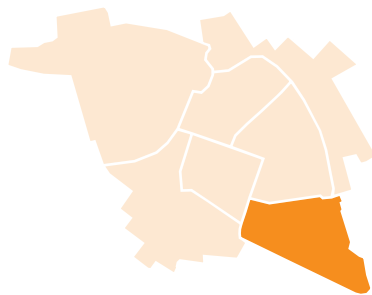




FIGURE 49

THE GRANGE QUARTER

- Proposed New Build
- Proposed Refurbishment
- Existing Building



PART C SPATIAL QUARTERS
11.0 Quarter Areas and Proposal Site Policies

The Grange Quarter

POLICY AQ4 THE GRANGE QUARTER

- [19] The creation of a new landmark gateway development on the Spring Gardens/Manchester Road site for residential use;
- [25 and 6] The restoration and refurbishment of the Magistrates Court [following relocation] and the former Fire Station complex to be promoted for mixed use development together with exploring the potential for new development on the existing vehicular depot site;
- [17, 18, 31 and 32] Redeveloping the area to the south & north of Grange Lane for a mix of housing, including flats, townhouses & mews;
- [20] The creation of new managed workspace and workshop units;
- [H] Creating a new park in the heart of the area around Broad Oak Water;
- [G] Creation of new pocket park at Cross Street;
- [O] Creation of new courtyard public space to contribute to sequence of spaces from Oakhill Park to the town centre;
- [P] Public realm improvements at the Toll House to contribute to improving town centre approach;

11.59 The Grange is located at the south eastern edge of the town centre. To the south is the residential neighbourhood of Christ Church, while the north and west sides adjoin the civic and retail streets of the town centre core. Movement is channeled around the area rather than through it.

11.60 At the confluence of two watercourses, the area was the location of the important mediaeval Grange, around which one of the earliest settlement clusters evolved. Echoes of the past remain in the street names – Black Abbey Street acknowledges the founders of the Grange landholdings, the monks of Fountains Abbey in Yorkshire. [Figure 49: The Grange Quarter]

11.61 Although very historic, the Grange mostly falls between central Accrington’s two designated conservation areas. Employment activity in the form of light-industrial workshop uses occupy the south edge and residential terraces are found on Jacob Street and Wellington Street.

11.62 Surface car parking takes up a considerable amount of space around the area, making it one of the predominant land uses. There is a patch of public open space in the centre of the Grange. There are also a number of derelict and underused plots of land.



Creating vibrant town centre water spaces, Hebden Bridge.



New urban courtyard housing, Temple Quay, Bristol.



Hulme Park, example of hard and soft surfacing



Example of new courtyard town housing , Belper

- 11.63

The 1933 Fire, Police and Magistrates complex by Sir Percy Thomas is amongst the finest architecture in the Borough, and provides a memorable strategic gateway feature. There are some historic industrial buildings that also add interest, as does the sloping, stepped topography that drops down to the water.
- 11.64

Core to the character of the Grange is the open area around the watercourse. Bounded by the winding Grange Lane, traversed by the small river and covered in mature trees, the open heart gives the quality of an ancient village green to the Grange,
- even though the south of the Grange is made up of old industrial buildings.

11.65

The absence of built form with active frontages overlooking the space means this asset is little used and feels incidental. The water is only exposed from its culverts in small lengths. Derelict and underused space is the main negative aspect of this area and underpins the dominant impression of neglect. This historic area is falling well short of its potential with much land under-used and in poor condition.
- New Uses and Grange Park**

11.66

Proposals for the area focus on retaining those buildings of townscape and historic value and redeveloping other sites for new uses, predominantly for town centre housing but also for new modern workspace and workshop units. Two major open spaces are proposed along Broad Oak Water and Cross Street to enhance the character of the area and provide for greater use and activity.

11.67

The Magistrates Court and Fire Station complex provides the opportunity for a transformational gateway project at the Manchester Road gateway to the town.
- 11.68

The site forms an important focus point from the College into town. The potential to attract students into the town should be maximised by providing high quality cafe and bar type uses in this area. The quality of Grange Lane needs upgrading to provide a high quality link between the towns two conservation areas.

11.69

There is potential for some re-location of industrial uses in the area. The feasibility of this, particularly involving those to the south of Grange Lane would need further consultation with the site occupiers.

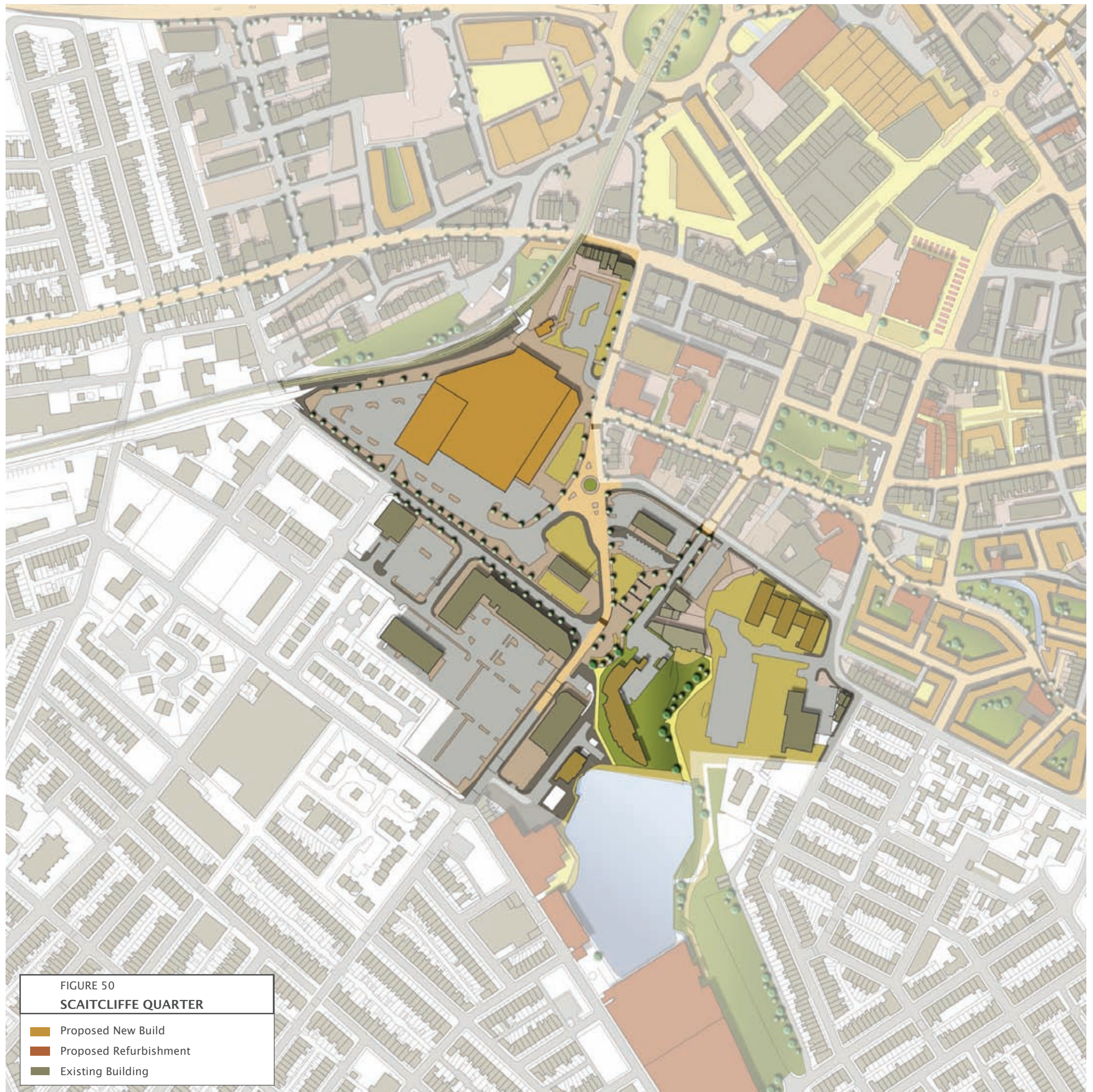
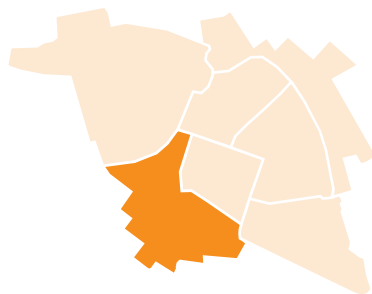


