

Pendle Local Plan



Pendle Infrastructure Delivery Plan 2021-2040

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1. Introduction

Background

- 1.1 Infrastructure shapes our lives. It is the foundation upon which our communities are built. Transport links get us where we need to be, energy systems power our homes and businesses, and digital networks allow us to communicate. Infrastructure supplies us with clean water, takes away our waste and helps to protect us from the elements. It is vital to improving our quality of life and integral to the creation of vibrant new places to live and work.
- 1.2 Pendle Borough Council (the Council) is preparing a new Local Plan, which sets out our vision of how the borough will develop and grow up to 2040. The policies in the [Pendle Local Plan Fourth Edition](#) (the Local Plan) will manage development and grow. They establish how much new development is needed, what we need to build and where it should be built.
- 1.3 The Council is required to demonstrate that the objectives of the Local Plan will be delivered in a sustainable way. A thorough understanding of the infrastructure that is needed for the planning and co-ordination new development proposals is essential, whether it is physical infrastructure (e.g. transport and utilities), social infrastructure (e.g. education and health facilities) or green infrastructure (e.g. parks and open space).

National context

- 1.4 The [National Planning Policy Framework](#) (NPPF)¹ highlights that local planning authorities (LPAs) must account for infrastructure requirements in the plan making process. The accompanying [Planning Practice Guidance](#) (PPG) requires LPAs to pay careful attention to identifying what infrastructure is required and how it can be funded and brought forward.
- 1.5 At an early stage in the plan-making process, LPAs will need work collaboratively with key stakeholders to identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so they need to:
 - assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
 - take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.
- 1.6 The [National Infrastructure Delivery Plan 2016-2021](#) (March 2016) supported the delivery of key infrastructure projects and programmes. It was updated, following Brexit and the COVID-19 pandemic, with the publication of an Analysis of the [National Infrastructure and Construction Pipeline 2023](#) (February 2024), which is a forward-looking pipeline of planned projects and programmes in economic and social infrastructure.

¹ All references are to the NPPF updated on 20 December 2023, unless otherwise stated.

- 1.7 [Nationally Significant Infrastructure Projects](#) (NSIPs) are dealt with under the Planning Act 2008. They were introduced to streamline the consenting process for major infrastructure projects. NSIPs cover the fields of energy, transport, water, wastewater, and waste. Instead of applying to a local authority for planning permission, NSIP developers apply to the Planning Inspectorate (PINS) for a Development Consent Order. There are no NSIPs in Pendle at this time.
- 1.8 A cross-government action plan to deliver [reforms to improve the planning system for NSIPs](#) commenced in February 2023. The [National Infrastructure Planning Guidance Portal](#) provides access to and updates on the status of existing and newly published guidance. It was launched on 17 April 2024 and substantially updated on 30 April 2024.
- 1.9 [National Policy Statements](#) (NPS) are statutory documents published in accordance with the Planning Act 2008. They set out the government's policy on particular types of nationally significant infrastructure projects. Their purpose is to give reasons for the policy set out in the statement. They must include an explanation of how the policy takes account of government policy relating to the mitigation of, and adaptation to, climate change. They are published separately to the National Planning Policy Framework (NPPF), which does not contain planning policies specific to NPS.

Table 1.1 National Infrastructure Policy Statements

Government Department / Title		Date of designation
DESNZ	EN-1 Overarching NPS for energy	17 January 2024
DESNZ	EN-2 Natural gas electricity generating infrastructure	17 January 2024
DESNZ	EN-3 Renewable energy infrastructure	17 January 2024
DESNZ	EN-4 Natural gas supply infrastructure and gas and oil pipelines	17 January 2024
DESNZ	EN-5 Electricity networks infrastructure	17 January 2024
DECC	EN-6 Nuclear power generation (under review)	19 July 2011
DfT	Ports	26 January 2012
DfT	National Networks	14 January 2015
DfT	Airports	26 June 2018
DEFRA	Hazardous Waste	6 June 2013
DEFRA	Waste Water	9 February 2012
DEFRA	Geological Disposal infrastructure	17 October 2019
DEFRA	Water Resources Infrastructure	18 September 2023

Local context

- 1.10 The Pendle Infrastructure Delivery Plan (IDP) is an important part of the evidence base for the emerging Local Plan. It sets out how infrastructure provision has been considered throughout its preparation.

- 1.11 The IDP has been prepared in partnership with a range of key infrastructure providers to support planned growth in the Borough. It provides a framework for ongoing engagement and helps them progress their own strategies and action plans in response to future development and growth in Pendle.
- 1.12 The IDP is not an implementation plan. Its purpose is to show that the draft Local Plan has been prepared with a full understanding of the likely infrastructure requirements. As such the IDP does not capture every project being planned by each Council service or external providers. The main purpose of the IDP is to provide evidence to show that the policies and proposals in the Local Plan are both deliverable and sustainable.
- 1.13 The IDP establishes the existing baseline position for infrastructure provision in Pendle. Identifying any potential capacity issues, highlights where there may be a need to enhance or provide infrastructure to facilitate the amount of development necessary to support projected increases in population, households and employment during the plan period.
- 1.14 The IDP identifies any specific infrastructure needs arising directly from the development proposals outlined in the Local Plan. It determines the broad costs of projects and the potential sources of funding, where these are known.
- 1.15 The IDP is a 'living' document. It acknowledges that infrastructure requirements will change over time as technology advances; existing facilities are improved or lost; or changes to policy or operational needs require alternative methods of provision.
- 1.16 The IDP focuses on what will be delivered within the first five years of the plan period. Where the information is available it also identifies future infrastructure needs, costs, funding sources and delivery timetables. For the later stages of the plan period, the provision of infrastructure is less certain, but the IDP will be updated regularly and include new information as it emerges.

2. Spatial Portrait

- 2.1 Pendle is situated in north-west England, on the boundary between Lancashire and Yorkshire. It covers an area of 169 km² and had a population of 95,800 in 2021.

Local Democracy

- 2.2 Pendle Borough Council is a product of local government reorganisation in 1974. The authority takes its name from Pendle Hill, whose distinctive silhouette features prominently in the corporate logo. It is one of twelve district councils in the county of Lancashire. Together with Blackburn-with-Darwen, Burnley, Hyndburn and Rossendale it forms part of the Pennine Lancashire sub-region.

Figure 2.1 Pendle in context



- 2.3 Following boundary changes in May 2021, the borough now has 12 electoral wards and 33 elected members (councillors). The 19 parish and town councils cover the whole of the borough.
- 2.4 The borough's administrative centre and largest settlement is Nelson, with a population of 33,800. Together with the settlements of Brierfield, Barrowford and Colne, and neighbouring Burnley immediately to the south, it forms part of a continuous built-up area with a combined population of over 150,000.
- 2.5 Beyond this densely populated urban corridor, remote rural landscapes reach far beyond the borough boundary. The small towns of Barnoldswick and Earby in rural West Craven formed part of the West Riding of Yorkshire until 1974, and many residents continue to maintain a strong affinity with the White Rose County.

Connectivity

- 2.6 Sat astride one of the lowest crossings of the Pennine watershed, Pendle grew in importance during the industrial revolution and was an important stopping point on vital trans-Pennine canal and railway routes.
- 2.7 Following the demise of the canals and the closure of the railway east of Colne in 1970, Pendle was effectively at the end of a very long cul-de-sac.
- 2.8 The borough initially missed out on the motorway age. The M65 eventually reached Colne in 1986, but instead of crossing the Pennines towards Bradford, it terminated to the west of the town. Travelling eastwards the A682, A56 and A6068 offer onward connections into Yorkshire. There can be congestion on all routes during peak hours.
- 2.9 Looking west, the M65 was not connected to the rest of the motorway network until December 1997, when the 13 mile length from Blackburn to Preston linked it to the M6 and M61.
- 2.10 When drawing up plans for the M65 in the mid-1960s the intention had been to connect the town of East Lancashire to the rest of the country, kick-start regeneration and bring prosperity to a struggling area. In its unfinished state it did none of those things and as a consequence the area missed out on much needed growth and development at a time when its traditional manufacturing industries were in decline.
- 2.11 Today the focus for public transport in the borough is Nelson Interchange, which provides a direct connection between local bus and train services. It is one of three railway stations in Pendle, the others being Brierfield and Colne. The hourly train service terminates at Preston, where passengers can make onward connections via the West Coast Main Line, serving London, the West Midlands and Scotland, and cross-country services. The intermediate stops at Rose Grove (Burnley) and Blackburn also offer onward connections to Manchester, Clitheroe, Bradford, Leeds and York.

Working in Pendle

- 2.12 The majority of the 33,500 workforce is employed by small and medium sized enterprises. Only 10 of the borough's 2,950 businesses employ more than 250 people.
- 2.13 Pendle played an influential role in the industrial revolution and the birth of the factory system. It remains an important centre for manufacturing and is a vital component in the country's largest aerospace cluster, which extends from the large Rolls-Royce facility in Barnoldswick as far west as BAE Systems at Warton on the Fylde coast.
- 2.14 Despite the large number of highly skilled and exciting jobs to be found in the area, there is a net outflow of commuters to neighbouring areas; the two-way relationship with Burnley being particularly strong. Annual salaries are lower than both the regional and national averages.

Living in Pendle

- 2.15 The most recent projections suggest there will be limited population growth up to 2040. The population is ageing, but the birth rate remains relatively high. Outward migration amongst young people, and those of working age, is not compensated for by corresponding domestic or international inward migration.
- 2.16 The ethnicity of the non-UK born population is consistent with that for Pennine Lancashire. The largest minority group is of Pakistani heritage, but there is also a relatively large East European community.
- 2.17 Of the 41,000 dwellings in Pendle, 88.6% are owner occupied or private rented. In 2023, the borough had the highest proportion of dwellings in Council Tax Band A in Lancashire at 60.9%.
- 2.18 Average property prices are lower than the national average at £157,103 but prices vary significantly across the Borough. The majority of sales were terraced properties, selling for an average price of £111,360. Semi-detached properties sell for £196,117 on average, with detached properties averaging £351,379. Overall, sold prices over the last year were 10% down on the previous year.
- 2.19 In 2019, the English Indices of Deprivation placed Pendle just outside the 10% most deprived areas in the country.
- 2.20 Levels of educational attainment are short of the UK and regional average but are steadily improving. Nelson and Colne College provides higher education training and qualifications. It is the number one ranked college in the country for A Levels and student satisfaction and number one in Lancashire for 16-18 Advanced Apprenticeships.

