, the Preferred Options has identified that there may well be unmet housing needs arising in Sefton beyond their current Local Plan (post-2030) which West Lancs should accommodate through a redistribution of housing need and this has directly influenced the housing requirement proposed in the Preferred Options. WLBC will continue dialogue with Sefton in particular to update figures for potential unmet housing need as new household projections and Local Housing Need calculations are published. A part of the above process has been to ensure that the comparative merits of land in the Green Belt in Sefton and West Lancs is assessed so that each authority meets as much as possible of their own OAN within their boundaries unless there are overriding constraints to development that would prevent this from happening, but there would be very little opportunity for new housing allocations in the north of Sefton post-2030.</td>
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<td>If the Local Plan does seek to meet some of Sefton’s unmet future housing need as the Preferred Options propose, this will relieve future pressures on infrastructure in the north of Sefton but also reduce opportunities for housing growth (including for affordable housing) in the north of Sefton. Correspondingly, it will place more pressure on infrastructure in West Lancashire, which will require suitable mitigation to improve infrastructure provision.</td>
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<td>Employment Land Delivery</td>
<td>Delivery of employment land to stimulate economic growth and provide new jobs. Green Belt release may be required in West Lancs to meet employment land need and ensure flexibility in delivery.</td>
<td>WLBC have co-operated with the LCR authorities in preparing the LCR Strategic Housing and Employment Land Market Assessment (SHELMA) which 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. 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. 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. 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.</td>
<td>WLBC and neighbouring authorities and LCR authorities</td>
<td>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. The Preferred Options proposes that a portion of the large-scale B8 need identified in the SHELMA is met in the M58 Corridor in West Lancs, given that there is insufficient allocated land in the LCR suitable for large-scale B8. The study currently being undertaken by the LCR authorities and WLBC to quantify the shortfall in land supply and identify suitable sites to potentially allocate for large-scale B8 will therefore be key in determining how much land needs to be set aside in West Lancs for these uses.</td>
<td>The provision of land to meet the needs of businesses requiring large-scale B8 units is a strategic, sub-regional matter that will benefit the economy of the wider sub-region regardless of where, precisely, it is located, and so the provision of such space on the M58 Corridor will have a positive impact on neighbouring authorities.</td>
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<td>Significant levels of commuting in and out of West Lancs</td>
<td>West Lancashire sees a high proportion of employment-related commuting across its boundaries, both out of West Lancs (to places like Liverpool, Selton and Wigan) and into West Lancs (from Selton and Wigan in particular).</td>
<td>WLBC, LCR authorities and Lancashire authorities LCC, Merseytravel and TfGM</td>
<td>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. WLBC have commissioned a Highways Assessment of the Preferred Options with close input from LCC and Highways England, which will help identify locations on the strategic and key highway network where mitigation may be necessary to accommodate any growth in vehicle journeys created by the Preferred Options proposals.</td>
<td>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. 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 transport authorities seeking to deliver solutions to any transport infrastructure concerns, especially LCC and Highways England. The proposals for a Skelmersdale Rail Link and to accommodate large-scale B8 uses in West Lancashire, and the associated housing growth that would come with that, would also change commuting patterns, hopefully leading to less out-commuting from West Lancashire by road.</td>
<td>Any proposals of the scale of that proposed in the Preferred Options will affect commuting and travel patterns, including on the strategic highway network in neighbouring authorities, and so suitable mitigation may be required.</td>
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<td>Provision for Travellers</td>
<td>Delivery of sites for Travellers to meet identified needs. Green Belt may have to be used in West Lancashire to meet this need.</td>
<td>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. WLBC commissioned an update to this GTAA solely related to West Lancs in 2017.</td>
<td>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.</td>
<td>Based on the proposals in the Preferred Options there will be no, or minimal, impacts anticipated on areas outside West Lancs.</td>
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<td>Retail Provision and Sub-regional hierarchy of Centres</td>
<td>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. West Lancashire provides three Key Service Centres.</td>
<td>WLBC and neighbouring authorities LCC, Merseytravel and TfGM</td>
<td>WLBC will continue to 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.</td>
<td>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.</td>
<td>Based on the proposals in the Preferred Options there will be no, or minimal, impacts anticipated on areas outside West Lancs beyond what is already existing due to the reliance of West Lancs’ population on retail centres outside the borough.</td>
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<td>Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)</td>
<td>Skelmersdale Town Centre</td>
<td>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. 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.</td>
<td>WLBC and neighbouring authorities, LCC and the HCA</td>
<td>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. 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 on the proposed policy for the Town Centre in the Local Plan.</td>
<td>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.</td>
<td>No, or minimal, impacts are anticipated on areas outside West Lancs.</td>