FIGURE 50
SCAITCLIFFE QUARTER

- Proposed New Build
- Proposed Refurbishment
- Existing Building



PART C SPATIAL QUARTERS
11.0 Quarter Areas and Proposal Site Policies

Scaitcliffe Quarter

POLICY AQ5 SCAITCLIFFE QUARTER

The Council will work with land and property owners and developers to secure the comprehensive development and upgrading of this area, including partial redevelopment to provide high quality development, which should include:

- [1a] New Convenience retail opportunity/residential development/Leisure and Business development, [Planning permission for new supermarket has now been granted by HBC but is yet to be implemented];
- [1b] Planning permission for a New Train Station has now been approved by HBC with new waiting and ticketing facility;
- [2a] Residential development opportunity, a new apartment block of waterside apartments has now been completed;
- [2b] New Health Centre facility, recently completed and opened;
- [A] Eagle Street improvements, including tree planting, lighting and streetscape enhancements;
- [C] Pedestrian crossing improvements at Paradise Street and Eagle Street junction;
- [D] Potential signalisation, resurface cycleway, footway and replace existing crossing with Toucan crossing;
- [F] Globe Square. Enhancing the space with planting and lighting to define new crossing;

- 11.70 This area is to the south west of the town centre and is an area that has been transformed with the new waterside apartments, retail and office development.

11.71 A very good quality and distinctive place has been created by the investment in the Hyndburn Greenway, located on the former track bed of the rail line that linked Accrington to Manchester. The area has significant environmental, biodiversity and recreational value.

11.72 It is also adjacent to the Cannon Street Conservation Area and lies at the interface between the town centre and surrounding neighbourhoods.
- 11.73 A supplementary planning document [SPD] has been produced by the Council for the Platts Lodge area, which includes the southern part of the Scaitcliffe Quarter around the lodge This guidance encourages the mixed use regeneration of the area, including its mill buildings, enhancement of the heritage character of the area and the protection of the lodge as a key environmental asset with much wildlife value [designated as a Site of Local Nature/Biological Importance and wildlife corridor].



Well-designed train station, cycle parking and public space, Amsterdam.



Reuse of historic Gibson Mill, Hebden Bridge for visitor uses



Well-designed mixed-use town centre food store with residential above and undercroft car parking, Ripponden, West Yorkshire.



Town centre mixed-tenure apartment block, Chorlton, Manchester

The Globe

- 11.74
- The Globe Centre is an example of a successful refurbishment scheme for largely office and workspace use and is now a significant town centre employer. The potential spending of employees in the building could be more effectively captured in the town centre.
- 11.75
- It has a very large car park to the rear which could be put to more effective use for town centre users especially at weekends. The car park is also mostly impenetrable to pedestrians except for one entrance. Some footpaths could be provided through this large site, to better integrate the area with its surroundings.

Railway Station

- 11.76
- The environmental and built quality around the railway line and station is low with poorly maintained land and property. This creates a poor rail gateway to the town. The area feels quite intimidating at times with little activity or natural surveillance in the area. Investment is however being targeted at the train station to provide a new ticket and waiting facility to the east of the line closer to the town centre. This should provide for a better quality and safer environment. The opportunity to create a new town centre gateway and public space around the train station should be maximised and successfully integrated with the surrounding area.

Former Skills Centre

- 11.77
- The most significant development opportunity site in the town centre, the former skills site is currently unoccupied and its mostly dead frontage along Eagle Street and Scaitcliffe Street does little to animate this part of town. Planning permission has recently been granted for a new supermarket. Providing a compatible use and strong linkage between the Globe Centre, Scaitcliffe Lodge and town centre will be very important to the areas wider regeneration. The articulation of key elevations should enhance the character of the adjacent conservation area and a positive pedestrian environment and crossings provided.

Eagle Street/Globe Square

- 11.78
- Eagle Street is a fast route with the current mini roundabouts providing little positive pedestrian facility or environment. In addition little definition is provided to this route through landscaping. The role of the Globe roundabout in linking Scaitcliffe Lodge, Eagle Street, Cannon Street and the town centre is important.
- 11.79
- To better extend the Hyndburn Greenway into the town new tree planting and landscaping should be promoted along Eagle Street. A new pedestrian crossing is proposed at the Globe roundabout with complementary planting and lighting to better define this important junction and focal point.

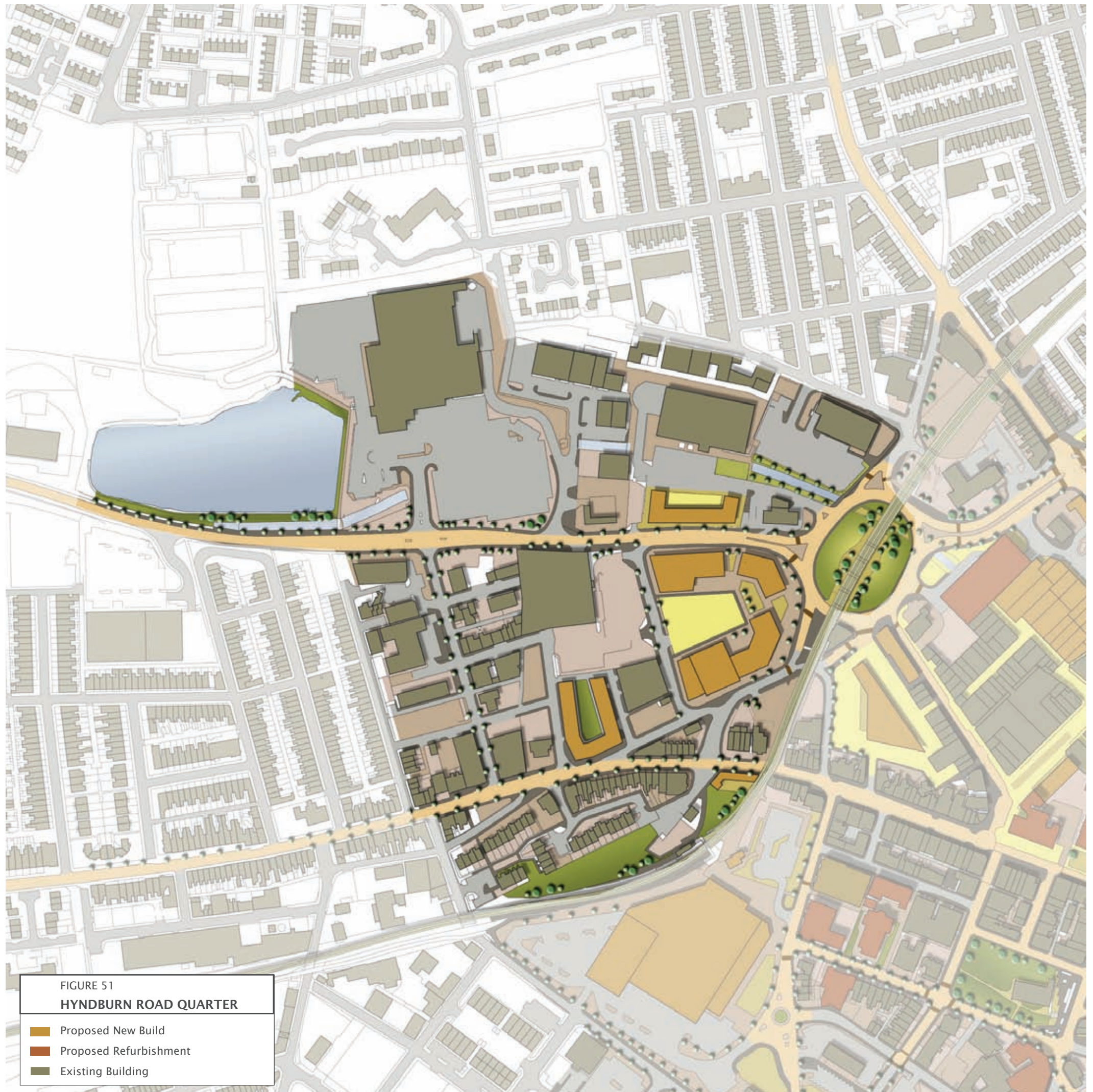
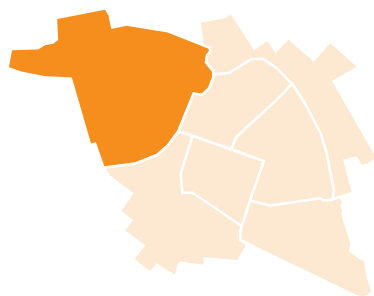


