

# PENDLE CORE STRATEGY EXAMINATION

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## **Agenda - Session 10**

**09.30 Tuesday 28 April 2015**

**The Play Room, The Ace Centre, Cross Street, Nelson**

**Matter - The Provision of Infrastructure and the Delivery of the Plan**

The purpose of the session is to consider the mechanisms for delivery of the Plan with appropriate supporting infrastructure.

A key test of soundness is whether the Plan will be effective and deliverable over its period. Delivery of infrastructure alongside development is also important.

### **Issues**

1. Will the policy requirements of the Plan, such as affordable housing and infrastructure, allow development to go ahead with a competitive return for a willing landowner and developer?
2. Will Policy SDP6 be effective in ensuring that off-site infrastructure necessary to enable the development to go ahead will be provided? Should the policy be more specific in identifying infrastructure which has a high importance for delivery of the Plan (see Appendix A)? For example M65 Junction 13 improvements, waste water treatment plants, primary school capacity, open space provision?
3. What are the implications of not introducing a Community Infrastructure Levy (CIL) on the provision of off-site infrastructure given the limitations on the use of pooled contributions?
4. Does Policy SDP6 and its implications for the requirement for obligations meet the tests set out in paragraph 204 of the Framework?
5. Will infrastructure be delivered in a timely fashion?
6. What infrastructure will be required in the first 5 years of the Plan and can it be delivered?
7. How will essential infrastructure be funded?
8. What are the consequences for the Plan if critical infrastructure is not delivered?
9. Have the needs for strategic infrastructure such as an A56 bypass and the reopening of the Colne-Skipton railway been appropriately justified and addressed in the CS?  
Should greater priority be given to the reopening of the Colne-Skipton railway within the Plan?  
What role, if any, does the Plan have in seeking upgrading of the railway between Colne and Gannow Junction, Burnley?

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10. Does the CS sufficiently exploit the potential for sustainable travel modes such as cycling?

## **Main Evidence Base**

CD/07/01 – Pendle Development Viability Study

CD/07/02 – Pendle Infrastructure Strategy

CD/07/05 – East Lancs Highways and Transport Masterplan

## **Suggested Modifications**

The Council suggests a revision (MM008) to the site size threshold for affordable housing (Policy LIV4) to reflect the change to the Government's Planning Practice Guidance. It is also suggested that the requirement for developers to submit a deliverability statement is removed from Policy LIV1 (MM030). Reference to Appendix A is proposed to be added to Policy SDP6 (MM026) and the wording of the policy made more precise (MM038, MM039).

## **Participants**

PBC (*statement HS10/001*)

Pam Smith (*representation 868476*)

P Daniel (*representation 818314*)

Matt Gordon (*representation 868113*)

David Penney, Skipton East Lancashire Rail Action Partnership (SELRAP) (*statement HS10/003 and representation 864766*)

Michael Courcier, Barton Wilmore (for Junction Property Ltd) (*representation 818046*)

Andrew Bickerdike, Turley Associates (for Peel Investments (North) Ltd (*statement HS10/002 and representation 868120*))