

Statement of Common Ground (SoCG)
between
Pendle Borough Council
and
North Yorkshire Council
in respect of the
Pendle Local Plan Fourth Edition 2021-2040

1. Purpose of the SoCG

- 1.1 The purpose of this document is to identify the strategic cross-boundary issues which may exist between the two named local authorities and set out how these issues can be taken forward and managed through plan-making.
- 1.2 This SoCG has been prepared by Pendle Borough Council (PBC) and North Yorkshire Council (NYC). It demonstrates how the two authorities have worked together to agree and, as far as possible, resolve any strategic cross-boundary issues that have been identified. It also demonstrates how PBC has satisfied the Duty to Cooperate in preparing the Pendle Local Plan Fourth Edition (LP4).
- 1.3 Appendix 1 of the SoCG shows the physical relationship between the two authorities.
- 1.4 LP4 has been prepared in accordance with the National Planning Policy Framework (NPPF), published by the Government on 19 December 2023.

2. Strategic cross-boundary issues and areas of joint working

- 2.1 The following strategic cross-boundary issues have been identified in discussions between PBC and NYC:

- Housing requirement
- Employment land
- Highways and transport
- Retail capacity
- Flood risk
- South Pennine Moors Site of Special Scientific Interest (SSSI)

Housing requirement

- 2.2 The Pendle Housing and Economic Development Needs Assessment (HEDNA) (Iceni Projects, 2023) confirms the Housing Market Area (HMA) for Pendle is separate to that for North Yorkshire.
- 2.3 The baseline Local Housing Need (LHN) for Pendle, calculated using the appropriate Standard Method (SM) calculation for LP4, is 124 dwellings per annum (dpa).

- 2.4 The housing policies in LP4 are informed by the HEDNA (2023) and its subsequent update (Iceni Projects, 2024). Policy DM20 identifies a minimum housing requirement of 2,812 new homes to be met within Pendle up to 2040. This reflects the projected demographic needs for Pendle.
- 2.5 PBC can confirm that sufficient site allocations have been identified to meet the proposed housing requirement in full. As such further delivery in a neighbouring authority is not required.
- 2.6 PBC and NYC will continue to work together and engage in relation to the defining and delivery of housing needs through their Local Plans.
- 2.7 PBC and NYC will continue to engage with each other in respect of any Development Briefs, Masterplans or planning applications that:
- a) Are in close proximity to the boundary between the two authorities
 - b) Would significantly impact upon the other authority to ensure any outstanding impacts upon neighbouring areas are mitigated to the fullest reasonable extent and to ensure the delivery of joined up green infrastructure and sustainable transport routes.

Employment land

- 2.8 Policy DM40 identifies the employment land requirement for LP4. The land requirements outlined in Policy DM40 reflect the findings of the HEDNA.
- 2.9 Policy AL02 carries forward the Strategic Employment Site at Lomeshaye, which was first allocated through the adopted Core Strategy. The extension of Lomeshaye addresses most of the identified need in the M65 Corridor.
- 2.10 LP4 allocates circa 12 ha of land for employment within the West Craven sub area. The purpose of these allocations is to ensure that planned employment growth is consistent with the proposed spatial strategy in terms of the distribution of employment land, is aligned with the delivery of new housing, and ensures delivery of the employment land target. PBC confirms that it seeks to meet its identified employment land requirement in full. The allocations identified in Policy AL02 do not leave any unmet employment need.
- 2.11 It is accepted by both parties that the two sites allocated in Policy AL02 will primarily address indigenous growth and will not have significant cross boundary implications.
- 2.12 PBC and NYC are committed to addressing any future unmet need through the annual monitoring of their employment requirements in the annual Authority Monitoring Report (AMR) and the plan-making process.

