

Preparing a Local Plan for Pendle

Evidence Base



Infrastructure Strategy



September 2014



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1. Introduction

- 1.0 Pendle Borough Council is preparing a new Local Plan that will set-out the policies that will be used to manage development in the Borough in the period up to 2030.
- 1.1 The Council is required to demonstrate that the policies in the Local Plan will be delivered in a sustainable way. A thorough understanding the infrastructure of an area is essential to the planning and co-ordination of any new development. This applies to all forms of infrastructure, 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).
- 1.2 This report provides baseline information on existing infrastructure provision in Pendle. By highlighting any potential capacity issues, it is possible to determine where there will be a need for new infrastructure provision to facilitate the amount of development required to support projected increases in population, households and employment during the plan period.
- 1.3 Consultation with key infrastructure providers has informed the preparation of the Infrastructure Delivery Schedule included at Appendix 1. The slimmed down version of this schedule included in the Core Strategy identifies those items of local and strategic infrastructure critical to delivery of the emerging Local Plan.
- 1.4 The Pendle Infrastructure Strategy is a key component of the evidence base underpinning the Local Plan. Together with the Development Viability Study, it forms part of an extensive evidence base that will, in due course, help to inform the preparation of the Borough's Community Infrastructure Levy (CIL) Charging Schedule.
- 1.5 The information within the Pendle Infrastructure Strategy can only provide a 'snapshot' of existing infrastructure provision in Pendle, but is believed to be correct at the time of writing. As the information is subject to continual change, and has a significant influence on future growth and the deliverability of new development in the Borough, it will be updated on a regular basis. Minor changes will be reported through the annual Authority's Monitoring Report (AMR), whilst any major amendments will require a full update to be produced.

2. Policy context

- 2.1 The Planning and Compulsory Purchase Act 2004 introduced significant reforms to the planning system. In particular, with regard to infrastructure, there was an increased emphasis on plan delivery. Government guidance and policy published since 2004 has reinforced the message that proper infrastructure planning is vital to the preparation of a robust and sound plan.
- 2.2 For a plan to be considered deliverable under the 2004 Act it must be shown that, throughout its preparation, sound infrastructure planning has taken place. This is particularly true for the Core Strategy, which is central to ensuring the successful delivery of the overall plan objectives.
- 2.3 Delivery of the infrastructure necessary to meet our plan objectives involves more than simply identifying infrastructure requirements. It is equally important that delivery agencies and their responsibilities are clearly identified, together with details of how any planned investment is to be funded.
- 2.4 As far as possible, effective infrastructure planning should identify:
- infrastructure needs and costs;
 - phasing of development;
 - funding sources; and
 - responsibilities for delivery

National Planning Policy Framework

- 2.5 The National Planning Policy Framework (The Framework) emphasises the importance of infrastructure in helping to facilitate growth and sustainable development. It states in paragraph 21 that “planning policies should recognise and seek to address potential barriers to investment including ... any lack of infrastructure”. Local Plans should, therefore, plan positively for infrastructure required to support future growth.
- 2.6 At paragraph 162 the Framework includes a requirement for local planning authorities should work with other authorities and providers to:
- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 2.7 The Framework goes on to stress that it is important to “ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.” To facilitate this “infrastructure and development policies should be developed at the same time, and in drawing up such policies, local authorities should have a clear understanding of local development costs” (paragraph 177).

- 2.8 There are further specific policies giving more detail with regard to transport and communications infrastructure (including telecommunications and high speed broadband), affordable housing, community facilities (including schools, open space sports and recreation facilities), and renewable and low carbon energy.
- 2.1 The Framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
- 2.2 There are no specific policies for nationally significant infrastructure projects (NSIPs) in the Framework. The Secretary of State determines these in accordance with the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the NPPF).
- <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

National Planning Practice Guidance

- 2.3 Technical guidance was formally catalogued in 230 separate documents and at 7,000 pages was often complex and repetitive. Following an external review headed by Lord Taylor, ministers launched new streamlined planning practice guidance on 6th March 2014. This new online resource is easier to keep up to date and will give much needed simplicity and clarity to the planning system. The user friendly format is intended to make planning guidance more accessible and bring about better community involvement, by giving power back to local communities
- <http://planningguidance.planningportal.gov.uk/>

National Infrastructure Plan, 2010

- 2.9 Published in October 2010 by Infrastructure UK, a division of the HM Treasury, this document focuses on the infrastructure which is considered critical to supporting economic growth. It sets out the Governments vision for major infrastructure for energy, transport, digital communication, flood protection, water and waste management.
- 2.10 It also sets out a number of initiatives which the Government proposes to help support the delivery of local infrastructure including the Local Growth Fund and Tax Incremental Financing¹ and promotes the role of Local Enterprise Partnerships in providing strategic leadership on economic infrastructure issues in their areas.
- 2.11 The document considers that planning has acted as a barrier to the efficient delivery of infrastructure projects and summarises the Governments proposed interventions into the planning system, namely the replacement of the Infrastructure Planning Commission with a Major Infrastructure Planning Unit within the Planning Inspectorate, the commitment to publishing National Policy Statements for all major infrastructure sectors and more wide ranging reforms to the planning system through the Localism Bill and the National Planning Policy Framework.

¹ The Government has unveiled a proposal to allow local authorities to use tax incremental financing (TIF) to fund major infrastructure improvements – a mechanism which allows the cost of building infrastructure to be paid for through future extra taxes generated by the property development it would enable. Funding raised through TIF could be used to fund key infrastructure and other capital projects, which will support economic development. The introduction of TIF would require legislation and details about the proposals are unknown at this time.

National Policy Statements

- 2.12 The Planning Act 2008 introduced a new concept – the National Policy Statement (NPS). These set out Government policy and objectives for the development of nationally significant infrastructure in relation to one or more specified descriptions of development (see below) and show how these objectives will contribute towards sustainable development and how they will integrate with other Government policy.
- 2.13 NPS also demonstrate how actual and projected capacity and demand has been taken into account in the development of such policies. They also set out particular circumstances where it will be important to address the adverse impacts of any development and identify specific locations for development, where appropriate, in order to provide a clear framework to aid investment and planning decisions.
- 2.14 In April 2012, the Coalition Government made important changes to the regime. The process of unified consenting established by the Act remains intact. The four key elements of the new regime, and the changes proposed, are set out below:
1. NPSs are retained, but sit within a new system of national planning guidance. These now require the approval of Parliament before being designated by the Secretary of State.
 2. Nationally significant infrastructure projects (NSIPs) are specifically identified in the Act. The Localism Act does not amend the list of NSIPs identified in the Act, or the thresholds for such projects, although waste water transfer projects have been added by separate means.
 3. The Infrastructure Planning Commission (IPC) which used to be the decision-making body in respect of NSIPs has been abolished, and its functions transferred to a national infrastructure directorate within the Planning Inspectorate.
 4. The Planning Act created a completely new form of authorisation – the development consent order (DCO) – which authorises the construction and operation of NSIPs, and largely replaces the myriad of consents previously required for major infrastructure projects. The Localism Act does not disturb or amend the DCO concept or the procedures for its submission and examination. But, in future, these procedures will be operated by the Planning Inspectorate and the final decision will be taken by the Secretary of State.
- 2.15 The previous Government indicated its intention to produce 12 NPSs across a range of industry sectors although one of those – airports – no longer features in the current Government's timetable of proposed NPSs. An NPS may specify:
- the amount, type or size of development which is appropriate nationally or within a specified area;
 - the criteria to be applied in deciding whether a location is suitable;
 - the relative weight to be given to such criteria; the identification of one or more locations as suitable (or unsuitable) for specified development;
 - the identification of one or more statutory undertakers as appropriate persons to carry out such development; and
 - the circumstances in which it is appropriate to mitigate the impact of specified development.

- 2.16 Details of the various NPSs including particulars of those published in draft form and those awaited, together with the anticipated dates for designation, are set out in Table 1.

Table 1: National Policy Statements

Published in Draft		End of Consultation	Date of Designation
EN-1	Overarching Energy	24 th January 2011	19 th July 2011
EN-2	Fossil Fuel Electricity Generating Infrastructure	24 th January 2011	19 th July 2011
EN-3	Renewable Energy Infrastructure	24 th January 2011	19 th July 2011
EN-4	Gas Supply Infrastructure and Gas and Oil Pipelines	24 th January 2011	19 th July 2011
EN-5	Electricity Networks Infrastructure	24 th January 2011	19 th July 2011
EN-6	Nuclear Power Generation	24 th January 2011	19 th July 2011
	Ports	15 th February 2010	26 th January 2012
	Waste Water Treatment	22 nd February 2010	9 th February 2012
	Hazardous Waste	20 th October 2011	6 th June 2013
Still Awaited		Start of Consultation	Date of Designation
	National Road and Rail Networks	4 th December 2013	To be confirmed
	Water Supply	To be confirmed	To be confirmed

3. Regional and sub-regional infrastructure studies

- 3.1 A number of studies concerned with infrastructure provision have been carried out at a regional and sub-regional level. These studies are summarised below, as they provide useful contextual information on the challenges that have been identified, and the main issues for consideration, with regards to infrastructure provision in the region.
- 3.2 The **North West Utilities Infrastructure Study** (EKOS Consultants, August 2008) was jointly commissioned by the North West Development Agency (NWDA), together with the Environment Agency (EA) and the North West Regional Assembly (NWRA). The study considered the process by which utilities companies invest in infrastructure and how that process can be influenced. It also looked at specific constraints now, or in the future, on economic growth. It found that there is a low level of understanding of utility provision and a need for better communication between stakeholders (i.e. infrastructure providers, developers and the public sector) in order to ensure that patterns of growth and infrastructure investment are properly aligned. An issue is often that utility companies need to withhold information due to market sensitivity and ongoing negotiations with the regulatory authorities (e.g. consultants gained no information at all from gas suppliers). With regard to Lancashire, specific constraints relate to electricity supply and waste water; the study identified no obvious constraints in Pennine Lancashire.
- 3.3 Also commissioned by the NWDA was a study entitled **The Environmental Considerations of Sustainable Economic Growth** (SQW Consulting, December 2008). Known as the ECOSEG Report, this document looked at the existing condition of four types of infrastructure (water, energy, waste and transport) and identified any capacity constraints there may be for economic growth and environmental sustainability up to 2021.
- Energy – the main concern is gas supply – there is little information available to determine whether there are constraints or not.
 - Water supply – not considered a major issue provided that water efficiency measures can be implemented by United Utilities.
 - Waste water – a complex issue to address due to the number of stakeholders involved and the limited amount of information available from United Utilities. The study identified no obvious constraints in Pennine Lancashire
 - Waste disposal – the study suggests that landfill will cope with demand up to 2020, and beyond that new technologies will be able to cope. To achieve this, the waste hierarchy will need to be strictly followed. SQW add that other studies are less positive.
 - Transport – the report suggests that the key challenges will be improving traffic management, changing attitudes to travel and encouraging modal shift. In terms of rail travel the main focus for future investment will need to be Preston, where there is likely to be future congestion, particularly if modal shift is achieved.

The study concludes that protocols should be developed to ensure that plans for growth are in line with future infrastructure investment.

- 3.4 An additional study, **Green Infrastructure Solutions to Pinch Point Issues in North West England** (North West Green Infrastructure Unit, 2009) addressed a perceived gap in the SQW study by considering green infrastructure (GI). It looks at how GI planning could be used to help overcome issues that impede, or could in the future impede, the development of strategically important sites. It is a desk based study that identifies a set of constraints in the region, using GIS mapping, and then overlays proposed areas of growth. In Pendle, the towns of Colne and Nelson were identified as pinch points, with the risk of flooding, loss of biodiversity and noise identified as the main potential issues.
- 3.5 The National Housing and Planning Advice Unit (NHPAU) published, **The Role of Infrastructure Providers in Delivering New Housing Supply** (ECOTEC, May 2009). This study was carried out at the national level and reinforces the findings of the regional studies – i.e. that there are problems in determining the needs of utility providers and regulators and that there needs to be better communication between the various parties. Highways issues are seen generally as a major obstacle to growth.
- 3.6 EA carried out an in-house study entitled **Cost of Environmental Infrastructure Needs to Meet the Requirements of the RSS** (Environment Agency, 2009), to consider how the housing growth scenarios for North West England (put forward as options for consultation in the RSS Partial Review in June 2008) would impact on the environmental infrastructure – i.e. water resources, water quality, flood risk, waste management and biodiversity infrastructure.² The study includes developing a model which will enable guidance to be provided on capacity issues (current and future requirements), identification of where the greatest pressures will be and estimates of future infrastructure costs. Its conclusions include:
- That it would cost just over £29 billion to continue to operate and maintain existing environmental infrastructure in the North West up to 2029.
 - It would cost a further £8 billion to provide, operate and maintain environmental infrastructure to support the rate of housing growth projected in the North West RSS (23,000 homes per annum) over the same period. This equates to £16,528 for each new house built.
 - Water resources and water quality make up the greater part of the additional infrastructure requirements.
 - Current water company plans suggest that water resource and waste water infrastructure to support RSS levels of growth will be planned and provided for up to 2015. Beyond this there are significant uncertainties, especially if the North West chooses to adopt higher growth.
 - Landfill is a critical constraint on housing growth with regional landfill capacity likely to be exceeded within a decade. Increases in recycling and composting on their own will not be adequate to reduce the existing dependence on landfill.
- 3.7 The study concluded that urgent action will be needed to improve the delivery and planning of environmental infrastructure, if the growth aspirations of the region are to be realised. It recommended a multi-agency approach to managing water infrastructure, the limiting of inappropriate development in flood risk areas and a co-ordinated approach to identify potential flood risks.

² The NW study builds on "[Hidden Infrastructure – the pressures on environmental infrastructure](#)" (Environment Agency, 2007), which looked at similar issues in the South East of England.

- 3.8 **A Sub-Regional Transport Framework for Lancashire** (Atkins, 2009) is a joint study carried out on behalf of Lancashire County Council and the two unitary authorities in the County. The Atkins Study, as it is commonly referred to, is concerned with how transport measures can improve economic performance in the Lancashire. Its purpose is to inform partners on where future investment is needed in terms of transport infrastructure and also to provide a basis for future Local Transport Plans.
- With regards to Pendle, the study identifies that Colne suffers from considerable problems with congestion, caused in part by the termination of the M65 just west of the town centre. It states that consideration should be given to the construction of a by-pass to remove the traffic from the town, which would improve environmental conditions in the town itself and better cater for traffic movements between Lancashire and Yorkshire.
 - The study also considers that public transport improvements are necessary between Nelson and Colne and with the rest of Lancashire. Rail frequencies are low and involve long journey times to other parts of the County. A larger role for bus travel than rail is identified, building on the success of *The Witch Way* branded X43/X44 corridor between Nelson and Manchester.
- 3.9 The **M65 to Yorkshire Corridor Study** commissioned by Lancashire County Council from Jacobs Consultants was published in three parts in June, July and September 2013. The rationale for the study is twofold:
- (i) Identify and assess whether there are smaller scale interventions that the County Council and other agencies could introduce to mitigate traffic and environmental problems in Colne that are affordable and deliverable in advance of any bypass or if a bypass in this corridor does not emerge as a priority for major scheme funding, and
 - (ii) Undertake a desk based review of the existing proposals for an A56 Villages Bypass scheme and potential alternative options and alignments, including an assessment of engineering and environmental constraints and the provision of cost estimates using appropriate assumptions and sources of information.
- 3.10 The Jacobs study identified a number of options for route to the west of Colne connecting the M65 with the A56 north of Foulridge. These were included in the **Consultation Draft East Lancashire Highways and Transport Masterplan**, which was issued in October 2013 by Lancashire County Council. This contained a number of infrastructure proposals concerning Pendle:
- Route options for a Colne – Foulridge bypass.
 - Nelson to Rawtenstall bus corridor improvements.
 - M65 Burnley/Pendle Growth Corridor Improvements.
 - East Lancashire Rail Network Improvements.

4. Local studies relevant to infrastructure provision

- 4.1 A number of local studies have also been carried out by Pendle Council, its partners and infrastructure providers which provide useful information on existing levels of infrastructure provision in the Borough.
- 4.2 The **Pendle Sustainable Settlements Study** (Pendle Borough Council, 2008) carried out a comprehensive assessment of facilities in the areas rural settlements. It assesses the capacity of the rural settlements to accommodate new development in the future by considering the level of existing facilities and services in each settlement. The main settlements of Nelson (including Brierfield), Colne and Barnoldswick were not specifically audited, as they were previously identified in the former Regional Spatial Strategy and the Joint Lancashire Structure Plan as Key Service Centres at the top of the then settlement hierarchy. However, the study does include some background information on these settlements. It also briefly considers the neighbouring towns of Burnley and Skipton, which as settlements immediately beyond the borough boundary; provide some facilities that are accessed by Pendle residents. The study draws a number of broad conclusions:
- **Transportation** – the focus was on bus services and issues relating to frequency of services, journey times etc. It concluded that most towns and villages have a bus stop within the settlement boundary, with the exception of the rural hamlets of Bracewell, Wycoller and Winewall. For Bracewell and Winewall the nearest bus stops were over the recommended accessibility threshold of 400 metres from the village boundary. Generally the larger settlements had the more frequent services, with the exception of Earby and Fence which, whilst having amongst the highest populations, had only an hourly bus service.
 - **Community Services** – again, there was found to be a general correlation between the size of the settlement and the level of services and facilities available. Some facilities found to be less well provided for in the rural villages included police stations, day centres and formal recreational open space.
 - **Health Care** – the survey results showed that there is a lack of health care provision in the rural areas, with 15 of the 18 settlements having only one health care facility within their boundary. Apart from Barrowford and Earby, the residents of the rural settlements often have to travel significant distances to access health care facilities such as dentists and opticians.
 - **Education** – in general terms the rural settlements are fairly well served in terms of access to primary level education. However, seven of the settlements had no education facilities within the settlement boundary. In terms of secondary level education only Salterforth is considered to have sustainable levels of access with all the other settlements being over the recommended 1.5km from the nearest secondary school. Further Education provision is centred in Barrowford and is well located for settlements in the southern part of the borough. Residents in West Craven also have the choice of attending Craven College in Skipton, which is outside the borough. Those in the west of the borough similarly have easy access to Burnley College.
- 4.3 The **Highways Agency Approach to Accessibility Mapping in the North West** is a proactive response to the spatial plan-making process. It maps access to core services, applying the Department for Transport (DfT) Core Accessibility Indicators which offer lower and upper travel time thresholds and indicates the ability to meet these thresholds using public transport. It concludes that the ‘principal’ urban areas (i.e. Nelson (including Brierfield),

Colne, and Barnoldswick) have access to all seven core services (i.e. employment, GPs, hospitals, further education, primary schools, secondary schools and supermarkets), but that in the rural areas of Pendle there are varying levels of accessibility to services. In summary, it concludes:

- The majority of employment locations are in close proximity to Nelson and Colne. The lack of employment opportunities in the rural areas to the east and west of the Borough means that residents can experience travel times of over 20 minutes.
- Access to GP surgeries is achievable for the majority of the population, with those in key urban areas achieving under the lower threshold time. Access takes longer from the Pendleside villages and areas to the south of Nelson, as well as other rural parts of the borough.
- The majority of residents in the urban areas can reach a hospital within 30 minutes. From West Craven, of the rural areas around Trawden and the Pendleside Villages travel times by public transport increase to nearer 60 minutes.
- The urban areas in the south of the borough have access to a further education facility within 30 minutes. West Craven and Trawden do not enjoy the same level of access.
- The high number of primary schools within the borough and neighbouring authorities (for cross-border movements) mean that the majority of the well populated areas are within 15 minutes of a primary school.
- Access to secondary schools is generally quite good, but again the rural areas in the west and east of the borough, the upper threshold travel time of 40 minutes is generally required.
- The majority of the Pendle residents are within 15 minutes of a supermarket or convenience store using public transport. Some edge-of-town locations require the upper threshold limit of 30 minutes to access the service.

4.4 **Parish Plans** have been completed for several villages in Pendle. They provide a local, community perspective on issues regarding access to services and facilities. They usually involve a survey of residents with the findings published in the Parish Plan along with a list of actions. The following section summarises the main issues raised in those plans that have been produced to date. It is worth noting that some of the earlier plans are over 10 years old and as such some of the actions identified may have already been addressed.

- **Early Parish Plan (2002)** – Many residents expressed difficulties in accessing a local hospital and it was suggested that the re-opening of the railway line or improvements in bus services were needed. Over half of the young people surveyed wanted improved sports facilities, for example a sports centre or swimming pool, and outdoor facilities such as a skateboard park and cycleway. Many saw a lack of shops and an accessible bank as an issue. Flooding was also a concern to many and people wanted better street drainage especially on Victoria Street. Access to internet and computer facilities and local education and training opportunities were also issues raising concern.
- **Kelbrook and Sough Community Audit (2002)** – The community generally feels there is a lack of local services, ranging from healthcare to recreation. It was suggested that the village hall could be used as a location for providing local services, including a visiting GP. There was also felt to be a lack of activities for young people including a nursery and recreation facilities. Traffic was a concern to the largest number of people. Support was expressed for the A56 bypass scheme which would remove through traffic from

the village and the provision of improvements to the existing main road including better crossing places and introducing a one way system onto vicarage road.

- **Goldshaw Booth Community Audit Report (2003)** – The first major issue raised was the need for improved parking. Another issue identified was the lack of a focal point for the community. Suggestions included the provision of a village hall or community pub or in the short term use of the existing school for wider community activities. Presently, villagers can access some community services, such as adult education and a youth club at the community resource centre in neighbouring Barley. Further issues include access to a local shop with the nearest being in Fence two miles away and the desire for a more local police presence such as a village police officer.
- **Barley Community Audit Report (2003)** – The key issues highlighted included the need to make better use of the existing village hall to meet local needs and to improve facilities available to the local community. Improving access to recreational activities and facilities for young people was considered a key issue with suggestions such as providing a skate park or multi-purpose all weather area for sports and new play equipment installed for local children. Finally, there was considered a need to address the lack of affordable housing for young people and healthcare in the village.
- **Trawden Forest (2005)** – It was generally felt Trawden was well served by many village services. Several key areas for improvement emerged from the consultation including the need for improvements to the quality and availability of recreational opportunities for children and young people. Specifically, improvements to the playground and recreational area were suggested. Lack of parking was considered an issue and there were concerns about the road safety implications of crowded, off street parking. It was acknowledged that there was a need in the parish for some affordable housing for first time buyers and a potential need for sheltered housing for older people.
- **Higham Parish Plan (2007)** – In general, the provision of services within the village was regarded as good or reasonable. Many people requested the provision of more parking within the village. Areas of concern included lack of affordable homes for local/young people, a clean water supply with reliable water pressure, improved street lighting and litter bins. Footpaths are also an area of concern, particularly the provision of dropped kerbs. In order that younger people within the village are catered for, the provision of a multi use games area (MUGA) was called for.
- **Barrowford Parish Plan (2008)** – Most feel the quality of services in Barrowford is satisfactory with the exception of the provision of post boxes. Most amenities are considered accessible apart from banks, and hospitals. The quality of the roads is considered an issue, especially the need for resurfacing of back streets and the provision of effective and safe crossings along the A682 Gisburn Road. The condition of or lack of pavements is also an issue especially on Pasture Lane and outside the White Bear Public House. More strategically, it was considered that an alternative road needs to be built from Wheatley Lane Road (Clough Springs end) to Barrowford Road (Padiham bypass) to relieve Gisburn Road. Many of the residents identified the need for more car parking and affordable overnight accommodation in order to attract more tourists. A lot of residents wanted a new community centre to provide activities for young people, health and education sessions, and provision for children and parents. Young people responding to the parish plan survey would like more opportunities for indoor and outdoor sports and activities such as swimming and a cinema, a MUGA, skateboarding facility, or sports hall.