- 2.21 Life expectancy is lower than the national average, with males expected to live to the age of 78 and females to the age of 81. One in five residents have a limiting long-term illness or disability, which is similar to the national figure. Cardiovascular disease mortality rates in Pendle are three times higher than England and 65% of adults are classified as overweight or obese.
- 2.22 The borough has three multi-purpose sports centres, but physical activity rates amongst adults are fractionally below the national average. Our parks are a key part of our extensive green infrastructure network. They help to bring the countryside into the heart of our towns and villages and six have been awarded the prestigious Green Flag Award.
- 2.23 Further emphasising that not everything is doom and gloom; in March 2022, the Office for National Statistics listed Pendle as the happiest place to live in East Lancashire. And later the same year later the Sunday Times named the village of Trawden as the best place to live in the Northwest of England.

3. Planned development and growth

- 3.1 Both Brexit (2020) and the COVID-19 pandemic (2020-2021) make this a particularly difficult time to forecast our future development needs. The Pendle Local Plan Fourth Edition uses up-to-date evidence to establish how much new development is likely to be required and where and when it will take place in the period up to 2040.

Population

- 3.2 The 2021 Census revealed that the population has seen strong growth since 2005 when compared to the increases at the county, regional and national levels. The 2022 mid-year population estimate for Pendle was 96,110. The population aged under 15 has increased by 12.3% since the 2011 Census.
- 3.3 The ethnic mix is similar to other authorities in East Lancashire. It is predominantly white. The largest minority ethnic group is Pakistani.
- 3.4 It is estimated that between 2018 and 2043 the population of Pendle will increase by 4.1%. This is significantly lower than the 7.2% rise predicted for the Lancashire-14 area. Likewise the 11.1% projected rise in the number of households between 2018 and 2043 is below the Lancashire-14 predicted change of 12.3%.

Housing

- 3.5 The introduction of the government's Standard Method in 2018 establishes a baseline figure for local housing need in each local authority. The government's methodology uses the Office for National Statistics (ONS) 2014 household projections with an uplift to take account of local affordability. This reveals that the minimum annual housing need in Pendle is equivalent to 140 dwellings per annum. Using this figure as its baseline, Table 3.1 shows the anticipated level of new housing delivery in Pendle up to 2040.
- 3.6 The [Pendle Housing and Economic Development Needs Assessment](#) (HEDNA) (Iceni Projects, 2023) has considered whether a further uplift to this baseline figure is required to help support economic growth and other policy objectives.
- 3.7 The [Pendle Strategic Housing Land Availability Assessment](#) (SHLAA) identifies which parcels of land could help to meet our development needs. The Council also commissioned a Green Belt Assessment (2016) to determine which parcels of land are performing weakly and could potentially be released for development should the exceptional circumstances necessary to release land from the Green Belt be demonstrated.
- 3.8 Both documents have informed the selection of potential housing site allocations in the Pendle Local Plan Fourth Edition.

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Table 3.1 Housing trajectory for Pendle to 2040 (dwellings)

Supply Source	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	Post 2040	Total
Proposed Local Plan site allocations	0	0	20	60	70	70	60	60	60	43	51	20	10	10	10	0	0	0	544
Neighbourhood Plan site allocations (without planning permission)	0	0	0	0	0	10	10	10	4	0	19	19	5	3	0	0	0	0	80
Existing commitments (major sites with planning permission)	120	118	161	144	88	120	80	60	60	40	87	60	32	0	0	0	0	23	1170
Existing commitments (small sites with planning permission)	23	84	40	10	0	0	0	0	0	0	3	0	0	0	0	0	0	0	160
Small site windfall allowance	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40	40	40	0	560
Total housing provision (all sources)	143	202	221	254	198	240	190	170	164	123	200	139	87	53	50	40	40	23	2514

Employment

- 3.9 The evidence underpinning the Local Plan indicates that the projected need for non-residential development is not expected to be significant
- 3.10 Table 3.2 shows the employment floorspace requirements (after accounting for replacement demand and a margin for flexibility) for the major use classes. The figures do not consider specific spatial requirements, such as the shortfall of employment land in West Craven identified in Policy WRK2 of the [Pendle Core Strategy](#) (2015), which is addressed by the site allocation in Policy AL02 of the draft Local Plan.

Table 3.2 Projected employment land requirement in Pendle to 2040

Stage in calculation		Office / R&D	Industrial and Warehousing
Floorspace requirement (sqm GEA)		13,151	79,1126
Unimplemented planning permissions (sqm GEA)		778	90,460
Requirement minus unimplemented planning permissions	Floorspace (sqm GEA)	12,373	- 11,176
	Plot ratio	0.3	0.4
	Land (ha)	4.1	-2.8
Vacant land in existing Protected Employment Areas (ha)		0.6	1.3
Residual land requirement (ha)		3.5	-4.1

Source: Table 16.9 Pendle Housing & Economic Development Needs Assessment (Iceni Projects, 2023)

- 3.11 The [Pendle Retail and Leisure Capacity Study](#) (Lichfields, 2023) concludes that the recent decline in town centres is likely to be structural rather than cyclical and a more flexible approach to town centre uses is required going forward.
- 3.12 The combined floorspace projections for retail, food/beverage and commercial/leisure and entertainment/cultural floorspace in 2030, 2035 and 2040 are summarised in Table 3.3.

Table 3.3 Projected growth in retail and leisure in Pendle to 2040 (sq.m. gross)

Period	Convenience retail	Comparison retail	Food and beverage	Leisure and cultural	Total
By 2030	- 200	-400	700	700	800
By 2035	0	-200	1,000	1,000	1,800
By 2040	200	500	1,400	1,500	3,600

Source: Table 7.1 Pendle Retail and Leisure Capacity Study (Lichfields, 2023)

4. Infrastructure pipeline

- 4.1 Infrastructure can be provided directly by infrastructure providers or developers. Planning contributions can be used to deliver, or contribute to, on-site or off-site improvements or provision through Section 106 agreements or the Community Infrastructure Levy (CIL) should this be introduced by the Council.
- 4.2 In assessing future infrastructure needs the Council has considered whether a deficit in provision is likely to occur before 2040. In some circumstances there are agreed national standards set by the government against which to assess provision (e.g. school class sizes), whereas local standards are used elsewhere (e.g. open space).
- 4.3 The strategies and action plans published by various providers are the basis for our analysis but have been supplemented with direct correspondence and face-to-face meetings with key stakeholders as necessary.

Key stakeholders and engagement

- 4.4 Infrastructure planning is an ongoing process. Early and continuous engagement with key stakeholders is preferable to consultation on proposals.
- 4.5 Table 3.1 identifies the principal infrastructure providers in Pendle. Informal engagement takes place on a regular basis in order to keep up-to-date with the latest developments. More formal meetings and joint working take place as needed.

Table 3.1 Principal infrastructure providers in Pendle

Category	Key providers ¹
Transport	
Roads	<ul style="list-style-type: none">• Highways England• Highways Agency (Lancashire County Council)
Railways	<ul style="list-style-type: none">• East Lancashire Community Rail Partnership Lancashire County Council• Network Rail• Northern Rail• Office of Rail Regulation
Waterways	<ul style="list-style-type: none">• Canal & River Trust• Environment Agency
Buses	<ul style="list-style-type: none">• Lancashire County Council• Transdev (Burnley Bus Company)
Taxis	<ul style="list-style-type: none">• Pendle Borough Council• Private operators
Air traffic management	<ul style="list-style-type: none">• NATS

Category	Key providers ¹
Footpaths, cycleways and bridleways	<ul style="list-style-type: none"> • Canal & River Trust • Environment Agency • Lancashire County Council • Pendle Borough Council • Sustrans
Utilities	
Heat and energy (electricity, gas and renewables)	<ul style="list-style-type: none"> • Cadent • Electricity NW • National Grid • Northern Powergrid
Water supply	<ul style="list-style-type: none"> • United Utilities • Yorkshire Water
Telecommunications	<ul style="list-style-type: none"> • Arqiva • BT Openreach • Mobile UK • Sky • Virgin Media
Waste	
Waste (collection, disposal, and recycling)	<ul style="list-style-type: none"> • Lancashire County Council • Pendle Borough Council
Wastewater and drainage	<ul style="list-style-type: none"> • United Utilities • Yorkshire Water
Flood risk	
Water management	<ul style="list-style-type: none"> • Canal & River Trust • Earby and Salterforth Internal Drainage Board • Environment Agency • Lead Local Flood Authority (Lancashire County Council) • Pendle Borough Council • United Utilities • Yorkshire Water
Community facilities and emergency services	
Post offices	<ul style="list-style-type: none"> • Parish and Town Councils • Post Office Limited • Royal Mail
Public libraries	<ul style="list-style-type: none"> • Lancashire County Council • Parish and Town Councils
Advice services	<ul style="list-style-type: none"> • Citizens Advice Bureau • Job Centre Plus • Samaritans
Courts	<ul style="list-style-type: none"> • HM Courts Service
Markets	<ul style="list-style-type: none"> • Pendle Borough Council