FIGURE 51
HYNDBURN ROAD QUARTER

- Proposed New Build
- Proposed Refurbishment
- Existing Building



PART C SPATIAL QUARTERS

Hyndburn Road Quarter

POLICY AQ6 HYNDBURN ROAD QUARTER

The Council will work with land and property owners and developers to secure the comprehensive development and upgrading of this area, including partial redevelopment to provide high quality development, which should include:

- [U] Improving the views, access and environment around Hyndburn Lodge and the River Hyndburn;
- [R] Creation of green routes along Hyndburn Road and the River Hyndburn to improve gateway into town and improve linkages to the lodge;
- [13] Creating a new business hub between Ellison Street and Blackburn Road for managed office workspace of a high quality design;
- [K] Enhancing the Viaduct Roundabout to create a better gateway environment;
- [26] Creating a new gateway building [office and retail] to Blackburn Road and Paxton Street to mark important arrival point to town centre;
- [27] Redevelopment and re-modeling of the existing Viaduct Leisure Park site for a mix of retail, office and leisure uses that would make more efficient use of land and improved linkages to the town centre and would provide an opportunity for re-location of existing business within the Eastgate Retail Park to more modern premises;
- [28]Development of new flagship business space along Hyndburn Road which is of high quality design and provides strong frontage;
- [S] Improving the Blackburn Road Gateway and vista through the bridge by tree-planting, enhancing the public realm, lighting up the bridge.

- 11.80 This area is to the far west of the town centre masterplan area and accommodates the towns peripheral commercial areas, retail parks and part of the Blackburn Road local centre which extends all the way to the Church Gateway. The area comprises Hyndburn Retail Park [home to Asda, Homebase and Aldi], Accrington Industrial Estate and Hyndburn Lodge to the north of Hyndburn Road. [Figure 51: Hyndburn Road Quarter]

11.81 To the south up to Blackburn Road is a commercial area including Jewsons, ATS Euro Master, Dalton & Co printers, Tommy Blank Tyres and a variety of building, construction, printing and automotive businesses that appear to be trading locally with each other and rely on each others services, suggesting a strong local business network.
- 11.82 The Viaduct Leisure Park is located to the east of this and includes a cinema, superbowl and McDonalds. The site feels quite isolated and is a focus for anti-social behaviour. The future viability of these uses has been questioned during the consultation. Certainly the built form and design of this important site could be improved to improve the setting of the viaduct and integration with the town centre to provide a mixture of uses such as larger footprint retail and or office/leisure.

11.83 This area and Hyndburn Road Retail Park can benefit from redevelopment through the wrapping of the big-box style developments by smaller blocks with active frontages until comprehensive development becomes viable.



Proposed gateway improvements at Blackburn Road. The railway bridge frames the view along Blackburn Road with the hills as a classic Accrington backdrop



To the left, indicative image of improvements to Hyndburn Lodge area.



Lighting up special features can add to sense of place



Positive pedestrian environment at viaduct at Buxton.

Business Hub	Hyndburn Lodge	Viaduct Roundabout	Blackburn Road Gateway
<p>11.84 A study was commissioned by Hyndburn Borough Council to review the future of the Blackburn Road Corridor. This has analysed the needs of local retailing, existing businesses and has identified prospects to introduce new employment into the area to help diversify the economy and provide job opportunities for new and existing residents. The new business hub has been incorporated into the masterplan. The area due to its location would appear to offer further opportunities for higher value employment and new office floorspace. This would require land assembly.</p>	<p>11.85 Hyndburn Lodge, the previous Hag Bleach Works Reservoir constructed in 1840, is a popular destination for anglers but has limited access for the public. Its boundary with the ASDA site comprises harsh steel palisade fencing and all gates to the water body are locked.</p> <p>Thus this relative oasis of water and green space is out of reach to the local community. The pedestrian route to the lodge from the town centre requires navigating a series of car parks and perimeter walls if Hyndburn Road itself is avoided. A key outcome of the consultation was to improve this important recreational space and better link it to the town centre. Planting to Hyndburn Road and along the route of the River Hyndburn will further strengthen these connections.</p>	<p>11.86 The Viaduct provides Accrington’s most memorable feature and imposing gateway to the town. Improving roundabout gateway will include providing better pedestrian crossings, this is particularly important to support the relocation of the bus station facility at Crawshaw Street. In the longer term creating a more positive built frontage to the viaduct would enhance its setting together with improved soft and hard landscaping. A detailed traffic assessment would be required to inform these proposals.</p>	<p>11.87 The gateway to the town centre where the railway runs over the road adjacent to Paxton Street is dominated by the bridge feature. However the setting of this distinctive feature is weakened by poor public realm, street clutter and a poor quality building at the junction of Paxton St and Blackburn Road. A key proposal is to improve the condition of properties and streetscape at this important arrival point to the town centre, which should also encourage footfall between Blackburn Road local centre into the town centre.</p>