In conclusion, a number of similar issues were raised which appear to be of a concern to residents in our rural villages:

- Desire for more sports and recreational facilities, particularly for young people.
- Need for affordable housing to allow first time buyers to remain in their communities.
- Requirement for more parking for residents and tourists/visitors.
- Suggestion of wider use of existing community/village halls to provide visiting healthcare services etc.

4.5 The Lancashire County Council **Review of Community Resource Centres across Rural Lancashire** (Community Futures, 2010), included reviews of the Community Resource Centres (CRC), at Barley and Kelbrook and Sough Village Halls. These had received significant investment over a five-year period to transform the village and community halls into centres that provided a wider range of services and facilities for the local community. The report provides some useful context regarding the challenges of introducing new facilities for wider public use into existing community centres.

- **Barley Village Hall** had planned adult education courses, an IT facility and open house NHS services as part of its CRC programme. The review found that whilst the village hall is a good asset to the community in general, providing a meeting place for many community groups, exercise and craft activities etc it had been less successful in introducing the elements of the CRC programme. Adult education classes provided by local colleges had been considered too expensive and were consequently poorly attended. IT classes had been gradually wound down due to a low level of interest after the successful introduction of a local broadband initiative. A doctor's surgery was not taking place there due to lack of local demand, as members of the community travelled to existing doctor's surgeries in Nelson, Colne, Brierfield or Barrowford.
- **Kelbrook and Sough Village Hall** had planned health provision, adult education and IT facilities as the main focus of activity under the CRC programme. Again, the review found limited success at introducing the elements of the CRC programme, although in other areas the activities at the hall were thriving. The IT provision was withdrawn after limited interest as it was felt most people now had access to computers at home. Adult education courses were minimal with local colleges providing courses in house, although the executive committee continued to campaign to colleges to run courses at the village hall. Outreach services provided by Lancashire Adult Learning and Learn Direct had been removed due to financial constraints. Efforts to introduce health facilities including a GP and dental services had not been successful.

5. Methodology

- 5.1 To date, two guidance documents have been published detailing best practice, and providing information on how to undertake effective infrastructure planning.
- Implementing your local development framework: the integration of infrastructure and development in plan-making (Planning Advisory Service, 2008)
 - Infrastructure Delivery: Spatial Plans in Practice (SpiP) – Supporting the reform of local planning (Department for Communities and Local Government, 2008)
- 5.2 Although best practice is still somewhat limited in this area, both documents provide some useful pointers and information. The guidance from the Planning Advisory Service (PAS) highlights the main findings from a series of seminars held around infrastructure planning held in January/February 2008. The study by the Department for Communities and Local Government (CLG) provides more detailed guidance from specific case studies, as well as re-iterating some of the points highlighted by PAS.
- 5.3 These documents have been used to provide a framework for infrastructure planning in Pendle. The PAS guidance identifies six steps to good infrastructure planning. The key findings and advice taken from both guidance documents are shown as bullet points under each heading as appropriate.
- 5.4 Step 1: Realising the role of the Local Plan
- From the analysis of submitted core strategies, common weaknesses identified include; a failure to provide sufficient detail on the infrastructure requirements; a lack of identification of agencies responsible for delivery; a lack of willing of key partners to take responsibility for delivery; insufficient consideration of existing plans, strategies and expenditure commitments of key partners; and the inclusion of overly 'aspirational' or unrealistic policies and proposals.
 - Clarity is required over the various types of infrastructure to consider when determining requirements.
 - There is a risk of over engagement in plan-making from a provider's perspective, and a lack of capacity from providers who are willing to engage.
- 5.5 Step 2: Collaborating with stakeholders and service providers
- Successful collaboration includes early and continuous engagement rather than consultation on proposals.
 - It is important that the Local Strategic Partnerships (LSPs) are tasked and engaged in infrastructure planning.
 - A combination of workshops and one-to-one meetings work far better when engaging with infrastructure providers, rather than letters or e-mails.
 - It is recognised that there are challenges around keeping organisations engaged and issues of timing and synchronisation between the Local Plan process and strategy-making activities of some other Council departments and external organisations.

5.6 Step 3: Developing a Spatial Strategy

- Definite advantages can be found in working with landowners and developers, in particular as a Local Plan begins to firm up. There is more willingness to invest resources in infrastructure planning alongside plan preparation, as this helps to demonstrate deliverability of land and brings forward the timescale for being able to make planning applications.

5.7 Step 4: Identifying required levels of provision

- It is important to recognise the clear difference between existing deficits in provision and needs created by development.
- Data concerning anticipated population change is key for most service providers to draw out the full spatial implications.
- Experience to date has demonstrated that utilities companies are not interested in small developments or cannot give them priority.

5.8 Step 5: Finding the funding for infrastructure

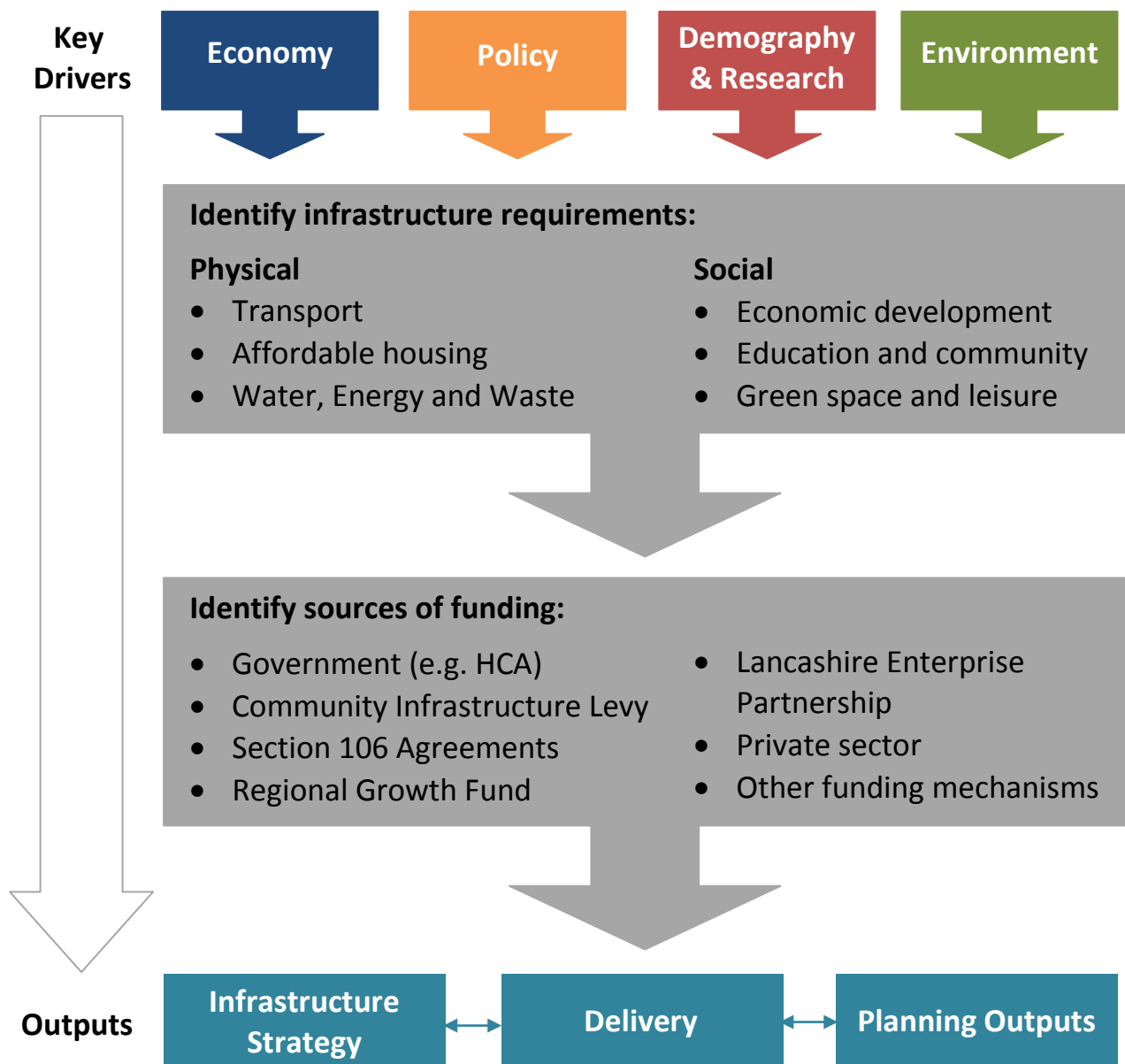
- Evidence is crucial for this stage and local authorities should work with providers to determine the cost of provision per unit.
- Tariffs should be based on solid evidence and properly thought out, for example identifying what is desirable and what is essential.
- Local authorities need to give consideration to the various mechanisms available for the funding of infrastructure delivery.

5.9 Step 6: Coordinating Implementation

- A partnership to coordinate and monitor infrastructure implementation is likely to be valuable, e.g. Redcar and Cleveland formed a steering group including representatives from planning, housing, social services, education, health, and the LSP.
- Appropriate mechanisms should be put in place to monitor delivery, through the Annual Monitoring Report (AMR).
- An 'Implementation Plan' such as that included in Redcar and Cleveland core strategy) has been commended for the cross-references of policy commitments to desired outcomes, indicators for monitoring implementation, the mechanism for delivery and agencies involved.
- Wherever possible, 'statements of commitment' should be secured from delivery partners which are potentially important sources of evidence in terms of meeting the test of soundness related to delivery.

5.9 This Infrastructure Strategy is the first step in formulating a clear message that Pendle Borough Council is aware of local infrastructure requirements; in particular those which need to be funded and delivered as a priority to ensure plan delivery.

5.10 It is an exercise in coordinating, collating and interpreting physical and service delivery requirements across the Council and its partners, helping to inform local investment planning and put forward a strong case to government departments and other organisations for funding. This approach is summarised in Figure 5.1 below.

Figure 5.1: Appraisal of infrastructure requirements

6. Stakeholder engagement and the Duty to Cooperate

- 6.1 Early guidance suggested that collaboration with stakeholders should include ‘early and continuous engagement rather than consultation on proposals’ (PAS, 2008, Page 6).
- 6.2 More recently a new Duty to Co-operate was introduced in Section 110 of the Localism Act 2012, and set-out in paragraphs 178-181 of the Framework. Specifically paragraph 178 states:

Public bodies have a Duty to Co-operate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156.³ The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities.

- 6.3 In 2008, infrastructure providers were invited to take part in a series of meetings, or telephone conversations, to help determine existing infrastructure requirements.
- 6.2 In mid 2010 a second series of workshops were held, drawing individual contacts together into broad interest groups. The participants were presented with information on population projections, proposed strategic areas of growth including housing numbers etc. to find out whether any barriers to the Council’s proposed strategy could be identified. Responses were still fairly general because, without site specific requirements, it is not always possible for infrastructure providers to supply accurate and detailed predictions.
- 6.3 As part of the 2013 update, officers of Pendle Council contacted those organisations, which had provided information for the 2012 study, together with any other relevant groups. An email was sent requesting additions, updates or corrections to the information held on file. Table 2 lists the infrastructure providers contacted and their specialist area of expertise.
- 6.4 In addition, on the 8th October 2013 an Infrastructure Forum was held, attended by representatives from the following organisations:
- Lancashire County Council Highways
 - Lancashire County Council Strategy and Policy
 - Lancashire County Council Education
 - Lancashire County Council Environment
 - Lancashire County Council Corporate Property
 - NHS Property Services Ltd
 - Environment Agency
 - Lancashire Fire and Rescue Service
 - Sport England
 - Canal and River Trust
 - Yorkshire Water

³ Bullet Point 3 in paragraph 156 identifies “the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).

- Burnley Borough Council
 - Pendle Borough Council Environment and Conservation
 - Pendle Borough Council Engineering and Special Projects
- 6.5 The forum was used to discuss in greater detail issues surrounding infrastructure in the borough and the outcomes are included in this report and the Infrastructure Delivery Strategy. It was also decided to hold further one to one meetings with United Utilities and the Education Department at the County Council to discuss issues that had been raised in this study in previous year's namely waste water treatment capacity and school capacity.
- 6.6 Infrastructure planning is an on-going process and at future stages in the preparation of the Local Plan (i.e. when identifying sites for allocation in the Pendle Local Plan Part 2 – Site and Allocations and Development Policies) further meetings will be held with infrastructure providers. At this time more detailed responses should be possible and further requirements will be identified.

Table 2: Principal Infrastructure Providers in Pendle

Category	Organisation / Provider
1. Transport	<ul style="list-style-type: none"> • Highways Agency • Lancashire County Council • Sustrans • Transdev Burnley and Pendle • Pennine Motor Services • Homewood Coaches / Tyrer Tours • Northern Rail • East Lancashire Community Rail Partnership • Network Rail • Office of Rail Regulation • Canal and River Trust
2. Energy, Utilities, Minerals and Waste	<ul style="list-style-type: none"> • National Grid • Electricity NW • Northern Powergrid • Lancashire County Council • British Telecom • Virgin Media • Mobile Operators Association • Environment Agency • United Utilities • Yorkshire Water • Early and Salterforth Internal Drainage Board

Category	Organisation / Provider
3. Economic Development	<ul style="list-style-type: none"> • Pendle Borough Council (Lomeshaye and White Walls) • Barnfield Construction Ltd. (Lomeshaye) • J.N. Bentley Ltd. (West Craven Business Park) • Trust-4-Business (The Haven, Pendle Innovation Centre) • Lancashire County Developments Ltd. (The Innovation Centre, Nelson; The Exchange, Colne) • Bizspace (Lomeshaye Village Mill) • Training 2000
4. Community Facilities and Emergency Services	<ul style="list-style-type: none"> • Lancashire County Council • Pendle Borough Council • Parish Councils • Post Office • Jobcentre Plus • Lancashire Fire and Rescue • Lancashire Police • North West Ambulance Service
5. Specialist Housing	<ul style="list-style-type: none"> • Accent Housing • Calico Homes • Great Places Housing Group • St Vincent's Housing Association Ltd. • Together Housing Group (including Housing Pendle and Twin Valley Homes)
6. Education	<ul style="list-style-type: none"> • Lancashire County Council • Nelson and Colne College • Private education providers
7. Health and Social Care	<ul style="list-style-type: none"> • Lancashire County Council • East Lancashire Hospitals NHS Trust • NHS East Lancashire Clinical Commissioning Group • NHS England
8. Leisure and Culture	<ul style="list-style-type: none"> • Pendle Leisure Trust • Living Places Pennine Lancashire Partnership (MLA) • Sport England • Canals and River Trust
9. Green Infrastructure	<ul style="list-style-type: none"> • Lancashire County Council • Forestry Commission • Woodland Trust • Natural England • Environment Agency • Canal and River Trust

- 6.7 Informal engagement via email, letter and telephone takes place on a regular basis in order to keep up-to-date with the latest developments. In addition more formal joint working arrangements are in place for certain matters.
- 6.8 The *Pendle Making Space for Water Partnership*, established in response to recommendations in the Pitt Report on flooding. The quarterly meetings are attended by representatives from Pendle Council, Lancashire County Council, the Environment Agency, United Utilities, Yorkshire Water, the Canal and River Trust and the Earby and Salterforth Internal Drainage Board. The issues discussed centre on flood risk and flood prevention.
- 6.9 The *South Pennines Renewable and Low Carbon Energy Group*, established in 2010, is attended by representatives from 15 local authorities whose areas include, or adjoin, the environmentally sensitive uplands of the South Pennine Moors.
- 6.10 Pendle Council has also been engaged in joint working with local authorities across Lancashire on a renewable energy study and in a smaller sub-group of authorities in the Forest of Bowland, to facilitate a study to look at the opportunities for installing hydro power in the area.
- 6.11 In addition, members of the Planning Policy team attend meetings of the Local Strategic Partnership (LSP), and its various sub-groups, or participate in occasional workshops where infrastructure issues are on the agenda.

7. Infrastructure templates

- 7.1 The following section comprises the main body of the report. It is made up of a series of ‘templates’ which bring together current information on infrastructure provision and deficits in Pendle.
- 7.2 The templates baseline existing provision and draw together planned infrastructure proposals as set out in existing action plans, programs or strategies of the Council, infrastructure providers and other partner organisations. They reflect knowledge drawn from the workshops or through other contact and correspondence. The templates summarise the identified key issues and establish links to show how the Core Strategy will help to address these issues. A sample template is shown below:

Topic Area		
Infrastructure category	Existing Details of existing infrastructure provision in Pendle.	Planned Details of any proposals for new infrastructure provision in Pendle.
Key Issues	Any identified deficiencies in capacity, the main requirements to be addressed and issues to be considered.	
Role of the LDF	Outlines how the policies in the Core Strategy and other Local Plan documents will provide a planning framework to help deliver the infrastructure requirements identified.	
Dependencies and contingencies	<p>Dependencies are the key issues that will affect the successful delivery of any proposal – e.g. the availability of funding, compulsory purchase of land etc.</p> <p>Contingencies are the alternative approaches that could be taken if the preferred way of delivering a scheme or strategy is no longer possible.</p>	
Sources of information	A list of strategies and reports of relevance to this particular area of infrastructure provision.	

- 7.3 For the purposes of infrastructure planning in the context of the Pendle Local Plan, ‘infrastructure’ incorporates physical, social and green infrastructure requirements. These topics have been subdivided into eight categories as shown in Table 3 based around the guidance in the PAS best practice guides and workshops, and these form the structure of the templates.

Table 3: Infrastructure Categories and Types

Category	Types of infrastructure
1. Transport	<ul style="list-style-type: none"> • Roads • Public Transport – Bus and rail • Cycling and pedestrians
2. Energy, Utilities, Minerals and Waste	<ul style="list-style-type: none"> • Gas and Electricity • Renewable Energy • Water Supply • Waste water and drainage • Flooding • Waste collection and disposal • Information and Communication Technologies (ICT)
3. Economic Development	<ul style="list-style-type: none"> • Employment sites • Business Centres / Support Services • Training Providers
4. Community Facilities and Emergency Services	<ul style="list-style-type: none"> • Public Libraries • Post Offices • Community Centres • Village Halls • Youth Centres • Children's Centres • Over 50s Support Services • Advice Services e.g. Job Centre Plus, Citizens Advice Bureau etc. • Police • Fire • Ambulance • Cemeteries and crematoriums • Courts • Places of Worship • Markets
5. Specialist Housing	<ul style="list-style-type: none"> • Affordable Housing • Extra Care / Supported Housing • Hostels / Homeless Shelters • Gypsy and Traveller Pitches

Category	Types of infrastructure
6. Education	<ul style="list-style-type: none"> • Nursery and Pre-School • Primary Schools • Secondary Schools • Further Education • Higher Education
7. Health and Social Care	<ul style="list-style-type: none"> • Hospitals • GPs and Health Centres • Dentists • Health Services e.g. opticians, pharmacies etc. • Public Health and Prevention
8. Leisure and Culture	<ul style="list-style-type: none"> • Museums and galleries • Theatres • Cinemas • Sports Centres • Visitor Attractions
9. Green Infrastructure	<ul style="list-style-type: none"> • Parks • Children's Play Areas • Sports Pitches and courts • Footpaths and bridleways • Woodland • Designated Wildlife Areas • Designated Area Management Schemes • Environmental Improvements Works

Infrastructure Delivery Schedule

- 7.4 More detailed information on funding, delivery and management responsibilities, timescales etc. is included in the **Infrastructure Delivery Schedule** (Appendix 1).
- 7.5 This schedule will be republished and updated each year as part of Pendle Council's *Annual Monitoring Report* to maintain an up to date record on the individual progress of schemes, funding positions and changing dependencies. This schedule also references the relevant Core Strategy and Sustainable Community Strategy objectives that each proposal would help to deliver, to assist in monitoring the effectiveness of these proposals in meeting our infrastructure needs.