Category	Key providers ¹
Community, youth and children's centres	<ul style="list-style-type: none"> Lancashire County Council Sure Start
Village Halls	<ul style="list-style-type: none"> Parish and town councils
Places of Worship	<ul style="list-style-type: none"> Various religious bodies
Cemeteries and crematoriums	<ul style="list-style-type: none"> Pendle Borough Council
Emergency Services	<ul style="list-style-type: none"> Lancashire Constabulary Lancashire Fire and Rescue Service North West Ambulance Service NHS Trust
Specialist Housing	
Affordable housing	<ul style="list-style-type: none"> Accent Housing Calico Homes Great Places Housing Group St Vincent's Mosscafe Together Housing Group (including Housing Pendle)
Extra care and supported living	<ul style="list-style-type: none"> N/A
Hostels and shelters	<ul style="list-style-type: none">
Gypsy and traveller sites	<ul style="list-style-type: none"> N/A
Economic development	
Business parks and business centres	<ul style="list-style-type: none"> Pendle Borough Council Private operators
Support services and training providers	<ul style="list-style-type: none"> East Lancashire Chamber of Commerce Growth Lancashire Marketing Lancashire Private operators
Education	
Nursery and Pre-School	<ul style="list-style-type: none"> Lancashire County Council Private operators
Primary schools	<ul style="list-style-type: none"> Academy schools Lancashire County Council
Secondary schools	<ul style="list-style-type: none"> Academy schools Lancashire County Council
Further education	<ul style="list-style-type: none"> Nelson and Colne College
Higher education	<ul style="list-style-type: none"> N/A
Health and social care	
Public health and prevention	<ul style="list-style-type: none"> Lancashire County Council
Hospitals	<ul style="list-style-type: none"> East Lancashire Hospitals NHS Trust
Health centres	<ul style="list-style-type: none"> NHS
Doctor's surgeries	<ul style="list-style-type: none"> Miscellaneous general practitioners (GPs)

Category	Key providers ¹
Dentists	<ul style="list-style-type: none"> • NHS • BUPA • Private practitioners
Other health services (opticians, pharmacies etc.)	<ul style="list-style-type: none"> • NHS • Private businesses
Sport and recreation	
Sports centres	<ul style="list-style-type: none"> • Pendle Leisure Trust
Playing Pitches	<ul style="list-style-type: none"> • Living Places – Pennine Lancashire Partnership • Pendle Borough Council • Sport England
Culture and tourism	
Museums and galleries	<ul style="list-style-type: none"> • Private operators
Theatres	<ul style="list-style-type: none"> • Pendle Borough Council • Private operators
Cinemas	<ul style="list-style-type: none"> • Volunteer led
Visitor attractions and accommodation	<ul style="list-style-type: none"> • Canal & River Trust • Lancashire County Council • Private operators
Tourist Information Centres	<ul style="list-style-type: none"> • Lancashire County Council • Parish and Town Councils
Backpackers Hostels	<ul style="list-style-type: none"> • Private operators
Green infrastructure	
Country parks, parks and play areas	<ul style="list-style-type: none"> • Canal & River Trust • Lancashire County Council • Parish and Town Councils • Pendle Borough Council
Sports pitches	<ul style="list-style-type: none"> • Parish and Town Councils • Pendle Borough Council
Designated wildlife areas	<ul style="list-style-type: none"> • Lancashire County council • Pendle Borough Council
Woodland	<ul style="list-style-type: none"> • Forestry Commission • Woodland Trust

¹ Listed alphabetically

4.6 The following sections represent an assessment of infrastructure capacity based on the anticipated level of population growth in the Borough.

4.7 Some essential services, critical to supporting sustainable communities, are outside the scope of the IDP. Shops for example are commercial operations without statutory responsibilities, so it is not possible to plan for their provision with any degree of certainty, although their presence will influence the strategy of the Local Plan.

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- 4.8 While infrastructure types are considered separately there are many interrelationships and dependencies which exist, in terms of delivery and impacts on the communities they serve. It is important to ensure that the phasing and delivery of new infrastructure is carefully planned.
- 4.9 The Infrastructure Delivery Schedule in Appendix 1 includes a list of projects that are necessary to deliver the proposed level of growth and any site specific proposals outlined in the Local Plan.

A. Economic Infrastructure

4.10 Economic infrastructure refers to the basic facilities and systems serving a particular area.

4.11 Movement and connection provide the essential structure of form and place. The local transport network has a key role to play in realising the economic potential of an area by unlocking investment at key locations.

Road

4.12 Transport for the North (TfN) was formed in 2018 to make the case for strategic transport improvements across the North of England. TfN brings together the North's twenty local transport authorities and business leaders together with Network Rail and National Highways and works alongside the Government to identify priorities for investment. TfN's work is to align with the statutory Local Transport Plan.

4.13 The second [Strategic Transport Plan](#) (STP) 'Transforming the North' was published in March 2024. It sets the vision, strategic ambitions and the North's long term strategic transport priorities up to 2050, creating a consistent framework for working with government, local transport bodies and delivery bodies.

4.14 Lancashire County Council is the local transport authority and responsible for preparing the Local Transport Plan. It is also the local highway authority.

4.15 The [Lancashire Local Transport Plan 2011 to 2021](#) (LTP3) was adopted in May 2011. It sets out the County Council's strategic objectives on transport. Unlike previous iterations it did not include a detailed programme of projects due to uncertainties about funding at that time.

4.16 LTP3 contains a total of seven priorities. Three priorities were identified due to resource constraints. These were:

1. Support private sector led economic growth, the creation of jobs and access to employment.
2. Invest in the safety of our children and young people in the early years of the strategy.
3. Maintain our current transport infrastructure.

4.17 As part of LTP3 the County Council published a list of suggested schemes for each Lancashire District. The priorities for Pendle were.

1. Delivery of the A56 villages bypass.
2. Support for the reinstatement of the former Colne to Skipton railway line.
3. Improved rail connections into Manchester.
4. Improved transport links into other parts of Pennine Lancashire.
5. Address highway congestion in Colne.

4.18 The transport authorities for Lancashire, Blackburn with Darwen and Blackpool started work on the preparation of a joint Lancashire Local Transport Plan (LTP4) covering the period 2022-2027. It's focus was on improving east west and north-south rail services, but was not taken forward.

- 4.19 In 2014, Lancashire County Council produced and adopted the [East Lancashire Highways and Transport Masterplan](#) to prioritise investment and access the necessary funding.
- 4.20 The Masterplan identified connectivity issues within and outside East Lancashire and made recommendations on how to address problems to support housing and economic growth, including:
- Improving rail connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester and Leeds.
 - Measures to reduce congestion and improve connectivity in the key M65 and M66 gateway corridors.
 - Ensuring routes into key growth sites continue to function well and support future development.
 - Ensuring that the needs of people who live in remote and rural locations to access work, education and health opportunities are met, making best use of funding likely to be available in future.
 - Building an effective cycle network linking towns, employment sites and communities.
 - Improving local links in the community so that everyone can get to the services and opportunities that they need, from education and employment to leisure and health.
- 4.21 The Masterplan identified a number of constraints along the M65 corridor. The [Burnley and Pendle Growth Corridor Study](#) (2014) was a more detailed study of the motorway and adjoining local road network between Junctions 8 and 14. The [Stage 2 Report](#) identified a series of improvements that would improve the strategic road network and support growth. Funding was secured from the Growth Deal (Round 1) to fund:
- Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J12 and Colne Road / Manchester Road / Churchill Way roundabout
 - Junction Improvements to both roundabouts (e.g. signalisation / lane optimisation pedestrian facilities) at the M65 J13
 - Junction improvements (e.g. signal optimisation / capacity improvements) for Nelson town centre - Manchester Road / Broadway / Sagar Street / Netherfield Road / Lomeshaye Road (as investigated part of the Nelson to Rawtenstall RMS)
- 4.22 The [M65 to Yorkshire Report](#) (Jacobs, 2013) had already looked in detail at the County Council's longstanding proposal to construct a new road between the end of the M65 at Colne and the boundary with North Yorkshire to the north of Earby. This would remove a significant volume of through traffic from Colne and the villages of Foulridge, Kelbrook and Earby. However, traffic movements between the M65 and West Yorkshire via the A6068 would continue to use the existing route through the North Valley area of Colne
- 4.23 The key roads in the local road network are the A56, A682 and A6068, which cross the Pennines into North and West Yorkshire. In West Craven the town of Barnoldswick is linked to the A56 by the B6283 and B6252 and the A59 by the B6251.
- 4.24 The level of traffic growth arising from the development proposals in the Local Plan is

fully mitigated by the committed improvement schemes and any additional mitigation measures drawn-up by Lancashire Country Council, which are shown in Appendix 1 of this report.

Rail

- 4.25 Arriva North West, using the previous brand name of Northern Rail, operates an hourly service on the single track branch line running west from Colne to Preston. Trains stop at Nelson and Brierfield before crossing the boundary with Burnley. The 23 mile journey to Preston, where passengers can connect with express passenger services, takes 72 minutes.
- 4.26 Passenger numbers saw significant growth between 2002 and 2014. At all three stations passenger numbers have remained steady since the COVID-19 pandemic (2020-21) but have not returned to 2019-20 levels (Table 4.1).

Table 4.1 Railway station usage in Pendle

Category	2018-19	2019-20	2020-21	2021-22	2022-23
Brierfield	25,504	37,688	8,976	27,308	29,410
Nelson	97,446	121,256	28,748	90,644	90,272
Colne	66,000	81,126	21,090	68,804	66,808
Pendle	188,950	240,070	58,814	186,756	186,490

Source: [Estimates of Station Usage April 2022-March 2023](#) (Office of Rail and Road)

- 4.27 [East Lancashire Community Rail Partnership and Clitheroe Line Community Rail Partnership Joint Action Plan 2020](#) has aspirations to improve service frequency, reduce journey times, and improve station facilities, but does not identify any immediate infrastructure requirements.
- 4.28 The Council recognises the strategic importance of rail infrastructure and the key role it plays in making a positive contribution its corporate objectives in relation to growth, climate change, air quality and accessibility. It also supports the re-instatement of the former Colne to Skipton railway line. This would open up a new trans-Pennine railway route supporting greater mobility, accessibility and modal choice for local residents and open up new opportunities for rail freight.
- 4.29 Launched by the government in October 2023, [Network North](#) is intended to be a new approach to investing in transport infrastructure. Recognising that the prosperity of towns across the North are constrained by transport infrastructure. It will invest £19.8 billion released by the decision not to proceed with HS2 Phase 2 north of Birmingham, to redraw the transport map across the north of England. Unfortunately, the document fails to acknowledge the opportunities presented by creating an additional trans Pennine rail route by reopening of the Colne to Skipton railway line.