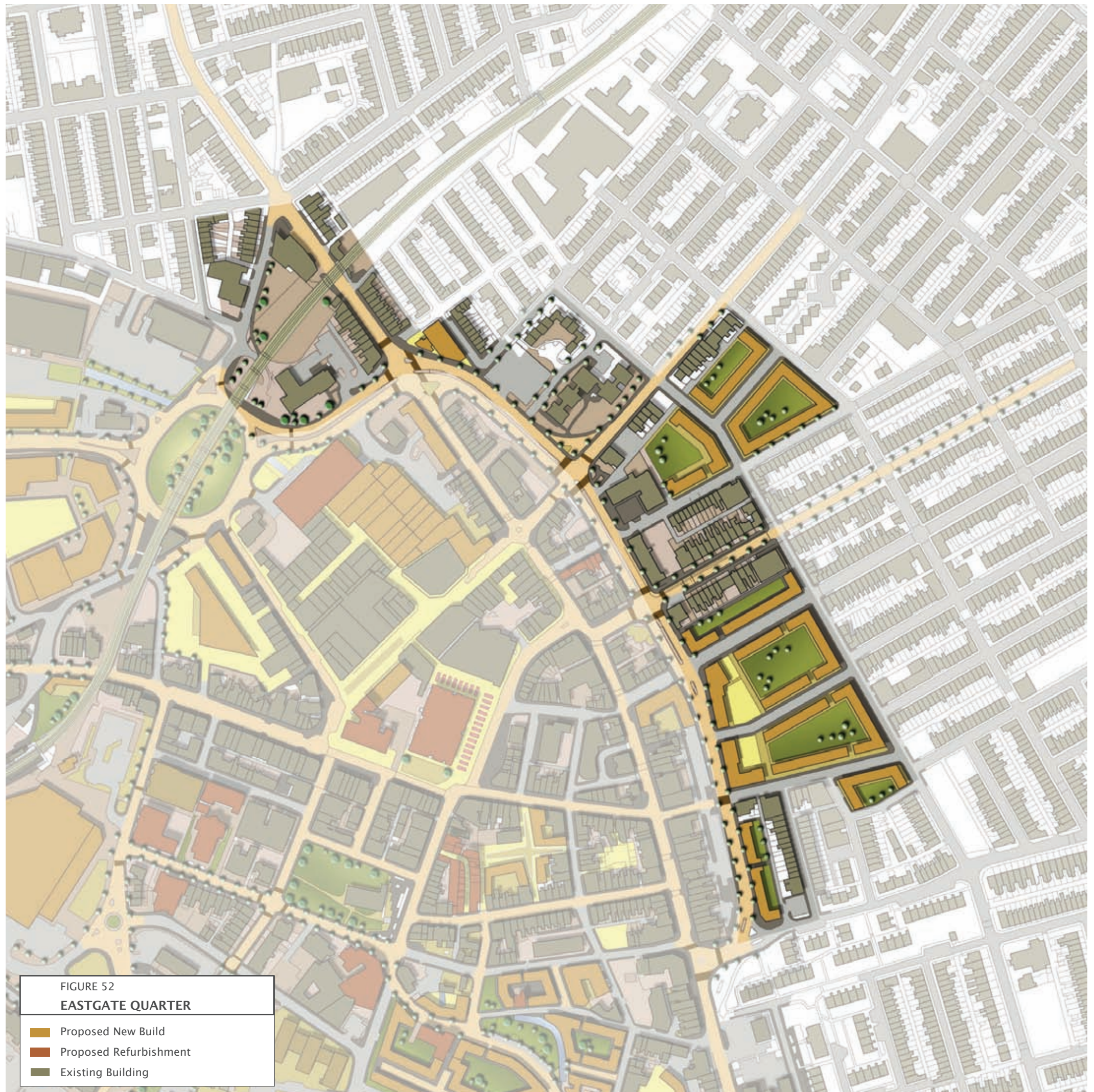
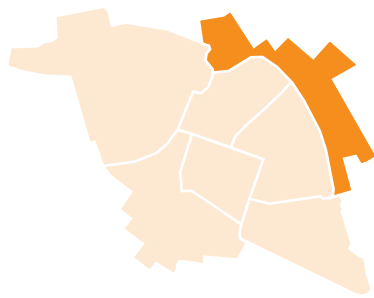


FIGURE 52
EASTGATE QUARTER

- Proposed New Build
- Proposed Refurbishment
- Existing Building



PART C SPATIAL QUARTERS
11.0 Quarter Areas and Proposal Site Policies

Eastgate Quarter

POLICY AQ7 EASTEGATE QUARTER

The Council will work with land and property owners and developers to secure the comprehensive development and upgrading of this area, including partial redevelopment to provide high quality development, which should include:

- [24, 34 & 35] To redevelop the Eastgate Retail Park site and existing buildings along Eastgate in part with strong mixed-use [new office/retail block] frontages to Eastgate together with sensitively designed residential development with a mix of units and open space aligned to the rear of the mixed-use elements;
- [36] To redevelop the former Volvo Dealership site for residential development with a mix of units and open space;
- [29] Development of a flagship gateway building for a commercial/business end use;
- [I] New high quality town centre gateway at Abbey Street by re-configuring the junction and public realm improvements;
- [L] Improving the Burnley Road gateway by re-opening Burnley Road to vehicular traffic at Whalley Road and simplifying junction;
- [V] Improving the gateway at Whalley Road by simplifying junction and creating new better quality frontages;
- [M] Improving the environmental quality of Eastgate by creating a 'boulevard' through new tree planting, better pedestrian crossings and attractive new development creating a stronger frontage to this road; &
- [T] Improving the route from the town centre up Avenue Parade to the Coppice by landscaping and better pedestrian crossings.

11.88 The Eastgate area is dominated by the bypass formed by the road itself which effectively cuts off links between the town and its eastern surroundings. Gateways to the town which terminate on Eastgate are not positive and in general channel traffic around the town not into it. It is this barrier effect that the AAP seeks to address.

11.89 This area previously was well integrated with the rest of the town when Abbey Street, an original turnpike road, formed the function of the main route through the town. At this time the street was well lined with frontage commercial buildings and strong and legible junctions were formed at the largely residential streets which intersected Abbey Street.

11.90 Following the demolition of a number of buildings to construct Eastgate, the sites flanking this road have been largely developed for large shed type buildings set back from the road with large areas of surface parking.

[Figure 52: Eastgate Quarter]



New high quality gateway at Abbey Street



Direct crossing on pedestrian desire line.



Trees to soften visual impact of surface parking



No need for guard rails, Maid Marion Way, Nottingham

11.91 This dead frontage creates weak definition to this main route, lacking animation and activity. Pedestrian linked trips from the retail park are not encouraged by the form of development, highway infrastructure and location of pedestrian crossings.

11.92 In addition the backs of many properties have been exposed along this route, despite some attempt at screening, many in a poor condition. Finally the public realm treatment of the road is quite poor with the design of the road favouring the movement of vehicles rather than pedestrians and cyclists. These three factors together create a low quality environment, presenting a poor front cover to the town centre and weak walking connections from the surrounding neighbourhoods.

Eastgate Improvements

11.93 Comprehensive redevelopment of the area around Eastgate and the Eastgate Retail Park is a medium to long term aspiration, as and when it becomes viable beyond, potentially the initial 5 year period of the AAP. There is a real opportunity to redevelop this 'Shatter Zone' by the relocation of existing box retail activities to the potentially re-modeled Viaduct Leisure Park within the Hyndburn Road Quarter. This notion would provide a better land use balance for both the Hyndburn Road and Eastgate Quarters by achieving new residential neighbourhoods at the periphery of the town centre together with retail development that is better linked to the core of the town centre.

11.94 The accessibility of this area to the M65 corridor and Manchester Road could make it attractive for modern office space to be developed though a flagship gateway building together with strong mixed use frontages along Eastgate and substantial sensitive residential development.