1. Transport

	Existing	Planned
Road	<p>Motorways 19.8 km</p> <p>Principal roads (some 'A' roads) 45 km</p> <p>Classified non-principal roads (some 'A' and 'B' roads)..... 82 km</p> <p>Unclassified roads..... 323 km</p> <ul style="list-style-type: none"> The M65 Motorway runs between the boundary with Burnley and Colne (Junction 14). It is managed by Lancashire County Council. The single carriage way A682, A56 and A6068 cross the border into Yorkshire. <p>Car parks (Council owned) 49</p> <ul style="list-style-type: none"> Short-stay 8.5 Long-stay 40.5 <ul style="list-style-type: none"> Council operated car parks provide a total of 1,625 spaces. There are a number of privately operated car parks, including the multi-storey car park at the Pendle Rise Shopping Centre in Nelson. 	<ul style="list-style-type: none"> M65 – Improvements to Junction 12 (A682): Issues relating to improvements at Junction 12 were explored as part of the East Lancashire Connectivity Study. Funding of £1m has been secured through the Burnley-Pendle Growth Corridor bid, to help open up a strategic employment site at Lomeshaye and access to the large mixed-use development at Northlight (Brierfield Mill) via Innovation Drive. M65 – Improvements at Junction 13 (A6068/A682): Issues relating to improvements at Junction 13 were explored as part of the East Lancashire Connectivity Study. Funding has been secured through the Burnley-Pendle Growth Corridor bid, to help open up a strategic housing site at Trough Laithe, offer an alternative route into the strategic employment site at Lomeshaye (via the A6068) and improve access to Nelson & Colne College and Nelson town centre. A56 – Construction of Villages Bypass: The M65 to Yorkshire Corridor Study identifies numerous route options for a bypass. These options have been taken forward through the East Lancashire Highways & Transport Masterplan, with funding identified for post 2012. A682 – Improvements at junction of Gisburn Road and Halstead Lane, Barrowford: A mini roundabout is proposed at this junction to provide access to a new Booths supermarket. Annual Improvements The County Council (the Highways Authority) allocates funding each year for: <ul style="list-style-type: none"> Road safety improvement schemes based on injury accident records

	Existing	Planned
		<ul style="list-style-type: none"> ○ A programme of Pedestrian Priority Schemes. ○ Ordinary Maintenance (day-to-day repairs to potholes, gullies, signs etc) ○ Special Maintenance (larger resurfacing schemes)
Public Transport	<p>Rail services 1</p> <p>Bus services 44</p> <p>Registered Taxis..... 285</p> <ul style="list-style-type: none"> • Hackney Carriages 71 • Private Hire 214 <p>Rail</p> <ul style="list-style-type: none"> • Northern Rail maintains the three stations in Pendle at Brierfield, Nelson and Colne. An hourly rail service runs west from the terminus at Colne to Burnley, Blackburn, Preston (and connections with the West Coast Mainline) and Blackpool. • The recently opened (2008) Bus-Rail Interchange in Nelson provides direct connections between rail and bus services. <p>Bus</p> <ul style="list-style-type: none"> • Local bus services run from the main towns of Nelson and Colne to the rural settlements with a minimum hourly service. • The branded 'Starship' bus service runs between Higherford-Nelson-Burnley on a half hourly frequency. • A Quality Bus Corridor is in place on the A682 between Colne and Burnley. The 'Mainline' service runs on this corridor at intervals of up to 7mins. Some services continue north to Skipton or east to Keighley. Facilities have been upgraded along this route. These include illuminated stops, electronic information and raised pavements to provide level access. • The Witch Way provides a high quality, high frequency bus service between Nelson and Manchester with a seasonal 	<ul style="list-style-type: none"> • Reinstatement of the Colne-Skipton railway line: The scheme is supported in the long term (2019-2029) in the Lancashire and Cumbrian Rail Utilisation Strategy if funding can be secured. Lancashire County Council also supports the scheme in principle but there are concerns over the cost implications. Costs of £42-80m have been quoted depending on whether the scheme offers a single or double track alignment and service frequency. The Skipton-East Lancashire Rail Action Partnership (SELRAP), which is campaigning for the reinstatement of the line, has commissioned its own feasibility studies for the proposed route. A study will examine the issue of how or whether the rail network can contribute towards a transformational change in East Lancashire's economic fortunes. It will also identify how best to achieve enhanced connectivity if there is demonstrable evidence that investment will deliver significant wider economic benefits for East Lancashire. • The East Lancashire Community Rail Partnership Action Plan 2009 aims to: <ul style="list-style-type: none"> • Improve Colne to Manchester connections at Blackburn [Note – when the new Blackburn to Manchester service via Burnley Manchester Road and the reinstated Todmorden West Curve starts in December 2014 then connections may be possible to/from Manchester Rose Grove] • Investigate how to improve journey times between Colne and Preston • Work with local groups, Northern Rail and Network Rail to maintain and improve the three Pendle Stations [note – Colne in Bloom covers Colne Station and the Friends of Pendle stations cover Nelson and

	Existing	Planned
	<p>extension to Grassington in the Yorkshire Dales. Mainline services offer direct links between Pendle and many towns in Pennine Lancashire with routes extending to Skipton, North Yorkshire and Keighley, West Yorkshire.</p> <ul style="list-style-type: none"> A rural tourist bus service, the Pendle Witch Hopper, operates on Sundays and Bank Holidays during the summer months providing a service from Nelson to the Pendleside villages and on into the Ribble Valley. The Dalesbus network also links Burnley, Nelson, Colne and Barnoldswick with Skipton and Grassington on these days. National Express runs a daily service from Colne (calling at Nelson and Brierfield) to London (Victoria Coach Station). 	<p>Brierfield Station]</p> <ul style="list-style-type: none"> Work with Rail North and DfT to secure improvements to the line as part of the new north of England franchise due to start in February 2016.
Cycling and Pedestrian	<p>Cycleways (all) 39.5 km</p> <p>Cycleways (off road) 29.05 km</p> <ul style="list-style-type: none"> Adopted off-road cyclepath 4.5 km Improved off-road canal towpath 19.5 km Other off-road route 1.0 km Pendle BC owned off-road cycle path 4.0 km <p>Signed cycle route (on adopted highway) 10.5 km</p> <p>Cycle parking sites 21</p> <p>Public Rights of Way (all) 610 km</p> <ul style="list-style-type: none"> Footpath 570 km Bridleway 37 km Byway open to all traffic 3 km <p>The canal towpath has been upgraded as a cycle and walking route through the borough linking Burnley with Barnoldswick.</p> <p>There are signposted links from the canal towpath to the centres of</p>	<ul style="list-style-type: none"> Survey work on the A682 cycle lane was carried out in 2001, with plans drawn up in 2002 by LCC. Lanes not yet installed due to shortages of funding. <p>Improvements for cyclists planned in 2013/4 include:</p> <ul style="list-style-type: none"> Conversion of footway on New Scotland Road, Nelson to a cycle path from Leeds Road to Bradley Road Steve Burke Cycle Sports Hub (cycle race track at Swinden Playing Fields funded by a grant from Sports England) <p>Future Schemes being considered include:</p> <ul style="list-style-type: none"> Extension of Colne School Link to Knotts Lane in connection with new housing development Off road cycle route linking Nelson and Brierfield and Marsden Heights College West Craven Cycle Path from Earby to Barnoldswick Improved cycle routes to Lomeshaye Industrial Estate from the South Better links to the north side of Colne from the west e.g. extension to cycle path on Vivary Way

	Existing	Planned
	<p>Barnoldswick, Barrowford and Colne.</p> <ul style="list-style-type: none"> There are cycle paths serving Whitewalls Industrial Estate, high schools on the west side of Colne, Nelson and Colne College, West Craven Business Park in Earby and Lomeshaye Industrial Estate from the north. 20mph limits have helped improve conditions for cyclists in residential areas. There is a contraflow cycle lane on Leeds Road in Nelson Town Centre. 	<ul style="list-style-type: none"> Improvements for cyclists at Keighley Road/Byron Roundabout linking Trawden with Park High School. Cycle Path along A6068 from Barrowford to Padiham Improvements for Cyclists on A56/A642 Improvements to cycle/bridleway route from Colne to Wycoller There is also an aspiration to open a cycle path on the old railway line from Colne to Earby. If the railway was reopened, it would probably be possible to accommodate a cycle path within a single track railway but not a double track one. The Pennine Bridleway will follow a north-south route through the Borough from Gisburn-Barnoldswick-Kelbrook-Wycoller-Coldwell. A planned new bridleway from Laneshaw Bridge will link with the Pennine Bridleway at Wycoller.

Key Issues	<ul style="list-style-type: none"> It is anticipated that the planned development (e.g. number of new houses built), should be capable of being absorbed into the area without any adverse effects. Congestion on east-west routes through Colne makes it one of the worst bottlenecks in the county; since the closure of the railway north of Colne in the early 1970s the single carriageway A682/A56/A6068 have to bear the heavy burden of transporting goods and people over the border into Yorkshire. Currently, road transport CO₂ is amongst the lowest in the sub-region however parts of Colne are showing deterioration in air quality as traffic levels increase. An Air Quality Management Area (AQMA) has been declared on Windsor Street in Colne. The following have been identified as the main congestion hotspots in the borough: <ul style="list-style-type: none"> a) Vivary Way / North Valley corridor; b) M65 junction 13 north bound off slip road; c) Albert Road/ Church Street, Colne; d) Gisburn Road, Barrowford; e) Whitewalls Drive / Burnley Road roundabout. There are no direct Rail services to the major centres of Manchester, Leeds or Bradford. Existing services are infrequent and have suffered problems with reliability. Nelson Interchange has improved facilities in Nelson but Colne station suffers from poor links with the town centre and offers no real time information or communication etc. [The station now has a Long Line Public Address system which informs passengers of next
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	<p>trains and delays].</p> <ul style="list-style-type: none"> • Bus links outside of the Pendle-Burnley corridor are poor with journeys to nearby centres such as Blackburn long, infrequent and requiring one or more changes en route. Passenger numbers on local services have been declining and this has led to some streamlining of services to match demand. This may result in decreased levels of accessibility for those members of the population who rely on local bus services such as the elderly or disabled. In addition, feedback from young people suggests dissatisfaction with access to and the cost of public transport, which prohibits them from accessing youth and recreation services across the borough.
Role of the Local Plan	<p>Policy ENV 4 of the Core Strategy provides the framework for transport infrastructure. It :</p> <ul style="list-style-type: none"> • Provides long term support for the 2 major strategic schemes (A56 bypass and Colne-Skipton Railway) by protecting the former railway bed from development. • Supports the settlement hierarchy approach to development to minimise the need to travel including consideration of the relationships/distances between new housing and employment developments to encourage walking to work etc. • Alongside Policy SDP 1, it requires development to be located close to existing facilities and in areas where public transport, cycling and walking routes can be easily accessed. • Ensuring that new development reduces its impact on the transport network, being careful not to exacerbate the existing congestion problems, particularly in Colne. Businesses will be encouraged to develop travel plans to manage the impact of their development. • Encourages opportunities for cycling and walking. • Requires developer funding, where viable, to minimise negative impacts and improve connectivity.
Dependencies and Contingencies	<ul style="list-style-type: none"> • The lack of funding for the two major strategic projects may mean they cannot be delivered during the plan period. Growth Plan Funding is currently being explored. • A smaller bypass scheme (Colne-Foulridge) could help alleviate Colne congestion issues for less investment than full A56 villages bypass scheme but funding would still be an issue. • Alternatively, approaches to travel management may have to focus on adopting 'smarter choices' measures to reducing congestion and travel demand.
Sources of Information	<ol style="list-style-type: none"> 1. Local Transport Act, Office of Public Sector Information (OPSI), 2008 2. Delivering a Sustainable Transport System, Department for Transport (DfT) 2008 3. Lancashire and Cumbria Route Utilisation Strategy, Network Rail, August 2008 4. Overview and Scrutiny: Prioritisation of Major Transport Schemes, Lancashire County Council, 2003 5. Local Transport Plan for Lancashire (LTP3), 2011-2021, Lancashire County Council, May 2011 6. Local Transport Plan 2 2006-2011 Rail Strategy, Lancashire County Council, 2006

	7.	A Sub-Regional Transport Framework for Lancashire, Atkins, 2009
	8.	Future of the Colne-Skipton Railway Formation, Steer Davis Gleave, 2003
	9.	Future of the Colne-Skipton Railway Formation: Assessment of the alternative alignment for the A56 , Steer Davis Gleave, 2003
	10.	Re-opening of the Skipton-Colne Railway, JMP Consulting (for SELRAP), 2007
	11.	East Lancashire Community Rail Action Plan, East Lancashire Community Rail Partnership, 2006
	12.	Lancashire Bus Strategy, Lancashire County Council, 2000
	13.	Lancashire Cycling Strategy, Lancashire County Council, 2009
	14.	Lancashire Rights of Way Improvement Plan, Lancashire County Council, 2005
	15.	Lancashire Walking Strategy, Lancashire County Council, 2010
	16.	East Lancashire NHS Hospital Trust Travel Plan
	17.	Pennine Lancashire Multi Area Agreement, Pennine Lancashire Leaders and Chief Executive's (PLACE), 2009
	18.	Sustainable Settlements Study, Pendle Borough Council, 2008
	19.	Pendle Partnership Transport and Highways Action Plan, Pendle Borough Council, 2009

2. Energy, Utilities, Minerals and Waste

	Existing	Planned
Gas and Electricity	<ul style="list-style-type: none"> The National Grid owns the high-voltage electricity transmission network and high pressure gas transmission system across England. There are no high voltage overhead transmission lines / underground cables or gas transmission assets within Pendle. Electricity North West own, operate and manage the distribution of electricity across the region, since completing the purchase of United Utilities Electricity Services in July 2010. Northern Powergrid (YEDL) manages the distribution network supplying the north of the borough (Barnoldswick, Salterforth and Kelbrook). National Grid Gas Distribution manages the gas distribution across the area. 	<ul style="list-style-type: none"> The National Grid has advised that they have no proposals for any new transmission infrastructure in the area at present. United Utilities advised that there are no plans to undertake any major reinforcement projects in the borough before 2015. Some smaller works will be required to replace old equipment at a substation at "Spring Cottage" Nelson which will require land to be made available adjacent to the existing substation, to build a new substation switch house. It is anticipated that this work will be completed in 2015. These details will need updating now that Electricity NW has taken over ownership. The Council has attempted to make contact with ENW to discuss their future plans.
Renewable Energy	<ul style="list-style-type: none"> Renewable Energy generation in the borough is limited to small scale and micro generation, providing 0.1MW of electricity. 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision. United Utilities have confirmed they have no current plans for hydro development in the borough. The Council has committed to participate in a study which will look at hydro potential in the borough, and wider AONB area. Progress with the study is on hold pending funding issues.
Water Supply	<ul style="list-style-type: none"> United Utilities owns and manages over 648,000m of water mains in Pendle. During the period 2005 to 2010 United Utilities have invested around £45 million in Pendle. This includes the building of a £19 million state of the art water treatment works at Ridgaling Farm, north of Barrowford in Pendle. The new works replaced the existing one at Barley and serves 40,000 people in Nelson, 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.

	Existing	Planned
	<p>Colne and Barrowford.</p> <ul style="list-style-type: none"> Yorkshire Water provides water services to the area north of Foulridge (West Craven). There are 21 reservoirs in the borough, 16 of which are managed by United Utilities or Yorkshire Water and contribute to managing local water supplies. 	
Waste Water and Drainage	<ul style="list-style-type: none"> United Utilities owns and manages over 648,000m of public sewers in Pendle. It manages Waste Water Treatment Works at Colne and Reedley Hallows as well as a number of smaller rural settlements. United Utilities has advised that development proposals in rural areas can have a significant impact on infrastructure. The capacity of this infrastructure can be quickly exceeded by relatively small development proposals. Yorkshire Water owns and manages around 57,000m of sewers in Pendle. It manages Waste Water Treatment Works at Foulridge and Earby. 	<ul style="list-style-type: none"> Colne Waste Water Treatment Works is operating close to capacity. There are no plans to upgrade this facility during the current asset management period (2010/2015) Both Foulridge and Earby Waste Water Treatment Works are operating close to capacity. The Yorkshire Water business plan is considering Earby for a potential growth scheme as part of the AMP6 (2015-2020) investment plans. This is only in draft at the moment and will not be confirmed until 2014.
Flooding	<ul style="list-style-type: none"> There are 62.59 km of Main River in Pendle. Over 448 hectares of the borough are considered to be at high risk from flooding (Flood Zone 3). This area includes 967 residential and 220 commercial properties. A further 530 hectares are considered to be at low to medium risk from flooding (Flood Zone 2). This area includes 1,292 residential and 256 commercial properties. Key flood risk areas have been identified in the Pendle Water catchment. Flooding can also be an issue in the upper reaches of the River Aire catchment which includes Earby. The Earby and Salterforth Internal Drainage Board is 	<ul style="list-style-type: none"> In the short to medium term work to reduce flood risk will focus on Hendon Brook and Walverden Water. Possible future schemes have been identified in Trawden and Cotton Tree. During 2010-11 there is a £2m scheme to improve flood defences along a 3km stretch of Walverden Water, Nelson, between the Riverside Business Park and the M65 at Scotland Road. Works will include extensive improvements to various river walls and culverts. Pendle has a Strategic Flood Risk Assessment which identifies areas of flood risk and the impacts to potential development areas e.g. regeneration areas and key strategic sites, along with potential mitigation

	Existing	Planned
	<p>responsible for the maintenance of 11 miles of watercourses between Foulridge and Thornton-in-Craven, ensuring that the streams are kept free of debris and can run freely.</p> <ul style="list-style-type: none"> Recent EA flood alleviation work has focussed on Pendle Water, in particular the Barrowford and Lomeshaye flood defences. 	<p>measures.</p> <ul style="list-style-type: none"> The Environment Agency has recently consulted on a Burnley, Nelson and Colne Flood Risk Management Strategy which sets out key future projects.
Waste Collection and Disposal	<p>Waste collected (2009) 34,241 tonnes Waste recycled (2009) 11,527 tonnes</p> <ul style="list-style-type: none"> There are borough wide waste and recycling collections. There are twenty Recycling points throughout borough. There are no landfill sites within borough. 	<ul style="list-style-type: none"> The HWRC in Pendle has recently closed, however the Pendle Recycling Transfer Station, where recycling is sorted before being transferred to strategic waste management sites elsewhere in the borough, remains open. LCC has an agreement with SITA to run the Pendle Recycling Transfer Station for the foreseeable future. The need for a small Built Waste Management Facility at Whitewalls has been identified. The Lomeshaye Industrial Estate has been identified as a potential location suitable for larger facilities within the Lancashire Minerals and Waste Plan.
Information and Communications Technologies (ICT)	<ul style="list-style-type: none"> Borough wide broadband provided by commercial providers. Projects have developed broadband provision in some Community Resource Centres in the rural villages. Various mobile phone providers with several masts located throughout the borough. <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Barnoldswick 4 ○ Earby 1 <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Fence 1 ○ Barrowford 3 ○ Trawden 3 ○ Bracewell 1 <p>M65 Corridor</p>	<ul style="list-style-type: none"> The Pennine Lancashire MAA includes a priority to improve broadband facilities, including a project to map existing speeds and coverage to feed into a Digital Vision and Strategy document. Plans for fibre broadband to reach 97% of Lancashire premises by end of 2014 through government funding from Broadband Delivery UK (BDUK) Mobile Operators Association confirmed it cannot advise of forward planning of masts as this is business/demand led. Rollout plans are provided annually (issued October) and a local register kept and updated. There are no proposed masts in the 2013/14 plan with all previous masts identified being built but not necessarily taking call traffic. BT regularly assesses usage and locations of call boxes and consults on removing underused and therefore cost inefficient boxes (where a second box exists within 400m they can be removed without consultation).

	Existing	Planned
	<ul style="list-style-type: none"> ○ Nelson 12 ○ Brierfield 5 ○ Colne 9 • All five operators had an obligation under their licences to provide 3G services to at least 80% of the population by 31st December 2007. All operators had complied by May 2008. Ofcom continues to monitor on-going compliance. • There are currently 58 public phone-boxes throughout the borough (correct January 2010). 	

Key Issues	<p>Electricity</p> <ul style="list-style-type: none"> National Grid has advised that it is unlikely that the additional growth proposed in the area would cause any capacity issues for the National Grid. United Utilities have advised that any major developments that require significant power may require a reinforcement of the network infrastructure. <p>Renewable Energy</p> <ul style="list-style-type: none"> The Renewable and Low Carbon Energy study suggests there are no particular grid connection and transmission restrictions on the development of renewable energy. <p>Water Supply</p> <ul style="list-style-type: none"> There is a surplus of water supplies in Pendle as a whole. Burnley and Pendle is an 'integrated zone' which means there are opportunities to move water around the area easily to meet demand. Localised requirements will need to be assessed individually but for sites over 1ha there may be a requirement for off-site mains works at the developers' expense but these should not be a barrier to development. <p>Waste Water</p> <ul style="list-style-type: none"> Colne Waste Water Treatment Works can currently cater for the expected development up to 2015; in 2014 UU will need to reconsider the position for the 2015-20 investment period. Foulridge and Earby Waste Water Treatment Works are operating at close to capacity; Yorkshire Water advised they should be able to accommodate Brownfield development prior to 2015 subject to conditions (i.e. if flow rates were kept to the same rate) but Greenfield sites could not be accommodated and would need to be phased post 2015.
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	<p>ICT</p> <ul style="list-style-type: none"> There is a need to improve broadband connectivity, particularly in rural areas, to increase opportunities for business diversification, home working and to meet community needs.
Role of the Local Plan	<p>Policy ENV 3 of the Core Strategy provides the framework for the provision of Renewable and Low Carbon Energy. It will:</p> <ul style="list-style-type: none"> Support renewable energy development of an appropriate scale where there is no detrimental harm to landscape, visual or residential amenity, to increase the level of RLC generation in the borough. <p>Policy ENV 6 of the Core Strategy provides the framework for Waste Management. It supports the safeguarding of existing waste management facilities and additional sites for future developments as identified in the Lancashire Minerals and Waste DPD.</p> <p>Policy ENV 7 of the Core Strategy provides the framework for Flooding and Water Management. It requires development to:</p> <ul style="list-style-type: none"> Consider the use of SUDS Consider the availability of an adequate water supply and disposal infrastructure <p>Policy WRK 2 supports developments which introduces or improves ICT networks in rural areas.</p> <p>The Land Use Allocations DPD may need to consider the phasing of sites to enable new infrastructure to be provided.</p>
Dependencies and Contingencies	Information would suggest that there are no insurmountable barriers to the likely scale of development but that some phasing of development particularly on large Greenfield sites may be required.
Sources of information	<ol style="list-style-type: none"> Planning for the future – United Utilities Business Plan 2010-2015, United Utilities, 2009 Costs of Environmental Infrastructure Needs to Meet the North West Regional Spatial Strategy, Environment Agency, 2009 The Flood and Water Management Act 2010, HM Government, 2010 Burnley, Nelson and Colne Flood Risk Management Strategy (Consultation document), Environment Agency, 2010 Pendle Strategic Flood Risk Assessment, Entec 2006 South Pennine Renewable Energy Strategy, Maslen 2010 AONB Hydro Power Study, Inter hydro Technology, 2011 Pennine Lancashire Multi Area Agreement, Pennine Lancashire Leaders and Chief Executive's (PLACE), 2008 Telecommunications Mast Register, Pendle Borough Council, 2007 Mobile Operators Annual Rollout Plans, Mobile Operators Association, 2011/12

3. Economic Development

	Existing	Planned
Employers	<ul style="list-style-type: none"> • 4,000 businesses operating from 4,555 locations • Total number of jobs – 37,044 • Total number of people living in Pendle employed in local jobs – 30,600 <p>Main sectors:</p> <ul style="list-style-type: none"> • Manufacturing: 8,100 – 26% of the population • Retail: 4,900 – 16 % of working population 	<p>Focus on helping to support growth in the two sectors where Pendle is perceived to have existing strengths: Advanced Engineering and Tourism.</p> <p>Other specific projects identified include:</p> <ul style="list-style-type: none"> • Brierfield Mills Conversion of listed mill buildings, to include business expansion and incubation units for new starts and SME's • Lomeshaye Bridge Mill Heritage Trust NW are looking to develop into craft business incubation space which would be managed
Business Centres / Support Services	<p>There are eleven business centres in the borough, providing managed / serviced office space and on-site business support services.</p> <p>They provide over 18,713m² of floorspace in a mixture of rented offices, rent-a-desk and meeting/conference rooms for hire:</p> <p>West Craven Towns</p> <ul style="list-style-type: none"> • Barnoldswick – 746m² <ul style="list-style-type: none"> ○ Rainhall Centre, Barnoldswick <p>M65 Corridor</p> <ul style="list-style-type: none"> • Nelson – 16,039m² <ul style="list-style-type: none"> ○ Pendle Innovation Centre, Brook Street ○ Pendle Business Centre, Water Street ○ LCC Innovation Centre, Brunswick Street ○ ACE Enterprise Suite, Cross Street ○ Number One Market Street ○ Pendle Enterprise Haven, Every Street 	<p>Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision</p>

	Existing	Planned
	<ul style="list-style-type: none"> ○ Bridgewater House, Surrey Road ○ Lomeshaye Business Village (Bizspace) ● Colne – 1,878m² ○ Linden House, Linden Road ○ Colne Commercial Centre, Exchange Street 	
Training Providers	<ul style="list-style-type: none"> ● There are 13 training providers active in the borough. These are a mix of commercial and voluntary organisations, providing training and guidance in seeking employment. ● In addition, there are over 50 different public, private, voluntary, community and faith organisations providing employment support across Pendle. 	Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision
Key Issues	<ul style="list-style-type: none"> ● Loss of employment land to higher value uses – loss of mills, protected employment areas, town centre properties ● Lack of skills in the workforce therefore a requirement for retaining and up-skilling; do training providers have the right resources to meet that need and provide necessary support for entrepreneurial activity? ● Availability of suitable employment land of the right quantity and quality to meet employment needs, particularly to facilitate expansion or support investment in priority growth sectors (employment land is not specifically considered in this study but is addressed in other evidence base studies: the Employment Land Review and the annual Employment Land Monitoring Reports). ● Improving high speed broadband provision, an important factor in supporting rural economic growth from both rural businesses and home working (this is covered under 'energy and utilities'). 	
Role of the Local Plan	<p>Policy WRK1 will seek to strengthen and diversify the local economy by:</p> <ul style="list-style-type: none"> ● Facilitating expansion or supporting investment by businesses in the priority (growth) sectors identified in regional and sub-regional strategies ● Help to establish mutually supportive clusters of businesses in key economic sectors ● Promoting entrepreneurial activity and new business formation ● Encourage economic activity in identified areas of regeneration need ● Enable home working, particularly in rural areas. 	