- 4.30 In 2020 the North West Manchester Rail Network Study was commissioned by Transport for Greater Manchester (lead authority), Lancashire County Council, Liverpool City Region Combined Authority, Blackpool Council and Blackburn with Darwen Council. Its objective was to gain an understanding of the current role of the rail network on routes radiating out from Manchester and to develop a series of options which can be considered to improve rail services and deliver the Rail Prospectus and relevant strategies.

Bus

- 4.31 Local bus services are operated by The Burnley Bus Company, a division of Transdev.
- 4.32 Nelson Interchange is the focus for public transport in Pendle. Services operating on the Mainline stop here:
- M3 Burnley to Trawden
 - M4 Burnley to Keighley
 - M5 Burnley to Barnoldswick
 - M6 Burnley to Skipton
- 4.33 Buses on these routes connect with services to Accrington (M1), Clitheroe (M2) and Manchester (X43) at Burnley Bus Station.
- 4.34 Local bus services run by Transdev operate under the Ribble Country brand name, which was launched in 2021. The result of a multi-year partnership with Lancashire County Council, services are now more frequent and many routes have been increased to run seven days a week. Better and simpler ticketing means that customers are able to make easy connections between bus routes for onward travel across Lancashire and into Greater Manchester.

Taxis

- 4.35 Over the last 40 years the number of taxis in England and Wales (outside of London) has almost quadrupled. Taxi use is highest in the poorest quartile of UK households, most of which are without a car. The next biggest users are the top quartile households confirming the perception that quality of service, rather than cost, is the main determinant of public transport use.
- 4.36 Taxis offer a door to door service that is particularly cost effective for group travel. The result is that as bus travel becomes less economic to operators, it also reduces the number of trips that taxis can make as they contribute to increased congestion and the slowing down of traffic. In turn this has a negative impact on reducing greenhouse gas emissions ... a perverse feedback loop.
- 4.37 In 2024, Pendle has 585 registered taxis, of which 514 are private hire vehicles and 71 are Hackney carriages. Whilst the number of licenced vehicles per 1,000 population appears to be high at 6.16 per 1,000 population, many private hire vehicles are licensed in Pendle but operated elsewhere. This is because in recent years the requirement on the age of vehicles in Pendle has become less restrictive than that in neighbouring authorities.

Walking and cycling

- 4.38 In urban areas reliance on the car presents problems of traffic congestion and reduced air quality. Using sustainable transport modes can significantly improve employment opportunities and life chances.
- 4.39 Public Rights of Way (PROW) in Pendle extend to over 610 km of which 570 km are footpaths and 40 km bridleways, cycleways and byways.
- 4.40 In June 2015, £2.6m of funding was secured from the Lancashire Local Growth Deal through the Lancashire Economic Partnership towards the creation of an East Lancashire cycle network. These proposals are now the basis for the various Local Cycling and Walking Infrastructure Plans (LCWIPS) being prepared for the county.
- 4.41 LCWIPs are a new, strategic approach to identifying cycling and walking improvements required at the local level. They take a long-term approach typically over a 10-year period. The key outputs of LCWIPs are:
- a report setting out the underlying analysis and establishing a narrative to support the identified improvements
 - a network plan for walking and cycling which identifies the preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment
- 4.42 A key objective of the Burnley and Pendle LCWIP (Atkins Realis, 2024) is to reduce car usage for short journeys by creating more safe and convenient routes in the form of off-road and segregated cycleways.
- 4.43 The towpath on the Leeds and Liverpool Canal has been upgraded in recent years to create a walking and cycling route that links Burnley with Barnoldswick. It forms part of the Pennine Cycleway one of three national trails that pass through Pendle. The others are the Pennine Way long distance footpath and the Pennine Bridleway, a trail designed for horse riders that also welcomes mountain bikers and walkers
- 4.44 Another waymarked long-distance footpath passing through Pendle is the Brontë Way. Its route is designed to link places with strong connections to the Brontë sisters, including Wycoller Hall in Pendle, the inspiration for Ferndean Manor in Charlotte Brontë's *Jayne Eyre*.
- 4.45 A high proportion of work trips are under 5km (47%). Given the low levels of car ownership almost one quarter of these journeys are made on foot and 2% by bicycle. This is facilitated by the dense network of public footpaths connecting residential areas with nearby places of work and the beautiful countryside surrounding our industrial towns. Popular countryside destinations include include Noggarth Tea Gardens and the Coldwell Activity Centre near Nelson and the attractive Watermeetings, a designated Local Green Space, near Barrowford. A little further afield the Clarion House was built for Nelson Independent Labour Party in 1912 so that their members could enjoy fresh air and comradeship. It is now the last of its kind in the country.

Telecommunications

- 4.46 Writing and sending letters to family and friends or visiting a public telephone box to call someone, who might not be available, are almost a thing of the past. Today, computers, the internet and mobile phones make worldwide communication via voice calls, text messages, e-mails and social media platforms easier, faster and less costly.
- 4.47 A critical factor in attracting business to the area is access to good quality broadband. Full fibre broadband is available to 72% of properties in Pendle. Speeds of 1 Gbps and above are available to 85% of premises in Pendle. Ultrafast broadband (300 Mbps or greater) and Superfast broadband (30 Mbps or greater) are available to 85% and 98% of premises, respectively. The fastest maximum average speed available from a broadband provider in April 2024 was 1,130 Mbps.
- 4.48 5G is the fifth generation mobile (cellular) network. In short it will allow more devices to have access to the internet at the same time and at faster speeds. 5G uses higher frequency waves than previous mobile networks. These waves travel shorter distances through urban spaces, so the 5G network requires more transmitter masts than previous technologies and for these to be positioned closer to ground level. The necessary infrastructure is currently being rolled out across Pendle.
- 4.49 Mobile infrastructure provision is demand led. The 24/7 monitoring of network performance enables operators to respond to increased demand on their networks arising from new development.

Utilities – Heat and Energy

- 4.50 Under the Electricity Act (1989), National Grid has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system to facilitate competition in the supply and generation of electricity.
- 4.51 National Grid owns and operates the high voltage national transmission network throughout Britain. Electricity North West owns, operates and maintains the North West's electricity distribution network, connecting properties to the National Grid.
- 4.52 There is one 132kv overhead powerline in Pendle. This runs north-east, from the 400kv national transmission supply at the former Padiham Power station site in neighbouring Burnley, to the villages of Fence and Barrowford. It then turns east to a sub-station off Fleet Street in Nelson. From here the powerline runs east along the boundary between Nelson and Colne before turning south, passing to the east of Nelson, before rejoining the high voltage national transmission network on Todmorden Moor. A number of 33kv and 11kv lines serve Earby and Barnoldswick in West Craven and rural Pendle.
- 4.53 Primary substations typically consist of two 33 /11 kV or 33 /6.6 kV transformers feeding a radial high voltage network. There are five examples in Pendle (Table 4.2). The level of development and growth proposed in the Local Plan has not raised any concerns about capacity on the electricity distribution network in Pendle up to the end of the plan period in 2040. It is anticipated that the projected increase in demand can be addressed through network re-configuration.

- 4.54 National Grid also own and operate the gas transmission system, which comprises high pressure pipelines. Compressor stations link to local distribution networks and third party independent systems.

Table 4.2 Primary electricity sub-stations in Pendle

Substation	Transformer Rating	Firm Demand Headroom	Non-Firm Demand Headroom
Spring Cottage, Nelson	33 kV / 6.6 kV	5.6 MW	19.4 MW
Clover Hill, Nelson	33 kV / 6.6 kV	5.9 MW	18.2 MW
Fleet Street, Nelson	33 kV / 6.6 kV	3.5 MW	7.7 MW
Phillips Lane, Colne	33 kV / 6.6 kV	2.2 MW	11.2 MW
Langroyd Road, Colne	33 kV / 6.6 kV	5.9 MW	14.9 MW

- 14.10 National Grid has a duty to develop and maintain an efficient coordinated and economical system for the transmission of gas. Gas distribution apparatus within the borough includes three high pressure gas pipelines (above 2 bar) gas pipelines and associated equipment.

Utilities – Water Supply and Wastewater

- 14.11 In Pendle, United Utilities is responsible for managing water supply and the sewerage system in Pendle, with the exception of the area around Earby, which is the responsibility of Yorkshire Water.
- 14.12 Access to clean water, water pressure, the capacity of sewerage systems and the disposal of surface and foul water are key considerations when identifying sites for future development.
- 14.13 The [United Utilities Water Resources Management Plan](#) (2019) and the [Yorkshire Water draft Water Resources Management Plan](#) (2022) assess the available water supply and the future demand for water up to 2045 and 2085 respectively.
- 14.14 United Utilities divide their supply area into four resource zones. Pendle lies within the Integrated Resource Zone where no deficit of supply is forecast. The overall conclusion of the WRMP documents published by both United Utilities and Yorkshire Water is that water supply reliability will continue to be achieved in Pendle up to 2040.
- 14.15 Developers are required to pay for increases in water supply network capacity arising from their proposed development. But for wastewater treatment, the cost of new infrastructure is borne by United Utilities or Yorkshire Water.
- 14.16 United Utilities owns and manages over 648,000m of public sewers in Pendle and manages waste water treatment works at Burnley (Reedley Hallows), Colne, Barnoldswick and a number of smaller rural settlements. Yorkshire Water owns and manages around 57,000m of sewers and manages the waste water treatment works in Earby and Foulridge.
- 14.17 The volume and quality of the discharge from waste water treatment works is subject to strict limits set by the Environment Agency, who carry out annual performance reviews.

Future investment is set out in the [Ribble Drainage and Wastewater Management Plan \(2023\)](#).

- 14.18 Ongoing and planned upgrades to the waste water and sewage treatment works in Burnley, Colne, Earby and Foulridge are considered to be sufficient to meet the projected population growth anticipated in Pendle up to the end of the plan period (2040) avoiding the possibility of increasing water pollution in receiving waters.
- 14.19 A £77.7 million investment programme at Burnley WWTW will see the introduction of new processes to increase treatment capacity and reduce phosphorus and other nutrients from the treated water that is released back into watercourses from the facility. The project which started in 2021 and is due for completion in summer 2025 will play an important role in improving water quality in the River Calder which is a tributary of the River Ribble.
- 14.20 As part of its draft business plan for the period 2025-2030, United Utilities is also proposing to invest a further £13.7 billion to deliver cleaner rivers, more reliable water supplies and extra support for customers across the North West.
- 14.21 Yorkshire Water has recently completed similar works at its waste water treatment works in Earby and Foulridge, costing in the region of £8 million.

