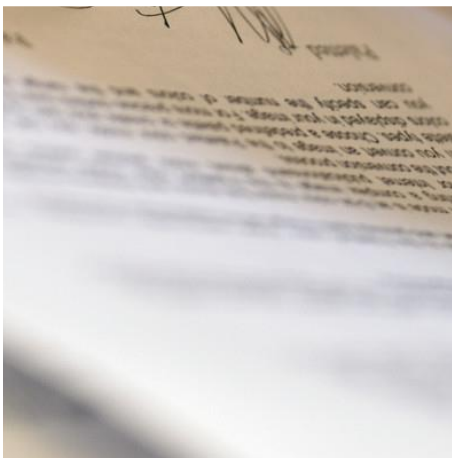
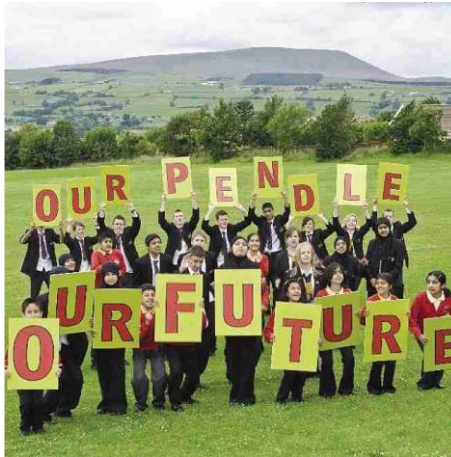


# Preparing a Local Plan for Pendle

## Process Document



## Core Strategy

### Soundness Self- Assessment Checklist



Prepared: December 2014



For an alternative format of this  
document phone 01282 661330



This Soundness Self-Assessment checklist uses the Planning Advisory Service template for the **Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2012**. It is accompanied by a Legal Compliance Self-Assessment Checklist.

**In summary – the key requirements of plan preparation are:**

- Has the plan been positively prepared i.e. based on a strategy which seeks to meet objectively assessed requirements?
- Is the plan justified?
- Is it based on robust and credible evidence?
- Is it the most appropriate strategy when considered against the alternatives?
- Is the document effective?
- Is it deliverable?
- Is it flexible?
- Will it be able to be monitored?
- Is it consistent with national policy?

**The Tests of Soundness at Examination**

The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria.

The tests of soundness are set out in the National Planning Policy Framework (NPPF) (para 182): “The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is ‘sound’ “, namely that it is:

**1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements**

This means that the Development Plan Document (DPD) should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The NPPF, together with the Marine Policy Statement (MPS) set out principles through which the Government expects sustainable development can be achieved.

**2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence**

This means that the DPD should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.
- Evidence of participation of the local community and others having a stake in the area; and

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

### **3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities**

This means the DPD should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.
- The DPD should be flexible and able to be monitored.

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

### **4. Consistent with national policy: enabling the delivery of sustainable development**

The demonstration of this is a 'lead' policy on sustainable development which specifies how decisions are to be made against the sustainability criterion (see the Planning Portal for a model policy [www.planningportal.gov.uk](http://www.planningportal.gov.uk)). If you are not using this model policy, the Council will need to provide clear and convincing reasons to justify its approach.

The following table sets out the requirements associated with these four tests of soundness. Suggestions for evidence which could be used to support these requirements are set out, although these have to be viewed in the context of the plan being prepared. Please don't assume that you have got to provide all of these, they are just suggestions of what could be relevant.

In addition, the Legal Compliance checklist (a separate document, see [www.pas.gov.uk](http://www.pas.gov.uk)) should be completed to ensure that this aspect is covered.

The Duty to Co-operate will also be assessed as part of the examination process.

Soundness Test and Key Requirements	Evidence Provided
<b>Positively Prepared:</b> <i>the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</i>	
<p>Vision and Objectives</p> <p>Has the LPA clearly identified what the issues are that the DPD is seeking to address? Have priorities been set so that it is clear what the DPD is seeking to achieve?</p> <p>Does the DPD contain clear vision(s) and objectives which are specific to the place? Is there a direct relationship between the identified issues, the vision(s) and the objectives?</p> <p>Is it clear how the policies will meet the objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>Have reasonable alternatives to the quantum of development and overall spatial strategy been considered?</p> <p>Are the policies internally consistent?</p> <p>Are there realistic timescales related to the objectives?</p> <p>Does the DPD explain how its key policy objectives will be achieved?</p>	<p>Chapter 3 of the Core Strategy sets out the main issues that the Borough faces. This is based on a range of evidence that has been gathered both directly from research undertaken as well as from other sources. The issues that are identified are then clearly articulated in Chapter 4 into what we should do and what Pendle should look like in the future.</p> <p>The vision for Pendle recognises the inherent strengths and opportunities for the Borough as well as the underlying areas we need to improve on such as education and training. The future shape of the borough is clearly articulated in the Vision for Pendle.</p> <p>The key issues and the vision are then set into strategic objectives in Chapter 5. These deal with the specific and quantifiable areas that the Core Strategy is seeking to address.</p> <p>The Spatial Strategy which looks at where and how development will be delivered is set out in Chapter 7. This sets out a realistic framework in which development should be delivered and recognises the roles that settlements play and their ability to accommodate growth.</p> <p>The quantum of development to be delivered has been assessed through the Sustainability Appraisal framework. This has been a moving feast with the now abolished Regional Spatial Strategies playing a major role in setting out the level of development appropriate across the Borough and region in the early stages. The Strategic Housing Market Assessment (SHMA) and Employment Land Review (ELR) have each looked at a range of development appropriate to the area.</p> <p>Where appropriate and necessary cross references between policies are made in order to ensure internal consistency.</p> <p>Each policy shows targets, indicators and delivery agencies as well as identifying risks to achieving the outcomes sought. These provide the monitoring framework to measure the effectiveness of the plan.</p>