	<p>Policy WRK2 will ensure an adequate land supply is brought forward during the plan period; sites should:</p> <ul style="list-style-type: none"> • Address the identified needs and locational requirements of businesses as set out in the latest Pendle Employment Land Review • Help to diversify the local economic base • Be well located in relation to the public transport infrastructure • Be located on brownfield rather than Greenfield sites unless local circumstances dictate otherwise
Dependencies and Contingencies	<ul style="list-style-type: none"> • The lack of funding may mean that not all projects can be delivered during the plan period. • Availability of viable, developable land to deliver the necessary employment space
Sources of information	<ol style="list-style-type: none"> 1. Northwest Regional Economic Strategy, North West Development Agency, 2006 2. Integrated Pennine Lancashire Economic Strategy, Pennine Lancashire Leaders and Chief Executive's (PLACE), 2008 3. Our Future: Pendle's Employment Strategy, Pendle Borough Council, 2009 4. Pendle Employment Land Review, Pendle Borough Council, 2008 5. Pendle Employment Land Monitoring Report, Pendle Borough Council, 2011/12

4. Community Facilities and Emergency Services

	Existing	Planned
Libraries	<ul style="list-style-type: none"> There are eight libraries located in the main towns and villages across the borough plus one mobile library which visits 73 different stops on a two week rota: <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Barnoldswick ○ Earby <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Wheatley Lane, Fence ○ Trawden <p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Nelson ○ Brierfield ○ Barrowford ○ Colne 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Post Offices	<ul style="list-style-type: none"> There are three main post offices and nine sub post offices across the borough: <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Barnoldswick Main PO ○ EarbySub PO ○ SalterforthSub PO <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ FenceSub PO ○ TrawdenSub PO 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision, based on the proposed levels of development in the Core Strategy. However, the Royal Mail has indicated that it may seek the allocation of a site for a new Delivery Office, or developer contributions towards its provision through S106 or CIL, should the requirements of housing growth make this necessary.

	Existing	Planned
	M65 Corridor <ul style="list-style-type: none"> ○ Nelson Main PO ○ Leeds Road, NelsonSub PO ○ Railway Street, NelsonSub PO ○ BrierfieldSub PO ○ Barrowford (Spar)Sub PO ○ Colne Main PO ○ Skipton Road, ColneSub PO 	
Community Centres	<ul style="list-style-type: none"> • There are fourteen community centres across the borough: West Craven Towns <ul style="list-style-type: none"> ○ Barnoldswick Civic Hall, Barnoldswick ○ Northolme CC, Earby Rural Pendle <ul style="list-style-type: none"> ○ Community Centre, Trawden M65 Corridor <ul style="list-style-type: none"> ○ Hodge House CC, Nelson ○ Marsden CC, Nelson ○ Railway Street CC, Nelson ○ Walton Lane CC, Nelson ○ Whitefield CC, Nelson ○ The Community Centre, Brierfield ○ Town Hall, Brierfield ○ Byron Road CC, Colne ○ Birtwistle CC, Colne ○ Primet Hill CC, Colne 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.

	Existing	Planned
	<ul style="list-style-type: none"> Bradley Hub Community Centre, Nelson 	
Village Halls	<ul style="list-style-type: none"> There are eleven village halls providing services including health provision, adult education, leisure/fitness and IT facilities plus offering local venue where groups can meet: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick Civic Hall <p>Rural Pendle</p> <ul style="list-style-type: none"> Trawden Community Centre <p>M65 Corridor</p> <ul style="list-style-type: none"> Railway Street, Nelson Walton Lane, Nelson Whitefield, Nelson Williams Hall, Nelson The Community Centre, Brierfield Town Hall, Brierfield Holmefield House, Barrowford Byron Road, Colne Primet Hill, Colne 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Youth Centres	<ul style="list-style-type: none"> There are seven youth clubs run by LCC across the borough: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick Youth and Community Centre Earby Youth and Community Centre <p>Rural Pendle</p> <ul style="list-style-type: none"> Trawden Youth Centre, Church Street 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.

	Existing	Planned
	M65 Corridor <ul style="list-style-type: none"> ○ Nelson (The Zone) Youth and Community Centre ○ Brierfield Youth and Community Centre ○ Barrowford Youth and Community Centre ○ Colne Youth and Community Centre 	
Children's Centres	<ul style="list-style-type: none"> • There are nine Children's Centres across the borough: West Craven Towns <ul style="list-style-type: none"> ○ Gisburn Road Primary School, Barnoldswick Rural Pendle <ul style="list-style-type: none"> ○ Riverside Children's Centre, Trawden M65 Corridor <ul style="list-style-type: none"> ○ Beacon Children's Centre, Nelson ○ Walton Lane Children's Centre, Nelson ○ Williams Hall, Nelson ○ Family Tree at McMillan, Nelson ○ Family Tree Centre, Brierfield ○ Pendleside Children's Centre, Barrowford ○ Colne Children's Centre, Colne 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Over 50s support services	<ul style="list-style-type: none"> • The Council operates 12 luncheon clubs sessions at eight locations throughout the borough, with an average of 189 meals served per week (in 2010): West Craven Towns <ul style="list-style-type: none"> ○ Barnoldswick Civic Hall Rural Pendle <ul style="list-style-type: none"> ○ Church Hall, Kelbrook 	<ul style="list-style-type: none"> • No luncheon clubs at more than 51% capacity therefore there are no plans to expand the service. • The LSP Older Peoples Action Plan included an action to ensure WC's in public places such as town centres. A scheme allowing public access to toilets in supermarkets, public buildings such as the ACE centre in Nelson is currently being developed by the Council.

	Existing	Planned
	<ul style="list-style-type: none"> ○ The Community Centre, Church St, Trawden <p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Railway Street Social Centre, Nelson ○ Hodge House, Off Regent Street, Nelson ○ Town Hall, Brierfield ○ Holmefield House, Barrowford ○ Primet Hill, Colne 	
Advice Services	<ul style="list-style-type: none"> • Employment Services There are Job Centre Plus offices in Nelson and Colne. In addition, there are over 50 different public, private, voluntary, community and faith organisations providing employment support across Pendle. • Benefits / Tax Local Enquiry Centre at Market Street, Colne. • Citizens Advice Bureau Offices in Nelson, Colne and Barnoldswick. 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Police Service	<ul style="list-style-type: none"> • Lancashire Constabulary has four police stations in Pendle with three full time police stations in the main Key Service Centres and one police 'shop'. <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Barnoldswick Police Station <p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Nelson Police Station ○ Brierfield Police Shop ○ Colne Police Station 	<ul style="list-style-type: none"> • Lancashire Constabulary is currently restructuring its property portfolio; looking to reduce the number of police. Strategies have been to move custody suites and response units out of the town centres. • Nelson Police Station has been refurbished and is likely to be retained • Earby Police Shop recently closed, and is not intended to be replaced • Colne Police Station will be considered at a future date as it is in a poor condition and there are currently insufficient funds to replace or repair it.

	Existing	Planned
Fire Service	<ul style="list-style-type: none"> Lancashire Fire and Rescue Service operate four fire stations in Pendle: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick – This building was built in 1965 and is home to 1 retained pump. Earby – This building was built in 1981 and is home to 1 retained pump. The building is considered to be under-used. <p>M65 Corridor</p> <ul style="list-style-type: none"> Nelson – This building was built in 1970 and is home to 1 whole time pump and 1 retained pump. Colne – This building was built in 1981 and is home to 2 retained pumps. 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Ambulance Service	<ul style="list-style-type: none"> The North West Ambulance Service operate two stations in Pendle: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick station is situated on a large site off Gisburn Road, which is underused. Three vehicles are stationed at the site. <p>M65 Corridor</p> <ul style="list-style-type: none"> There are four vehicles stationed at the Rakes House Road Ambulance Station in Nelson (extra vehicles are available if there is demand) 	<ul style="list-style-type: none"> Barnoldswick- Plans are currently underway to move all the NWAS resources to share with the Lancashire constabulary at the Police Station in the centre of the town.
Cemeteries and Crematoriums	<ul style="list-style-type: none"> Excluding churchyards, there are seven cemeteries in Pendle: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick. <p>M65 Corridor</p> <ul style="list-style-type: none"> Nelson. 	<ul style="list-style-type: none"> Pendle Council is to work towards obtaining the ICCM's Charter for the Bereaved in the next 2-3 years (Cemeteries).

	Existing	Planned
Courts	<ul style="list-style-type: none"> There is one Magistrates court located in Reedley. 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Places of Worship	<p>There are currently around fifty places of worship in Pendle:</p> <ul style="list-style-type: none"> Baptist Churches 6 Catholic Churches 7 Church of England Churches..... 19 Mosques 6 Non-Conformist places of worship 11 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.
Markets	<ul style="list-style-type: none"> There are outdoor markets and Market Halls in Nelson and Colne, but no facilities in West Craven. 	<ul style="list-style-type: none"> No changes planned.
Postal Services	<ul style="list-style-type: none"> Royal Mail operates two delivery offices in Pendle: <ul style="list-style-type: none"> Stanworth Road, Nelson Ravenscroft Way, Barnoldswick. 	<ul style="list-style-type: none"> As a statutory provider, and valid recipient of infrastructure funds, Royal Mail may require the allocation of a site for a new Delivery Office, or seek developer contributions towards its provision, through Section 106 of the Town and Country Planning Act and/or Community Infrastructure Levy (CIL) should housing growth make this necessary.
Key Issues	<ul style="list-style-type: none"> The number of dwellings proposed through the core strategy would equate to about an 8-9% increase in population which would ideally result in an increase in police staff of the same amount. These staff would ideally be based in new neighbourhood offices. Typically they require about 20m² of floor space. Whilst operational funding comes from the taxpayer there is no real mechanism for obtaining capital funding for new infrastructure projects. The Police service is considering a strategy for lobbying for a charge via planning applications to fund such infrastructure. There is potential for these offices to be co-located in existing community buildings or with other emergency services. 	
Role of the LDF	<p>Policy SUP1 sets out the proposed approach for the provision of community facilities:</p> <ul style="list-style-type: none"> Working with partners by co-ordinating programmes and strategies to improve provision. Will support new facilities, directed towards addressing areas of need or deficiencies in provision. Encouraging rural diversification of existing facilities to offer further services. 	

	<ul style="list-style-type: none">• Resisting the loss of existing facilities• Requiring new developments to address meeting any need for new facilities generated by their developments.
Dependencies and Contingencies	<ul style="list-style-type: none">• The main dependency for the development of new community facilities is likely to be the availability of funding and available sites for new development. The co-location of services within shared premises can be a way of cutting costs of service delivery whilst providing services in convenient one-stop locations for residents.
Sources of information	<ol style="list-style-type: none">1. Sustainable Settlement Study, Pendle Borough Council, 20082. Estates Strategy North West Ambulance Service 2008-13, North West Ambulance Service, 20083. Lancashire County Council Adult and Community Services Business Plan 2010-2013 and beyond, Lancashire County Council, 2010

5. Specialist Housing

	Existing	Planned
Affordable Housing	<ul style="list-style-type: none"> There are 4,455 dwellings under registered social landlords (31/03/10) 2011/12 5 properties completed at Quaker Heights (Former Lob Lane Mill). 	<ul style="list-style-type: none"> Housing Pendle is working with PEARL2 in partnership to look at a number of development schemes, e.g. <ul style="list-style-type: none"> Quaker Heights (Former Lob Lane Mill), Brierfield, 6 shared ownership/rent to buy units on site due to complete 2013. Bunkers Hill, Colne – 8 affordable units to be built 2012/13 Clitheroe Road, Brierfield There is a HCA allocation for a further 12 units There is an additional allocation for 21 units in Colne and 26 units in Barnoldswick
Sheltered and Extra Care / Supported Housing	<ul style="list-style-type: none"> There are 1,619 sheltered housing and 72 adapted disabled properties. The latest Sheltered Housing Needs data suggests deficiencies in several areas of specialist sheltered / supported housing for the following needs groups: <ul style="list-style-type: none"> Alcohol misuse 18 Drug misuse 71 Frail elderly 85 Mentally disordered offenders 2 Offenders and those at risk of offending 7 Older people with dementia / mental health problems ..71 People with HIV / AIDS 1 People with learning disabilities 20 People with mental health issues 45 	<ul style="list-style-type: none"> Other schemes where funding has been approved but the service is under development are for: <ul style="list-style-type: none"> Supported Lodgings Emergency Supported Lodgings Dispersed Foyer Scheme

	Existing	Planned
	<ul style="list-style-type: none"> ○ People with physical/sensory disabilities 58 ○ Refugees / asylum seekers 3 ○ Rough sleepers 4 ○ Single people with support needs 24 ○ Teenage parents 19 ○ Woman escaping domestic violence 1 ○ Young people leaving care 2 <p>Also see Health and Social Care Template for details of Care Home provision.</p>	
Hostels / Homeless Shelters	<ul style="list-style-type: none"> • The Pendle Homeless Strategy utilises a number of facilities: For young people under 25 – <ul style="list-style-type: none"> ○ Bradley Hub – the project provides 15 one bed flats for short to medium term stay and four en-suite rooms for emergency accommodation for single homeless people aged 16-25. ○ Stepping Stones – 15 units by next year ○ M3 Project – funding available for providing supported lodgings with host families. For adults over 25 – <ul style="list-style-type: none"> ○ Pendle Lodge HMO, Nelson ○ Use of private HMOs – currently around 24 locations offering approx. 120 places. • There is no homeless emergency accommodation in the borough, with four premises in neighbouring Burnley used for this purpose. 	<ul style="list-style-type: none"> • Generally felt existing provision meets demand.

	Existing	Planned
Gypsy and Traveller Pitches	<ul style="list-style-type: none"> There are no sites in Pendle at present; the nearest sites are Hyndburn with provision for 71 pitches in a mix of rented and owner occupied. 	<ul style="list-style-type: none"> Evidence from the Lancashire Sub-Regional Gypsy and Traveller Accommodation Assessment indicates that there is a need for two pitches in Pendle.
Key Issues	<ul style="list-style-type: none"> Housing <ul style="list-style-type: none"> Affordable Housing: 1,673 households on the waiting list for social housing. This includes current tenants requesting upgrading to a larger dwelling etc. Sheltered / Supported Housing: It has been identified that whilst there is a net overall surplus of housing places, there are deficiencies in suitable accommodation for many specific need groups Gypsy and Traveller Pitches – need to find and allocate sites for up to two pitches 	
Role of the LDF	<p>Policy LIV 2 sets out the policy on meeting Housing Needs in the borough. It:</p> <ul style="list-style-type: none"> Supports proposals for accommodation to meet identified needs. Sets out the role of the Land Use Allocations DPD to allocate land for Gypsy and Traveller pitches. <p>Policy LIV 3 sets out the policy on provision of affordable housing in the borough. It:</p> <ul style="list-style-type: none"> Sets a district wide affordable housing target for the lifetime of the plan and sets out variable targets which will be expected in different economic climates within that, within the different areas of the borough. Sets out the tenure split of affordable housing that will be sought. 	
Dependencies and Contingencies	<ul style="list-style-type: none"> The main dependency for the development of new community facilities is likely to be the availability of funding and available sites for new development. 	
Sources of information	<ol style="list-style-type: none"> North West Regional Housing Strategy, North West Development Agency, 2009 The need for support and supported housing services in the north west, HGO Consultancy, 2008 Lancashire Sub-Regional Gypsy and Traveller Accommodation Assessment, Salford University 2006 Pennine Lancashire Housing Strategy 2009-2029, Pennine Lancashire Leaders and Chief Executive's (PLACE), 2009 Strategic Housing Market Assessment, Fordham Research 2008 	

6. Education

	Existing	Planned
Nursery and pre-school	<ul style="list-style-type: none"> There are twenty-eight day nurseries operated by Lancashire County Council or private operators within Pendle: West Craven Towns <ul style="list-style-type: none"> Earby 1 Barnoldswick 2 M65 Corridor <ul style="list-style-type: none"> Nelson 13 Colne 6 Barrowford 2 Brierfield 1 Rural Pendle <ul style="list-style-type: none"> Kelbrook 1 Fence 1 Foulridge 1 There are three Pre-School Playgroups within Pendle: West Craven Towns <ul style="list-style-type: none"> Earby 1 M65 Corridor <ul style="list-style-type: none"> Brierfield 1 Rural Pendle <ul style="list-style-type: none"> Fence 1 There are sixteen Out of School Care Clubs within Pendle: West Craven 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision.

	Existing	Planned
	<ul style="list-style-type: none"> ○ Barnoldswick..... 3 ○ Earby 3 M65 Corridor ○ Nelson 5 ○ Colne 4 Rural Pendle ○ Salterforth..... 1 ○ Blacko..... 1 ○ Boulsworth..... 1 	
Primary	<ul style="list-style-type: none"> • There are 37 schools with a current total capacity of 8,360 places. West Craven Towns ○ Barnoldswick..... 4 ○ Earby 1 M65 Corridor ○ Nelson 11 ○ Colne 6 ○ Barrowford..... 2 ○ Brierfield 3 Rural Pendle ○ Kelbrook..... 1 ○ Salterforth..... 1 ○ Foulridge 1 ○ Laneshawbridge..... 1 ○ Trawden 1 ○ Fence..... 1 	<ul style="list-style-type: none"> • School pupil projections are calculated by monitoring birth rates, housing developments and also migration of births. This would enable Lancashire County Council to predict future demand. This is achieved by determining the pupil yield of a development based on the number of bedrooms in new dwellings. • Birth driven increases in demand for school places are addressed by Basic Need funding from the Government. The Government advises that increases in demand for school places resulting from housing developments should be addressed by contributions from housing developers. Further information about the pupil projections and the methodology used by LCC to request education contributions from housing developers can be viewed at: http://www3.lancashire.gov.uk/corporate/atoz/a_to_z/service.asp?u_id=2839andtab=1 • There has been a significant increase in demand for primary school places in Pendle in recent years, as a result of increases in the birth rate. Further increases are expected in future years as a result of housing developments in the borough. • As an example of increased demand in recent years, since 2009 new

	Existing	Planned
	<ul style="list-style-type: none"> ○ Higham..... 1 ○ Roughlee..... 1 ○ Newchurch..... 1 ○ Blacko..... 1 • Current birth rates and existing provision highlight a potential shortage of primary school places in Nelson. 	<p>places have been provided at three Nelson schools, Whitefield Infants (90 places, Lomeshaye Junior (120 places) and St Paul's CE Primary School (210 places), with the school being relocated to the former Edge End High School site. A further 105 places have been provided at Reedley Primary School. In Barnoldswick an additional 210 places have been established at Barnoldswick CE Controlled Primary School, with the school being relocated to the West Craven High School site.</p> <ul style="list-style-type: none"> • Further information about the provision of primary and secondary school places in Lancashire can be viewed in Lancashire County Councils Strategy for the Provision of School Places and Capital Investment at: http://www.lancashire.gov.uk/corporate/web/?siteid=6447andpageid=38364 • Pendle Borough Council is working with Lancashire County Council in order to determine future demand for school places in Pendle. This cooperation is essential in order to identify and address increased demand resulting from housing developments.
Secondary	<ul style="list-style-type: none"> • There are six schools providing over 5,413 places. West Craven Towns <ul style="list-style-type: none"> ○ Barnoldswick..... 1 M65 Corridor <ul style="list-style-type: none"> ○ Nelson 2 ○ Colne 3 • This includes two new secondary schools built in Nelson (Marsden Heights Community College and Pendle Vale College) under the Building Schools for the Future programme. 	<ul style="list-style-type: none"> • Several Pendle High schools were to benefit from Phase 2 of Building Schools for the Future programme. However, the current government ended BSF and Capital Funding for Schools has been significantly reduced, with the limited funding available being directed to provide basic need places. • The co-location of Barnoldswick CE Primary with West Craven High School will provide an opportunity to address some of the issues with the current West Craven building. • Current remodelling works at West Craven High will be complete by the end of 2014, with the exception of a new all-weather pitch to be installed in 2014, which will involve some further demolition of existing teaching space.
Further Education	<ul style="list-style-type: none"> • There is one FE College – Nelson and Colne College – located on a single campus on the Nelson-Barrowford boundary. 	<ul style="list-style-type: none"> • No further need at present. There is a projected decrease in pupil numbers in the short term.
Higher Education	<ul style="list-style-type: none"> • There is currently no HE provision in the Borough. 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or

	Existing	Planned
	<ul style="list-style-type: none"> The nearest provision is at the Burnley UCLAN campus. 	<p>changes to the existing levels of provision</p> <ul style="list-style-type: none"> It is a priority of the Pennine Lancashire Integrated Economic Development Strategy to improve HE provision in the sub region.
Key Issues	<ul style="list-style-type: none"> Primary school places shortage over recent years, particularly in Nelson. This is being addressed by current and recently approved proposals. Current capital funding for schools is prioritising the provision of additional primary school places to meet the need generated by an increase in the birth rate. The previous Building Schools for the Future Scheme was based on Geographic Areas, which included Pendle. The current funding for existing schools is allocated on a County wide basis. It was estimated that the projected 2000 additional new homes for Pendle could generate additional secondary school pupils and primary school pupils. In accordance with the policy for assessing housing contributions, LCC would need the size and location of additional housing developments in order to assess the impact upon existing school place provision. The majority of funding within LCC education capital budgets is currently committed to dealing with projected birth rates which means that securing appropriate contributions from developers is essential if LCC is to ensure that additional places can be made to children yielded by new developments. 	
Role of the LDF	<p>Policy SUP 3 sets out the policies on education and training provision: It states that:</p> <ul style="list-style-type: none"> New provision should be directed to areas with an identified need or deficiency or an area with high levels of deprivation. Encourages the consideration of mixed age (e.g. primary and secondary) on single or adjacent sites to create learning campus, reducing families travelling and allowing sharing of facilities. The Council will work with providers to access to post 16 education and training to help support the needs of the local economy. 	
Dependencies and Contingencies	<ul style="list-style-type: none"> Funding, particularly for secondary provision following the scrapping of the Building Schools for the Future programme and the current allocation of just two year's capital funding at a time from the government. The availability of sites for the establishment of new schools is an issue in Pendle. If the increase in the birth rate continues, the majority of existing schools are on restricted sites with limited potential for expansion. It is essential that Pendle BC works with the County Council to explore the options for new school sites. 	
Sources of information	<ol style="list-style-type: none"> Primary Capital Programme – Strategy for Change, Lancashire County Council, 2008 (Modified 2009) An Integrated Economic Strategy for Pennine Lancashire, Pennine Lancashire Leaders and Chief Executive's (PLACE), 2009 Nelson and Colne College Strategic Plan Update 2009-12, Nelson and Colne College, 2009 	