Flood risk

- 14.22 Much of Pendle lies within the catchment of the River Ribble catchment which drains into the Irish sea west of Preston. The Earby Beck catchment and the headwaters of the River Worth and Hebden Water are part of the Aire catchment and drain east towards the Humber estuary, where they enter the North Sea.
- 14.23 There are 63 kilometres of Main River in Pendle. These include Pendle Water in the south of the borough and Stock Beck and Earby Beck in the north, as well as a number of the rivers and streams that feed into them.
- 14.24 The Environment Agency under its permissive powers carries out maintenance, improvement or construction work on Main Rivers to manage flood risk given available resources and government priorities. Smaller ordinary watercourses fall under the remit of Lancashire County Council. In its capacity as the Lead Local Flood Authority (LLFA), the County Council has powers to administer consents for private changes to these watercourses.
- 14.25 The areas at risk from flooding, as identified on the [Environment Agency Flood Map for Planning](#) coincide with the routes of the Main Rivers and their tributaries. Areas of steep topography quickly direct run-off into these watercourses. This results in shallow high velocity flooding along a defined path, but which may occur with little or no warning. It can result in damage to properties and is extremely hazardous to people. Surcharging or blocked drainage systems are often less hazardous to people but may result in higher levels of property damage.
- 14.26 Flood risk management has been an issue since the industrial revolution resulted in a dramatic increase in the local population. Historic industrialisation and urbanisation took place alongside the borough's rivers. A legacy of dependency on raised flood defences and

retaining walls (including those of historic mill buildings) has emerged, but the level of protection they provide varies markedly. The [Pendle District Level 1 Strategic Flood Risk Assessment](#) (JBA Consulting, 2021) includes mapping showing all EA flood defences in the borough.

- 14.27 There are numerous privately owned defences, particularly within the urban areas of Pendle, which are not included in the Environment Agency's repairs and maintenance programmes. Some of the mills these defences were built to protect are now vacant, or in a very poor condition, with the defences offering a 1 in 40 years standard of protection. This is a cause for concern and many defences will require structural work in the near future.
- 14.28 Weirs and culverts constrain many urban watercourses increasing the risk of flooding. The Environment Agency, in conjunction with the Ribble Rivers Trust, has introduced a programme of removing weirs wherever possible to aid fish migration. Many watercourses pass through culverts that are at risk from collapse or blockage. The Ribble Catchment Flood Management Plan (2014) proposed the opening up of culverts to help manage and alleviate flood risk. This action is also supported in the [Burnley Nelson and Colne Flood Risk Management Strategy](#) (2017) and the [Local Flood Risk Management Strategy for Lancashire 2021-2027](#).
- 14.29 More widespread shallow flooding with localised areas of deep ponding is typical in floodplains in the bottom of wider valleys, such as the area north of Foulridge. There is also the potential for localised flooding in low points on open land and in cuttings or basements, where there is high groundwater or a natural spring.
- 14.30 The Earby and Salterforth Internal Drainage Board is responsible for the maintenance of 11 miles of watercourses between Foulridge and Thornton-in-Craven and ensuring that they are kept free of debris and can run freely.
- 14.31 Surface water flooding arises where rainfall exceeds the infiltration capacity of the land. Water is unable to soak into the ground where surfaces are hard paved, frozen, sunbaked etc. Flooding occurs most frequently during intense or prolonged rainfall events. The interaction of surface water with Main Rivers influences flooding characteristics in many areas.
- 14.32 Pendle Borough Council is working in partnership with the Environment Agency on a major flood alleviation scheme in Earby, which suffers from regular flood events close to the town centre and along Water Street. Phase 1 involved works to the Victoria Clough culvert and was completed by the Environment Agency in Spring 2019. Phase 2 saw the installation of a flood water storage area on Victoria Clough, a new flood defence wall on New Cut adjacent to Albert Street, and a sheet piled wall alongside Victoria Mill. The remaining scheme from the flood modelling work (Phase 3) will see the creation of a flood water storage area on Wentcliffe Brook, adjacent to Birley Playing Fields. The business case to secure £2.5 million worth of funding in the 2024/25 financial year is currently being prepared. Works are unlikely to commence before spring 2006.
- 14.33 Lancashire County Council as the LLFA owns and maintains a number of assets throughout Pendle including culverts, bridges, gullies, weirs and trash screens. The majority of these

assets lie on ordinary watercourses within smaller urban areas where watercourses may have been culverted or diverted. Section 21 of the Flood and Water Management Act 2010 places a duty on the LLFA to maintain a register of all assets, but it is only required to maintain those in its ownership. In the majority of cases the responsibility lies with the riparian owner. The LLFA has a duty to maintain a [register of structures or features which are considered to have a significant effect on flood risk](#), including details of ownership and condition.

- 14.34 The location, condition and design standard of these assets have a significant impact on flood risk, but future projects in high flood risk areas will reduce the probability of flood events and the overall level of risk. In addition the quarterly Making Space for Water meetings are well attended by key stakeholders. They have demonstrated a good track record for identifying and dealing with flood risk management issues across the borough in a timely and cost effective manner.

Waste management and environmental health

- 14.35 Lancashire County Council has led on the preparation of a [Joint Minerals and Waste Local Plan](#) (2013). A key goal was to ensure that the borough was net self-sufficient in waste management capacity by 2021 by promoting waste minimisation, maximising recycling, re-use and composting.
- 14.36 In 2022-23 a total of 10,171 tonnes of household waste was sent for recycling. The household waste reuse, recycling and composting rate in Pendle (29.6%) is the lowest in the Lancashire-12 area and well below the national average. The number of fly-tipping incidents in 2021/22 was the highest in the Lancashire-14 area, although lower than in 2020/21.
- 14.37 The rate of carbon dioxide tonnes per resident is low when compared with the county and national averages. Emissions per resident are a useful measure for domestic emissions, but CO₂ levels from industry and road transport are affected by factors other than the size of the resident population.
- 14.38 Pendle Borough Council has declared just one [Air Quality Management Area](#) (AQMA). This is in the busy North Valley of Colne where traffic congestion on the A6068 (Windsor Street) and the A56(Skipton Road between the junctions with Windsor Street/Byron Road and Temple Street/Oak Street) is a significant issue.
- 14.39 The [Coal Authority Risk Assessments](#), first published in 2015, highlight a legacy of former mine workings across Pendle. The majority of these are shallow workings with a recorded or interpolated depth from surface of 30m or less, with the exception of thicker seams where a depth of 50m is applied. Shallow coal workings do not have sufficient overlying strata to dissipate any movement from within the workings before they reach the surface, so any movement has the potential to reach the surface and cause damage.

B. Social infrastructure

- 14.40 Social infrastructure refers to the resources, and services that ensure people can participate in productive social and economic activities, helping to build strong, cohesive and prosperous communities. They include social services, public education, and healthcare.

Health

- 14.41 In July 2022 Integrated Care Boards replaced Clinical Commissioning Groups as the statutory bodies responsible for the planning and commissioning of health care services, including the majority of the hospital and community NHS services. Together with Integrated Care Partnerships, which include representatives from the upper tier local authorities responsible for social care and public health, they form [Integrated Care Systems](#) (ICS). The ICS covering the whole of the Lancashire-14 area is the Healthier Lancashire and South Cumbria ICS.
- 14.42 Hospital services are provided by [East Lancashire Hospitals NHS Trust](#). The Pendle Community Hospital in Nelson has three wards each accommodating up to 24 patients. The hospital provides medical and nursing care for people with long-term conditions and a rehabilitation service for people following illness or injury.
- 14.43 There are a number of health centres and clinics throughout the borough. The Pendle West Primary Care Network has seven practices covering a population of 49,000 in Brierfield and Nelson. The Pendle East Primary Care Network has five practices covering a population of 47,000 in Barnoldswick, Barrowford, Trawden and Colne.
- 14.44 The [Local Authority Health Profiles](#), published by Public Health England, reveal that the health of people in the area is generally worse than the England average.
- 14.45 The total fertility rate in 2021 (1.91), was the highest in the Lancashire-14 area, and well above the England average (1.55). The long-term trend in Pendle is for live-births to exceed deaths. The difference was most noticeable between 2003 and 2017. During the COVID-19 pandemic most districts had more deaths than births in 2020, but Pendle was an exception.
- 14.46 Levels of obesity amongst both adults and children are well above the national average. Excessive alcohol consumption is a major contributor to poor health as well as having an impact on community safety and crime. Pendle continues to have a significantly higher rate of opiate and/or crack use compared to England, putting additional pressure on the available resources.
- 14.47 Pharmacies, like opticians and dentists are commercially driven and do not need to be planned for as they will locate where there is demand. Section 128A of the National Health Service Act 2006 (NHS Act 2006) requires each health and wellbeing board to assess the need for pharmaceutical services in its area and to publish a 'pharmaceutical needs assessment', to provide an up to date statement of the needs of the local population for pharmaceutical (or chemist) services. The latest assessment concluded that the existing network of pharmacies providing NHS services broadly matches the population distribution.