Soundness Test and Key Requirements	Evidence Provided
<p>The presumption in favour of sustainable development (NPPF paras 6-17)</p> <p>Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.</p> <p>Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <ul style="list-style-type: none"> <li>—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or</li> <li>—specific policies in this Framework indicate development should be restricted.</li> </ul>	<p>The development needs of the area were initially triggered by the levels set out in the RSS. The Council has since developed a local evidence base. The housing needs for the area have been identified with neighbouring Burnley with whom we share a housing market area. A joint Strategic Housing Market Assessment (SHMA) has been prepared. This evidence has helped to determine the objectively assessed needs for the area.</p> <p>We have looked at our employment (through the Employment Land Review) and retail (through the Retail Capacity Study) needs and identified a range of scenarios in terms of the quantum of development needed.</p> <p>We have produced an evidence base which looks at levels of development that would drive the area forward. We have also undertaken an assessment of the settlements we have which looks at their role and the level of development that would be appropriate for them. The delivery of these objectives has been made as flexible as is feasible within the constraints (e.g. Green Belt) that have a bearing on the location of development that can be delivered.</p> <p>We have responded positively to evidence presented to us which looked at how to deliver development and make it more certain that it would happen. For example at the Further Options stage we included strategic sites for housing and employment to help demonstrate delivery early in the plan period.</p> <p>Policies are responsive to the economic performance of the area which is challenging. They provide flexibility in terms of delivery taking into account issues such as viability. The Development Viability Study (DVS) has been used to provide a flexible policy approach to the provision of affordable housing.</p>
<p>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development,</p>	<p>Policy SPD1 sets out the overall approach to allowing sustainable development as defined in the NPPF. The policy fully reflects the emphasis of allowing sustainable development.</p>

Soundness Test and Key Requirements	Evidence Provided
<p>with clear policies that will guide how the presumption should be applied locally.</p>	
<p>Objectively assessed needs</p> <p>The economic, social and environmental needs of the authority area addressed and clearly presented in a fashion which makes effective use of land and specifically promotes mixed use development, and take account of cross-boundary and strategic issues.</p> <p>Note: Meeting these needs should be subject to the caveats specified in Paragraph 14 of the NPPF (see above).</p>	<p>Pendle is a diverse area with high levels of deprivation, areas of poor quality housing as well as having large areas of Green Belt, areas of outstanding landscape quality and areas of high value housing.</p> <p>It shares a boundary with five other local authorities but has limited interactions with some of these. By far the strongest relationship is with Burnley with which Pendle shares economic and housing issues. The Plan reflects these relationships.</p> <p>The Statement of Compliance with the Duty to Cooperate provides further evidence of these relationships.</p> <p>The Plan seeks to provide for the needs of the Borough in light of the constraints it has such as Green Belt. It seeks to provide for the needs of the Borough directly whilst minimising the impacts on the environment.</p> <p>We have worked closely with Burnley on the production of joint evidence such as issues relating to housing (SHMA) and the gypsy and traveller community (GTAA).</p> <p>A Housing Needs Study Update report has also been prepared to supplement the SHMA, providing evidence on the latest population projections.</p> <p>We are also inputting into the LEP with our neighbours to strategically plan for regeneration and growth in East Lancashire.</p> <p>A full evidence based appropriate to our circumstances is provided as part of the Submission. This includes the Employment Land Review (ELR) and Strategic Housing Land Availability Assessment (SHLAA) which have been used to demonstrate the availability of sites to meet development needs.</p>

Soundness Test and Key Requirements	Evidence Provided
<b>NPPF Principles: Delivering sustainable development</b>	
<b>1. Building a strong, competitive economy (paras 18-22)</b>	
Set out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth (21)	<p>Our Vision for Pendle (the Core Strategy's vision) sets out how the borough will diversify and grow its economy over the lifetime of the plan. The Spatial Strategy indicates the preferred locations for economic growth.</p> <p>We have inputted into the growth agenda for the LEP both singularly and with other East Lancashire councils. The LEP vision is for an "Arc of Innovation" building on the engineering strengths of East Lancashire. We have adopted a Jobs and Growth Strategy and this is supported by the LEP. We have secured LEP growth funding to secure infrastructure needed to deliver our economic vision and strategy.</p>
Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing (21)	<p>The significant issue the Borough faces, as identified in the Development Viability Study, relates to what type of sites will be viable to develop. The SHLAA has sought to address issues of opportunities for investment in housing sites. The ELR reviews and identifies sites for economic growth.</p> <p>Policy SDP6 sets out the approach to infrastructure provision.</p> <p>We have bid successfully for LEP Growth Funding to address key infrastructure barriers comprising of improvements to Junctions 12 and 13 of the M65 motorway.</p> <p>An infrastructure delivery plan is included which has been subject to extensive consultations with delivery bodies. This identifies projects that are key to the delivery of the Core Strategy.</p>

Soundness Test and Key Requirements	Evidence Provided
<b>2. Ensuring the vitality of town centres (paras 23-37)</b>	
Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period (23)	<p>Policy SDP2 defines the Settlement Hierarchy which is based on evidence from the Sustainable Settlement Study. The main towns of Nelson, Colne and Barnoldswick should be the focus of the retail development the Borough needs.</p> <p>Policies SDP5 and WRK4 set out the approach to town centre management.</p> <p>No allocations for town centres are proposed at this stage.</p>
Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres (23)	N/A at this stage. The Site Allocations and Development Policies DPD will allocate a range of sites to meet the development needs set out in the Core Strategy.
<b>3. Supporting a prosperous rural economy (para 28)</b>	
Support sustainable economic growth in rural areas. Planning strategies should promote a strong rural economy by taking a positive approach to new development. (28)	<p>The Place Shaping policies specifically consider how development should be managed in each spatial area including the Rural Areas.</p> <p>Several policies facilitate and promote appropriate rural development. Strategic Objective 6 seeks rural development and the Spatial Strategy identifies the need to promote appropriate rural development provided the natural and built heritage assets are protected.</p> <p>Policy SDP3 seeks to provide approximately 12% of new housing in rural areas and Policy SDP4 recognises that rural areas will need to have employment opportunities (approximately 3% of employment development is distributed to the Rural Areas).</p> <p>Policy LIV4 considers rural affordable housing needs to ensure that rural areas continue to thrive.</p>