7. Health and Social Care

	Existing	Planned
Hospitals	<ul style="list-style-type: none"> East Lancashire Hospitals Trust provides services to the population of approximately 520,000 people in East Lancashire. Its two main hospital sites are Royal Blackburn Hospital and Burnley General Hospital. The only accident and emergency unit is now at Blackburn, 22kms from Pendle although Burnley General Hospital has a 24 hour urgent care centre for minor injuries and illnesses which was forecasted to deal with 87% of the cases the A & E department at Burnley used to handle. Some local residents, particularly those living in West Craven, will sometimes also have access to the A & E department at Airedale Hospital in Keighley, West Yorkshire. Locally, Pendle Community Hospital, Nelson provides 76 beds for Inpatients (intermediate care and medical beds) plus offers outpatient and day hospital for the elderly. By 1st November 2010 there will be 31 beds of intermediate care in Pendle, including 'step-up' care which will be open to public access where acute hospital care is not needed but some care is required. 	<ul style="list-style-type: none"> With regards to Pendle Community Hospital, 100% of the estate was built between 1985 and 1994. There is no major capital developments planned for the site. The Trust intends to address the consumerism issues, i.e. wards, car parking and the various backlog issues in respect of physical condition and statutory and fire safety over the course of the next 5 years.
Health Centres / GPs	<ul style="list-style-type: none"> There are GP / Primary Care Services at eleven locations in the Borough: <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Barnoldswick 1 ○ Earby..... 2 <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Trawden 1 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
	<p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Nelson 1 ○ Brierfield..... 1 ○ Barrowford 3 ○ Colne 2 <p>Since April there have been major changes to how health care services are commissioned, with around £80 billion pounds/94% of the commissioning budget being devolved to GPs through locality consortiums. The locality commissioning boards now commission the majority of health care including elective hospital care, rehabilitation, urgent and emergency care, most community health services, mental health and learning disabilities.</p>	
Dentists	<ul style="list-style-type: none"> • There are Dentists at sixteen locations throughout Pendle: <p>West Craven Towns</p> <ul style="list-style-type: none"> Barnoldswick 4 Earby..... 1 <p>M65 Corridor</p> <ul style="list-style-type: none"> Nelson..... 4 Brierfield 2 Barrowford 1 Colne..... 4 <ul style="list-style-type: none"> • Recent Developments have increased dentists places in the borough: <ul style="list-style-type: none"> ○ 4,000 extra NHS places in the expanded Dental Clinic in Harrison Street, Barnoldswick ○ 5,000 extra places in Brierfield Health Centre ○ 3,500 extra places in existing surgeries in Nelson, Colne and Barrowford. 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
Health Services	<ul style="list-style-type: none"> • Opticians – There are twelve commercial branches throughout the borough • Pharmacies – There are twenty pharmacies in the borough including within health centres and supermarkets 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision
Public Health and Prevention	<ul style="list-style-type: none"> • From April 2013 responsibility for public health transferred from the NHS to Lancashire County Council funded by a ring-fenced public health grant to deliver a new duty to take steps to improve the health of the population of Lancashire. • A Lancashire Health and Wellbeing board (HWB) was also established in April to lead on the strategic co-ordination of commissioning across the NHS, social care and public health to secure better outcomes for the population, better quality of care for patients and care users and better value for the taxpayer. 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision
Care Homes	<ul style="list-style-type: none"> • There are both local authority and private care home facilities across the borough providing different levels of care and nursing to the elderly or disabled: • Care Homes (only): <ul style="list-style-type: none"> West Craven Towns <ul style="list-style-type: none"> ○ Barnoldswick 61 beds M65 Corridor <ul style="list-style-type: none"> ○ Nelson 157 beds ○ Brierfield..... 92 beds ○ Colne 113 beds ○ Barrowford 38 beds • Care Homes with Nursing: <ul style="list-style-type: none"> West Craven Towns <ul style="list-style-type: none"> Barnoldswick 24 beds 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
	<p>M65 Corridor</p> <p>Nelson..... 130 beds</p> <p>Colne..... 85 beds</p> <p>Barrowford 47 beds</p> <p>Also see Specialist Housing template for details of supported / extra care housing provision.</p>	
Social Care Day Services	<ul style="list-style-type: none"> There are 18 local authority, NHS and private Adult Day Care Centres located throughout the borough: <p>West Craven Towns</p> <p>Barnoldswick 1</p> <p>Earby 1</p> <p>M65 Corridor</p> <p>Nelson..... 9</p> <p>Brierfield 2</p> <p>Colne..... 4</p> <p>Barrowford 1</p> <ul style="list-style-type: none"> There are nine Children's Centres across the borough. The multi-agency services are based around a 'core offer' of child and family health, early education and childcare, family support and employment and training. <p>Also see Community Services template for details.</p> <ul style="list-style-type: none"> Help Direct services will be made available through one stop shops, libraries, community centres, doctors' surgeries, community group organisational offices etc. 	<ul style="list-style-type: none"> There is a projected need to provide a six-bed ground floor residential unit for the provision of short-break services in Pendle.

Key Issues	<ul style="list-style-type: none"> • In order to deliver the standard of healthcare expected in the 21st century, branch surgeries are not the favoured method. Centralised health centres e.g. Yarnspinners, are the preferred model. Plans were to build a similar centre in Colne but budget constraints have put the plan on hold. • Colne health centre is over capacity; Nelson 'Yarnspinners' health centre has more capacity and could cope with a population increase. Brierfield has 2 practices (1 PCT) and there is not a capacity issue here. • Rehabilitation units – a bridge between acute hospital services and home – are to be increased, seen at the front of future healthcare planning. This may involve the change of use of existing facilities e.g. redundant care homes or co-locating with existing health/social care or leisure facilities.
Role of the LDF	<p>Policy SUP 2 sets out the policy for health and well-being. It states that the council will:</p> <ul style="list-style-type: none"> • Support the provision of new or improved health and social care facilities • Give priority to directing such developments where there is a high level of deprivation and/or identified need or deficiency in provision. • Support regeneration schemes which help improve living conditions and therefore health
Dependencies and Contingencies	<ul style="list-style-type: none"> • Funding constraints may stop the delivery of new facilities. • Limitations within existing housing stock may hinder attempts to allow the elderly and/or disabled to be cared for in their own homes. Need innovative solutions to retrofitting and new housing which meets The Lifetime Homes standards to reduce problem in the future.
Sources of information	<ol style="list-style-type: none"> 1. Commissioning Strategic Plan for East Lancashire 2008 – 2013, East Lancashire Primary Care Trust (ELPCT), 2009 2. Estates Strategy for Primary and Community Health Services, East Lancashire Primary Care Trust (ELPCT), 2007

8. Leisure and Culture

	Existing	Planned
Museums / galleries	<ul style="list-style-type: none"> Museums and galleries include: <ul style="list-style-type: none"> Pendle Heritage Centre, Barrowford Pendle Art Gallery, Barrowford Bancroft Mill, Barnoldswick Yorkshire Dales Mining Museum, Earby British In India Museum, Nelson The Titanic in Lancashire Museum, Colne 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision
Theatres	<ul style="list-style-type: none"> There are four theatres/concert spaces: <ul style="list-style-type: none"> M65 Corridor <ul style="list-style-type: none"> The ACE Centre, Nelson: theatre/cinema/concert hall. Capacity – 200 seated, 300 standing. Colne Municipal Hall (The Muni): Capacity – 610 (main auditorium and balcony), or 800 if the auditorium seats are removed. Pendle Hippodrome, Colne: Capacity – 489 seated. The Little Theatre, Colne (Home of Colne Dramatic Society): Capacity – 72 seated. 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision
Cinemas	<ul style="list-style-type: none"> There are no major commercial multi-screen cinemas in the area. West Craven Towns <ul style="list-style-type: none"> The Rainhall Centre in Barnoldswick operates an infrequent community cinema. 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
	M65 Corridor <ul style="list-style-type: none"> The ACE Centre, Nelson is a multi-purpose facility with a small cinema programme. 	
Sports Facilities	<ul style="list-style-type: none"> There are five main public sports centre facilities in the borough: West Craven Towns <ul style="list-style-type: none"> West Craven Sports Centre, Barnoldswick: 25m pool, gym, sports hall, dance studio M65 Corridor <ul style="list-style-type: none"> Pendle Wavelengths, Nelson: 6 lane pool, gym, exercise studio (classes), spa Seedhill Athletics and Fitness Centre, Nelson: athletic track and fitness suite Marsden Park Golf Course, Nelson Pendle Leisure Centre, Colne: 6 lane 25m pool, gym, 4 court sports hall, full size astro-turf pitch 	<ul style="list-style-type: none"> Pendle Leisure Trust have plans to expand the size of the Spa at Pendle Wavelengths with an increase in the number of treatment rooms etc.
Visitor Attractions / Festivals	<ul style="list-style-type: none"> In addition to the museums and galleries listed above, Pendle hosts a number of other visitor attractions and events. These include: Pendle-wide <ul style="list-style-type: none"> Pendle Cycle Fest (incl. Colne Grand Prix) Event Pendle Walking Festival Event West Craven Towns <ul style="list-style-type: none"> Bancroft Mill Attraction Yorkshire Dales Mining Museum..... Attraction Barlick Bugs Event Barnoldswick Beach.....Event Barnoldswick Balloon Festival Event 	<ul style="list-style-type: none"> Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
	<p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Witches Galore Attraction ○ Coldwell Activity Centre Attraction ○ Foulridge Canal Cruises Attraction ○ Thornton Hall Farm Country Park Attraction ○ Wycoller Country Park..... Attraction ○ Trawden Show.....Event ○ Trawden Garden Festival.....Event ○ Pendle Triathlon Event ○ Pendle Canal Festival Event <p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Colne Heritage Centre Attraction ○ Titanic in Lancashire Museum..... Attraction ○ British in India Museum Attraction ○ Pendle Heritage Centre Attraction ○ Prestige Go-Karting Attraction ○ Pendle Beer FestivalEvent ○ Great British Rhythm and Blues FestivalEvent ○ Colne GalaEvent ○ Colne Grand Prix Cycle Race.....Event ○ Barrowford ShowEvent 	
Historic Assets	<p>Conservation Areas 23</p> <p>Listed Buildings 314</p> <ul style="list-style-type: none"> • Grade I3 • Grade II*21 	<ul style="list-style-type: none"> • Reviews are identifying potential for designation of new areas or extension or existing areas. • Conservation Area Appraisals and Management Plans for existing Conservation Areas s provide a clear assessment and definition of an area's special interest, and the action needed to preserve it.

	Existing	Planned
	<ul style="list-style-type: none"> Grade II 290 Scheduled Monuments 11 The 23 Conservation Areas cover an area of over 5,000ha. 	

Key Issues	<ul style="list-style-type: none"> No real gaps in provision of traditional sport/recreation facilities. Capacity levels of main facilities ok and would support limited growth proposed by Core Strategy. New dance strategy, becoming more accepted as form of exercise; no purpose built dance studio facilities in the borough. Better utilisation of existing facilities – for example increasing community use of new sports facilities in new schools and college, so that space within leisure centres can be freed up to provide different facilities thereby diversifying overall offer of facilities across the borough. Better usage of existing outdoor pitches to better reflect needs of population e.g. cricket practice areas, kabbadi pitches. Build on outdoor recreation offer – e.g. ‘go ape’ style activities, outward bound activities, orienteering, cycling and walking. Low ‘commercial leisure’ offer in the borough e.g. cinema, ten pin bowling etc
Role of the LDF	<p>Policy SUP 1 and WRK 4 support the development of new community facilities, including sport, leisure, recreation, tourism, arts and culture, particularly those that enhance the existing offers in Nelson and Colne.</p> <p>Policy SUP 4 on design of new public places, adds that the Council will:</p> <ul style="list-style-type: none"> Promote a pattern of land use and facilities that encourage walking, cycling, leisure, recreation and play to provide a healthy lifestyle for all. <p>Policy ENV 1 on design supports the protection and enhancement of Heritage Assets, including buildings, monuments, structures and conservation areas.</p>
Dependencies and Contingencies	<ul style="list-style-type: none"> Pendle Leisure Trust manages council owned assets and is dependant on funding from Pendle BC. Need to diversify / increase income generated activities, such as the spa, to support other services. Funding for sport /leisure and arts/culture may suffer during spending cuts.
Sources of information	<ol style="list-style-type: none"> Mapping the Cultural Sector in Pennine Lancashire, Jura Consultants, 2009 Pendle Discovery Guide, Pendle Borough Council, 2012

9. Green Infrastructure

	Existing	Planned
Parks	<ul style="list-style-type: none"> Pendle has 11 parks with a total area of 69.41ha. Seven of these parks have been awarded Green Flag status. Additional recreation and picnic areas cover a further 79.31ha. There is one Country Park at Wycoller covering over 57ha. Wards showing a deficit when compared to average provision (from Open Space Audit 2010): <ul style="list-style-type: none"> West Craven Towns <ul style="list-style-type: none"> Coates Earby Rural Pendle <ul style="list-style-type: none"> Blacko and Higherford Foulridge Higham and Pendleside Old Laund Booth M65 Corridor <ul style="list-style-type: none"> Bradley Brierfield Horsfield Reedley Southfield Waterside Whitefield 	<ul style="list-style-type: none"> Pendle Borough Council's Parks Strategy identifies the following general improvement priorities: <ul style="list-style-type: none"> more lighting to improve access and security Development of nature trails through parks and linking with LNRs when in close proximity Improvement and investment in drainage networks. Retention of Green Flag Award Status for 7 of the Borough's parks: <ul style="list-style-type: none"> Alkincoats Park, Colne Barrowford Park Heyhead Park, Brierfield Marsden Park, Nelson Valley Gardens, Barnoldswick Victoria Park, Nelson Walverden Park, Nelson

	Existing	Planned
Children's Play Areas	<p>Playgrounds 70</p> <ul style="list-style-type: none"> - Equipped Areas for Play9 - Play areas12 - Multi-use Games Areas (MUGAS)7 - Skateparks3 <ul style="list-style-type: none"> • Wards showing a deficit when compared to average provision (from OSA 2010): <ul style="list-style-type: none"> 1. Play Areas (5ha): <ul style="list-style-type: none"> West Craven Towns <ul style="list-style-type: none"> • Craven • Earby Rural Pendle <ul style="list-style-type: none"> • Blacko and Higherford • Higham and Pendleside M65 Corridor <ul style="list-style-type: none"> • Barrowford • Bradley • Clover Hill • Horsfield • Marsden • Reedley • Vivary Bridge • Walverden 	<ul style="list-style-type: none"> • Pendle Council has not been advised of any investment proposals, or changes to the existing levels of provision

	Existing	Planned
	<p>2. Equipped Areas for Play (46ha):</p> <p>M65 Corridor</p> <ul style="list-style-type: none"> • Barrowford • Bradley • Clover Hill • Horsfield • Reedley • Southfield • Vivary Bridge • Walverden • Whitefield 	
Sports Pitches and Courts	<ul style="list-style-type: none"> • There are 82 sites providing 301 ha of formal sports pitches and courts (including 40ha of school sports pitches) • Improved facilities on the Building Schools for the Future sites have led to increased provision for community. • Wards showing a deficit when compared to average provision in Pendle (from OSA 2008): <p>West Craven Towns</p> <ul style="list-style-type: none"> ○ Coates ○ Earby <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Blacko and Higherford ○ Boulsworth ○ Foulridge ○ Higham and Pendleside 	<ul style="list-style-type: none"> • Proposed schemes include: <ul style="list-style-type: none"> ○ Lucas Playing Fields (Reedley) – development of sports (football and cricket) and changing facilities. Due to be completed by end 2013. ○ Long term aspiration for development of a new community sports facility providing improved facilities for the Council, Colne Football Club and Nelson Rugby Club. ○ Development of 1.2km cycle track at Swinden Playing Fields in Nelson in addition to upgrading the existing changing rooms.

	Existing	Planned
	M65 Corridor <ul style="list-style-type: none"> ○ Barrowford ○ Clover Hill ○ Old Laund Booth ○ Reedley ○ Southfield ○ Whitefield 	
Footpaths and Bridleways	Public Rights of Way (all)610 km <ul style="list-style-type: none"> • Footpath570 km • Bridleway37 km • Byway open to all traffic3 km Leeds and Liverpool Canal Towpath14.5 km	<ul style="list-style-type: none"> • Maintenance of existing infrastructure is the main priority: <ul style="list-style-type: none"> ○ Rights of way surface improvements. ○ Improving access for all / disabled access e.g. replacing stiles with gates ○ Assert and protect the rights of the public • The whole canal towpath has been resurfaced over the last 10 years. Within the next 5-10 years sections will need repair and resurfacing work. In addition, it is an on-going priority to improve existing access points and to provide new accesses wherever the opportunity arises.
Woodland	Woodland1034 ha Woodland (within 300m of a settlement boundary) 336 ha Ancient woodland 40 ha ‘Possible’ Ancient Woodland121 ha <ul style="list-style-type: none"> • There are five ancient semi-natural woodlands over 1ha, wholly or partly within Pendle, covering 21ha. Further examples under 1ha are designated as BHS taking the total up to 40ha. • Wards showing deficit in woodland when compared to average provision (from OSA): West Craven Towns <ul style="list-style-type: none"> ○ Coates 	<ul style="list-style-type: none"> • Proposed area of woodland planting alongside the M65, as part of the Forestry Commission – Woodland Creation Grant Scheme for creating areas of woodland near to areas of high population. Scheme currently under consultation.

	Existing	Planned
	<ul style="list-style-type: none"> ○ Craven <p>Rural Pendle</p> <ul style="list-style-type: none"> ○ Foulridge <p>M65 Corridor</p> <ul style="list-style-type: none"> ○ Bradley ○ Clover Hill ○ Horsfield ○ Southfield ○ Walverden ○ Whitefield 	
Nature Conservation Areas	<ul style="list-style-type: none"> • Parts of The South Pennine Moors Special Site of Scientific Interest (SSSI) are designated as a Special Protection Area (SPA) and a Special Area of Conservation (SAC). • There are 18 UK Biodiversity Action Plan (BAP) key habitats known to be present in Pendle. • There are 4 Local Nature Reserves (LNRs) in Pendle. These are specifically designated to encourage the public to offer people the opportunity to study, learn or simply enjoy nature. All four are located in the M65 Corridor: <ul style="list-style-type: none"> ○ Lomeshaye Marsh LNR, Nelson ○ Greenfield Road LNR, Colne ○ Alkincoats Woodland LNR, Colne ○ Upper Ball Grove Lodge LNR, Colne • There are 62 Biological Heritage Sites (BHS) in Pendle covering almost 1300ha. They are predominantly located in the rural areas. • There are 3 Local Geodiversity Sites (LGS) in Pendle. 	<ul style="list-style-type: none"> • The Pendle Biodiversity Audit sets out a number of actions and targets for the management of these areas.

	Existing	Planned
	<ul style="list-style-type: none"> There are 7 Sites of Local Natural Importance (LNIs) in Pendle. Refer to the Pendle Biodiversity Audit for more details. 	
Designated Area Management	<ul style="list-style-type: none"> The Forest of Bowland AONB covers an area of 2,415 ha in the west of the Borough. 	<ul style="list-style-type: none"> The AONB Management Plan includes the following proposals relevant to Pendle: <ul style="list-style-type: none"> Forest developed and extended (ongoing) 3 safe cycle routes developed (by 2014) 10 new sections of bridleway/tramper routes developed (by 2014) 2 new links implemented between urban areas and the AONB (by 2014) 3 new roadside paths developed (by 2014) 1 park and ride initiative developed (by 2014) 5 community renewables projects delivered at a rate of 1 per year (by 2014)
Environmental Improvement works	<ul style="list-style-type: none"> Housing Market Renewal (HMR) Area Action Plans and Master Plans feature general environmental improvement schemes including the provision of formal parks and open spaces, river corridor improvements, street tree planting etc. 	<ul style="list-style-type: none"> Proposed schemes include: <ul style="list-style-type: none"> Bradley Area Action Plan (Nelson): <ul style="list-style-type: none"> Riverside Mill Site – provision of open space within site Bradley Park – new open space provision on former garage and builders yard site Riverside Corridor Improvements – new open space, seating and lighting Railway Street SPD (Brierfield): <ul style="list-style-type: none"> Sackville Street Park – larger, improved park Streetscape and Environmental Improvements – inc. improved street surfacing and provision of street trees

Key Issues	<ul style="list-style-type: none"> • Several wards show relative deficits of open space provision, including parks, woodland, children's play areas and sports pitches/courts. • The improvements proposed through the HMR programmes are subject to funding and with Government cutting budgets projects may not be able to be delivered. • Changes to S106 legislation may make it more difficult to fund and delivery wider open space and green infrastructure provision through this method. • There may be perceived a conflict between developing green infrastructure for the benefit of residents and conserving the biodiversity of green spaces and wildlife habitats.
Role of the LDF	<p>Policy ENV 1 includes the proposed approach to planning for green infrastructure:</p> <ul style="list-style-type: none"> • Protect existing open space and encourage creation of new green infrastructure • Support developments which incorporate beneficial biodiversity features • Where development is deemed necessary but may have detrimental impact on the natural environment, the developer will be required to undertake adequate mitigation measures. • To work with partners in developing an Ecological Network • To protect the Open Countryside, Green Belt and the AONB against inappropriate development. <p>Policy ENV 4 includes the proposal to develop green links between major new housing and employment sites where possible.</p> <p>Policy LIV 4 contains a desire for rural housing schemes to consider links to the surrounding countryside.</p>
Dependencies and Contingencies	<ul style="list-style-type: none"> • The lack of funding may mean that not all projects can be delivered during the plan period.
Sources of information	<ol style="list-style-type: none"> 1. North West Green Infrastructure, North West Green Infrastructure Think Tank, 2008 2. Lancashire Green Infrastructure Strategy, Lancashire County Council, 2009 3. Forest of Bowland AONB Management Plan, Lancashire County Council, 2009 4. Pendle Woodland Survey, Pendle Borough Council, 1992 5. Land-Use Potential Survey, Elwood, 2002 6. Biodiversity Audit, Pendle Borough Council, 2010 7. Open Space Audit, Pendle Borough Council, 2008 8. Parks Strategy, Pendle Borough Council, 2007 9. Children's and Youth Play Area Strategy, Pendle Borough Council, 2006

	<ol style="list-style-type: none">10. Bradley Area Action Plan (Draft), Pendle Borough Council, 201011. Railway Street Master plan, (Draft) Pendle Borough Council, 201012. Rights of Way Improvement Plan Lancashire County Council, 200513. Pendle Countryside Access Strategy 2008-2013, Pendle Borough Council, 2008
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8. Challenges and opportunities

- 8.1 During the main workshops, held in summer 2010, the discussions highlighted some possible challenges in providing new infrastructure, and the potential opportunities for new ways of working with partners to solve these infrastructure issues. The following section summaries the points that were raised in these workshops. They are included here to provide some additional issues for consideration in developing the policies for the Local Plan and to guide partners when they themselves consider infrastructure issues.