Emergency services

- 14.48 Policing is provided by Lancashire Constabulary, which operates out of the police stations in Nelson and Barnoldswick town centres, following the closure of the police station in Colne. Since 2018, only Nelson has offered front counter service.
- 14.49 A new multi-purpose policing hub in Carr Road, Nelson is expected to be operational in 2025. It will bring together and replace the existing police stations in Colne and Nelson. The new base will host several different policing teams, including neighbourhood, crime scene investigation and response teams.
- 14.50 Local policing is primarily funded by the Government funding and local Council Tax precepts. Housing and employment growth can impact on how these services are planned and delivered. The Police and Crime Commissioner for Lancashire is responsible for policing in Lancashire and acts as the voice of the people, holding the police to account.
- 14.51 The Lancashire Combined Fire Authority is an independent body which includes 25 councillors drawn from across the county. The authority is responsible for providing a fire and rescue service that is efficient, effective and provides value for money. The Lancashire Fire and Rescue Service is the service provider on behalf of the Lancashire Combined Fire Authority and Pendle is located in its Pennine region.
- 14.52 There are four fire stations in the borough. Nelson has one on-call fire engine and one wholetime fire engine. Colne has two on-call fire engines, whilst Barnoldswick and Earby both have one on-call fire engine. The nearest incident response unit is based in neighbouring Burnley.
- 14.53 The North West Ambulance Service NHS Trust (NWAS) operates alongside the police and fire service. Its services also support the rest of the NHS, and the wider health and care system. It provides a wide range of services ranging from 999 emergency calls to patient transport. NWAS services across East Lancashire, including much of Pendle, are delivered from a new ambulance station adjacent to Burnley General Teaching Hospital. The NWAS has just one facility in Pendle, on Rainhall Road in Barnoldswick. This is an operational centre and not accessible to the public.

Education

- 14.54 As the local education authority Lancashire County Council is responsible for the provision of primary and secondary school places in the borough. It has a statutory duty under section 14 of the Education Act 1996 to ensure that every child in the county is able to access a mainstream school place, although those with special educational needs may need to access school provision outside of Lancashire.
- 14.55 Pupils should be able to access primary school places within two miles of their home. This increases to three miles for secondary schools.
- 14.56 The Department for Education's methodology, which is based on an assessment of the areas within a school that are used for teaching, is used to calculate the number of admissions and to provide the County Council with a measure to determine levels of overcrowding, or the number of surplus places.

- 14.57 Funding for additional school places is available from the Department for Education (DfE), based on data for school capacity and likely future demand. The County Council sets out its policy to seek developer contributions where new housing development generates the need for additional capacity in its Education Contribution Methodology.
- 14.58 Education reforms have enabled Free Schools and Academies which are outside of the Local Education Authority (LEA) control to be established.
- 14.59 There are 50 schools in Pendle, of which 37 are primary schools and six are secondary schools. Nine are rated as outstanding by Ofsted, whilst four require improvement.
- 14.60 In response to the public consultation on the preferred options report for the Local Plan, the County Council highlighted that based on a worst case scenario there could be a need for 3½ additional primary forms of entry and approximately 376 secondary school places over the plan period up to 2040.
- 14.61 Subsequent dialog with the County Council has shown that there is sufficient provision across the borough except in Brierfield. The County Council has reviewed the mechanisms included in Policy SP012 for developer contributions and is satisfied that sufficient provision towards education needs can be made during the plan period.
- 14.62 At this time the County Council is not actively looking for additional primary school sites in the borough. A new secondary school is also unlikely to be needed. In neighbouring Burnley there is 21% surplus capacity within their secondary schools. The annual review of housing delivery, the updating of pupil forecasts and the capacity of existing schools will determine if there is an emerging need for new school provision over the lifetime of the plan.
- 14.63 Nelson and Colne College is rated 'outstanding' and has held Beacon status since 2006. The campus in Barrowford includes a sixth form college and a technology and skills centre. There are 1,800 full time students, 3,500 part-time adults and more than 1,000 apprentices

Youth and community

- 14.64 Community facilities and services come in all shapes and sizes.
- 14.65 Lancashire County Council's [young people's centres website](#) has an activity and organisations search facility that lists a wide range of options available to young people. Children and family wellbeing services are provided in each of the main towns (Nelson, Colne and Barnoldswick) and two of the three local service centres (Barrowford and Brierfield). Some sessions are still available via Zoom.
- 14.66 Eleven village halls offer safe and comfortable meeting places and provide an opportunity to deliver services targeted at their community. With diminishing local services such as shops, banks, post offices – even GP surgeries – in rural locations, Village Halls present a huge opportunity to 'step into the breach' and provide access to vitally important services to people who may otherwise struggle to reach them.

- 14.67 There are eight libraries in Pendle plus a mobile library which visits 73 different stops on a two week rota. A number of libraries are designated as a 'Lancashire Warm Space' where people can keep warm, access information and advice or spend time with others.
- 14.68 Post offices have been particularly important economic pillars in many rural communities, with more than a quarter serving as the last remaining shop in the village. The main post offices are located in Nelson, Colne and Barnoldswick. A further seven sub-post offices are located in Barnoldswick (Bank Buildings), Barrowford, Brierfield, Colne (Skipton Road), Earby, Fence, Nelson (Leeds Road and Railway Street), Salterforth and Trawden. There are sorting offices in Nelson and Barnoldswick.

Sport, recreation and leisure

- 14.69 The Indoor Sports Review (2017) assessed the level of formal indoor provision for sports across the borough. It concluded that there was no requirement for additional indoor sports provision at that time.
- 14.70 In recent years the focus has been less about providing sports facilities for amateur / competitive sport and more about providing recreation and leisure facilities to improve health and well-being. But there is considerable competition from low cost commercial operators for some types of provision, such as gyms.
- 14.71 Currently the Pendle Leisure Trust operate four indoor leisure facilities on behalf of Pendle Council, attracting approximately over 660,000 visitors each year since the COVID-19 pandemic ended.
- Pendle Wavelengths, Nelson
 - Seedhill Athletics and Fitness Centre, Nelson
 - Pendle Leisure Centre, Colne
 - West Craven Leisure Centre, Barnoldswick
- 14.72 With the exception of Seedhill, each of these facilities includes a heated indoor swimming pool.
- 14.73 Since 2021 Pendle Council has engaged consultants to undertake reviews focussing on its current indoor sports and leisure facilities and their long-term future. These reviews reveal that the cost of operating wet and dry sports facilities has increased significantly in recent years. It seems unlikely that it will be possible to keep running these facilities as we do now in the future. As part of the latest review, a formal public consultation was held in March 2024. A range of options are now receiving careful consideration.
- 14.74 The Rossendale, Pendle and Burnley Playing Pitch Strategy, Action Plan and Assessment Report (Knight, Kavanagh and Page, 2016) is currently being updated. It provides a strategic framework for the provision, management, and development of playing pitches and ancillary facilities up to 2026. It shows that there was a small shortfall in the supply of pitches for youth football and cricket, and a shortage of match sessions for rugby union. These were expected to persist beyond 2026.

- 14.75 Named after local cyclist and Olympic Gold Medal winner, the Steven Burke Sports Hub opened on land between Swinden and Bull Holme playing fields in July 2014. It houses a 1.1km road circuit, cycle track and BMX pump track.

Arts and culture

- 14.76 The creative economy is worth an estimated £19.8 million a year in Pendle.
- 14.77 The 'Flat White Economy' is the new term being used to describe the jobs of the future; where creative jobs, design jobs and technological jobs start to mix together. Pendle has a smaller than average Information and Communication Technologies (ICT) sector, accounting for just 4% of businesses compared to 8% nationally. It employs approximately 500 people and is estimated to be worth £32.5 million to the local economy.
- 14.78 The ACE Centre in Nelson closed its doors in 2022, leaving just three theatres in Colne. The Municipal Hall ("The Muni"), the Hippodrome Theatre and the Little Theatre have received approximately £3.5 million from the government's Levelling Up Fund to make significant improvements that will help attract more people into the town centre.
- 14.79 There are no commercial multi-screen cinemas in Pendle but community cinemas exist in Brierfield (The Garage), Colne (Robert Street Community Centre) and Barnoldswick (Rainhall Centre).
- 14.80 Recent years have seen the closure of the Titanic in Lancashire Museum in Colne and the Yorkshire Dales Lead Mining Museum in Earby. The Gawthorpe Textiles Collection is an internationally renowned collection of over 30,000 textile and craft items has relocated to Northlight in Brierfield. This leaves just four museums in the borough:
- Pendle Heritage Centre, Barrowford
 - Bancroft Mill Engine, Barnoldswick
 - Gawthorpe Textiles Collection, Brierfield
 - British in India Museum, Nelson
- 14.81 There are no formal art galleries, but exhibitions are held in public facilities across Pendle on an ad hoc basis.

C. Environmental infrastructure

- 14.82 The Green Belt has been an enduring part of national planning policy since 1947. Its main purposes are to check the unrestricted sprawl of large built-up areas; prevent neighbouring towns from merging into one another; assist in safeguarding the countryside, preserve the character of historic towns and encourage the recycling of derelict and other urban land.
- 14.83 The Green Belt covers 12.1% of Pendle, a figure that is similar to the average figure for England as a whole.
- 14.84 To the north of the M65 urban corridor, the area around Pendle Hill is part of the Forest of Bowland National Landscape.
- 14.85 To the south east South Pennine Moors are a Site of Special Scientific Interest valued for their blanket bogs and peatland, which host internationally important breeding colonies of upland birds.

Open space

- 14.86 Green infrastructure (GI) is the term often used to describe the network of urban and rural green spaces, natural features and pathways that separate our towns, villages and neighbourhoods. The network includes parks, playing fields, amenity open space, woodland, street trees, allotments and private gardens. It also includes linear features such as rivers, streams and the Leeds and Liverpool Canal and other water bodies.
- 14.87 Green spaces within our densely populated inner urban areas are highly valued. Overall there is an average of 10.20 hectares per 1,000 population across all typologies within our urban areas (Table 4.3).

Table 4.3 Open space provision by typology, Pendle 2019

Typology	Total site area	Average provision / 1,000 population
Allotments	34.09 ha	0.38 ha
Amenity greenspace	36.13 ha	0.40 ha
Cemeteries	19.68 ha	0.22 ha
Civic spaces	1.77 ha	0.02 ha
Green corridors	75.33 ha	0.84 ha
Natural greenspace	406.37 ha	4.54 ha
Outdoor sports	258.64 ha	2.89 ha
Parks	64.58 ha	0.72 ha
Play areas	11.13 ha	0.13 ha
Total	907.72 ha	10.20 ha

- 14.88 GI makes a vital contribution to health and well-being. It also supports broader economic, social and environmental objectives.
- 14.89 The Pendle Green Infrastructure Strategy (LUC, 2019) identifies where investment in GI will deliver the widest public benefits and environmental improvements, helping to support sustainable development and growth.
- 14.90 Six of the borough's parks have attained the prestigious Green Flag award but accessibility to public open space in many of the borough's densely populated inner urban neighbourhoods falls short of expectations in terms of both quantity and quality.
- 14.91 The Playing Pitch Strategy (2016), which is currently being updated, is addressed in the section on [Sport, Recreation and Leisure](#).
- 14.92 There are six municipal cemeteries within the Borough, which date from 1,860 and currently contain 40,600 burials. At the present time the Council carries out an average of 200 interments per annum. Nelson cemetery is close to capacity and the acquisition of land off Halifax Road for an additional burial ground is currently being pursued.