11.95 The role of Eastgate within the centre of Accrington is proposed to be improved adopting the principles of 'Manual for Streets' and the 'High Street Renaissance' DfT document. The following measures are proposed:

- Creation of a 'shared' surface feel to reduce traffic speeds and increase pedestrian permeability, though a small upstand is main-

tained [about 30mm] between footway and carriageway, in order to assist visually impaired pedestrians;

- Removal of all guard rail;
- Removal of central reservation to reduce severance, replacing with low level planting in flower beds, and a cycle parking facility;
- Introduce direct crossings on pedestrian desire lines;
- Narrowing junction profiles, creating 'gateway' sites, or public realm opportunities;
- Reducing carriageway widths where possible and appropriate; &
- Creation of some on street parking to serve local amenities.

PART C SPATIAL QUARTERS

DEVELOPMENT BRIEFS

11.96 Following completion and adoption of this AAP it is envisaged that a number of Development Briefs will be produced that will build upon the Masterplanning and AAP stages of work, one of which has been completed already and adopted by the Council, slightly ahead of the AAP process, ‘The Pennine Lancashire Squared – Accrington – Detailed Brief’ that is discussed in detail below.

11.97 The Development Briefs will inform and build towards delivering the identified pro-

11.98 posal sites and environmental improvements through the design, development and delivery of actual projects. Some of the potential Development Briefs may be public sector led commissions and others that will be produced and led by private sector developers. Potential Development Briefs include:

- Arndale Quarter Brief;
- Grange Quarter Brief;
- Hyndburn Road Quarter Brief; &
- Pennine Squared – Accrington Development Brief.

PL2 SQUARED, ACCRINGTON

Detailed Brief for Pennine Lancashire Squared - Accrington

11.99 The Detailed Brief is one of the first detailed briefs to be produced on the back of this AAP. It sets out the rationale for the extension of the Pennine Lancashire Squared project area to encompass a wider area of the town centre of Accrington. It identifies information which will be made available to support an evidence-based approach to design of the public realm, and which is currently unavailable or incomplete. It establishes the scope of a commission or series of commissions which will provide strategic, tactical and management guidance for change in the town centre and it outlines the resources and timescales needed to complete the work.

Purpose of the Brief

- 11.100 The intention of the PL2 Brief is to set out a commission to progress:
- i. Four deliverable projects which will bring improvements to Accrington Town Centre;
 - ii. The development of a regeneration plan for the cultural heart of Accrington;
 - iii. The commissioning of additional surveys;
 - iv. The production of vision plans and illustrations, leading to the development of outline designs and cost estimates for public realm improvements; &
 - v. The production of guidance for streetscape management and design in the town centre.
- 11.101 The project will incorporate issues that have emerged following the design competition and consultations, and build on the original Pennine Lancashire Squared Competition brief. These have informed the extents of the

project in terms of area and content. The key issues have been described in the first section of this document.

Scope of ‘Regenerating the Cultural Heart of Accrington’ Project

Project Area

11.102 The Project Area, Figure 53 will focus on an area of the town centre called, for the purposes of the commission, the “Cultural Heart of Accrington”. It includes Blackburn Road and Cannon Street, and extends from Peel Square to the railway station, and includes Crawshaw and Union Street. A wider area shown on the plan at indicates the areas in which footfall surveys and vehicular movement surveys would be carried out.

Commission Scope

11.103 The commission proposal is structured in four parts, which can be commissioned largely independently of each other, or as a single commission, as follows:

Commission Part 1: Baseline and Evidence Base

- 11.104 The following surveys should be commissioned:
- i. Movement surveys (pedestrian footfall / vehicle movement;
 - ii. Streetscape Quality surveys: pedestrian environment quality/ streetscape audit;
 - iii. Vehicle and cycle movements survey; &
 - iv. Socio-economic data.

Commission: Part 2: Regeneration Plan

- 11.105 The regeneration plan for the town centre of Accrington will be a working document which will coordinate targetted and deliverable proposals for the following:
- Streetscape improvements;
 - Pedestrian movement and footfall improvements;
 - Traffic calming / on street car parking proposals;
 - Signage and map information;

- Tree planting and flower displays;
- Public space improvements;
- Street lighting; &
- Building lighting.

Commission Part 3 Project Plans

- 11.106 Specific project plans will be developed for four locations within the town centre which deliver public realm improvements, making use of funding sources associated with complementary development projects. These are:
- Peel Square / Market Square;
 - Blackburn Road;
 - St James Churchyard Gardens; &
 - Cannon Street.

11.107 These projects would establish guiding design principles which would be used as a benchmark for further public realm guidance throughout the town centre, and to develop detailed regeneration plans for other areas of the town centre.

Commission Part 4 Guidance

- 11.108 Guidance documentation will inform the management of the public realm throughout the town centre. Guidance would be drawn up, in close consultation with town centre stakeholders, which illustrates best practice, identifies the preferred examples of streetscape materials and furniture, and illustrates how the following elements of the town centre should look into the future:
- Street Materials;
 - Streetscape Furniture;
 - Trees; &
 - Lighting.

11.109 The Detailed Brief PL2 Squared Brief is integral to taking forward the strategic regeneration framework of the AAP and is a step towards identifying specific projects and their deliverability. It advocates a comprehensive model of coordination of project sites to deliver a greater regeneration impact.

PART D

IMPLEMENTATION

PART D IMPLEMENTATION

12.0 IMPLEMENTATION & MONITORING FRAMEWORK

DELIVERING ACCRINGTON

12.1 Accrington Town Centre will require a Strategic Framework for project implementation in order to deliver the proposed AAP and its subsequent briefs. Therefore, co-ordination arrangements need to be put in place to ensure all the key advisors come together to provide an appropriate and coherent response to the challenges of regenerating the Town Centre.

12.2 Important to this is setting the context within which the future strategy for the Town Centre will be directed. This is defined within this AAP and the Key Strategic Objectives.

Vision and Objectives

12.3 The vision for Accrington is:

“Accrington will become a vibrant floral market town with an excellent quality of place at the heart of Pennine Lancashire”.

12.4 In support of the Vision are a series of key strategic objectives as follows. The AAP builds on the key objectives outlined in a number of important strategic documents that either directly or indirectly relate to the Town Centre, including:

- Lancashire Economic Strategy;
- NWDA Regional Economic Strategy;
- Lancashire Structure Plan;
- Northern Way Business Plan;
- Draft Hyndburn Sustainable Community Strategy; &
- Accrington Town Centre Strategy.

12.5 There are close linkages with Housing Market Renewal [HMR], the Area Development Frameworks [ADF], the Local Development Framework [LDF], and the Local Transport Plan. It also embraces national and local policies and initiatives. The AAP brings together the interests of both the public and private sector representatives and as part of this process, the following objectives have been framed:

- Strengthening the Retail Provision in the Town Centre;
- Becoming a Visitor Destination;
- Enhancing the Quality of the Environment;
- Improving Access, Movement, and Transport;
- Promoting Investment and Business Development; &
- Improving Educational and Training Opportunities.

Delivering the Strategy

12.6 The Delivery Strategy will provide a broad framework for bringing together the various stakeholders that need to be involved in delivering the framework. An option, in line with other area based regeneration frameworks, is to introduce the concept of Project Delivery Groups to complement other existing consultation arrangements, as a way of involving interested and relevant parties.

12.7 The establishment of an officer led implementation group acting on behalf of a Town Centre Board to assist with the day to day implementation of the strategy is a proposal worth considering. Similarly, the interface between the work involved in promoting the regeneration of the Town Centre and the overall marketing strategy for the Town is important.