Soundness Test and Key Requirements	Evidence Provided
<b>4. Promoting sustainable transport (paras 29-41)</b>	
<p>Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)</p> <p>Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion (29) including supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (30)</p> <p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. (31)</p> <p>Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. (32)</p> <p>Ensure that developments which generate significant movement are located where the need to</p>	<p>Policy ENV4 promotes development in accordance with the settlement hierarchy in order to minimise the need to travel by ensuring proposals are in appropriate locations close to existing or proposed services.</p> <p>Policy ENV4 also supports the strategic transport schemes and promotes the use of more sustainable modes of transport including walking and cycling.</p> <p>We have worked with the LEP, Lancashire County Council and neighbouring authorities to identify, through the East Lancashire Highways and Transport Masterplan, key transport infrastructure improvements the borough needs. Growth Fund funding has been agreed to improve the key transport gateways.</p> <p>A key element of the Core Strategy is to grow our employment base and to seek to provide opportunities for those out commuters to work in higher reward positions within Pendle.</p> <p>Our proposed strategic sites are located in central locations with good access to transport links and to each other.</p> <p>We promote the A56 Villages By-pass which is needed to address the key transport problem of the Borough. That is in the longer term programme for the LEP and the East Lancashire Highways and Transport Masterplan.</p> <p>The proposed strategic housing site is located adjacent to an employment site and is within 0.5 miles of the strategic employment site. We are promoting a sustainable development pattern.</p>

Soundness Test and Key Requirements	Evidence Provided
<p>travel will be minimised and the use of sustainable transport modes can be maximised (34)</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (35)</p> <p>Policies should aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure, education and other activities. (37)</p> <p>For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (38)</p> <p>The setting of car parking standards including provision for town centres. (39-40)</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. (41)</p>	
<b>5. Supporting high quality communications infrastructure (paras 42-46)</b>	
Support the expansion of the electronic communications networks, including	Policy SDP6 sets out the approach to infrastructure provision. Policy WRK1 specifically supports the

Soundness Test and Key Requirements	Evidence Provided
<p>telecommunications' masts and high speed broadband. (43)</p> <p>Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and existing development. (44)</p>	<p>provision of rural broadband services.</p>
<b>6. Delivering a wide choice of high quality housing (paras 47-55)</b>	
<p>Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. 20% buffer applies where there has been persistent under delivery of housing(47)</p>	<p>The Core Strategy proposes to provide for the full housing needs of the Borough and is supported by an up to date SHLAA. The SHLAA indicates that there are sufficient deliverable sites to provide a five year supply including a 20% buffer.</p> <p>Policy LIV1 proposes to stagger delivery which is appropriate to the circumstances of the Borough and the particular state of the housing market in the Borough. Pendle was a HMR area and the staggered approach reflects the transition period needed to bring forward the number of houses the Borough needs.</p>
<p>Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15 (47).</p>	<p>The SHLAA identifies a range of sites in these time periods.</p>
<p>Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)</p>	<p>The Housing Trajectory is included in Policy LIV1 (Figure LIV1a).</p> <p>Policy LIV1 indicates that the Site Allocations and Development Policies DPD will allocate specific sites to meet the housing requirement (including maintaining a five year supply).</p> <p>The monitoring and delivery section of Policy LIV1 show how completions and permissions will be</p>

Soundness Test and Key Requirements	Evidence Provided
	monitored and what indicators will be used to trigger action/a review.
Set out the authority's approach to housing density to reflect local circumstances (47).	Policy LIV5 sets out guidelines for the density of housing to be provided. In areas of high accessibility higher densities may be appropriate. The precise density needs to be reflective of the townscape and character of the area in which the site is located.
Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (para 159)	<p>Policy LIV3 looks at the housing needs of different groups in the community, such as older people and families, based on the findings of the SHMA. In addition, Policy LIV5 sets out the size and type of housing that should come forward to meet the area's needs.</p> <p>Policy LIV4 provides details on the tenure of housing required and sets targets and thresholds for affordable housing. This approach has been developed using the findings of the SHMA and having regard to the Development Viability Study.</p> <p>The Council is also a pilot area looking at how to identify the needs for self- build housing.</p>
<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate (54).</p> <p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	Policy LIV4 sets out the approach to the provision of affordable housing, including in rural areas. As rural development could be unsustainable if undertaken on an unchecked basis local needs should be established in each case for exception sites. The policy allows for the provision of some market housing on rural exception sites in order to cross subsidise the affordable housing element.
<b>7. Requiring good design (paras 56-68)</b>	
Develop robust and comprehensive policies that set out the quality of development that will be expected for the area (58).	<p>Policy ENV2 promotes high design standards. It sets general criteria for development to achieve. It will be further supplemented by Development Management Policies which will add detail to the overall principles set out.</p> <p>The policy seeks to enhance our environment having regard to the location in which the site lies. It</p>