Hierarchy of designated sites

- 14.93 The statutory list of habitats and species of principal importance includes 56 habitats and 943 species first identified in the UK Biodiversity Action Plan (UK BAP) in 1994. Publishing the list is a legal duty under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.
- 14.94 A wide range of formal designations are used to protect the borough's most important habitats. The hierarchy of designated sites is shown in Table 4.3.

Table 4.3 Protected sites

Hierarchy / Site Designations	Comments
International Protection <ul style="list-style-type: none"> • Special Protection Area (SPA) ¹ • Special Area of Conservation (SAC) ² • Candidate SPA and SAC ^{1, 2} • Ramsar Wetland ³ <i>Statutory protection under the Wildlife & Countryside Act 1981 (as amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019), which implements the Birds Directive (1), the Habitats Directive (2) and the Ramsar Convention (3)</i>	<p>Development will only be permitted where it is necessary for the management of the site, or there is an imperative reason of over-riding public interest and there is no alternative solution.</p> <p>Development within an Impact Risk Zone will be expected to mitigate any adverse impacts on the SPA or SAC.</p> <ul style="list-style-type: none"> • SPA = 1 site / 1,542 hectares • SAC = 1 site / 1,542 hectares
National Protection <ul style="list-style-type: none"> • Site of Special Scientific Interest (SSSI) ^{1, 2} • National Nature Reserve (NNR) ^{1, 2, 3} <i>Statutory protection under The National Parks and Access to the Countryside Act 1949 (1), The Wildlife & Countryside Act 1981 (2) and The Countryside and Rights of Way Act 2000 (3)</i>	<p>Development will only be permitted where the benefits of the proposal clearly outweigh any negative impacts. Consideration will be given to the extent and significance of any damage to the special interest of the site and the broader network of SSSIs.</p>

Hierarchy / Site Designations	Comments
	<ul style="list-style-type: none"> SSSI = 1 site / 1,542 hectares (shares boundary with the SPA and SAC in Pendle)
Local Sites <ul style="list-style-type: none"> Local Nature Reserves (LNR) Biological Heritage Sites (BHS) Local Geodiversity Sites (LGS) Sites of Local Natural Importance (LNI) <p><i>Non-statutory county or local wildlife sites protected by local planning policies.</i></p>	<p>Development will only be permitted where the benefits of the proposal outweigh the need to safeguard the nature conservation value of the site.</p> <ul style="list-style-type: none"> LNR = 5 sites / 32 hectares BHS = 61 sites / 1,300 hectares LGS = 3 sites / 6 hectares LNI = 7 sites / 232 hectares
Priority Habitats and Species <p><i>Habitats and species of principal importance in England are protected by local planning policies. The lists are published by the Government as a legal duty under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.</i></p>	<p>Where there is reason to believe that habitats or species of principal importance are present, the application must be accompanied by a survey assessing their presence.</p> <p>Consideration should be given to the likely extent and significance of any impacts. Where appropriate, development proposals should make adequate provision to address any harm that is identified.</p> <p>There is a minimum requirement to achieve at least a 10% biodiversity net gain increase from the pre-development biodiversity value.</p> <ul style="list-style-type: none"> Habitats of principal importance = 6 Species of principal importance = 9

- 14.95 The South Pennine Moors contains a mosaic of upland habitats that are an internationally important breeding ground for a wide variety of upland birds. Natural England has identified a series of Impact Risk Zones to ensure that any potential impact on the SAC, SPA and SSSI arising from new development is taken into consideration.
- 14.96 Biological Heritage Sites (BHS) are designated by Lancashire County Council and are considered to contain the most valuable habitats such as ancient woodland, species-rich grassland and bogs and are of at least County sub-regional significance. Many provide a refuge for rare and threatened plants and animals.
- 14.97 Just as the biological interest of sites can be recognised and conserved so can the importance of certain geological sites and landforms which are also important habitats. In Lancashire such sites are known as Local Geodiversity Sites (LGS).
- 14.98 Section 21 of the National Parks and Access to the Countryside Act, 1949 gives local authorities the power to acquire, declare and manage Local Nature Reserves. Commonly referred to as LNRs they are statutory and must afford special opportunities for study and research on wildlife or natural features and must preserve flora, fauna or geological features of special interest in the area.

- 14.99 Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally and offer people the opportunity to study or learn about nature, or simply to enjoy it.
- 14.100 Using guidance prepared by the Lancashire Wildlife Trust (2005) and DEFRA (2006), Pendle Council has formally recognised seven other sites as being of Local Natural Importance (LNI). These sites include former mill lodges, reservoirs, and large areas of moorland fringe between the village of Trawden and the South Pennine Moors SSSI.

15 Delivery Schedule

- 15.9 To maintain an up to date record on the progress of individual schemes, funding positions and changing dependencies the schedule will be updated each year and published in the Council's Authority Monitoring Report.
- 15.10 To assist in monitoring the effectiveness of these proposals the schedule references the relevant Local Plan policies that each proposal will help to deliver, in meeting our infrastructure needs.

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Transport – Road							
Improvements to A6068 and A682 at M65 Junction 13 (Phase 1)	High	6-10	TBC	TBC	<ul style="list-style-type: none"> LCC Capital Programme s106 developer contributions 	TBC	<p>Policies: SP06 SP11 DM01 DM13</p> <p>Adding a third lane to the motorway slip road (eastbound) and closing off the roundabouts on either side of the motorway to create a dog-bone interchange.</p> <p>Improvements to the road layout and signalling were completed in 2018 (i.e. ahead of the plan period).</p>
Improvements to A56 and M65 Junction 12	High	1-5	£ 900,000	£ 900,000	<ul style="list-style-type: none"> Growth Deal 	NIL	<p>Policies: SP06 SP11 DM01 DM13</p> <p>New traffic lights added to the motorway roundabout to reduce congestion and make it easier for vehicles to leave the Lomeshaye Industrial Estate. Further improvements on the motorway roundabout and the Colne Road / Churchill Way roundabout include a new off-road cycle route allowing cyclists and pedestrians to reach the industrial estate safely from the A56.</p> <p>Improvements to the road layout and signalling were completed in 2023.</p>
Highway improvements on Vivary Way and North Valley Road in Colne	High	1-5	£ 100,000	£ 80,000	<ul style="list-style-type: none"> Growth Deal 	£ 20,000	<p>Policies: SP06 SP11 DM01 DM13</p> <p>The East Lancashire Highways & Transport Masterplan (2014) considered the feasibility of a proposed A56 Colne bypass and traffic management projects to help overcome congestion in the North Valley, Colne.</p> <p>Improvements to the existing road layout and signalling were completed in 2023.</p>

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Improvements to A6068 and A682 at M65 Junction 13 (Phase 2)	High	6-10	£ 1.6m	TBC TBC	<ul style="list-style-type: none"> LCC Capital Programme s106 developer contributions 	TBC	<p>Policies: SP06 SP11 DM01 DM13</p> <p>Strategic housing and employment sites accessed off A6068 to fund further improvements to signalling and traffic flow when delivery reaches specified trigger points.</p>
Declare an Air Quality Management Area (AQMA) at M65 Junction 13	Low	6-10	TBC	TBC	<ul style="list-style-type: none"> PBC Capital Programme 	TBC	<p>Policies: SP06 DM01 DM13</p> <p>Monitoring has revealed the possible need to declare an AQMA during the lifetime of the plan.</p> <p>There are no additional site allocations in the vicinity of this busy junction.</p>
Accessible Nelson	Moderate	6-10	£ 15.0m	£ 11.6m £ 3.4m	<ul style="list-style-type: none"> Levelling Up Fund and Active Travel England (via LCC) Nelson Town Deal 	NIL	<p>Policies: SP06 SP11 DM01 DM13</p> <p>Improve traffic flow into and through Nelson town centre, giving space back to pedestrians and cyclists.</p> <p>Detail Area 4 Improvements to Leeds Road (A56) / Scotland Road (A682) junction in Nelson</p> <p>Detail Area 5 Improvements to the Sagar Street / Holme Street junction</p>
Construction of A56 villages bypass	Low	11-15	£ 34.0m	NIL NIL NIL	<ul style="list-style-type: none"> National Highways Transport for the North LCC Capital Programme 	£ 34.0m	<p>Policies: SP06 SP11 DM01 DM13 DM32</p> <p>The M65 to Yorkshire Corridor Study (2014) identified several route options for a bypass to the north of Colne. These were taken forward in the East Lancashire Highways & Transport Masterplan (2014), with an initial £12m worth of funding identified from the Growth Deal.</p> <p>Estimated costs are based on the preferred 'Brown' route at 2014 prices.</p> <p>No further progress has been made and plan objectives are not reliant on the bypass being delivered during the plan period.</p>

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Transport – Rail							
Expansion of electric vehicle charging infrastructure	Moderate	1-5	TBC	TBC	<ul style="list-style-type: none"> LCC Capital Programme PBC Capital Programme 	TBC	Policies: SP06 DM01 DM13 DM37 Contributes to the achievement of the Council’s carbon neutral (2035) and net zero carbon (2050) targets.
Expansion of cycleway network	Low	6-10	TBC	TBC	<ul style="list-style-type: none"> LCC Capital Programme PBC Capital Programme Long Term Plan for Nelson s106 developer contributions 	TBC	Policies: SP06 DM01 DM13 DM32 Local Cycling and Walking Infrastructure Plan (LCWIP) has identified key priorities for new delivery.
Improve signalling and install a passing loop at Brierfield railway station	Low	6-10	TBC	NIL	<ul style="list-style-type: none"> Restoring Your Railway Fund 	TBC	Policies: SP11 Improve the frequency of the train service on the East Lancashire line.
Re-instate the former Colne to Skipton railway line	Low	11-15	£ 298.0m	NIL NIL NIL	<ul style="list-style-type: none"> Levelling Up Fund Transport for the North Lancashire Transport Plan 	£ 298.0m	Policies: SP06 SP11 DM01 DM13 Improve east-west connectivity by opening up a new Trans-Pennine rail route, helping to alleviate congestion on the Calder Valley, Huddersfield and Hope Valley lines to the south and connecting the Port of Liverpool and Central Lancashire with the Leeds City Region. Up to 500,000 passenger journeys per annum are projected and gentle gradients enhance the prospect of the lines use by rail freight
Utilities and waste							
Underground stormwater storage tank, Nelson	High	1-5	Unknown	Unknown	<ul style="list-style-type: none"> UU Capital Programme 	NIL	Policies: SP08 DM13 Storm detention tank off Lindred Road, capable of holding almost two million litres of water. Part of a £75m investment programme on Pendle Water and the River Calder, it will reduce the possibility of sewers overflowing into watercourses after heavy rainfall. Project completed in 2023.