Transport

- 8.2 Whilst pursuing the large scale strategic transport improvements would continue to form a long term objective, the lack of funding is likely to mean that these objectives are not deliverable in the short term. Instead in the short term any strategy should focus on the adoption of 'smarter choices' to reduce road traffic and congestion by encouraging walking, cycling and public transport.
- 8.3 The production of (Green) Travel Plans should be encouraged. Currently most schools have them in place, but many businesses do not. Inner urban employment sites in particular are often close to public transport corridors and a Travel Plan could encourage staff and customers to make use of alternative transport methods other than the private car.
- 8.4 Closer working with bus operators is necessary to ensure that services continue to meet local needs. For example in Colne, retail development has increased along the Vivary Way corridor, on the edge of the town centre. The question was raised whether bus services have been adapted to reflect this, or whether they still serve only the town centre, making public transport a less desirable option for visitors to these edge-of-centre sites. If bus services continue to focus on the town centre then better pedestrian linkages, or signage to encourage movement between the two locations, would be beneficial. Success in other places has shown that signage indicating walking times, rather than the distances, between destinations can encourage people to walk.
- 8.5 When locating new developments we need to be aware where new public transport services will be required and whether local conditions such as topography and street patterns will allow bus access. For example, new low-floor level entry buses cannot pass over street bumps, or down certain narrow streets. Bus companies will only be prepared to provide new routes or improved services to meet the needs of new developments where it is financially viable, unless developers will contribute towards the cost of provision. It is; therefore, better to consider locating development close to existing services. In doing so we need to provide safe, well lit pedestrian access routes to meet up with public transport routes.
- 8.6 Particularly in Colne, we should consider developing new cycle routes off the main transport routes (e.g. A6068 Vivary Way) to provide safer routes for cyclists and improve to the flow of road traffic. From a leisure cycling point of view it was considered important that we encourage connections to the Pennine Bridleway from our urban centres to ensure that residents don't need to drive to access these routes for leisure purposes.

Energy and Utilities

- 8.7 It has been identified that there could be a potential deficit in water supply from 2024, as new legislation will limit abstraction. Plans are for the utilities companies to address customer behaviour and water usage to manage demand.
- 8.8 With regards to waste water treatment, future plans focus more on managing existing infrastructure rather than providing new facilities. Government forecasts predict a 20% increase in future rainfall levels due to climate change and future strategies need to prepare for this.
- 8.9 It was suggested that there is little problem in developing Brownfield sites, but that Greenfield sites can throw up problems, particularly on more isolated, out-lying sites which may present problems for water supply / drainage. Private treatment plants are often a solution. Close working with providers/partners in preparing the Land Use Allocations DPD should help with early elimination of unsuitable/problem sites. .
- 8.10 Developers need to contain or remove as much surface water as possible. The best opportunity is to integrate sustainable solutions into new schemes, rather than retrofitting to solve a problem after it has occurred.
- 8.11 EA advised that they support hydro-power developments in principle.

Community Facilities

- 8.12 Partners commented that feedback from working with young people suggests they are dissatisfied not necessarily with a lack of facilities, but with poor public transport provision to enable them to access facilities in nearby towns and villages. Public transport is also important to adults with physical disabilities. Transport services that are both accessible and affordable are seen as a key to the success of community facilities.
- 8.13 Poor access to buildings and poor street design are major obstacles in supporting independence and quality of life for adults with physical or learning disabilities.

Specialist Housing

- 8.14 Allocation of funding has changed; the Homes and Communities Agency (HCA) now operates a rolling programme rather than looking at a collection of schemes over a number of years, now a yearly basis for funding. Allows a better response to problems and opportunities but loses security of longer term funding. The HCA is also promoting the Single Conversation – a 20-30 year strategy for affordable housing delivery; local authorities would identify priorities and funding would be allocated on this basis.
- 8.15 The provision of specialist housing, must have regard to what is feasible on the site. For example sites adjacent to busy roads are not a good location for older peoples sheltered housing etc. The Housing Strategy team are currently carrying out a review of older peoples housing. Whilst some figures may indicate an oversupply of stock, it is suspected that it is the wrong kind of stock e.g. not extra care housing, to meet needs. Also, some of the stock is old and unsuitable and the process of decommissioning can be expensive and suitable replacements need to be found first.

- 8.16 Long term health/social care objectives are to reduce the number of people going into care. To realise this objective, more new homes will need to be built to cater for the needs of older people, people with disabilities etc. It was suggested that a relaxation or adaptation of planning policies to allow for the installation of temporary extensions where they are required to help families to care for a member with a disability or debilitating illness should be considered.
- 8.17 Similarly, social care professionals raised concerns regarding the lack of housing provision for larger families and the poor condition of privately rented housing. They also highlighted a shortage of supported accommodation for homeless people.
- 8.18 Housing partners would like to deliver rural affordable housing but few opportunities have arisen. The focus of activity has recently been in the HMR areas.
- 8.19 The sustainability agenda is raising its own issues. There can be significant cost implications in meeting standards such as Code for Sustainable Homes, Building for Life etc. Once requirements reach Code Level 4 this will impose significant costs and the RSL's feel funding is unlikely to increase to reflect this.

Education

- 8.20 Statistics show a large increase in births between 2002/03 and 2008/09 with population projections indicating this increase is predicted to continue, albeit maybe at a slightly slower rate. This will have future implications for education provision, most immediately in the primary sector.
- 8.21 The recent consolidation of Nelson and Colne College onto a single site has been successful. But there is considerable competition in the provision of education for over 16s and a projected reduction in the size of the cohort is anticipated in the short term.

Health and Social Care

- 8.22 The Health White Paper 'Equality and Excellence: liberating the NHS' represents possibly the most radical restructuring of the NHS since its inception. It has transformed how health care is commissioned; with around £80 billion pounds/94% of the commissioning budget being devolved to GPs through locality consortiums.
- 8.23 Recent strategies had been towards commissioning new large centralised health care centres, providing many services under one roof. Developing healthcare centres in this way need consideration of access – walking, pram pushing distances, public transport – particularly from new residential development away from the main towns where these centres would be located
- 8.24 On a wider level, the living environment, space available etc is important in the health agenda i.e. it is acknowledged that poor living conditions can contribute or exacerbate poor health conditions. However, it is not part of the remit of the health organisations to get involved in the provision of such space. Similarly with leisure facilities where again access to such facilities can encourage healthy lifestyles; an example is central Brierfield which is considered to lack leisure facilities. Important to provide recreation/sporting facilities close to town centres and area of high density housing.

- 8.25 Increasingly looking to deliver services (social care) from smaller community facilities rather than large institutionalised buildings.

Leisure and Culture

- 8.26 Focus has become less about providing sports facilities for amateur / competitive sport and more about providing recreation and leisure facilities' for all to improve health and well-being.
- 8.27 Arts and culture facilities have often been more successfully provided by community / voluntary organisations than the Council and its partners. Traditionally not seen as a priority for investment and now funding limits potential. It is felt that arts and cultural activities are perhaps an easier way of improving community cohesion than competitive sports can be.
- 8.28 In the future, there may be competition from low cost commercial providers for some facilities e.g. gyms, which may cause the Leisure Trust to have to rethink its offer / strategy.

Green Infrastructure

- 8.29 The Pennine Bridleway is a new national trail and provides opportunities for future development along the route (e.g. stabling / B & B / cycling infrastructure) to improve the leisure and tourism offer. Work is needed on improving existing links, or providing new links, to the bridleway.
- 8.30 Any new walks / trails should preferably be developed as circular walks and should start from urban areas or existing public transport routes to help improve access and reduce the need to drive. New developments can provide opportunities to design in access to the countryside but we need to ensure that new developments do not change the character and essence of existing routes.
- 8.31 Works by the Councils Parks department has focussed on improving existing provision, through rolling programmes etc, rather than new provision. The Parks Strategy identifies the potential for 'green corridors' but this has not been developed further at this time.
- 8.32 The importance of biodiversity mapping and ecological networks was discussed. It was stressed that Ecological Networks are not the same thing as Green Infrastructure (GI) – GI is about how we interact with the environment whereas Ecological Networks are concerned with what is there, but they do overlap. Need to ensure that developments to GI are not detrimental to biodiversity. Also the Sustainability Appraisal for the Land Use Allocations DPD should consider the potential of development sites to cause habitat defragmentation.

Economic Development

- 8.33 Consultation on the draft study with the Pendle Local Strategic Partnership highlighted a perceived omission of economic development related infrastructure, such as business centres or managed office space. Whilst employment land in its wider sense is covered elsewhere in other evidence base documents it was agreed that public facing economic development infrastructure, which provides services and support to business start ups and workforce training etc, could be justifiably included. As such a new template was added to the study to reflect this.

9. Summary and conclusions

- 9.1 There appear to be no insurmountable infrastructure barriers to the level of development that the Core Strategy is proposing. There are however, some small localised issues which may require the phasing of delivery, and at the site allocations stage to be considered to ensure that necessary infrastructure improvements can be implemented in a timely manner. Table 4 below summarises the main issues arising from the infrastructure planning process so far.

Table 4: Summary of Infrastructure Position

Infrastructure type	Summary
Transport	<ul style="list-style-type: none"> Proposed level of development should be able to be absorbed. Identified congestion hotspots, main problems in Colne. Long-term aims / strategic transport infrastructure to provide a bypass for Colne and rail reinstatement from Colne to Skipton. No major capacity issues on public transport but need to improve linkages to Manchester (rail) Cycle route improvements planned for Nelson-Brierfield and Colne linked to new schools developments. Infrastructure needs for strategic housing and employment sites.
Energy and Utilities	<ul style="list-style-type: none"> No major capacity issues in energy provision. Potential capacity for the development of renewable energy, particularly wind power. Surplus water supplies as a whole. For some sites over 1ha there may be a need for off-site mains work at developer's expense. Proposed levels of house building may cause issues with some waste water treatment works being near capacity. No major capacity issues in waste collection / disposal. Expanded recycling transfer / sorting station identified for Whitewalls in Colne to serve Pendle needs. No major issues in phone or mobile phone services. Identified issues with broadband provision in rural areas; Pennine Lancashire MAA action to address.

Infrastructure type	Summary
Economic Development	<ul style="list-style-type: none"> • Key future projects have been identified to assist in regeneration and provide suitable business space for incubator units and expansion units. A strategic employment site has been identified. • Additional focus on helping to support growth in the two sectors where Pendle is perceived to have existing strengths: Advanced Engineering and Tourism.
Community Facilities	<ul style="list-style-type: none"> • Generally good correlation between size of population and number of services available within settlements. • Some rural areas are less well provided for, particularly community halls, policing facilities, community groups / activities. • Emergency services estates need work to either increase capacities or consolidate operations.
Specialist Housing	<ul style="list-style-type: none"> • Identified need for affordable housing in both urban and rural areas. • Deficiencies in several areas of specialist sheltered / supported housing. • Burnley and Pendle Gypsy, Traveller and Travelling Showpeople Accommodation Assessment showed no need for any pitch accommodation in Pendle.
Education	<ul style="list-style-type: none"> • Primary: Some capacity within Barrowford and Colne schools, but there could be issues before the end of plan period. Schemes proposed to increase future capacity in Nelson, as there is an identified shortage. • Secondary: Some capacity for expansion. No concerns for the plan period • Further Education: Existing provision offers sufficient capacity.
Health and Social Care	<ul style="list-style-type: none"> • Limited provision in rural settlements of 'health' facilities e.g. dentists, opticians, pharmacies.
Leisure and Culture	<ul style="list-style-type: none"> • Relative deficit of sports pitches / courts in 12 wards-borough wide. • No real gaps in provision of traditional sport centre facilities. Capacity levels of main facilities ok and would support limited growth proposed by Core Strategy. • Desire to improve outdoor recreation and commercial leisure offers in borough. • Potential to better utilise existing facilities to offer wider, more diverse range of facilities to meet needs of all residents.

Infrastructure type	Summary
Green Infrastructure	<ul style="list-style-type: none">• Relative deficits of Parks in 13 wards, Play Areas in 12 wards and Equipped Play Areas in 9 wards identified by Pendle Open Space Audit.

10. Delivery strategy

- 10.1 The Core Strategy is not produced nor delivered in a vacuum. The successful delivery of the plan will rely on the provision of associated infrastructure which, in turn, will rely on delivery and funding from a range of sources.
- 10.2 Earlier chapters outline existing provision of the varying types of infrastructure across the borough; identify where any deficiencies exist; and highlight any infrastructure which may be required to support future development.
- 10.3 This strategy addresses any particular issues or uncertainties surrounding delivery and details how infrastructure will be delivered, by whom including funding requirements. The objective is to demonstrate that the Core Strategy is both realistic and deliverable by outlining what strategies are in place and the delivery body responsible for the provision of the infrastructure required to deliver the Core Strategy.
- 10.4 In doing so, some level of caution needs to be applied. It is necessary to view this strategy as a live process where regular updates of the information will be carried out. This is essential as each infrastructure provider has its own strategy and business planning processes, meaning that information comes forward at different times and in varying levels of detail. Assessing the deliverability of multiple projects in this context can be challenging.

Community Infrastructure Levy (CIL)

To raise funds for required infrastructure a local authority can charge CIL on new development where it has adopted a charging schedule.

The Pendle Development Viability Study (2013) indicates that there are varying levels of viability for development across the borough. In broad terms viability across all sectors (excluding retail) has been adversely affected by poor market conditions and is marginal.

In response to these poor levels of viability it is not appropriate to implement CIL at this time as it would further reduce viability. The imposition of CIL could damage the economic situation across Pendle and is not appropriate in current market conditions. When the economy improves the position regarding CIL will be reconsidered.

Section 106 Agreements

Section 106 Agreements can currently be used to provide infrastructure for development where it would otherwise be unacceptable in planning terms. Authorities cannot impose more than five planning obligations for the funding of a particular type of infrastructure but will be able to do so for an individual project. The ability to use Section 106 will be restricted in the near future (currently set at April 2015) and any additional infrastructure requirements will be dependent on a CIL charge.

Infrastructure Funding Opportunities

- 10.5 Funding for the various types of infrastructure in the borough is derived from the budgets of public and private sector organisations who:
- provide it as part of a wider service
 - are statutorily responsible for its provision
 - provide it as part of a commercial venture.
- 10.6 Specifically, there are currently two mechanisms for securing infrastructure through the planning process, which are described on the next page.
- 10.7 These planning agreements or charges are an important part of funding for infrastructure. However, with CIL not currently appropriate and Section 106 Agreements soon to be restricted it will be necessary for some infrastructure funding to be found 'outside' of the planning process in Pendle, following the cut-off date for Section 106.

Strategy

- 10.8 For the purposes of the Core Strategy the borough is divided into three distinct spatial areas (Figure 10.1), which share similar characteristics. These are:
1. M65 Corridor;
 2. Rural Areas and;
 3. West Craven.
- 10.9 As these spatial areas are locally distinctive, the levels of infrastructure provision within them vary significantly and this has implications for future development and growth. These are considered under the headings below.
- 10.10 Some infrastructure issues are common across the borough. In order to understand the potential impact development may have on the infrastructure across the borough, it is necessary to consider the key development proposals set out in the Core Strategy, in particular the amount and distribution of housing and employment.
- 10.11 Varying levels of development are proposed in the three spatial areas which may require new infrastructure to supplement existing provision.

Housing

- 10.12 The Framework requires Local Planning Authorities to ensure their housing requirements meet the full, objectively assessed need for market and affordable housing in the housing market area (Para. 47).
- 10.13 The Burnley and Pendle Strategic Housing Market Assessment uses a number of demographic, economic and policy scenarios to identify a possible housing requirement range for the borough.

10.14 The number of new homes required to meet the need derived from these scenarios is 290 dwellings a year, resulting in an overall provision during the plan period (2015-30) of 4,350 homes. This is proposed to be split between the three spatial areas as follows:

- M65 Corridor: 70%
- Rural Areas: 12%
- West Craven Towns: 18%

Employment

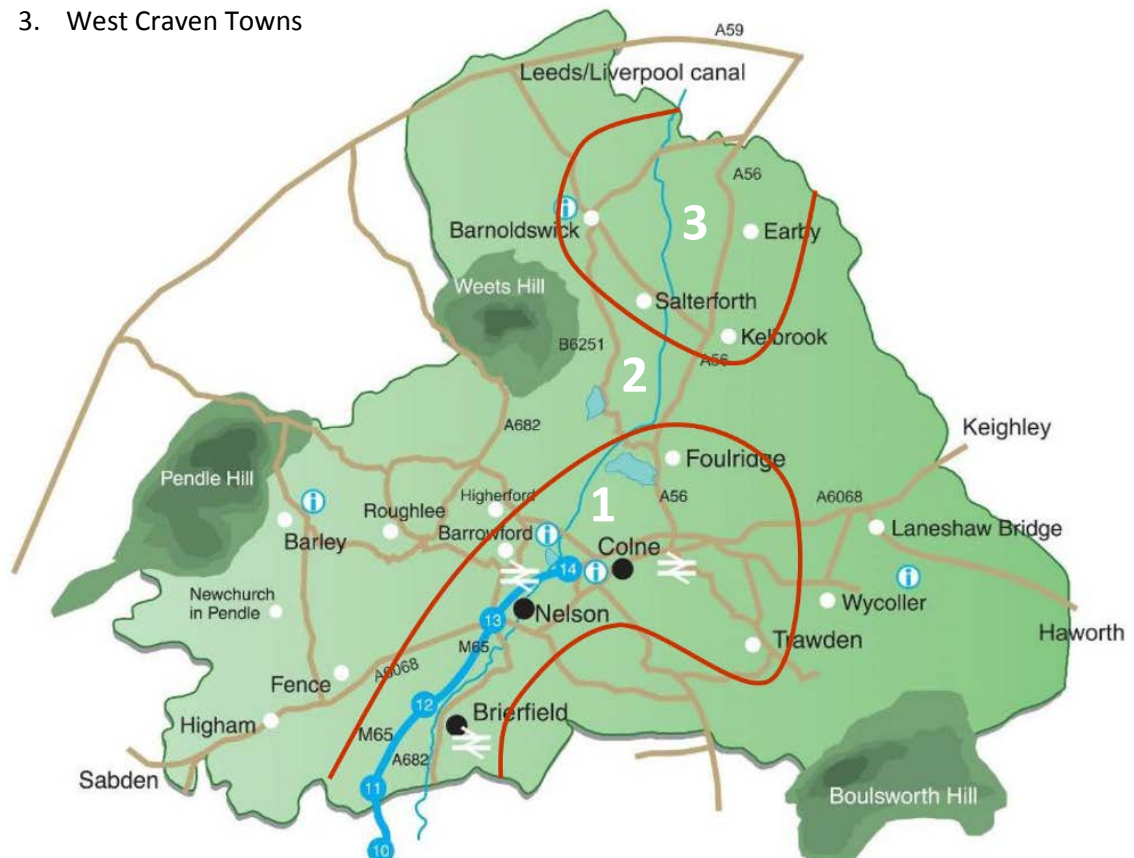
10.15 The Framework states that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st Century in order to achieve economic growth (Para. 20).

10.16 The Councils Employment Land Review (ELR) (2013) also uses a number of demographic, economic and policy based scenarios to identify a potential land requirement for the borough.

10.17 The requirement of 68.0ha (gross) for the period 2011-2030 is based on past take-up rates. With delivery to date of 4.9ha, a current supply of 29.2ha in the form of vacant sites and a further 8.9ha available from vacant premises, this represents a shortfall of 25.0ha.

Figure 10.1: Spatial Areas in Pendle

1. M65 Corridor
2. Rural Pendle
3. West Craven Towns



1. M65 Corridor

- 10.18 The M65 Corridor spatial area includes Nelson the largest town in Pendle. Together with Colne, Brierfield and Barrowford it forms a densely populated urban corridor in the south of the borough. Until the middle of the 19th Century only a few scattered households were found between Burnley and Colne. However improved transport links and the suitability of the area for the textile industry saw the emergence of the new town of Nelson and the expansion of Colne and Barrowford. This rapid and largely unplanned growth underpins many of the issues that need to be addressed throughout the borough particularly as it provided much of the infrastructure that is still relied upon today.
- 10.19 The M65 benefits from the best transport links and has the highest concentration of population. It will be the focus for new development, as it is in the area where both demand and regeneration needs are highest.

(a) Strategic Sites

- 10.20 In order to provide some certainty that the amount of development set out in the Core Strategy can be delivered, it is necessary to allocate strategic sites for housing and employment.

Strategic Housing Site – Trough Laithe	
Responsibility for delivery	Peel Land and Property Ltd.
Funding	Secured
Level of importance for delivery of plan	High

- 10.21 A strategic housing site is proposed at Trough Laithe Farm in the M65 Corridor, which will deliver approximately 481 dwellings.
- 10.22 The site is owned by Peel Land and Property – a willing landowner and experienced multinational development company. They have the required capital and specialist development partners necessary to commence delivery of the site, including the required infrastructure, within the first 5 years of the plan.
- 10.23 Peel has indicated that they consider 50 dwellings per annum to be viable and achievable. However, specific infrastructure issues that will need to be addressed are:
- (i) Traffic management improvements at Junction 13 on the M65 motorway. This is part of a wider issue and is discussed further below.
 - (ii) Education provision. The development of 481 dwellings may also require an increase in school places in the surrounding area. Lancashire County Council has indicated that without detailed development information it is not possible to accurately identify the number of places needed. However, they are able to provide a likely pupil yield and estimate the maximum cost of any places required, based on a scenario that all dwellings on the new development will be 3 or 4 bedroom properties.

	Primary	Secondary
All 3 bedroom - Yield	77	43
All 3 bedroom – Cost	£914,795	£769,769
All 4 bedroom - Yield	183	72
All 4 bedroom – Cost	£2,174,122	£1,288,915

Whilst these scenarios cannot be considered to be realistic, as the site will deliver a range of 2 to 5 bedroom homes, they do provide a useful indication of potential education infrastructure costs arising from the development. When the actual school place requirements for the site are known, the next stage will be to identify the expected number of surplus places in local schools within the catchment of the development based on pupil projections. The expected number of surplus places will then be deducted from the pupil yield figure. This ensures that the developer will only contribute to the actual shortfall of places resulting from their development.

Strategic Employment Site – Lomeshaye	
Responsibility for delivery	Joint venture between Pendle Council and a private developer
Funding	Site purchase (secured Private) Site Infrastructure (subject to approval of funding bids)
Level of importance for delivery of plan	High

- 10.24 A strategic employment site is proposed on land adjacent to the existing Lomeshaye Industrial Estate, again in the M65 Corridor.
- 10.25 This strategic site is of a significant size (up to 28ha (gross)) and will obviously have its own issues regarding infrastructure provision.
- 10.26 The site is not currently in Council ownership, but Barnfield Construction – the council’s joint venture partner on several successful regeneration schemes delivered under the Pendle Enterprise and Regeneration Limited [PEARL] banner – is currently in negotiations with the landowner to secure option to buy the land.
- 10.27 Funding for the project is currently being sought, with preliminary proposals being put forward to the Lancashire Enterprise Partnership as part of the future 2014-20 European Programme.
- 10.28 There are several other infrastructure issues that are raised by the development of this site:
- (i) Site Preparation
- The costs of bringing forward the site for development are being explored, with a number of site investigations currently taking place.

(ii) Site Access

It is proposed to construct a roundabout on the A6068 Barrowford Road by-pass to access the site. From this point a spine road will lead into the site with further distributor roads leading from this. The total cost for the road construction is estimated to be around £2.7 million.

(iii) Service Provision

The site would require the provision of all services namely electricity, gas, water, sewerage and telecommunications. The estimated cost for such services is around £925,000. United Utilities consider that the supply of potable water to the strategic site is not an issue, but where possible alternatives to the drainage of surface water into the sewers should be considered, in order to ensure that the foul sewerage system is not overloaded with surface water. Their preferred approach is for surface water to drain into either:

- Infiltration systems
- Watercourses

Risk to delivery

- 10.29 Purchase costs are being funded by a private development company that the Council has successfully entered into partnership with in the past. They consider the site to be viable to deliver employment and have indicated that they are willing to bring it forward. Site infrastructure will be subject to bids for external funding which the Council are confident in securing.