Soundness Test and Key Requirements	Evidence Provided
	<p>recognises that proposals should maintain the openness of Green Belt and should not detract from the natural beauty of the AONB. Resilience to climate change and reducing the vulnerability of new development to the effects of changes in climate is included in this policy.</p> <p>The Place Shaping section of the Core Strategy includes design policies for housing, employment and community developments.</p>
<b>8. Promoting healthy communities (paras 69-77)</b>	
<p>Policies should aim to design places which: promote community interaction, including through mixed-use development; are safe and accessible environments; and are accessible developments (69).</p>	<p>Pendle has areas that suffer from high levels of deprivation. It has some poor housing conditions and high infant mortality rates. The Core Strategy promotes a range of measure to improve the area. Policy SUP2 specifically looks at addressing Health and Well-Being. It promotes the provision of facilities for health, leisure and social care.</p> <p>How places function and the need to ensure legibility and functionality in new development is required in Policy ENV2. This is important to provide better quality living conditions than much of the terraced stock enjoys. It also promoted better interaction between residents. This is further emphasised in Policy SUP4 which aims to improve connectivity and ease of movement in public places.</p> <p>Good quality design for new development is supported in Policy ENV2 as is enhancing our environment in Policy ENV1 which would help to promote the use of our outstanding countryside.</p> <p>Policy ENV4 requires housing and employment developments to be located near to each other to promote sustainable links between the population and their places of work.</p>
<p>Policies should plan positively for the provision and use of shared space, community facilities and other local services (70).</p>	<p>Local authorities are facing challenging times to protect and keep community facilities open. Policy SUP1 seeks to work collectively with agencies to provide facilities in the places they are needed. It seeks to preserve existing facilities where that can be achieved whilst being realistic about not keeping those which are not viably able to be retained or are defunct.</p> <p>The Spatial Strategy and Policy SDP2 set out the overall strategy for promoting development in the most sustainable locations.</p>

Soundness Test and Key Requirements	Evidence Provided
	Policy SDP6 requires the provision of relevant infrastructure which may include local services and facilities.
Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these (73).	New residential development is expected to provide open space under Policy LIV5.  Existing open spaces, as identified in the Council's Open Space Audit (OSA) (this will be reviewed periodically) are protected under Policy ENV1. The OSA identifies surpluses and deficiencies of open space in the borough. The Council is in the process of preparing a Green Infrastructure Strategy which will update the OSA and will inform more detailed policies in the Site Allocations and Development Policies DPD
Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – 'Local Green Space' (76-78).	This is included in Policy ENV1 and will be taken forward in detail in the Site Allocations and Development Policies DPD.
<b>9. Protecting Green Belt land (paras 79-92)</b>	
Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. (81)  Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. (83)  When drawing up or reviewing Green Belt	Policy ENV1 indicates that the general extent of the Green Belt will be maintained, but that a review will be carried out as part of the preparation of the Site Allocations and Development Policies DPD. Further detailed policy on development and access to the Green Belt will be considered at the next stage.  Except for the Strategic Employment Site, no changes are proposed to the Green Belt boundaries.  The exceptional circumstances surrounding the need to develop an employment site in the Green Belt are set out in the ELR and a report on the options available for developing an employment site.

Soundness Test and Key Requirements	Evidence Provided
<p>boundaries local planning authorities should take account of the need to promote sustainable patterns of development. (84)</p> <p>Boundaries should be set using 'physical features likely to be permanent' amongst other things (85)</p>	
<b>10. Meeting the challenge of climate change, flooding and coastal change (paras 93-108)</b>	
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and water supply and demand considerations. (94)</p>	<p>The distribution and location of development outlined in Policies SDP2, SDP3, SDP4 and SDP5 reflect the most sustainable pattern of development. This has been tested through the Sustainability Appraisal.</p> <p>The viability of developments has been tested in the Development Viability Study which has been submitted as part of the evidence base. The Council accepts that viability is an issue in the area. No specific energy efficiency improvements are required although high quality design is promoted in Policy ENV2 and this aims to encourage the use of measures to mitigate and adapt to climate change.</p>
<p>Help increase the use and supply of renewable and low carbon energy through a strategy, policies maximising renewable and low carbon energy, and identification of key energy sources. (97)</p>	<p>The Council jointly commissioned a Low Carbon and Renewable Energy Study. This informed Policy ENV3 which promotes the use of renewable and low carbon technologies to increase the amount of energy currently generated in the borough.</p> <p>The Government is committed to using the Building Regulations to achieve zero carbon development for housing by 2016 and non-domestic buildings by 2019. The Council is not proposing to require any sustainable standard above the requirements of the Building Regulations.</p>
<p>Minimise vulnerability to climate change and manage the risk of flooding (99)</p>	<p>This is an issue that is addressed under Policies ENV2 and ENV7.</p> <p>The Council has undertaken a Strategic Flood Risk Assessment which has been used to inform the approach in Policy ENV7. This directs development away from areas vulnerable to flooding.</p> <p>Part 2 of the Local Plan will use this approach to allocate sites not at risk of flooding.</p>

Soundness Test and Key Requirements	Evidence Provided
	Sustainable Urban Drainage Systems are currently the subject of proposals by Government to implement nationally. Pendle will liaise with the SuDS approval body on the implementation of SuDS in new development.
Take account of marine planning (105)	Pendle is inland and has no coastal area or connection to any.
Manage risk from coastal change (106)	Pendle is inland and has no coastal area or connection to any.
<b>11. Conserving and enhancing the natural environment (paras 109-125)</b>	
Protect valued landscapes (109)	<p>Strategic Objective 10 aims to protect and enhance those sites and habitats which are valued for the positive contribution they make to the character of our landscape.</p> <p>Policy ENV1 has the objective of establishing and enhancing coherent ecological networks alongside protecting and enhancing green infrastructure.</p> <p>The policy states that developers will be expected to incorporate beneficial biodiversity features into their developments and to create or restore habitats.</p> <p>Pendle has no Grade 1 or 2 agricultural land. It has a small amount of Grade 3 agricultural land with the remainder being Grades 4 and 5.</p> <p>Policy ENV1 requires the Forest of Bowland AONB to be protected and enhanced. Development within the AONB will be limited and proportionate to the exceptional landscape they sit in.</p> <p>Policy ENV1 also covers the Green Belt and follows the approach in the NPPF. There is a commitment to review the extent of the Green Belt as part of the Site Allocations and Development Policies DPD.</p>
Prevent unacceptable risks from pollution and land instability (109)	Development proposals which could lead to pollution will be assessed against Policy ENV5. The policy sets out to minimise emissions. Detailed policies on how planning applications will be assessed will be embodied in Part 2 of the Local Plan.