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Improvements to Barnoldswick wastewater treatment works	Moderate	1-5	£ 7.5m	£ 7.5m	<ul style="list-style-type: none"> UU Capital Programme 	NIL	<p>Policies: SP08 DM13</p> <p>introduction of new wastewater treatment processes which will reduce phosphorous levels and odours. In turn this will improve the quality of the water that is released from the facility into Stock Beck, a tributary of the River Ribble.</p>
Improvements to Ridgaling wastewater treatment works	Low	1-5	Unknown	Unknown	<ul style="list-style-type: none"> UU Capital Programme 	NIL	<p>Policies: SP08 DM13</p> <p>Further improvements to improve water treatment at this £19m facility, which was built to replace Barley WWTW in 2007. Part of a £75m investment programme along Pendle Water and the River Calder.</p>
Increase capacity of Earby and Foulridge wastewater treatment works	High	1-5	c. £ 8.5m	c. £8.5m	<ul style="list-style-type: none"> YW Capital Programme 	NIL	<p>Policies: SP08 DM13</p> <p>Upgrade to improve the quality of treated water before it returns to Earby Beck and the River Aire.</p>
Increase capacity of Burnley wastewater treatment works	High	1-5	£ 77.7m	£ 77.7 m	<ul style="list-style-type: none"> UU Capital Programme 	NIL	<p>Policies: SP08 DM13</p> <p>Upgrade to meet growing demand from Burnley and Pendle, increasing capacity by 27%. Investment will improve water quality in Pendle Water, the River Calder and the River Ribble. Part of a £75m investment programme along Pendle Water and the River Calder.</p>
Increase capacity of Colne wastewater treatment works	High	6-10	TBC	TBC	<ul style="list-style-type: none"> UU Capital Programme 	NIL	<p>Policies: SP08 DM13</p> <p>Rebuild inlet storm channels and install additional measures to increase the site's capacity and its ability to handle stormwater flows. Part of a £75m investment programme along Pendle Water and the River Calder.</p>

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Provision of a new waste transfer station	Moderate	6-10	£5.0m	TBC	<ul style="list-style-type: none"> LCC Capital Programme 	TBC	<p>Policies: P06 DM01 DM13 DM15</p> <p>Acquisition of a site for the construction of a facility to store municipal solid waste before the waste that can't be recycled is transferred to landfill; a waste-to-energy or recycling facility. Preferred site is on the White Walls Industrial Estate, Regent Street, Colne.</p>
Provision of large scale and local built waste management facilities	Low	11-15	TBC	TBC	<ul style="list-style-type: none"> LCC Capital Programme 	TBC	<p>Policies: SP06 DM01 DM13</p> <p>The need for a facility to accept waste from construction projects is identified in the Joint Lancashire Minerals and Waste Site Allocation and DM Policies (2013), with Lomeshaye (Policy WM2) and White Walls (Policy WM3) identified as possible locations.</p>
Flood risk							
Flood prevention works in Earby town centre	High	1-5	£ 49,882	£ 49,882 NIL	<ul style="list-style-type: none"> EA Growth Deal PBC Capital Programme 	NIL	<p>Policies: SP07 DM01 DM02 DM13</p> <p>Phase 1 – Miscellaneous works on Earby Beck, Victoria Clough and New Cut associated with the Earby Flood Alleviation Scheme.</p> <p>The total cost of all three phases to be funded from the European Structural Investment Fund (£635,260) and EA and YW Grant in Aid funding (£425,000).</p>
Flood alleviation scheme on New Cut, Earby	High	1-5	£ 221,391	£ 94,666 £ 126,725	<ul style="list-style-type: none"> EA Growth Deal PBC Capital Programme 	NIL	<p>Policies: SP07 DM01 DM02 DM13</p> <p>Phase 2 – Works to retaining wall on New Cut close to town centre. Works to Victoria Clough completed in 2022/23.</p>
Flood alleviation scheme on Earby Beck	Moderate	1-5	£ 2.5m	TBC £ 0.2m	<ul style="list-style-type: none"> EA Growth Deal PBC Capital Programme 	£ 2.3m	<p>Policies: SP07 DM01 DM02 DM13</p> <p>The creation of an attenuation pond on Wentcliffe Brook.</p>

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Education							
Additional primary school places required in Barrowford	Low	6-10	TBC	TBC	<ul style="list-style-type: none"> LCC Capital Programme s106 developer contributions 	TBC	Policies: DM36
Youth and Community							
Provision of an additional cemetery in Nelson	Low	1-5	£ 3.0m	£ 3.0m	<ul style="list-style-type: none"> PBC Capital Programme 	NIL	Policies: DM06 DM12 DM35 Increase available burial plots from 1,100 to 4,700 providing approximately 50 years of burial capacity.
Refurbishment of Colne Market Hall	Low	1-5	£ 3.4m	£ 3.0m £ 306,000	<ul style="list-style-type: none"> Levelling Up Fund PBC Capital Programme 	NIL	Policies: DM16 DM35 Increase available burial plots from 1,100 to 4,700 providing approximately 50 years of burial capacity.
Improvements to the public realm in Barnoldswick Town Centre	Low	1-5	£ 300,963	£ 300,963	<ul style="list-style-type: none"> UK Shared Prosperity Fund 	NIL	Policies: DM16 DM35 Improvements to the town centre, to promote better accessibility for disabled people.
Improvements to the public realm in Earby Town Centre	Low	1-5	£ 185,422	£ 185,422	<ul style="list-style-type: none"> UK Shared Prosperity Fund 	NIL	Policies: DM16 DM35 Improvements to the town centre and high street, to promote better accessibility for disabled people.
Improvements to the public realm in Brierfield Town Centre	Low	1-5	£ 205,422	£ 205,422	<ul style="list-style-type: none"> UK Shared Prosperity Fund 	NIL	Policies: DM16 DM35 Improvements to the town centre and high street, to promote better accessibility for disabled people.
Refurbishment of Trafalgar House, Nelson	Low	6-10	£1.8m	£ 1.6m £ 163,000	<ul style="list-style-type: none"> Growth Fund PenBrook Developments Ltd 	NIL	Policies: DM42 DM43 Acquisition and refurbishment of a prominent town centre building for mixed use development. Part of the Revitalising Nelson project.
Redevelopment of Pendle Rise Shopping Centre, Nelson	Low	6-10	£22.1m	£ 10.0m £ 12.1m	<ul style="list-style-type: none"> Growth Fund PenBrook Developments Ltd 	NIL	Policies: SP02 SP03 SP04 DM02 Acquisition and redevelopment/refurbishment of shopping centre.

Project	Impact on plan delivery	Start (Years)	Estimated cost	Funding secured	Sources of funding	Funding gap	Local Plan policy links and comments
Sport, recreation, and leisure							
Refurbishment of Municipal Hall, Hippodrome Theatre and Little Theatre	Low	1-5	£ 3.7m	£ 3.5m £ 247,000	<ul style="list-style-type: none"> Levelling Up Fund PBC Capital Programme 	NIL	Policies: DM35 DM45 Help to restore Colne's heritage quarter and boos the night time economy
Environmental infrastructure							
Creation of Gib Hill Local Nature Reserve	Medium	1-5	TBC	TBC	<ul style="list-style-type: none"> PBC Capital Programme 	TBC	Policies: SP08 DM04 DM05 DM07 DM08 DM09 An area of Suitable Alternative Natural Greenspace (SANG) helping, in part, to alleviate visitor impact at the nearby South Pennine Moors Site of Special Scientific Interest.
New sports pitch at former Lucas Sports Ground ("The Hallows")	Low	1-5	£ 200,000	£ 89,000	<ul style="list-style-type: none"> S!06 developer contributions 	£111,000	Policies: SP10 DM31 Create a new Junior Football Pitch then grade out flat, soil and seed the former Cricket pitch and adjacent land. Leave to settle before commencing work to implement the agreed scheme including a new play area, figure of eight paths and trim trail.
Provide habitat bank site(s) for biodiversity net gain	Low	6-10	TBC	TBC	<ul style="list-style-type: none"> PBC Capital Programme BNG developer contributions 	TBC	Policies: SP08 DM04 DM05 DM07 DM09 Parcels of land where a significant uplift in biodiversity value can be achieved. Typically upwards of 20 hectares in size but can incorporate multiple smaller parcels of land across one site. Developers buy credits to improve the land, which must be registered with the Government.

Key to abbreviations:

EA	Environment Agency	TBC	To be confirmed
LCC	Lancashire County Council	UU	United Utilities
PBC	Pendle Borough Council	YW	Yorkshire Water

Pendle Council
Planning, Economic Development and Regulatory Services
Town Hall
Market Street
Nelson
Lancashire
BB9 7LG

Tel: 01282 661661

Email: planningpolicy@pendle.gov.uk

Website: www.pendle.gov.uk/planning