12.8 There are a number of organisations that will be involved in the implementation of the Strategic Framework. Delivery will be led by the public sector partners [for example the Council, NWDA, PLLACE, LEP and others] but also, from the private sector through developers who either own land or buildings, or have competitively won the right to develop areas. Managing the scale and size of this implementation strategy will be crucial in ensuring the successful regeneration of the Town Centre. The Structure adopted needs to avoid duplication and be both simple and efficient in its design.

12.9 Some models have proposed the establishment of a Town Centre Development Board which would bring together Members directed by a sub-advisory group. The role of such a structure in the implementation of the Strategic Framework will be to:

- To provide direction to the Implementation of the Strategic Framework for regeneration of Accrington Town

Centre, and assist in the monitoring of projects and programmes for the Accrington Area Action Plan and its detailed briefs;

- Have overall guardianship of the Strategic Framework;
- Provide strategic direction to delivery of the Strategic Framework ;
- Approve the sub – processes/commissions to implementation of the Strategic Framework;
- Approve a high-level business and marketing plan;
- Coordinate and approve Funding bids for development;
- Monitor the progress in implementing the Strategic Framework and delivery of the AAP and its detailed briefs through the identified indicators of the AAP;
- Agree any changes required to the Framework, business or marketing plan;

- Discuss and resolve strategic issues related to the implementation of the Strategic Framework;
- Help promote the Strategic Framework and the image of Accrington Town Centre;
- To receive and examine AAP projects and programmes and to evaluate their impact on Accrington Town Centre;
- To be a consultation mechanism for the Council’s regeneration plans for Accrington Town Centre;
- To monitor the progress of regeneration projects for Accrington Area Action Plan and, where necessary, review the delivery and performance arrangements;
- To report to Cabinet on the above and any recommendations arising;

12.10 In addition, the Public Sector Agencies will also have key roles and responsibilities relating to the above in order to ensure the effective implementation of the Strategic Framework and the AAP.

The Town Centre Development Board

12.11 The role of the ‘Town Centre Development Board’ would be to manage the implementation of the Strategic Framework for Accrington Town Centre and oversee the delivery the AAP and its detailed briefs.

12.12 Following the adoption of the AAP, development briefs will provide a detailed breakdown of the activity, income and costs for the implementation phases of the programme. The Board will have overall programme management responsibility for the delivery of the Area Action Plan and Detailed Brief’s under the umbrella of the Strategic Framework, reporting on progress against the plan on a regular basis. The sub – delivery team within the Board will also have to project manage some initiatives.

The Strategic Business Plan

12.13 A Business Plan would mirror the AAP and would include:

- The Vision [Strategic Goals and Timelines];
- The Context [National, Regional, and Local factors];
- The Appraisal [Economic, Social and Physical factors];
- The Strategy [Action Plans & Detailed Briefs]; &
- Delivering the Strategy [Costing/Phasing/Funding, Implementation Structure, Decision Making Framework, Funding, Marketing, and Partners]

12.14 The Board would also have responsibility for managing the marketing and public relations activity relevant to the Strategic Framework. This will be done in conjunction with the Council and its partners.

Links with the Town Centre Regeneration Board [TCRB]

12.15 The existing TCRB is made up of various external stakeholders and Members, in line with its terms of reference

its overall role is guardianship of the functions of Town Centre Management.

12.16 The TCDB would be more so made up of Members and a sub-advisory group of technical officers and consultants that would be involved with the implementation of the Strategic Framework and delivery of the AAP and its detailed briefs.

12.17 The activity of the TCDB would be communicated formally via minutes being made available to the TCRB meetings.

Governance

12.18 The Borough Council would act as the accountable body for any ‘Town Centre Development Board’ established, and as a consequence would be involved in the management of its key financial appraisal and external funding arrangements.

Resourcing

Officer Implementation Group

12.19 Working on behalf of the Development Board and ultimately reporting back to it, an officer advisory/implementation group is suggested which would be made up of senior representatives of the key stakeholders to bring together appropriate agencies when required, and to ensure that the individual business plans for implementing the Strategic Framework are adhered to.

12.20 The Implementation Group would typically have a Project Manager, and would comprise Officers from:

- Planning;
- Transportation;
- Policy and Programmes;
- Finance;
- Environmental Management; &
- Regeneration/Economic Development.

12.21 It will also liaise with ‘other’ relevant delivery arrangements for complementary projects to ensure synergy, transparency and co-ordination of any activity taking place in the Town Centre.

12.22 The group would be chaired by a senior member/officer of the Council/partner agency. This group will also oversee appropriate support for any ‘new’ forums or groups that may need to be established to ensure that the Strategic Framework is delivered. These groups will have responsibility for bringing relevant parties together to create an action plan for either an agreed geographical or functional area.

12.23 In addition the group will provide a ‘bridge’ between those forums already in place and/or where activity goes beyond the remit of the Strategic Framework. This group could also be used as a vehicle for fast tracking any potential ‘blockages’ for specific developments within the Town Centre thorough the Town Centre Development Board, as well as acting as an initial joint public sector appraisal body for ‘third’ party development proposals.

12.24 The Council’s Planning Department would need to suggest a membership of this co-ordinating team.

Project Delivery Groups

- 12.25
- Project Delivery Groups would be made up of those directly involved in or, with an interest in, a geographical or functional area as described in the strategic framework. These implementation arrangements would cover those Key Investment Areas as identified in the AAP,
- 12.26
- In terms of prioritising action and managing resources it would be appropriate to target those investment areas where change is planned in the shorter term first. These would include the Arndale quarter to bring forward and integrate projects in that quarter. This includes the bus station, public realm improvements, the Arndale Centre.
- 12.27
- The second priority investment area would include Blackburn Road and projects including the relocation of the bus station, the design competition for Peel Square, the Market Hall refurbishment and LEGI proposals and improvements to Blackburn Road, including the integration of the planned East Lan-

- cashire Rapid Transit Route. Over time new groups could be set up as progress is made and resourcing allows.
- 12.28
- Each group could have a chairperson and include relevant representatives from the implementation group as well as a cross section of interested parties. Where appropriate the Council could provide administrative and or project management support if required. The groups themselves would need to:
- Take ownership of the Strategic Direction set out in the Strategic Framework for their area of interest;
 - Oversee the creation of a detailed project plan for taking forward the area of interest;
 - Oversee the implementation of this project plan;
 - Report progress to the ‘Board’ via the Implementation Group; &
 - Recommend relevant changes to the Strategic Framework to the ‘Board’.

Building Capacity

- 12.29
- In order to progress the AAP and its subsequent briefs, the Town Centre Development Board will need to be established project teams to deliver the individual projects.
- 12.30
- As a first step in progressing the programme, support could be provided through this core Board when appointed. This would provide short term assistance to ensure longer term delivery.
- 12.31
- It also proposed that as part of any comprehensive funding applications to deliver the AAP, funding assistance would be sought towards the cost of an External coordinating Consultant to take responsibility for delivering the programme, along with support towards an ongoing Promotion and Marketing Strategy. Typical responsibilities will cover:
- Programme development, including production of the programme’s annual business plan;

- Technical support to partners in developing and delivering individual projects;
 - Procurement of independent technical appraisals of projects to funding bodies [Council, NWDA, HLF, Europe];
 - Programme co-ordination and management;
 - Servicing of project group meetings;
 - Progress reporting to key stakeholders; &
 - Programme evaluation against stated objectives.
- 12.32
- The application process for Place funding is agreed in principle, and it is proposed to begin the process following the approval of the AAP. The detail of the AAP will support any application for funding.