Transport

- 2.13 Pendle and North Yorkshire share locally important cross boundary transport links with the A56/A59 connecting Colne and the settlements within West Craven with Skipton and the A6068 connecting Colne, Glusburn and Cross Hills. Existing public transport services connect communities either side of the Lancashire Yorkshire border. The Leeds Liverpool Canal provides a cross boundary recreational route.
- 2.14 Both PBC and NYC are supportive of the reopening of the dismantled Colne to Skipton railway line. The protection given to the route of the former railway line and support for improved road links to Yorkshire in Policy SP11 is consistent with Policy SP2 of the adopted Craven Local Plan.
- 2.15 Relevant policies in LP4 requiring consideration of cumulative impacts and the provision of sustainable transport, have been considered as part of the Sustainability Appraisal, with no 'red flags' arising from this assessment of the plan proposals.
- 2.16 Detailed site by site consideration will be made when preparing a Development Brief or at the planning application stage, to consider if the solutions that are proposed need to be supported by localised mitigation and other complementary schemes, such as site specific sustainable transport infrastructure.
- 2.17 PBC and NYC will continue to work together, and with other relevant organisations, including Lancashire County Council (LCC), in their role as the local Highway Authority for Pendle, to identify and to ensure that any highways implications are adequately assessed and that appropriate mitigation measures are identified to resolve any outstanding transport issues.

Retail Capacity

- 2.18 The Retail and Leisure Capacity Study (Lichfields 2023) confirms that there is no unmet need in Pendle at the current time. As such LP4 does not allocated land for retail or leisure development during the plan period. PBC and NYC agree that there are no strategic cross boundary issues relating to retail.

Flood risk

- 2.19 Pendle sits astride the important Pennine watershed. Whilst the majority of watercourses in the borough flow westwards into the Irish Sea, New Cut and Earby Beck form part of the upper catchment of the River Aire and flows eastwards into the North Sea.
- 2.20 It is important to ensure that development in Pendle does not increase the possibility of flooding further downstream in areas located outside of the borough.
- 2.21 The Level 2 Pendle Strategic Flood Risk Assessment (SFRA) (JBA Consultants 2023) and the more detailed site specific Level 2 Pendle SFRA (JBA Consultants 2024) have not highlighted any concerns that the level of development proposed in LP4 will increase flood risk downstream within the Aire catchment.

South Pennine Moors SSSI

- 2.22 The boundary of the SSSI is co-existent with that for the South Pennine Moors Special Area of Conservation (Habitat) and the South Pennine Moors Special Protection Area (Birds). The primary concern for this area has been the need for visitor management in response to the increase in housebuilding. The Habitat Regulations Assessment has determined that the delivery of homes on the sites allocated in Policy AL01 will not have a significant adverse impact on the SSSI when considered cumulatively alongside the plans and programmes of other adopted development plan documents locally. Policies and proposals of LP4 will help to protect the South Pennines Moors SSSI from degradation as a result of development.

3. Agreement

- 3.1 This SoCG is endorsed by both Pendle Borough Council and North Yorkshire Council and demonstrates an ongoing commitment to cooperate in the preparation of their respective Local Plans.
- 3.2 NYC is a product of local government reorganisation in April 2023. It is a unitary authority formed through the amalgamation of North Yorkshire County Council and the districts within it (excluding the City of York). A new Local Plan for NYC is in the early stages of plan-making.
- 3.3 The most relevant document for plan making in North Yorkshire for Pendle is the Craven Local Plan 2012-2032, prepared by the former Craven District Council, which was adopted on 12 November 2019.
- 3.4 It is agreed by both parties that the content of this SoCG is correct at the date of endorsement.
- 3.5 Subsequent revisions may be made to this SoCG in response to any changes to the issues that have been identified and any others that may emerge as each authority progresses their respective Local Plans in the future.
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We, the undersigned, confirm that there is common ground on the draft planning policies in the draft Pendle Local Plan Fourth Edition 2021-2024 and that there are no unresolved strategic issues set out in this statement.

Signed:	
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Organisation:	Pendle Borough Council
Corporate Logo:	

Signed:	
Name:	Linda Marfitt
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Appendix 1:

Maps showing the relationship between the areas administered by Pendle Borough Council and the former Craven District (now part of North Yorkshire Council).