Soundness Test and Key Requirements	Evidence Provided
<p>Planning policies should minimise impacts on biodiversity and geodiversity (117)</p> <p>Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries (117)</p>	<p>Policy ENV1 sets out the Council's policy on how impacts on biodiversity will be considered.</p> <p>As a starting point biodiversity assets will be protected. Development will not be permitted to have an adverse impact on designated sites. In exceptional situations, where necessary development is proposed which will impact on biodiversity, off-site mitigation measures will need to be put in place as compensation.</p> <p>The establishment and augmentation of ecological networks is a policy requirement under ENV1.</p>
<b>12. Conserving and enhancing the historic environment (paras 126-141)</b>	
<p>Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk (126)</p>	<p>The Council maintains and has access to a wide range of information and evidence on the rich historic environment of the Borough. This is used to inform and assess the significance of heritage assets and their settings, and the important and unique contribution they make to the character and distinctiveness of Pendle. In policies ENV1 and ENV2 the Council sets out a range of actions to conserve these heritage assets in a manner appropriate to their significance. ENV1 is focussed on protection and enhancement of the historic environment whilst ENV2 looks to achieve quality in future development through design and conservation.</p> <p>Policy ENV1 and its justification sets out a number of schemes, programmes and strategies which the Council will use to protect and enhance the historic environment, including those heritage assets which are most at risk. These are based on and informed by a clear understanding of the historic environment in Pendle and its needs.</p> <p>Policy ENV2 aims to promote new development that will make a positive contribution to local character and distinctiveness, and stresses the importance of the historic environment to character and 'sense of place'. The policy also aims to ensure that the significance of heritage assets and their settings are not harmed by new developments, and that heritage assets themselves can be put to viable uses consistent with their conservation.</p>

Soundness Test and Key Requirements	Evidence Provided
<b>13. Facilitating the sustainable use of minerals (paras 142-149)</b>	
<p>It is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation (142)</p> <p>Minerals planning authorities should plan for a steady and adequate supply of industrial materials (146)</p>	<p>Lancashire County Council is the minerals and waste authority and have produced the Minerals and waste Local Plan.</p>
<p><b>Justified:</b> <i>The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</i></p> <p>To be 'justified' a DPD needs to be:</p> <ul style="list-style-type: none"> <li>• Founded on a robust and credible evidence base involving: research / fact finding demonstrating how the choices made in the plan are backed up by facts; and evidence of participation of the local community and others having a stake in the area.</li> <li>• The most appropriate strategy when considered against reasonable alternatives.</li> </ul>	
<p><i>Participation</i></p> <p>Has the consultation process allowed for effective engagement of all interested parties?</p>	<p>Each stage of the plan has had a consultation statement produced. The consultation process has been undertaken in accordance with a SCI which was adopted after an examination by PINS.</p> <p>An Equality Impact Assessment (EqIA) has also been undertaken to ensure that the Core Strategy considered issues surrounding equality.</p>
<p><i>Research / fact finding</i></p> <p>Is the plan justified by a sound and credible evidence base? What are the sources of evidence? How up to date, and how convincing is it?</p> <p>What assumptions were made in preparing the</p>	<p>A full list of the evidence base to inform the development of the Core Strategy is available as part of the Examination Library. They are also available on the Council's website.</p> <p>The Sustainability Appraisal and evidence base support the evolution of the Plan and the options that have been considered. They justify the final option for development the Council has put forward in the submission to the Secretary of State.</p>

Soundness Test and Key Requirements	Evidence Provided
DPD? Were they reasonable and justified?	
<p><i>Alternatives</i></p> <p>Can it be shown that the LPA's chosen approach is the most appropriate given the reasonable alternatives? Have the reasonable alternatives been considered and is there a clear audit trail showing how and why the preferred approach was arrived at? Where a balance had to be struck in taking decisions between competing alternatives, is it clear how and why the decisions were taken?</p> <p>Does the sustainability appraisal show how the different options perform and is it clear that sustainability considerations informed the content of the DPD from the start?</p>	<p>An informal public consultation in 2007 identified the main issues facing the borough. The findings from this consultation were used to develop the spatial options to be considered in the Core Strategy.</p> <p>A Sustainability Appraisal has been undertaken at all stages of the production of the Core Strategy. These have evaluated a range of options for the development of the Borough and all of the details form part of the Examination Library documents.</p> <p>The Sustainability Appraisal, Consultation Statements and reports to Committee show how the Core Strategy has responded to changes in legislation and to prevailing national and regional planning policy. This has also meant that different options for development have been considered.</p> <p>The Sustainability Appraisal and how this has influenced the reasonable alternatives and chosen option are fully documented in the evidence base</p> <p>The SA report at the issues and Options stage assessed the reasonable alternatives.</p> <p>The pro-formas included in the Sustainability Appraisal (Appendix B) show how the Council developed its preferred spatial strategy from the spatial issues identified at "You Choose" and the consideration of the Issues and Options.</p> <p>Further SA work assessed the realistic options for the Objectively Assessed Need for housing. This was a consequence of the release of new population projections. The housing requirement figure in the Core Strategy Pre-Submission Report has been updated to reflect the findings of this work.</p>