Implementation

12.33 At the heart of the delivery of the programme needs to be a Decision Making Framework – [a process for the consideration, promotion and implementation of the programme] – which will enable decisions to be made between competing aspirations, and between short-term and long-term goals.

12.34 With a programme that is intended to sustain for the long-term, there must be flexibility and the capacity to respond to changes in circumstances, market conditions and opportunities as they arise.

12.35 An approach to this is to provide this flexibility, and to enable the process to evolve over time. The decision-making framework needs to have a number of features. It should be:

- Flexible so as to be able to respond to changing circumstances;
- Transparent so as to engage stakeholders in the process and to promote accountability;
- Responsive to changing market need with sufficient speed; &

- Capable of providing comparative return assessments.
- 12.36 The decision-making framework will also have two important aspects:
- The technical processes that will enable informed choices to be made between different schemes over time; &
 - The decision process of how those choices should be made and who will make them.

The Technical Process

12.37 The process of selecting projects from a range of possibilities competing for limited resources requires a model that will enable choices to be made in the present and over time as certain interventions are completed and circumstances and priorities change. This needs to be a process designed to assist in reaching rational decisions, and implies the need to appraise investment proposals. In the past this has been based almost solely on quantitative measures.

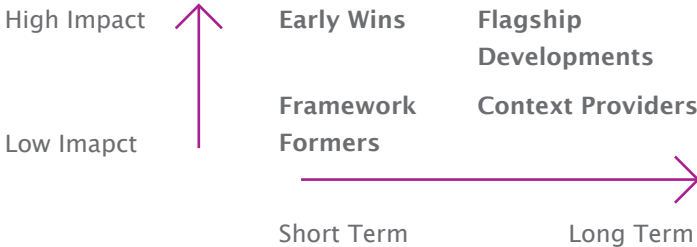
12.38 A new methodology is required which needs, in particular, to identify the

economic impact of its choices. It will be necessary to create a new technical decision process which also involves qualitative measures based on economic contribution, sustainable design, and quality of life.

12.39 These can be translated into practical guidance tools. In this way, Accrington would have a model that permits both evaluation and justification of the schemes that it chooses to support. It will also be able to identify and work through the portfolio of proposed interventions which will enable holistic regeneration to be promoted. These may be considered as forming part of a 4 – part Impact Matrix grouped into the following:

- Early Wins [the essential means of demonstrating intent];
- Framework Formers [short-term investment in public realm],
- Context Providers [long-term infrastructure]; and
- Flagship Developments [long-term major impact schemes].

12.40 This can be translated into an Impact Matrix as:



- 12.41 The decision-making process must be pro-active as well as reactive. Delivery must take place within the context of a Business Plan which will draw together the Vision as expressed in terms of the strategic goals, and the appreciation of the market environment, with operational, promotion and financial proposals.
- 12.42 The decision process for the consideration and promotion of the programme should take place within the context of a body that encompasses the views and expertise of a range of key stakeholders with local, regional and international experience in urban fabric and business regeneration.
- 12.43 However, such a body must be lean and efficient in delivering decisions. Such a body should be empowered to consider and offer views on all proposals of significance within the town centre area. A Development Board would be well placed to fulfil such a role given the representative nature of its constitution.

- 12.44 The Decision Making Framework is only a tool in the decision process. ‘Real world’ commercial judgement must also be applied. Therefore, it is important that the Board would need to give high quality independent advice on key issues relating to the implementation of the Strategic Framework. [Appendix 4: Regeneration Impact Measures, Implementation Plan and Phase 1 Projects]
- On-going Public Involvement**
- 12.45 Throughout the AAP process the public and key stakeholders have been consulted through a range of methods, in accordance with relevant regulations. [This AAP is accompanying by a comprehensive Public Consultation Statement]
- 12.46 The public and key stakeholders will continue to be involved in any Detailed Development Briefs/Schemes with a major public interest through sensitive public consultation, in line with the Borough’s Statement of Community Involvement.

Funding

- 12.47 Current Government thinking strongly favours the delivery of public investment through public/private partnerships. It is vital to the delivery of any Strategic Framework that the private sector is engaged and encouraged to bring forward projects utilising public sector investment. The private sector is likely to be more readily responsive to this challenge if the requirements for securing public sector investment make it:
- transparent and painless;
 - accessible;
 - responsive; &
 - well managed.
- 12.48 Public sector funding which can assist in the regeneration of the Town Centre would be delivered through a number of different agencies which include:
- European Regional Development Funds;
 - Regional Development Agency Funds;

- Hyndburn Borough Council;
 - Lancashire County Council;
 - Regenerate Penine Lancashire Housing Market Renewal initiative;
 - Local Economic Growth Initiative;
 - English Partnerships;
 - Heritage Lottery Funding; &
 - English Heritage Funds.
- 12.49 Each of these funding sources has its own set of criteria for investment, different application and approval processes and time scales. Consequently, obtaining such funds is often perceived by the private sector as rather daunting and difficult to achieve.

12.50 A short term action to begin the delivery process would be to develop funding applications through 2 separate but interlinked channels – the PLLACE/RDA Initiative, and the Heritage Lottery funded THI programme:

- PLLACE- To develop and approve a Business Plan for 2010/11 and it is proposed to submit an application for funding based on the financial information and timetable in this AAP with subsequent discussion with the Council and PLLACE Core Team;
- North West Development Agency Sub Regional Action Plan;
- Northwest European Regional Development Fund Programme; &
- Townscape Heritage Initiative – A Conservation Area Management Plan has already been produced as part of the Masterplanning stage which could be used as the basis for discussion with the Heritage Lottery Fund to consider a bid for the Warner Street/Canon Street area.

12.51 A Town Centre Development Board [outlined above] would provide a service for the private sector that will make it easier to access public sector resources. Such a service would be aimed at occupiers, investors and developers, the objectives of which could be:

- To be identified as the first point of reference by business for comprehensive and efficient advice on funding regimes and packages available for individual project proposals;
- To ensure the comprehensive assessment of project proposals to ensure that the most beneficial are prioritised;
- To create a strategic approach to funding support, particularly in co-ordination and simplification of the processes for accessing funding streams and producing greater synergy between the different funding sources to maximise impact;
- To combine physical and social regeneration resources;

- Free advice to investors, potential occupiers, inward investors, contractors and certain other bodies [including public] seeking to implement a project requiring public sector investment;
- Discussion of proposals in confidence;
- Indicative advice on the level of public sector investment, which could potentially be achieved following a successful application;
- An explanation of the various funding regimes and their application or otherwise to a project; &
- Relevant assistance on applications for funding.

12.52 The role of the Council in this service will need to be further explored, however it is recommended that it sign-posts opportunities that arise out of the Strategic Framework. This could be provided in the short term through the PLLACE Core Team [see above]. Other more specific bids for funding [i.e. HLF/THI] would need to be managed by the Council.

Planning Strategy

- 12.53 The statutory planning process is a key tool in the implementation of the Strategic Framework. To achieve successful implementation and delivery the Framework will require:
- Formal and informal ‘buy in’ to the Framework by the Council, and partners;
 - Of equal importance is the ‘buy in’ of staff in organisations who will be responsible for implementing the Framework and delivering the vision; &
 - Incorporation of key elements of the Strategic Framework in the statutory planning process to give weight to the proposals both in the determination of planning applications and any subsequent CPO action.
- 12.54 Hyndburn’s Local Plan was adopted in 1996 and sets out land use policies for the area to 2006. Local Plan policies have been

saved until progress is made with the local development framework. This will be made up of a series of documents covering different aspects of development in the borough. Until the Framework is in place in 2011, the policies in the Local Plan remain in force.