(b) Utilities

Waste Water Treatment	
Responsibility for delivery	United Utilities
Funding	Secured
Level of importance for delivery of plan	High

- 10.30 The Council has held one-to-one meetings with United Utilities at different stages in the preparation of the plan to discuss the levels of housing and employment proposed by the Core Strategy and the location of the strategic sites. United Utilities stated that Colne Waste Water Treatment Works (WWTW) is operating at close to capacity, but are confident that the comparatively low levels of development proposed by the Core Strategy would not cause any issues with service delivery at the site, during the plan period. There are proposals in the future for environmental enhancement works at Colne WWTW, but these will not increase capacity at the site.

Risk to Delivery

- 10.31 Risk to delivery is low as the provision of waste and water infrastructure is a statutory obligation for the provider and no specific funding issues have been raised. It is acknowledged that funding can be strained by large windfall developments coming forward for which funding will not have been provisioned. Continuing dialogue between the Council and infrastructure providers will provide early intelligence on any such developments which can reduce this risk further.

(c) Transport

Road: A56 Colne-Foulridge Bypass	
Responsibility for delivery	Lancashire County Council
Funding	Not secured – reliant on funding bid
Level of importance for delivery of plan	Low

- 10.32 The County Council has no overall issues with the level of development proposed borough wide, with regard to transport infrastructure, and state that any increase in the use of the road network can be absorbed. Notwithstanding this, a congestion hotspot has been identified along Vivary Way/North Valley Road/Windsor Street in Colne. The M65 motorway ends abruptly to the west of Colne and traffic is required to pass either along this busy artery through the centre of Colne. The high volumes of traffic emanating from the motorway can cause traffic difficulties along these single carriageway routes.
- 10.33 Lancashire County Council commissioned consultants Jacobs to produce the M65 to Yorkshire Corridor Study, to assess the options for reducing the congestion and whether the Colne by pass was still considered to be the most appropriate solution.
- 10.34 The report concluded that a by-pass to the north of Colne is still the most appropriate solution and is thus supported by the Core Strategy. Lancashire County Council has identified a new alignment for the route in the East Lancashire Highways and Transport Master Plan. An advantage of this route is that it will not impinge on the track bed of the former railway line and will not preclude its reinstatement. A large proportion of the funding for this scheme is dependent on approval of a bid to the Single Local Growth Fund, a competitive bidding process, which the Council's Jobs and Growth Strategy is aligned towards. In July 2014, the Lancashire Economic Partnership announced it had secured a £233m Growth Deal with central government.
- 10.35 It is likely that additional funding will also be required from Lancashire County Council, Pendle Borough Council and developer contributions. The Core Strategy supports the implementation of the bypass, but delivery is anticipated to be some time away. As such delivery of the plan objectives are not reliant on the bypass being delivered during the plan period.

Risk to delivery

- 10.36 It is a possibility that as funding from the Single Local Growth Fund is secured on a competitive basis the bid may not be successful. A further risk is that even if the largest element of funding required is secured any match or top up funding required from the other sources may not be realised in the current economic circumstances. This risk should reduce as the economic situation continues to improve. Private funding from local businesses may reduce this risk further should it be forthcoming.

Road: M65 Junction Improvements	
Responsibility for delivery	Lancashire County Council
Funding	Secured
Level of importance for delivery of plan	High

- 10.37 Junction 13 of the M65 can suffer from queuing traffic and congestion at peak times. The Burnley and Pendle Growth Corridor Study will look at the stretch from Junction 8 to Junction 13, where the motorway will terminate if plans for the new Colne-Foulridge bypass are approved. The study will consider how each of the motorway's junctions function now and how they need to function in the future, taking into account the connectivity required to access both existing and future strategic sites for housing and employment along the route of the motorway.
- 10.38 One possible option currently being explored is signalisation of Junction 13 in order to help control traffic flows.
- 10.39 In July 2014, the Lancashire Economic Partnership announced it had secured a £233m Growth Deal with central government. A £12 million programme to improve the M65 from Junction 6 at Whitebirk to Junction 14 at Colne, includes £8m million from the Local Growth Fund, to be delivered over three years from 2015/16 to 2017/18. The additional £4 million will be allocated by Lancashire County Council as part of the East Lancashire Highways and Transport Masterplan.

Risk to delivery

- 10.40 Funding for signalling of Junction 13 has been secured by placing a condition on the planning permission granted to Peel Land and Property for their proposed development of the Riverside Business Park off the A6068. This condition will be triggered when a specified amount of floorspace has been completed on the site.
- 10.41 Funding for further junction improvements will be secured from a number of sources, including developer contributions associated with the development of the strategic housing site at Trough Laithe Farm, insofar as this will affect traffic at this junction.
- 10.42 Based on the findings of the Burnley/Pendle Growth Corridor Study, they were also the subject of a bid to the Lancashire Single Growth Fund. In July 2014 it was announced that this bid had been successful subject to further review.

Rail: Todmorden Curve	
Responsibility for delivery	Network Rail
Funding	Secured
Level of importance for delivery of plan	Low

- 10.43 Rail services from Pendle to Manchester are particularly poor. Network Rail is currently implementing a strategy to improve connectivity to Burnley with the reinstatement of the Todmorden Curve. The ease of connection to the new service at Rose Grove (Burnley) will determine the extent of the benefits to Pendle residents particularly those living in the M65 Corridor.
- 10.44 The Todmorden Curve project does not involve any physical works in the Pendle Council administrative area, but may improve travel options for Pendle residents and increase the ability of people from Manchester to travel into the area for work or pleasure.
- 10.45 In November 2013, Network Rail was on-site and had started on the re-instatement of the Todmorden West Curve. This work should be completed by December 2013, with the new chord and signalling due to be commissioned in February 2014. From the start of the new timetable in December 2014, a new service between Blackburn and Wigan will provide a direct link between Burnley and Manchester taking between 45 and 50 minutes. This compares favourably with the current situation, where travel from Burnley to Manchester requires a change of trains at Preston, Blackburn or Hebden Bridge, with journey times of between 64 and 90 minutes.

Risk to delivery

- 10.46 At an early stage train operator Northern Rail indicated that they would have insufficient trains to operate the new Wigan-Manchester to Blackburn service (via the Todmorden Curve and Burnley) until the commencement of the November 2014 timetable. In summer 2014 Network Rail announced that start-up of the new service would be delayed still further as new signalling could not be installed ahead of the proposed start-up date.
- 10.47 Although the new train service will have benefits for the residents of Pendle, it does not affect implementation of the Local Plan.

(d) Education

Primary Schools	
Responsibility for delivery	Lancashire County Council
Funding	Secured
Level of importance for delivery of plan	High

- 10.48 Primary School capacity has been identified as a particular issue in parts of Nelson. The projected increase of primary school age children could also see issues in Colne before the end of the plan period. An appropriate strategy for the delivery of school places needs to be in place to ensure the levels of development in the Core Strategy are acceptable.
- 10.49 The Council has held a one-to-one meeting with Lancashire County Council who are the education service provider for the Borough in order to seek an assurances that the levels of proposed development are acceptable. The County Council can only plan school places based only on approved planning consents.

- 10.50 To ensure that this is not a constraint to future development the County Council's strategy to ensure that they fulfil their statutory duty to provide every child with a school place is as follows:
- Use surplus places at other schools
 - Provide temporary accommodation for peaks in population
 - Permanent expansion of school (minimum of 3 years lead in time)
 - Provide a new school
- 10.51 Some schools can be more popular than others due to parental choice. This can cause some schools to have a surplus of places whilst others are oversubscribed. In this instance the primary strategy is to move pupils around to ensure a better spread. This is usually sufficient to ensure that all children have access to a school place. However where this is not the case the other options available in the strategy require physical works to be carried out, either on a temporary or permanent basis to create more space.
- 10.52 This strategy ensures that all children within the borough will be provided with a school place. Pendle Council and the County Council will work collaboratively to ensure that data regarding housing numbers and strategic locations for new development are shared as early as possible to allow calculations for school places to be made enabling the school planning process to run as smoothly as possible once a planning application is made.

Risk to Delivery

- 10.53 This risk is low. The provision of school places is a statutory requirement for Lancashire County Council. Nonetheless the risk could be increased by large windfall housing development, as funding for places is based on census data i.e. births in an area. Collaboration between Pendle Council and County Council, involving the sharing of early intelligence, will reduce this risk and provide opportunities to identify options for dealing with an increased pupil population to be considered at the earliest point.

2. West Craven Towns

- 10.54 The West Craven area was, until the mid-1970's, part of the West Riding of Yorkshire. In 1974 it was decided that the area would form part of the newly created Pendle Borough Council and thus part of Lancashire for administrative purposes. However, despite much of the infrastructure provision and upkeep being passed to Lancashire bodies there are still some elements that are taken care of by Yorkshire based undertakers.

(a) Energy and Utilities

Waste Water Treatment	
Responsibility for delivery	Yorkshire Water
Funding	Secured
Level of importance for delivery of plan	High

- 10.55 The waste water treatment works at Earby is managed by Yorkshire Water; who also deal with the waste water services for Barnoldswick in the West Craven area.

- 10.56 The facility at Earby is currently working at close to capacity. However, the site has been included in the Yorkshire Water Draft Business Plan for future expansion. The commitment to funding this expansion will be confirmed in 2014, and will be vital to the delivery of new homes in this part of West Craven where a number of sites identified in the authorities housing land supply are located.

Risk to Delivery

- 10.57 The risk to delivery of the plan is considered to be low as the provision of waste and water infrastructure is a statutory obligation. It is acknowledged that funding can be strained by large windfall developments coming forward for which funding may not have been provisioned. Continuing dialogue between the Council and infrastructure providers will provide early intelligence on any such developments, which can reduce this risk further.

(b) Transport

Rail: Former Colne to Skipton Railway Line	
Responsibility for delivery	Network Rail
Funding	Not secured
Level of importance for delivery of plan	Low

- 10.58 Since the closure of the Colne to Skipton railway line in February 1970, West Craven has not been served by rail. The Skipton East Lancashire Railway Partnership (SELRAP) is lobbying to have the line re-opened and costs are currently estimated at between £30-100m, depending on the number of tracks that are reinstated. Improvements to the transport through West Craven towards North Yorkshire are supported in the Core Strategy; including the possible reinstatement of the railway line. However, this is not a key piece of infrastructure required for the successful delivery of the plan objectives. Re-opening of the former railway line will be dependent on funding being secured from external sources.

Risk to delivery

- 10.59 This is considered to be high as, despite significant levels of support, no commitment to funding the reinstatement project has been secured since the inception of SELRAP. In the current economic climate this position is unlikely to change unless a strong economic case can be presented.

3. Rural Areas

- 10.60 Rural Pendle is home to over 17,000 people. The vast majority living in the larger villages centred on former textile mills (i.e. Foulridge, Fence and Trawden). The busy A682/A6068 connects the remote Pendleside Villages to Junctions 8 and 13 on the M65 motorway.

(a) Energy and Utilities

Waste Water Treatment	
Responsibility for delivery	Yorkshire Water
Funding	Not secured – reliant on funding bid
Level of importance for delivery of plan	Low

- 10.61 Yorkshire Water has indicated that the Waste Water treatment Works at Foulridge has some capacity to accept new development and that this will not be an issue for at least the next AMP period 2015-2020. Monitoring will be on going and if necessary the capacity of the site will be assessed again leading up to AMP7 (2020-2025) with the possibility of any funding required at this time being included in future plans.

Risk to delivery

- 10.62 This is considered to be low risk as little development is proposed in and around Foulridge and Yorkshire Water have indicated that based on the figures set out in the Core Strategy, funding sufficient funding should be available in AMP (2020-2025) should an upgrade be required.

Superfast broadband	
Responsibility for delivery	Partnership between Lancashire County Council and BT
Funding	Secured
Level of importance for delivery of plan	Low

- 10.63 The lack of Broadband provision and slow speeds are a particular issue in some rural areas, which can be a particular constraint for rural businesses and entrepreneurs.
- 10.64 Lancashire County Council in partnership with BT has put in place a £62.5 million strategy to roll out Superfast Broadband, which will see 97% of the counties premises connected by the end of 2015.

Risk to delivery

- 10.65 This is considered to be low risk as the scheme is fully funded and already providing improved broadband services. Unless any unforeseen circumstances increase costs or reduce funding rollout should continue to completion.

(b) Health and Social Care

Health Care Facilities	
Responsibility for delivery	NHS Commissioning Board
Funding	Secured
Level of importance for delivery of plan	Medium

- 10.66 There is a perception that some health care services/facilities such as Dentists and Opticians are lacking in the rural areas. The NHS Commissioning Board (NHSCB) oversees a comprehensive system of clinical commissioning groups (CCGs) which have the responsibility for providing the majority of healthcare services. This new system of clinical commissioning came into force on 1 April 2013 when the Primary Care Trusts, which previously commissioned healthcare services, were abolished. CCGs are designed to expand the potential for clinical leadership. They are accountable for how they use resources to secure quality care and will be responsible for securing the highest quality and outcomes for patients within the resources available to them. Rural areas will inevitably be further from some services due to the relative threshold of population required to make them viable.
- 10.67 In a one-to-one meeting with NHS Property Services it was confirmed that there are currently no issues with regard to levels of access to GP's across the borough.
- 10.68 With regards to future development the NHS base their forecasting model for services on the housing requirement and distribution used in the Core Strategy. They calculate that 2.3 people per household will need access to a GP. The level of proposed development in the Core Strategy based on this does not cause difficulties with access to a GP as appropriate NHS strategies for the expansion of existing facilities or the provision of new services is already in place.

Risk to delivery

- 10.69 Risk to delivery is considered low as a suitable mechanism is in place to provide access to care, based on development aspirations. However, significant housing windfalls in areas where doctors surgeries are at or near to capacity could put pressure on the system for a period. Early intelligence sharing of proposed developments between the Local Planning Authority and the NHSCB will reduce this risk.

4. Borough-wide**(a) Energy and Utilities**

Waste Management and Recycling Transfer Station	
Responsibility for delivery	Lancashire County Council
Funding	Secured
Level of importance for delivery of plan	Low

- 10.70 Lancashire County Council has acknowledged that additional capacity for waste management will need to be provided in future years. The County Council has an adopted Site Allocations DPD, which identifies a number of potential sites for future expansion. Whilst the site of the former waste recycling centre at Regent Street, on the White Walls Industrial Estate in Colne, has been identified as a potential site for a waste transfer station, no implications for the delivery of the plan objectives have been identified.

Risk to Delivery

- 10.71 Risk to delivery is low as the County Council are responsible for the funding and provision of such facilities. No indication has been received that funding is not in place for its eventual delivery once a site has been selected.

(b) Renewable and Low Carbon Energy Generation

Wind, solar and hydroelectric projects	
Responsibility for delivery	Private sector
Funding	Privately sourced
Level of importance for delivery of plan	Medium

- 10.72 Areas of the borough have the potential to generate energy from renewable sources and contribute towards the achievement of government targets. The Council jointly commissioned the South Pennines Renewable and Low Carbon Energy Study (Maslen Environmental, 2011), which helped to better understand the potential capacity across a wide range of possible sources.
- 10.73 This study considers the environmentally friendly ways in which we can harness the energy and heat generated by natural elements such as wind, water and the sun. It also considers other possibilities such as biomass (where plant matter or waste is used to generate heat and electricity) and ground source heat pumps, which draw heat from the ground.

Risk to Delivery

- 10.74 There is considered to be a medium risk to the delivery of this objective. Funding is required from the private sector for such initiatives and there has not been a significant track record of this in the past. However this situation may improve if government support for alternative energy sources increases.

(c) Specialist Housing

Housing for older people and other specialist groups	
Responsibility for delivery	Registered providers
Funding	Secured on a case-by-case basis
Level of importance for delivery of plan	High

- 10.75 The Council jointly commissioned the Burnley and Pendle Strategic Housing Market Assessment [SHMA] (Nathaniel Lichfield, 2013), which identifies deficiencies in specialist, sheltered and supported housing in parts of the borough. The future locational requirements for such housing are identified in the SHMA and policies in the Pendle Local Plan will seek to deliver this as part of larger residential schemes, where this is viable, or through social housing providers, who can bid for funding to provide on a case-by-case basis. No issues have been highlighted regarding the levels of funding potentially available.

Risk to delivery

- 10.76 This risk is considered to be medium. Specialist providers are able to access ring-fenced funding from government for specific projects. There is no guarantee that such bids will be successful and as the provision of specialist housing is not a statutory duty the reliance on successful bids and the capacity of specialist housing providers in the area means there is no guarantee that particular schemes will be brought forwards. However this model has brought forward numerous specialist housing schemes in recent years. Viability continues to be an issue for private provision.

(d) Green Infrastructure, Leisure and Culture

Parks, play areas and sportys pitches	
Responsibility for delivery	Public / private sector
Funding	Secured on a case-by-case basis
Level of importance for delivery of plan	Medium

- 10.77 There is a relative deficit of parks, play areas and sports-pitches in a number of the borough's wards.
- 10.78 There are currently no site specific proposals for the delivery of new parks or green spaces in the borough. The emerging Green Infrastructure Strategy will provide an additional policy framework to help protect and enhance existing green spaces, and look to identify opportunities for the creation of new green infrastructure in order to maximise the benefits such provision contributes towards the principles of promoting sustainable development.
- 10.79 If, or when, a Community Infrastructure Levy [CIL] charging schedule is introduced, this will be an important tool for securing the provision of additional green infrastructure.

Risk to Delivery

- 10.80 When Section 106 notices are no longer available, the delivery of green infrastructure through the planning process will be made up of private sector contributions secured through CIL. Until it is considered viable to introduce CIL in Pendle, it will not be possible to fund new parks and play areas through this mechanism.
- 10.81 Delivery of significant infrastructure of this type will rely solely on the Council participating in competitive bids for external funding. This means that the risk of delivery will be high until CIL is introduced, whereupon the level of risk will be reduced.

Summary of Infrastructure Requirements and Importance for Plan Delivery

Project	Delivery Agency	Funding	Importance
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1. M65 Corridor			
Strategic Site – Housing	Peel Land & Property	Secured	High
Strategic Site - Employment	Pendle Council & Development Partner	Part Secured	High
Waste Water Treatment	United Utilities & Yorkshire Water	Secured	High
A56 – Colne to Foulridge Bypass	Lancashire County Council	Not Secured (Funding Bid)	Low
M65 – Junction Improvements	Lancashire County Council	Secured	High
Rail – Todmorden Curve	Network Rail & Northern Trains	Secured	Low
Primary Schools ¹	Lancashire County Council	Secured	High

2. West Craven Towns			
Waste Water Treatment ¹ (Earby)	Yorkshire Water	Secured	High
Reinstatement of Colne to Skipton railway line	Network Rail	Not Secured (Funding Bid)	Low

3. Rural Pendle			
Waste Water Treatment ¹ (Foulridge)	Yorkshire Water	Not Secured (Funding Bid)	Low
Broadband	Lancashire County Council & British Telecom	Secured	Low
Delivery of Healthcare Services	NHS Commissioning Board	Secured	Medium

4. Borough-wide			
Waste Transfer Station	Lancashire County Council	Secured	Low
Renewable Energy	Private	Private	Medium
Older People and Specialist Housing	Registered Providers	<i>Case-by-case</i>	Medium
Parks, Play Areas and Sports Pitches	Pendle Council / Private Developers	<i>Case-by-case</i>	Medium

1. Statutory requirement

Conclusion

- 10.82 This Infrastructure Delivery Schedule [IDS] only highlights those infrastructure projects, which are considered to have an important part to play in the delivery of the Core Strategy. It provides details on whether the necessary funding has been, or is in the advanced stages of being secured, for those projects upon which the delivery of the Core Strategy is reliant.
- 10.83 No significant gaps in funding have been identified for projects considered essential to the delivery of the Core Strategy. The IDS will be updated annually in the Authority's Monitoring Report [AMR], to inform delivery of the plan and future plan preparation.