Soundness Test and Key Requirements	Evidence Provided
<p><b>Effective:</b> <i>the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</i></p> <p>To be 'effective' a DPD needs to:</p> <ul style="list-style-type: none"> <li>• Be deliverable</li> <li>• Demonstrate sound infrastructure delivery planning</li> <li>• Have no regulatory or national planning barriers to its delivery</li> <li>• Have delivery partners who are signed up to it</li> <li>• Be coherent with the strategies of neighbouring authorities</li> <li>• Demonstrate how the Duty to Co-operate has been fulfilled</li> <li>• Be flexible</li> <li>• Be able to be monitored</li> </ul>	
<p><i>Deliverable and Coherent</i></p> <p>Is it clear how the policies will meet the Plan's vision and objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>Are the policies internally consistent?</p> <p>Are there realistic timescales related to the objectives?</p> <p>Does the DPD explain how its key policy objectives will be achieved?</p>	<p>Pendle is an area that is economically challenged. Land values are low and there is limited, but now growing, demand for development. Ensuring delivery of the Plan's objectives and policies is challenging particularly due to low land values and issues of development viability.</p> <p>At the end of each policy in the Core Strategy is information about monitoring and how the objectives of the policy will be delivered. Chapter 13 sets out how delivery will occur and Appendix A provides the infrastructure delivery plan.</p> <p>The delivery agencies are supportive of the Plan. The LEP is supporting the economic and housing goals through funding from the Growth Deal to provide necessary infrastructure.</p> <p>An infrastructure delivery plan has been prepared in cooperation with infrastructure providers. This sets out the timing of the infrastructure it is anticipated Pendle will need set against the levels of housing and economic development proposed.</p> <p>The Vision and Strategic Objectives are clearly articulated. The policies, taken holistically, will deliver the outcomes the Plan seeks to achieve. The policies are realistic in what the area can achieve and the timescales they can be achieved in.</p> <p>The Local Development Scheme (LDS) has altered over time reflecting both changes to planning policy and to changing local circumstances. Pendle was a Housing Market Renewal (HMR) area and three Area Action Plans (AAPs) were proposed. One was delivered but two others were not</p>

Soundness Test and Key Requirements	Evidence Provided
	<p>proceeded with as HMR funding, upon which the AAPs would be delivered, was abruptly ended.</p> <p>The changes to the LDS are set out in reports which are part of the evidence base. These provide detail of the reasons for the DPDs proposed and how they fit together as a cohesive Plan.</p>
<p><i>Infrastructure Delivery</i></p> <p>Have the infrastructure implications of the policies clearly been identified?</p> <p>Are the delivery mechanisms and timescales for implementation of the policies clearly identified?</p> <p>Is it clear who is going to deliver the required infrastructure and does the timing of the provision complement the timescale of the policies?</p>	<p>An Infrastructure Delivery Plan has been produced in conjunction with the delivery agencies involved in the area.</p> <p>Viability is referred to in the preceding comments.</p>
<p><i>Co-ordinated Planning</i></p> <p>Does the DPD reflect the concept of spatial planning? Does it go beyond traditional land use planning by bringing together and integrating policies for the development and use of land with other policies and programmes from a variety of agencies / organisations that influence the nature of places and how they function?</p>	<p>The Core Strategy is integrated with, amongst other strategies, the LEP growth priorities, the Council's Jobs and Growth Plan and the Sustainable Community Strategy.</p> <p>It has been positively prepared to bring about economic, environmental and social improvements in an iterated way involving both physical development and co-ordination of agencies involved in social and other issues in the Borough an example of which are Policies SUP1-SUP3 which deal with social deprivation, health, education and training.</p>
<p><i>Flexibility</i></p> <p>Is the DPD flexible enough to respond to a variety of, or unexpected changes in, circumstances?</p> <p>Does the DPD include the remedial actions that will</p>	<p>Each policy in the Core Strategy will be monitored annually through the Authority's Monitoring Report (AMR). The Monitoring and Delivery Section at the end of each policy provides a series of indicators and trigger points where action may need to be taken if the policy objectives are not being met.</p> <p>A risk analysis of each policy is also included. This identifies the key risks to policy delivery and the</p>

Soundness Test and Key Requirements	Evidence Provided
be taken if the policies need adjustment?	level of that risk. A number of contingencies are identified which could help to rectify any problems which may occur and bring the policy delivery back on track.
<p><i>Co-operation</i></p> <p>Is there sufficient evidence to demonstrate that the Duty to Co-operate has been undertaken appropriately for the plan being examined?</p> <p>Is it clear who is intended to implement each part of the DPD? Where the actions required are outside the direct control of the LPA, is there evidence that there is the necessary commitment from the relevant organisation to the implementation of the policies?</p>	<p>A Duty to Co-operate Statement has been produced. This demonstrates that we have approached the identification of strategic issues in a robust way. We have also addressed the issues with other bodies in a thorough manner.</p>
<p><i>Monitoring</i></p> <p>Does the DPD contain targets, and milestones which relate to the delivery of the policies, (including housing trajectories where the DPD contains housing allocations)?</p> <p>Is it clear how targets are to be measured (by when, how and by whom) and are these linked to the production of the annual monitoring report?</p> <p>Is it clear how the significant effects identified in the sustainability appraisal report will be taken forward in the ongoing monitoring of the implementation of the plan, through the annual monitoring report?</p>	<p>An appropriate set of indicators is identified against each policy.</p> <p>The indicators at the end of each policy include the significant effect indicators identified in the Sustainability Appraisal. The monitoring framework has been built around these indicators.</p> <p>Chapter 13 sets out a monitoring framework based around the Authority's Monitoring Report (AMR).</p>

Soundness Test and Key Requirements	Evidence Provided
<b>Consistent with national policy:</b> <i>the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.</i> The DPD should not contradict or ignore national policy. Where there is a departure, there must be clear and convincing reasoning to justify the approach taken.	
<p>Does the DPD contain any policies or proposals which are not consistent with national policy and, if so, is there local justification?</p> <p>Does the DPD contain policies that do not add anything to existing national guidance? If so, why have these been included?</p>	No such policies have been included.

## Planning policy for traveller sites

Planning Policy for Traveller Sites was published in 23 March 2012 and came into effect on 27 March 2012. Circular 01/06: Planning for Gypsy and Traveller Caravan Sites and Circular 04/07: Planning for Travelling Showpeople have been cancelled. Planning Policy for Traveller Sites should be read in conjunction with the National Planning Policy Framework, including the implementation policies of that document.

The government's aim in relation to planning for traveller sites is:

'To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers whilst respecting the interests of the settled community'.