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<td>Transport</td>
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<td>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.</td>
<td>WLBC and neighbouring authorities, LCC, Merseytravel, TIGM, Highways England and Network Rail</td>
<td>WLBC will continue to engage with neighbouring authorities, with transport authorities and with Highways England regarding proposed policies in the Preferred Options on transport infrastructure through both formal consultation at each stage of the Local Plan Review and more general engagement throughout the process. WLBC have commissioned a Highways Assessment of the Preferred Options with close input from LCC and Highways England, which will help identify locations on the strategic and key highway network where mitigation may be necessary to accommodate any growth in vehicle journeys created by the Preferred Options proposals. The Skelmersdale Rail proposals are also being prepared jointly by LCC, Merseytravel and WLBC, with Network Rail support.</td>
<td>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.</td>
<td>Any proposals of the scale that proposed in the Preferred Options will affect commuting and travel patterns, including on the strategic highway network in neighbouring authorities, and so suitable mitigation may be required. The Skelmersdale Rail proposals will also have an effect on travel patterns in and out of West Lancashire, and likely change the way people travel in adjoining boroughs (particularly in Kirkby and Rainford).</td>
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<td>Water, energy and telecommunications related infrastructure</td>
<td>Different parts of the Borough are affected by different constraints in relation to utilities infrastructure, (wastewater treatment constraints, water supply issues, surface water issues). However, none of these constraints have an effect on areas outside the Borough</td>
<td>WLBC, Environment Agency and Utilities providers</td>
<td>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 and utilities providers 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.</td>
<td>With the support of the Utilities providers, the Local Plan Review will identify policies to enable development within the most appropriate locations or how developments and utilities providers can ensure sufficient new infrastructure is provided. As such, co-operation on this issue should result in support from relevant prescribed bodies on the Local Plan policies.</td>
<td>No, or minimal, impacts are anticipated on areas outside West Lancs.</td>
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<td>West Lancashire Strategic Issue</td>
<td>What is the nature of the strategic issue?</td>
<td>Who is affected / obliged to co-operate?</td>
<td>Who is co-operating with whom and How is this being done?</td>
<td>Anticipated Outcome</td>
<td>Impact on neighbouring authorities</td>
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<td>Flood risk and drainage</td>
<td>Parts of the Borough are affected by flood risk and / or surface water drainage issues. Such issues cross boundaries (e.g. with the north of Sefton) and so should be considered here.</td>
<td>WLBC, Environment Agency and LCC (and United Utilities)</td>
<td>WLBC have engaged, and will 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 identify drainage solutions and flood risk mitigation, where appropriate.</td>
<td>With the support of United Utilities, the Environment Agency and LCC, sites not appropriate for development because of flood risk or drainage have been excluded from the Preferred Options or, on a few allocated sites, it is considered appropriate mitigation is possible to address those issues through development.</td>
<td>Cross-boundary impacts are likely to be localised to specific development sites on or near borough boundaries. Any such impacts will be addressed through planning applications.</td>
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<td>Minerals &amp; Waste</td>
<td>Minerals and Waste planning policy matters affecting West Lancashire are considered by Lancashire County Council</td>
<td>WLBC, LCC, LCR authorities and the Coal Authority</td>
<td>WLBC will continue to engage with LCC as they prepare a new Lancashire Minerals and Waste Local Plan and with the LCR authorities they should need to review the Merseyside Waste DPD.</td>
<td>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.</td>
<td>No, or minimal, impacts are anticipated on areas outside West Lancs.</td>
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<td>Community facilities (such as health, education and cultural infrastructure)</td>
<td>Infrastructure Delivery Plan (IDP)</td>
<td>New development as proposed by the Local Plan will have implications for a range of community facilities and &quot;social&quot; infrastructure providers.</td>
<td>WLBC, LCC, CCG / NHS, Emergency Services, Canal &amp; River Trust, Sport England and CVS.</td>
<td>A wide range of &quot;social&quot; and &quot;cultural&quot; 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.</td>
<td>The Preferred Options propose suitable policies and proposals to ensure that appropriate social and community infrastructure is provided in West Lancs to support new development and to promote healthier lifestyles.</td>
<td>No, or minimal, impacts are anticipated on areas outside West Lancs.</td>
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<td>Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation</td>
<td>Managing impacts in relation to International Habitat Sites</td>
<td>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.</td>
<td>WLBC, neighbouring authorities, LCR authorities and Natural England</td>
<td>WLBC has had a Habitats Regulations Assessment (HRA) Screening Report and Appropriate Assessment carried out by consultants (Arcadis) for the Preferred Options, and this is being consulted upon alongside the Local Plan, with particular input from Natural England.</td>
<td>The HRA / AA has ensured that the Preferred Options have 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. It has identified that where proposals in the Preferred Options may affect international sites (both in West Lancs and in other authorities) appropriate mitigation can be provided to offset those potential impacts.</td>
<td>No, or minimal, impacts are anticipated on areas outside West Lancs.</td>
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3. **Impact on Neighbouring Authorities**

