

Page: Client or Agent details (Consultations)

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- Preferred contact method Email
- Is an agent representing you No

Page: Local Plan Legal Compliance

- Do you consider the Local Plan to be legally compliant Yes

Page: Local plan Soundness

- Do you consider the Local Plan to be sound Yes

Page: Local plan additional comments

· Please provide any additional comments in support of your representation In relation to Transport Policy in the Consultation on the Draft Pendle Local Plan (4th Edition 2012 –2040), I wish to make the following comments in support: Part 1: Introduction to Local Plan and Pendle Section 2 A spatial portrait: (Page 21) 2.31 The Council is a member of SELRAP *and supports their efforts to reinstate the former railway line between Colne and Skipton, which closed in 1970. *The Skipton East Lancashire Rail Action Partnership “SELRAP welcomes the full support of the Council in reopening the Colne –Skipton Railway” Part 3: Our Spatial Vision (Page 25) By 2040 Pendle is attractive, dynamic and carbon neutral. Improved connectivity allows us to do business with the rest of the world. Better transport links across the Pennines and south towards Manchester, have helped to foster a strong, diverse local economy and made Pendle a more attractive place to live. “SELRAP supports the emphasis on public rail and bus connectivity across the Pennines, which will link communities across the North and help to reduce road traffic and pollution”

Part 4: Spatial Strategy (Page 64) SP11: Transport and connectivity Strategic Links 1. The Council will support those strategic transport schemes as outlined in the most up-to-date versions of the Local Transport Plan and the East Lancashire Highways and Transport Masterplan. In addition, the Council will lobby for, and support the following strategic transport schemes: a. Provision of a strategic road link towards Yorkshire b. Reinstatement of the former Colne to Skipton railway line c. Provision of a dedicated cycle route to North Yorkshire. 2. The route of the former Colne-Skipton railway line, as shown on the Policies Map, is protected for future transport use. “SELRAP thinks the Council should make the reinstatement of the former Colne to Skipton railway line its first priority Strategic Link rather than the provision of a strategic road link towards Yorkshire because of the need to reduce road congestion and pollution, create greener healthier living streets where cars do not dominate, and provide accessible travel available to those people without cars as well as comply with the legal requirement to decarbonise transport and achieve net zero carbon by 2030”.

Promoting Sustainable Travel 7. Travel demand should be managed in accordance with programmes and initiatives established by the Council's partner organisations. New developments should, wherever possible, exploit opportunities for walking and cycling by connecting to existing pedestrian and cycle routes. Where appropriate new links should be provided to help increase connectivity and close gaps in the network such as those identified in the Local Cycling and Walking Infrastructure Plan (LCWIP) for Pendle. The provision of new or improved public transport systems may also be required to increase accessibility levels. A CIL charge may be sought to help finance these options. "SELRAP supports Active Travel as the emphasis on access to public rail and bus connectivity would encourage people to access it by foot or bike rather than by car".

8. For major developments applicants should submit a Transport Assessment to highlight any potential impacts of the development on the existing transport network. A Travel Plan may be required to indicate what measures will be taken to reduce and mitigate any negative impacts and address green travel options. "In supporting these Transport Plans, SELRAP has assessed the impact of them in its Business Plan, which demonstrates that reopening the Colne –Skipton Railway will bring many benefits to Pendle, as illustrated by the following Summary Statement: "Evidence shows that Skipton East Lancashire Rail Action Partnership, in developing its Business Case for reopening the railway between Colne and Skipton, found that rail connectivity is the main driver for Social and Economic Regeneration in many deprived communities along the route of the railway with a lot of empty houses and premises in town centres. There were, according to LCC official figures, 1,533 vacant dwellings out of a total dwelling stock of 41,230 in Pendle in 2023 (3.7%) compared with nearly 900 homes are standing empty and abandoned across Pendle in November 2024. Empty houses can be renewed to eco-standards more cheaply rather than building expensive out of town new houses, which people cannot afford. Pendle has the lowest wages in the country. The latest national average cost of a new home has soared to four times the earnings or wages of households. New Houses tend to be out of town and lead to Biodiversity loss with Residents needing a car to access local services. These renovated properties, including converted empty business, shop and office premises in run down town centres, should only be available for rent as 944 people were registered on the Pendle waiting list for social housing in July 2024. It is clear that the age of a thriving High Street and Town Centre with shops, businesses and offices is over as more people work from home and buy online or from larger cheaper outlets. Residents in these renovated properties would not require a car as they could easily access by walking or cycling, local services and leisure facilities as well as access by bus or rail, education and training opportunities and jobs in industry further afield. The proximity to Public Transport would help to reduce the carbon footprint and improve the health and wellbeing of residents in greener living areas where the car does not dominate and pollute. This would help also achieve the Council's Objectives for Active Travel. A Policy of including renovated properties in the targets for new houses in Pendle, which are between 148 and 162 new dwellings per year, would help the Council achieve these targets. The Government has admitted it will struggle to meet the national target of 1.5 million new homes in England over the next five years. Including renovated empty properties will help to achieve this target as long as the Government gives powers and resources to Local Authorities to renovate them, which Pendle Council could do through its joint venture with the Developer, Pendle Enterprise and Regeneration Ltd (PEARL). The importance of rail connectivity was highlighted by the Developers of Northlight in Brierfield as one of the main reasons for the development. Its close proximity to the railway has attracted inward investment in businesses and jobs. By contrast, the lack of good transport links may be a contributing

factor, along with the need to change what it produces, in the downsizing of Rolls Royce, which may lead to the loss of some highly skilled and highly paid jobs. Finally, if the Council prioritises the Reopening of the Railway between Colne and Skipton as a Strategic Link rather than the provision of a strategic road link towards Yorkshire, it will create an accessible linked rail and bus connectivity Public Transport, which will reduce road congestion and pollution, create greener healthier living streets where cars do not dominate, and encourage active travel for people as well as comply with the legal requirement to decarbonise transport and achieve net zero carbon by 2030”.

- Do you wish to participate at the hearing sessions No
- How did you find out about this consultation Email