Government's aims in respect of traveller sites are:

- That local planning authorities (LPAs) make their own assessment of need for the purposes of planning
- That LPAs work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- Plan for sites over a reasonable timescale
- Plan-making should protect green belt land from inappropriate development
- Promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites
- Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.

In addition local planning authorities should:

- Include fair, realistic and inclusive policies
- Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- Reduce tensions between settled and traveller communities in plan-making and decision-taking
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Have due regard to protection of local amenity and local environment



Policy Expectations	Evidence Provided
<b>Policy A: Using evidence to plan positively and manage development (para 6)</b>	
Early and effective community engagement with both settled and traveller communities.	A Gypsy and Travellers Accommodation Assessment (GTAA) was commissioned jointly with Burnley Borough Council. This involved engagement with the travelling community and with those in Pendle living in bricks and mortar accommodation.
Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.	<p>A revision of the RSS for the North West went through a partial review, however this did not become policy. The outcome was a proposal to require each Council in the North West to have a site for the Gypsy and Traveller community. This was not based on needs but on an equal spatial distribution basis.</p> <p>Since then councils in Lancashire have been meeting to discuss how to cater for the needs of the Gypsy and Traveller community. The outcome of this work is that councils are dealing with the needs for such accommodation in their area.</p> <p>Pendle has a robust needs assessment which has informed the policy for the provision of sites for the Gypsy and Traveller community.</p>
<b>Policy B: Planning for traveller sites (paras 7-11)</b>	
<p>Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in your area, working collaboratively with neighbouring LPAs.</p> <p>Set criteria to guide land supply allocations where there is identified need.</p> <p>Ensure that traveller sites are sustainable economically, socially and environmentally.</p>	<p>No need for a site was established in the GTAA. Policy LIV3 indicates that if a need arises sites will be provided in the Plan period.</p> <p>The councils in Burnley and Lancaster have commented on Policy LIV3. Whilst they have not questioned the overall soundness of the policy they have suggested that it may not allow for sufficient choice as to whether members of the Gypsy and Traveller community live according to their traditions or become part of the 'bricks and mortar' community.</p>

Policy Expectations	Evidence Provided
<b>Policy C: Sites in rural areas and the countryside (para 12)</b>	
When assessing the suitability of sites in rural or semi-rural settings LPAs should ensure that the scale of such sites do not dominate the nearest settled community.	Policy LIV3 sets out criteria for the provision of sites/pitches where a need arises. This includes having regard to the amenity of the existing settled community and impact on the natural environment.
<b>Policy D: Rural exception sites (para 13)</b>	
If there is a lack of affordable land to meet local traveller needs, LPAs in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers' sites.	No sites are proposed.
<b>Policy E: Traveller sites in Green Belt (paras 14-15)</b>	
<p>Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development.</p> <p>Exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site ... should be done only through the plan-making process.</p>	Policy ENV1 precludes inappropriate development in the Green Belt.
<b>Policy F: Mixed planning use traveller sites (paras 16-18)</b>	
Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents.	No sites are proposed.

Policy Expectations	Evidence Provided
<b>Policy G: Major development projects (para 19)</b>	
Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.	There are no sites in Pendle.

## Integration of marine and terrestrial planning

As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with that of some terrestrial plan. Local authorities with any tidal frontage, even if far inland and not conventionally regarded as coastal, must therefore take full account of the MMO, the MPS and marine plans under S.58 of the Marine and Coastal Access Act and the Duty to Co-operate in Section 110 of the Localism Act 2011. A full list of the local planning authorities whose areas overlap with the UK marine area appears in Appendix One.

Furthermore, the Duty to Co-operate requires all local planning authorities, even if landlocked, to take account, where relevant, of the MMO's plans and activities when preparing their Local Plans. Finally, the NPPF requires LPAs to take the MPS into account under the tests of soundness (specifically, to test if an emerging DPD is consistent with national policy, which includes the MPS).

The Marine and Coastal Access Act 2009 (the Act) provided for the introduction of a marine planning system for England's inshore and offshore marine area, establishing the Secretary of State as the Marine Planning Authority for these areas. The Act also provided for the establishment of the Marine Management Organisation (MMO) and for the Secretary of State to delegate various planning functions. The planning functions including preparation and review were delegated to the MMO in 2010. The Act also provided for the adoption of the UK Marine Policy Statement (MPS). The MPS was adopted on 18 March 2011 and provides the policy framework for marine planning and for all decisions likely to affect the marine area.

There are eleven plan areas in English waters, for each of which a Marine Plan will be prepared by the MMO and adopted by the Secretary of State for the Environment, Food and Rural Affairs.

In practical terms, all activities undertaken in the marine area require land based infrastructure, without which our ability to benefit economically and socially from activities in the marine area would be extremely limited.

The UK Government's vision for the marine environment, as articulated in the MPS, is:

'clean, healthy, safe, productive and biologically diverse oceans and seas'.

In the absence of a marine plan prepared by the MMO and adopted by the Secretary of State the MPS is the relevant marine policy document. Where a marine plan has been adopted both the MPS and the Marine Plan are relevant marine policy documents for the marine plan area.

As articulated in the Marine and Coastal Act and the MPS, the Government aims for the MPS and marine planning systems to sit alongside and interact with existing planning regimes across the UK. Specifically, s.58 of the Marine and Coastal Access Act requires all<sup>1</sup> public bodies to:

- take authorisation or enforcement decisions that affect or might affect the UK marine area in accordance with the MPS and relevant Marine Plans, unless relevant considerations indicate otherwise
- state their reasons where authorisation or enforcement decisions are not taken in accordance with the MPS and relevant Marine Plans
- have regard to the MPS and relevant Marine Plans when taking decisions that affect or might affect the UK marine area which are not authorisation or enforcement decisions<sup>2</sup>

In addition, the MPS seeks integration of marine planning and the terrestrial planning system through:

- Consistency between marine and terrestrial policy documents and guidance
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions

These aims are further supported by footnote 36 in the NPPF.