References

CLG (2007) Shaping and Delivering Tomorrow's Places: Effective Practice in Spatial Planning, Department of Communities and Local Government

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CLG (2008) Infrastructure Delivery: Spatial Plans in Practice – Supporting the reform of local planning, Department of Communities and Local Government

<http://www.communities.gov.uk/publications/planningandbuilding/spatialplaninfrastructure>

PAS (2008) Implementing your local development framework: The integration of infrastructure and development in plan-making, Planning Advisory Service

<http://www.pas.gov.uk/pas/core/page.do?pageId=63292>

Appendix 1 – Infrastructure Delivery Schedule

1. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS				2. PROJECT DELIVERY & MANAGEMENT			3. FINANCIAL IMPLICATIONS			4. POLICY LINKS		
What	Where	Why	When	Description of investment	Lead Organisation(s): Delivery	Lead Organisation(s): Management	Project Cost	Sources of Funding	Dependencies	SCS	Core Strategy	
										Goal	SO	Policy
1. Transport												
a. Highways												
Improvements to motorway junctions	Brierfield to Colne	Work would help to improve access to the strategic employment (Junction 12) and housing sites (Junction 13) proposed in the Core Strategy. They would also help to improve traffic movements in and around these busy junctions helping to better serve existing employment sites (Lomeshaye and Riverside Business Park), Nelson & Colne College and Nelson Town Centre.	2015/16-2016/17	Physical improvements to the M65, A682 and A6068 to help improve the flow of traffic, including signalisation of the roundabout junctions.	Lancashire County Council	Lancashire County Council	£2m	Single Growth Fund Lancashire County Council S106	In July 2014, the Lancashire Economic Partnership announced a £12 million programme to improve the M65 from Junction 6 at Whitebirk to Junction 14 at Colne, including £8m million from the Single Local Growth Fund, with the additional £4 million to be allocated by Lancashire County Council as part of the East Lancashire Highways and Transport Masterplan. Further funding from the Single Growth Fund is subject to further review. Work at Junction 13 is partly dependent on planning conditions secured against development at the Riverside Business Park and the strategic housing site allocation at Trough Laithe Farm.	PG2 PG3 PG6	SO2 SO6 SO11	ENV4 LIV2 WRK1 WRK3
Construction of A56 Colne bypass	Colne to Foulridge	There has been a long standing proposal to address the issues resulting from the abrupt termination of the M65 just to the west of Colne and the resultant congestion along the A6068 within the North Valley area of Colne. The 'A56 Village Bypasses' scheme would see a bypass built from the end of the M65 to north of Kelbrook/Earby. However, this proposal has so far not attracted funding therefore the current proposal is to provide a direct link from the M65 motorway to the North of Foulridge. Reduce traffic congestion in Colne and improve journey times between Pennine Lancashire and the West Craven area of Pendle.	2021/22 onwards	There are six routes under consideration for the construction of a proposed bypass to the west of Colne. These vary in length from 3.8k-5.4km. Some of the routes would preclude the reinstatement of the Colne-Skipton rail link (see below). The Brown route protects the existing tracked and is the route favoured by Pendle Council.	Lancashire County Council	Lancashire County Council	£24-£71 million - depending on the route selected	Central Government	A large proportion of the funding for this project is dependent on the Single Local Growth Fund. This is a competitive bidding process, which the Council's Growth Strategy is aligned towards. Whilst £12m funding for the Burnley-Pendle Growth Corridor was secured in July 2014, funding for the bypass is not certain at this time, but the Council is confident that a case can be made. It is likely that additional funding from Lancashire County Council, Pendle Borough Council and developer contributions will also be required. The Core Strategy supports the construction of a bypass. However, commencement of the scheme is not anticipated before 2021/22 at the earliest so delivery of the plan objectives is not reliant on the bypass being delivered during in the plan period.	PG2 PG6	SO2 SO6 SO11	ENV4 WRK1
Construction of mini roundabout on A682 Gisburn Road (at junction with Halstead Lane)	Barrowford	Allow safe access into new supermarket. Improve traffic flow.	2014/15	Construction of mini roundabout on A682 Gisburn Road (at junction with Halstead Lane) to allow safe access/egress from car park for a new Booths Supermarket due to open by Christmas 2014.	Lancashire County Council	Lancashire County Council	Unknown at this stage	Lancashire County Council S106	Timing dependant on progress with development of new supermarket.	PG2 PG6	SO2 SO3 SO11	ENV4
b. Railways												
Reinstatement of former Colne-Skipton railway line	Colne to Earby	Poor connectivity with North Yorkshire would be improved by reinstatement of former railway line, and up to 500,000 passenger journeys per annum are projected. Gentle gradients along the route make it suitable as an alternative route for trans-Pennine freight, alleviating traffic on other busy rail and road routes crossing the backbone of England, thereby helping to reduce transport emissions. There may also be considerable economic benefits from providing a direct link between the Central Lancashire and Leeds City Regions.	2019-2029 (Lancashire & Cumbria RUS)	Proposed reinstatements of the former railway line between Colne and Skipton. The 18km track bed is protected and free from development, with the exception of a 300-400m stretch where Lancashire County Council is in discussions with the landowner to purchase and protect. New tracks will need to be layed and there is potential for new stations at Foulridge and Earby. Other works include the crossing of Vivary Way in Colne, a new bridge over the canal at Foulridge and level crossings at several locations in West Craven. There possibility of constructing a new cycleway alongside the route is also being explored.	Department for Transport Network Rail	Network Rail	£42.6 million - single track £80.7 million - double track £0.86-£6.25 million - Additional annual costs depending on service and frequency provided (2007)	Network Rail has confirmed that it has no funding available at present to support implementation of the scheme. SELRAP, the local campaign group for reinstatement of the railway, has recently conceded that money from Central Government is unlikely, but that funding may be available from other sources (e.g. Regional Growth Fund).	Funding would be through the Lancashire Transport Plan, or its successor. Lancashire County Council supports the reopening of the line in principle, but is mindful of the potential cost implications of seeking to deliver both road and rail project s in close proximity. The Steer Davis Gleave Report highlights level crossings in Earby as a key risk to project viability. Further investigation is considered necessary to determine the optimum proposal for this busy corridor.	PG2 PG6	SO2 SO6 SO11	ENV4 ENV5 WRK1

1. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS				2. PROJECT DELIVERY & MANAGEMENT			3. FINANCIAL IMPLICATIONS			4. POLICY LINKS		
What	Where	Why	When	Description of investment	Lead Organisation(s): Delivery	Lead Organisation(s): Management	Project Cost	Sources of Funding	Dependencies	SCS	Core Strategy	
										Goal	SO	Policy
c. Public Transport Services												
Improvements to 'Quality Bus Corridor' (Nelson-Rawtenstall-Manchester)	Brierfield-Nelson-Colne-West Craven	Will provide improved public transport links between areas of deprivation and schools, employment areas, healthcare facilities and shops. Car journeys will be transferred to buses which will reduce traffic flows and congestion thereby helping to improve road safety and air quality	0-10 years	Works to improve the A682 Quality Bus Corridor between Nelson and Manchester are already underway, although a number of the key improvements are within Greater Manchester rather than Pendle. There is future potential to extend the projected beyond Colne to Earby and Barnoldswick, via Foulridge; and possibly along the A6068 between Colne and Keighley dependent upon establishing a partnership with bus operators and neighbouring authorities.	Lancashire County Council and partners	Lancashire County Council	Unknown at this stage	Lancashire County Council S106 Private bus companies	Funding and co-operation of partners across neighbouring authorities.	PG6	SO2 SO11	ENV4
d. Footpaths, Cycleways and Bridleways												
Provision of West Craven cycle path	Earby to Barnoldswick	Improve cycle access to local schools. Provide better commuting opportunities with key employment areas. Open up new leisure opportunities by linking to the Pennine Bridleway (a national cycle route). Enhance road / cyclist safety and promote health improvements by encouraging cycling as part of a healthy lifestyle choice.	0-5 years	Creation of a multi-user path linking Earby to Barnoldswick	Pendle Borough Council	Lancashire County Council	£500,000	Unknown SUSTRANS	Funding is still to be secured and there are land ownership issues to resolve. A feasibility study for the Earby to Barnoldswick section was completed in 2004 and the cost was estimated to be in the region of £600,000. Engineers revisited the scheme in 2013 and suggested a slightly amended route to reduce the scheme costs. Pendle Council failed to secure match funding from the Paths 4 Communities Fund before the scheme ran out. There is still an intention to secure match funding to complete a safe off-road route between Earby and Barnoldswick in the future.	PG5 PG6	SO2 SO9 SO11	ENV4
Development of Bradley cycle routes	Bradley, Nelson	Improve cycle access to local schools. Provide better commuting opportunities with key employment areas. Enhance road / cyclist safety and promote health improvements by encouraging cycling as part of a healthy lifestyle choice.	5-10 years	Development of new cycleway network throughout Bradley in Nelson.	Pendle Borough Council	Lancashire County Council	Unknown at this stage Initial feasibility work to be carried out	Public S106	Dependent on results of initial feasibility work.	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5
Improvements to Nelson-Colne Schools Link (cycle route)	Nelson to Colne	Improve cycle access to local schools. Provide better commuting opportunities with key employment areas. Enhance road / cyclist safety and promote health improvements by encouraging cycling as part of a healthy lifestyle choice.	0-5 years	Improvements to the existing pathways along Oxford Road and Wackersall Road, with a view to linking several schools and forming a connection with the new cycle path along Whitewalls Drive. The Colne School Link was finished in 2012 with a shared use path on Regent Street and improvements and new construction to the path from Pendle Vale on Oxford Road to Primet Heights school. There is a missing link to connect to Knotts Lane. At the moment cyclists are forced back onto the main road at Wackersall Road. The missing link is through Persimmon land. Persimmon stated in the past that if their Planning Application to build housing were approved they would include a cycle link to Knotts Lane.	Pendle Borough Council	Lancashire County Council	Unknown	SUSTRANS - Colne Schools Link S106 - Toucan Crossing on Whitewalls Drive Planning gain - funding to address the 'missing link'	Colne School Link completed. Missing link to be addressed through a Planning Gain with Persimmon Homes (Knotts Lane).	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5
Construction of Green Way along tack-bed of the former Colne-Skipton railway line	Colne to Foulridge	Improved pedestrian / cycle access.	5-10 years	Creation of a 'Green Way' along the former track-bed, or alongside a restored railway line.	Sustrans Pendle Borough Council Lancashire County Council	Lancashire County Council	£800,000 (Recently re-calculated this cost using costs for the recently laid cycle path from School Lane in Earby to West Craven Business Park which came to circa. £22,000 per 240m length of path).	Unknown; SUSTRANS;	Pendle Council's Scrutiny Committee agreed to open up discussions with SELRAP, as they would be encouraged to see this proposed route progress.	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5
Creation of Nelson-Brierfield Schools Link (cycle route)	Nelson to Brierfield	Improve cycle access to local schools. Provide better commuting opportunities with key employment areas. Enhance road / cyclist safety and promote health improvements by encouraging cycling as part of a healthy lifestyle choice.	5-15 years	Construction of a new cycle path and the introduction of improvements, including signage, linking residential areas of Nelson and Brierfield with Marsden Heights in Brierfield and St. Paul's Primary School in Nelson.	Pendle Borough Council	Lancashire County Council	£80,000	Unknown	Funding bid	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5

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										Goal	SO	Policy
Improvements to Ferndean Way	Colne	Improve cycle access to local schools. Provide better commuting opportunities with key employment areas. Open up new leisure opportunities by linking to the Pennine Bridleway (a national cycle route). Enhance road / cyclist safety and promote health improvements by encouraging cycling as part of a healthy lifestyle choice.	5-15 years	Improvement of existing public right of way and permissive footpath constituting the 'Ferndean Way' to provide a multi-use footpath, cycle path and bridleway.	Pendle Borough Council	Lancashire County Council	£15,000 - feasibility study £350,000 - works	Unknown	Funding bid Landowner permissions	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5
Improvements to maintenance of existing cycle way network	Borough-wide	Maintain the safety and integrity of cycling infrastructure. Promote and increase public awareness / acceptance of cycling.	Ongoing	Maintenance of physical infrastructure.	Pendle Borough Council	Lancashire County Council (if legally designated as a cyclepath), or Pendle Borough Council	£5,000 annual revenue budget	Pendle Borough Council	LCC maintain designated cycle routes. Pendle Council's Environmental Action Group maintain any undesignated cycle paths in the borough.	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5
e. Canals and Waterways												
Improve maintenance along canal towpath	Borough-wide	Maintain the safety and integrity of cycling infrastructure (canal towpath forms part of the Sustrans national cycle network). Promote and increase public awareness / acceptance of cycling.	Ongoing	Maintenance of physical infrastructure.	Canal & River Trust	Canal & River Trust	£31,000 - for a five year period	Canal & River Trust S106	Insufficient funding	PG5 PG6	SO2 SO9 SO11	ENV4 ENV5

2. Energy, Utilities, Minerals and Waste												
a. Energy												
Replacement of Electricity Sub-station at Spring Cottage	Nelson	Replacement of existing electricity substation.	2015	Construction of new substation and switch house on adjacent land.	United Utilities	United Utilities	Unknown at this stage	United Utilities	Need to acquire land alongside the existing substation for construction of a new switch house.	-	SO2	SDP8
b. Utilities												
Upgrading of Colne Sewage Works	Colne	The current waste water treatment works is operating at close to capacity, but United Utilities has not raised any concerns in respect of the levels of development identified in the Core Strategy.	2015 onwards	Details of requirements as yet unknown	United Utilities	United Utilities	Confidential - draft costs available	United Utilities OFWAT funding	No guarantee that funding to upgrade the waste water treatment works will be approved. The inclusion of a site within the Local Plan will provide sufficient evidence to demonstrate a level of certainty that the site will be developed in the future. If any new (Greenfield) development is proposed post 2015, this will provide the utility company with the opportunity to include the site(s) in any funding bid to the regulator OFWAT, enabling them to fund the necessary upgrades in the period 2015-2020.	PG6	SO2	ENV7
Upgrading of Earby Sewage Works	Earby	The current waste water treatment works is operating at close to capacity. Yorkshire Water has identified funding to upgrade the Earby facility in the Draft Yorkshire Water Business Plan, due to be confirmed in 2014	2015 onwards	Details of requirements as yet unknown	Yorkshire Water	Yorkshire Water	Unknown at this stage	Yorkshire Water OFWAT funding	No guarantee that funding to upgrade the waste water treatment works will be approved. The inclusion of a site within the Local Plan will provide sufficient evidence to demonstrate a level of certainty that the site will be developed in the future. If any new (Greenfield) development is proposed post 2015, this will provide the utility company with the opportunity to include the site(s) in any funding bid to the regulator OFWAT, enabling them to fund the necessary upgrades in the period 2015-2020.	PG6	SO2	ENV7
Upgrading of Foulridge Sewage Works	Foulridge	The current waste water treatment works is operating at close to capacity, but Yorkshire Water has not raised any concerns in respect of the levels of development identified in the Core Strategy.	2015 onwards	Details of requirements as yet unknown	Yorkshire Water	Yorkshire Water	Unknown at this stage	Yorkshire Water OFWAT funding	No guarantee that funding to upgrade the waste water treatment works will be approved. The inclusion of a site within the Local Plan will provide sufficient evidence to demonstrate a level of certainty that the site will be developed in the future. If any new (Greenfield) development is proposed post 2015, this will provide the utility company with the opportunity to include the site(s) in any funding bid to the regulator OFWAT, enabling them to fund the necessary upgrades in the period 2015-2020.	PG6	SO2	ENV7

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What	Where	Why	When	Description of investment	Lead Organisation(s): Delivery	Lead Organisation(s): Management	Project Cost	Sources of Funding	Dependencies	SCS	Core Strategy	
										Goal	SO	Policy
c. Minerals and Waste												
Provision of Recycling Transfer Station	Nelson	The need for a Waste Transfer Station, where domestic waste will be sorted before transfer to a strategic site, is highlighted in the Joint Lancashire Minerals and Waste Core Strategy.	By 2021	Improvements to the existing waste recycling site at Regent Street in Nelson to form a new Pendle recycling transfer station, where waste will be sorted before being transferred to a strategic waste management site outside the borough.	Lancashire County Council	Lancashire County Council	Unknown at this stage	Lancashire County Council	Unknown at this stage	PG6	SO2	ENV6
Construction of Built Waste Management Facility	Nelson or Colne	The need for a Built Waste Management facility, where waste from construction projects will be sorted before transfer to a strategic site, is highlighted in the Joint Lancashire Minerals and Waste Core Strategy.	By 2021	Exact details are unknown at this time.	Lancashire County Council	Lancashire County Council	Unknown at this stage	Lancashire County Council	The Lomeshaye and Whitewalls Industrial Estates have been identified as potential locations in Pendle.	PG6	SO2	ENV6
3. Economic Development												
Provision of a strategic employment site adjacent to the existing Lomeshaye Industrial Estate (M65 Junction 12)	Nelson / Brierfield	To provide new employment opportunities early in the plan period by attracting inward investment and allowing for the relocation of indigenous businesses looking to expand. Helping to strengthen and diversify the local economy will sustain a dynamic, competitive and healthy local economy.	0-5 years	Site assembly and associated infrastructure provision. See (1) above for further information on associated transport and highways schemes.	PEARL2 Lancashire County Council United Utilities Environment Agency	PEARL2	Unknown at this stage	Public Private	The site is currently in private ownership (agricultural use), although it is understood that the owners are willing to sell and that an option to purchase is in place.	PG2	SO2 SO6 SO11	ENV4 WRK1 WRK2 WRK3
4. Community Facilities												
Replacement of Waterside Youth Club	Waterside, Colne	The existing building is outdated and ideally needs to be replaced with a new facility.	0-5 years	demolition of existing building and the construction of a new youth and community centre on the same site.	Groundwork East Lancashire Pendle Borough Council	Groundwork East Lancashire	Unknown at this stage	Public Private	The site is currently owned by Lancashire County Council and leased to Pendle Borough Council, who sub-let the building to South Valley Children's Action Group. The environmental charity Groundwork has been hiring the building and would like to undertake fundraising with a view to developing a new improved youth and community centre. This will be dependant on whether Pendle Borough Council can acquire the land from Lancashire County Council and offer Groundwork a longer-term lease to make funding a replacement building viable and whether sufficient funds can be raised.	PG5	SO8	SUP 1 SUP 2
5. Specialist Housing												
No projects identified												
6. Education												
Replacement of Laneshaw Bridge Primary School		The former school was in an unsuitable condition and of insufficient size to provide appropriate facilities for the pupils. The new school provides modern facilities and eight additional places per year group.	2012/13	Demolition of the old school buildings and replacement with a new school on land to the north-west of the former site.	Lancashire County Council	Lancashire County Council	£4m	Department for Education - Targeted Capital Fund	Funding secured	PG7	SO8	SUP3
Replacement of Whitefield Infant School	Nelson	A shortage of primary school places is anticipated in Nelson early in the plan period. The new school provides modern facilities and additional places for each year group.	2014/15	Provision of a new school to the south (across the Leeds & Liverpool Canal) on a site formerly occupied by the Water Board.	Lancashire County Council	Lancashire County Council	£4m	Department for Education - Targeted Capital Fund	Funding secured	PG7	SO8	SUP3
Replacement of St. Paul's Primary School	Nelson	A shortage of primary school places is anticipated in Nelson early in the plan period. The new school provides modern facilities and additional places for each year group.	2014/15	Provision of a new school on land to the north west on a site formerly occupied by Edge End High School.	Lancashire County Council	Lancashire County Council	£4m	Department for Education - Targeted Capital Fund	Funding secured	PG7	SO8	SUP3

1. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS				2. PROJECT DELIVERY & MANAGEMENT			3. FINANCIAL IMPLICATIONS			4. POLICY LINKS		
What	Where	Why	When	Description of investment	Lead Organisation(s): Delivery	Lead Organisation(s): Management	Project Cost	Sources of Funding	Dependencies	SCS	Core Strategy	
										Goal	SO	Policy
Expansion of Lomeshaye Junior School	Nelson	Maintain provision of a good standard of equipment. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children.	2015/16	Replacement of outdated school building, which is too small for current and projected pupil numbers. Exact details unknown at this stage, but expansion will take place on adjacent site vacated by Whitefield School. Scheme due for completion in time for September 2015 intake (i.e. 2015/16 school year).	Lancashire County Council	Lancashire County Council	Unknown at this stage	Lancashire County Council - Capital Strategy for Schools	Funding secured	PG7	SO8	SUP3
Improvements to Park High School Out of School Club	Colne	Maintain provision of a good standard of equipment. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children.	0-5 years	Improvements to the existing outdoor play area and provision of a covered play area to meet the requirements of the Early Years Foundation Stage.	Park High School	Park High School	£10,000	Unknown at this time	Unknown at this stage	PG7	SO8	SUP3
Improvements to St John's Southworth Primary School Out of School Club	Nelson	Maintain provision of a good standard of equipment. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children.	0-5 years	Improvements to the existing outdoor play area and provision of a covered play area to meet the requirements of the Early Years Foundation Stage.	St John's Southworth Primary School	St John's Southworth Primary School	£10,000	Unknown at this time	Unknown at this stage	PG7	SO8	SUP3
Re-modelling of West Craven High School	Barnoldswick	Proposal included in Phase 4 of the Building Schools for the Future programme.	5-10 years	Major rebuilding and remodelling of the existing facility to create a 700 place school.	Lancashire County Council	Lancashire County Council	Unknown at this stage	Lancashire County Council - Capital Strategy for Schools	The rebuilding and remodelling of West Craven high School was part of Phase 4 of the Building Schools for the Future (BSF) programme. This phase, worth £100m, was due to commence in 2010/11. On 5th July 2010, the Coalition Government announced that the BSF programme would not continue, so funding provisionally allocated to the scheme was lost. Announcement to follow regarding funding future school improvements through an alternative mechanism.	PG7	SO8	SUP3
7. Health and Social Care												
No projects identified												
8. Leisure and Culture												
No projects identified												
9. Green Infrastructure												
a. Parks and Open Space												
Provision of open space and parkland within Riverside Mill site	Nelson	Part of Bradley AAP	0-5 years	Redevelopment of mill for mixed use development, providing new housing, business premises and open space together with associated improvements to the river corridor.	Private	Private	£8,659,620 (est.)	Public Private	Funding bid Developer contributions	PG5 PG6	SO1 SO3 SO9 SO10	ENV1 LIV5 SUP4
Improvements to landscape and streetscape within area covered by the Railway Street SPD (Brierfield)	Brierfield	Part of the Railway Street Masterplan	0-5 years	A range of environmental improvements to public realm, open space and streetscapes including improved street surfacing and provision of street trees. Focus around Sackville St and the Mosque and Sackville Park area.	Pendle Borough Council	Pendle Borough Council	£280,000	Public	Funding secured. Scheme is under-way.	PG6	SO3 SO9	ENV1 SUP4
b. Sports Facilities												
Improvements at Bullholme Playing Fields	Barrowford	Improved facilities required. Helps to encourage active and healthy lifestyles.	2013/14	Development of new a new clubhouse and changing rooms.	Pendle Borough Council	Pendle Borough Council	£600,000 (est.)	Pendle Borough Council - capital funding	Funding	PG5	SO9	ENV1 SUP1

1. SUMMARY OF KEY INFRASTRUCTURE REQUIREMENTS				2. PROJECT DELIVERY & MANAGEMENT			3. FINANCIAL IMPLICATIONS			4. POLICY LINKS		
What	Where	Why	When	Description of investment	Lead Organisation(s): Delivery	Lead Organisation(s): Management	Project Cost	Sources of Funding	Dependencies	SCS	Core Strategy	
										Goal	SO	Policy
Construction of new sports facilities on the site of the former Edge End High School	Nelson	Maintain provision of appropriate facilities that are child friendly and meet the recognised standards established by Sport England. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children, and promoting community cohesion.	2014/15	Provide new sports pitches and construct new changing facilities, associated with the landscaping of a former school site.	Lancashire County Council	Pendle Borough Council	Confidential - draft costs available	Pendle Borough Council - capital funding Lancashire County Council Land swap with monies to be provided by Lancashire County Council for building new pavilions.	Funding secured. Scheme is complete.	PG5	SO9	ENV1 SUP1
Construction of new sports facilities at Swinden Playing Fields	Nelson	Maintain provision of appropriate facilities that are child friendly and meet the recognised standards established by Sport England. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children, and promoting community cohesion.	2014/15	Development of a new 1.2km cycle track, together with associated upgrade of the existing (football) changing facilities for use by cyclists.	Pendle Borough Council	Pendle Borough Council	£600,000 (est.)	Pendle Borough Council - capital funding Sport England British Cycling Lancs Environmental Fund	Funding secured. Scheme is complete.	PG5	SO9	ENV1 SUP1
Improvements at Holt House Playing Fields	Colne	Maintain provision of appropriate facilities that are child friendly and meet the recognised standards established by Sport England. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children, and promoting community cohesion.	2014/15	Improvements to clubhouse and changing rooms.	Pendle Borough Council	Pendle Borough Council	£600,000 (est.)	Pendle Borough Council - capital funding				
Creation of new sports pitches at former Lucas Sports Club	Reedley	Ensures continued provision of an appropriate distribution of good quality sports facilities across Pendle. Helps to encourage active and healthy lifestyles and community cohesion.	0-5 years	Development of new sports pitches (senior football pitch and cricket oval) and associated pavillion including changing facilities.	Barnfield Construction	Pendle Borough Council	Unknown at this stage Private developer	S106 Monies to be provided for maintenance and upkeep.	The trigger for provision of the new facility and its transfer to Pendle Borough Council is dependent on the sale of 21 new homes on the extended site.	PG5	SO9	ENV1 SUP1
Improvements at Heyhead Park	Brierfield	Maintain provision of appropriate facilities that meet customer needs. Encourage active play and healthy lifestyles, thereby positively addressing local concerns with poor health and obesity, particularly in young children, and promoting community cohesion.	0-5 years	Demolition of existing wooden Bowls Pavilion and associated landscaping. Refurbishment of existing brick Bowls Pavilion with possible extension and refurbishment of unused bothy.	Pendle Borough Council	Pendle Borough Council	Currently un-costed	Unknown at this time	Funding not identified or secured.	PG5	SO9	ENV1 SUP1

Deputy Chief Executive
Planning and Building Control
Pendle Council
Town Hall
Market Street
Nelson
Lancashire BB9 7LG

Tel: 01282 661330
Fax: 01282 661720
Email ldf@pendle.gov.uk
Website: www.pendle.gov.uk/planning



If you would like this information in a way which is better for you, please telephone us.

اگر آپ یہ معلومات کسی ایسی شکل میں چاہتے ہیں، جو کہ
آپ کے لئے زیادہ مفید ہو تو برائے مہربانی ہمیں ٹیلیفون کریں۔