3.1. Probably the most significant cross-boundary strategic issue will be that of meeting housing and employment land need, as, although West Lancashire is able to meet its own objectively-assessed housing and employment land needs, it is likely that there will be at least some unmet housing and employment needs arising from neighbouring authorities over the course of the proposed Local Plan period to 2050. The ongoing conversations with the LCR authorities in particular with help to finalise an anticipated quantum of unmet need that West Lancashire can plan for.

3.2. 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 own development needs.

3.3. In addition, the issue of where within West Lancashire any unmet need from neighbouring authorities is met is 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. As the Local Plan is finalised, the precise parameters of this issue will become apparent and the Council will seek to reach agreement with neighbouring authorities how best to address those issues.

3.4. In terms of the proposals in the Local Plan Review Preferred Options document, there are four connecting and overlapping proposals in the Preferred Options which are likely to have the most impact on neighbouring authorities:

1) Skelmersdale Rail Link
2) Providing for over 90 ha of large-scale logistics uses to 2050
3) The corresponding shift in housing need and demand that 1 and 2 will bring
4) Unmet housing need from neighbouring areas

3.5. Detail on the above proposals, of how the associated development needs they are based on have been calculated, and how they interlink is provided in Technical Paper 1: Strategic Development Options and Site Allocations but, in summary, the Skelmersdale Rail Link and provision of large-scale logistics uses will change the economy of West Lancashire, especially Skelmersdale, and commuting patterns within, into and out of the borough. In isolation, these will therefore have an impact on the highways and transport networks of the borough. However, they will also bring a change in housing need and demand in the borough, especially in and around Skelmersdale. This redirection of housing growth (mainly from the LCR) must therefore be planned for, as if we are to plan sustainably, any economic growth must be matched by a corresponding growth in housing provision.
3.6. The further factor, which overlaps with the change in housing need that the economic growth brings, is that of whether there is likely to be an unmet housing need emerge in any of West Lancashire's neighbouring authorities and whether West Lancashire can meet that need. In calculating the housing requirement for the Preferred Options, it has been assumed there will be a substantial unmet need arising from Sefton in the future, and that West Lancashire can meet a large part of this need. It is also proposed that much of that housing should be provided within three new Garden Villages to the west of Skelmersdale or in Ormskirk, with lesser amounts in the Western and Northern Parishes and in Burscough. As such, this is directing housing growth away from the north of Sefton (which is severely constrained) and instead to the central and western parts of West Lancashire.

3.7. This will relieve future pressures on infrastructure in the north of Sefton but also reduce opportunities for housing growth (including for affordable housing) in the north of Sefton. Correspondingly, it will place more pressure on infrastructure in West Lancashire, including the M58 motorway, which serves several local authorities.

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 and by the willingness to explore the requirement to meet unmet housing needs from neighbouring authorities, in line with the recently revised NPPF. 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.