---

<sup>1</sup> Like the Duty to Co-Operate, no distinction is made by the Marine and Coastal Access Act between public authorities with a tidal frontage and those without. Emphasis is placed on the likelihood of the decision being made affecting the marine area.

<sup>2</sup> For example, decisions about what representations they should make as a consultee or about what action they should carry out themselves.

Policy Expectations	Evidence Provided
<b>Key requirements under the Duty to Co-operate</b>	
Consistency between marine and terrestrial policy documents and guidance	Pendle does not have any coastal areas or links to any marine influenced environments.
Liaison between respective authorities responsible for terrestrial and marine planning, including in plan development, implementation and review stages	Pendle does not have any coastal areas or links to any marine influenced environments.
Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>Marine Policy Statement- Chapter 2: General Principles for Decision-Making<sup>3</sup></b>	
<b>Sections 2.1 -2.2: The UK vision for the marine environment</b>	
<p>The UK vision for the marine environment ('clean, healthy, safe, productive and biologically diverse oceans and seas')</p> <p>Achieving the vision through marine planning</p>	Pendle does not have any coastal areas or links to any marine influenced environments.

<sup>3</sup> As the Marine Policy Statement was not targeted specifically at terrestrial planning authorities, some of its sections are, in practice, relevant to marine planning authorities only and/or there is already a comprehensive policy framework governing terrestrial development (e.g. energy infrastructure), Where this is considered to be the case, i.e. where it is considered likely that a terrestrial planning DPD would be found sound without referencing that section, the section in question has been omitted from this checklist.

Policy Expectations	Evidence Provided
<b>Section 2.4: Considering benefits and adverse effects in marine planning</b>	
Consider benefits and adverse effects of plan policies	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>Section 2.5: Economic, social and environmental considerations</b>	
Contribute to the objectives of relevant EU Directives (Marine Strategy Framework Directive and Water Framework Directive)	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>Marine Policy Statement- Chapter 3: Policy Objectives for Key Activities</b>	
<b>3.1 Marine Protected Areas</b>	
<p>Incorporate identified areas and features of importance for nature conservation</p> <p>Activities or developments that may result in adverse impacts on biodiversity should be designed or located to avoid such impacts</p>	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>3.4 Ports and shipping</b>	
<p>Take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety</p> <p>Protect the efficiency and resilience of continuing port operations</p>	Pendle does not have any coastal areas or links to any marine influenced environments.

Policy Expectations	Evidence Provided
<b>3.8 Fisheries</b>	
Consider potential economic, social and environmental impacts of other developments on fishing activity	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>3.9 Aquaculture</b>	
Consider the benefits of encouraging the development of efficient, competitive and sustainable aquaculture industries	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>3.10 Surface water management and waste water treatment and disposal</b>	
Maximise opportunities for co-existence of waste water infrastructure with other activities in the marine environment	Pendle does not have any coastal areas or links to any marine influenced environments.
<b>3.11 Tourism and recreation</b>	
Consider the potential for tourism and recreation in the marine environment and the benefits this will bring to the economy and local communities	Pendle does not have any coastal areas or links to any marine influenced environments.



## Appendix One

This is an alphabetical list of all local planning authorities in England whose area overlaps with the UK marine area.

Adur	Copeland	Huntingdonshire	Purbeck	Thurrock
Allerdale	Cornwall	Ipswich	Redcar and Cleveland	Tonbridge and Malling
Arun	County Durham	Isle of Wight	Richmond upon Thames	Torbay
Babergh	Dartford	Isles of Scilly	Rochford	Torridge
Barking and Dagenham	Doncaster	Kensington and Chelsea	Rother	Tower Hamlets
Barrow-in-Furness	Dover	King's Lynn and West Norfolk	Scarborough	Wandsworth
Basildon	East Cambridgeshire	Lake District National Park	Sedgemoor	Warrington
Bassetlaw	East Devon	Lambeth	Sefton	Waveney
Bexley	East Lindsey	Lancaster	Selby	Wealden
Blackpool	East Riding of Yorkshire	Lewes	Shepway	West Devon
Boston	Eastbourne	Lewisham	South Cambridgeshire	West Dorset
Bournemouth	Eastleigh	Liverpool	South Downs National Park	West Lancashire
Broadland	Exeter	Maidstone	South Gloucestershire	West Lindsey
Broads Authority	Exmoor National Park	Maldon	South Hams	West Somerset
Canterbury	Fareham	Medway	South Holland	Weymouth and Portland
Carlisle	Fenland	Middlesbrough	South Lakeland	Winchester
Castle Point	Fylde	New Forest	South Norfolk	Wirral
Chelmsford	Gateshead	New Forest National Park	South Ribble	Worthing
Cheshire West and Chester	Gloucester	Newark and Sherwood	South Somerset	Wyre
Chichester	Gosport	Newcastle upon Tyne	South Tyneside	York
Chorley	Gravesham	Newham	Southend-on-Sea	
Christchurch	Great Yarmouth	North Devon	Southwark	
City of London	Greenwich	North East Lincolnshire	Stockton-on-Tees	
City of Brighton and Hove	Halton	North Lincolnshire	Stroud	
City of Bristol	Hambleton	North Norfolk	Suffolk Coastal	
City of Kingston upon Hull	Hammersmith and Fulham	North Somerset	Sunderland	
City of Peterborough	Hartlepool	North Tyneside	Swale	
City of Plymouth	Hastings	North York Moors National Park	Taunton Deane	
City of Portsmouth	Havant	Northumberland	Teignbridge	
City of Southampton	Havering	Norwich	Tendring	
City of Westminster	Horsham	Poole	Test Valley	
Colchester	Hounslow	Preston	Thanet	

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

Tel: 01282 661330

Fax: 01282 661720

Email [ldf@pendle.gov.uk](mailto:ldf@pendle.gov.uk)

Website: [www.pendle.gov.uk/planning](http://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۔