12.55 Work is currently underway on the Core Strategy Development Plan Document which sets out a range of options including a preferred option for how the Borough will develop over the next 15 years. The publication version submission to the Government Office of the Northwest of this document is planned for Spring 2010. This is based on the issues and options consultation held in Summer 2006 and subsequent preferred options stages in 2008 and 2009.

12.56 The Town Centre Masterplan produced by Urbed in 2008 currently does not have any statutory weight in the planning system and has only been used as a material planning consider-

ation in the determination of planning applications that have come forward following local authority adoption in July 2008.

12.57 To give the masterplan statutory status it needs to form part of the Council’s Local Development Framework [LDF]. The Council believes the best way of taking this forward is the production of this Area Action Plan [AAP] which will form a Development Plan Document [DPD] in the LDF.

12.58 Where needed, the Council will require site specific development briefs to be produced to add to the policies of the Accrington AAP. Planning applications will need to be accompanied by carefully explained design statements. These will need to explain how the scheme has evolved to respond sensitively and with quality and innovation both to the site and in the wider area. On all key sites the Council will seek the views of the Regional Design Panel or other expert external advice.

12.59 The Council will also be preparing an SPD for capturing developer contributions in the town centre area through S106 planning obligations. At present early stages of work are underway on preparing developer contributions SPD. It is based on a comprehensive study carried out by Lancashire County Council.

Land Assembly

12.60 Land assembly will be a key issue in the delivery of the Town Centre regeneration projects. Opportunities will be identified in the Strategic Framework where it will be necessary to affect the use of CPO powers and therefore the formal adoption of the Strategic Framework will be an important factor in its implementation. Indeed, policy confers equal authority for CPO purposes as if the policy were contained in the Local Plan.

The three organisations which could affect CPO’s are:

- The Council;
- North West Development Agency; &
- English Partnerships.

The most likely organisations that would use CPO powers are the Council and the NWDA. The entire procedure usually takes between 12 – 18 months, but this varies significantly depending on the number of objections received etc.

12.51 Section 106

Section 106 of the Town and Country Planning Act 1990 enables local authorities to enter into agreements with developers to remove barriers to development and reduce the costs to or impacts on the neighbouring area arising from the development. Section 106 agreements are often used to secure ‘planning gain’, although councils must be careful to be seen to be consistent and fair to avoid protracted negotiations and disagreements with developers.

In addition, funds raised through S106 agreements should be coordinated with specific projects where possible and not applied in a piecemeal fashion. A major public realm intervention for instance, could be part funded by a number of S106 agreements and various other public resources.

Heritage and Listed Building Issues

In regenerating the Town Centre, the historic structures – listed or not – need not be seen as stifling development. Rather, the creative re-use and adaptation of these structures for contemporary uses will be a challenge to architects and designers, and support should be given to developers and owners in their efforts to maintain the fabric.

A series of Statutory Instruments exist which can be utilised to bring buildings and sites back into use to either work alongside the owners of sites and buildings, or for use as an enforcement tool. They relate specifically to:

- Section 215 Notices;
- Urgent Works Notices;
- Repairs Notices;
- Implementation Agreements; &
- Compulsory Purchase Orders.

Flooding and Transport Studies

To assess the impact of flooding on development proposed further flood risk assessment and flood modeling [Strategic Flood Risk Assessment Level 2] work will need to be undertaken to identify the likely frequency and impact of flooding. Green spaces along watercourses could provide compensatory flood storage as the same time as providing a recreational function.

In addition the detailed transport implications of new development and the transport proposals will need to be considered thorough more detailed transport assessment and modelling work.

Marketing Strategy

The development of a Marketing Strategy for the Town Centre will be key to the success of the delivery plan and will necessitate the following key steps:

- Identify the components of a successful / competitive Town Centre and Accrington’s unique selling points [USP’s];
- A SWOT analysis and thorough research of Accrington’s current and potential future competitive position and advantages;
- Establish the Accrington brand;
- Identification of target markets for Accrington;

- Creation of highly focused and informative marketing material which clearly establishes the business case for Accrington;
- Decide on the appropriate vehicle for implementation and secure resources and funding for launch;
- Reinforcing existing and establishing new business support systems; &
- Effective Performance measurement.

Performance Indicators

The degree to which Accrington will be successful in attaining regeneration objectives can be measured against certain principal performance criteria, examples of which are outlined below, which will need to be aligned with those of the Business and Marketing Plans and of the strategic partners.

As part of an annual monitoring process a report will be required to be produced and presented to the Town Centre Development Board that will measure the success of this AAP in delivering regeneration to Accrington Town Centre through the identified indicators within this AAP.

Performance Indicator	Comments
Economy Indicators	
GDP growth per Capita	EU data comparison
Unemployment Rate	Regional and national comparison
Population	
Population change	
Rateable value of the area	Regional and national comparison
Employment and Labour Skills Indicators	
Labour skills index	Regional and national comparison
Secondary and higher educational attainment	Regional and national comparison GCSE, degree and National Vocational Qualification [NVQ]attainment levels
Employment male/ female in full/part time	
Mean gross full time earnings	
Business Indicators	
Business Fertility	Number of business start ups/ winding up orders
Numbers employed in high growth industry sectors	
Tourism and Business Tourism growth	Aggregate numbers and spend
Property Market Indicators	
Diversity of main town centre uses [By number, type and amount of floor space]	The amount of space in use for different functions such as offices, shopping, leisure, culture and entertainment activities, pubs, cafes, and restaurants and hotels.
Edge and out of centre Floor space	The amount of retail, leisure and office floor space.
Potential capacity for growth or change of centres in the network	Opportunities for centres to expand or consolidate, typically will be measured in the amount of land available for new or more intensive forms of town centre development.
Retailer representation and intentions to change representation	Existence and changes in representation of types of retailer, including street markets, and the demand of retailers wanting to come into the centre, or to change their representation in the centre, or to reduce or close their representation.
Shopping Rents	Pattern of movement in Zone A rents within primary shopping areas [ie. the rental value for the first 6 metres depth of floorspace in retail units from the shop window].
Proportion of vacant street level property and the length of time properties have been vacant	Vacancies can arise even in the strongest town centres, and this indicator must be used with care. Vacancies in secondary frontages and changes to other uses will also be useful indicators.

Property Market Indicators cont	
Commercial yields on non-domestic property [i.e. the capital value in relation to the expected market rental]	Demonstrates the confidence of investors in the long-term profitability of the centre for retail, office and other commercial developments. This indicator should be used with care.
Land values and the length of time key sites have remained undeveloped	Data on changes in land value and how long key town centre and edge of centre sites have remained undeveloped provide important indicators for how flexible policies should be framed and can help inform planning decisions.
Pedestrian flows [footfall]	A key indicator of the vitality of shopping streets, measured by the numbers and movement of people on the streets, in different parts of the centre at different times of the day and evening, who are available for businesses to attract into shops, restaurants or other facilities.
House prices and choice	Growth/change in average house prices relative to regional and national statistics
Quality of Life	
State of the town centre environmental quality	Should include information on problems [such as air pollution, noise, clutter, litter and graffiti] and positive factors [such as trees, landscaping and open spaces].
Accessibility	Ease and convenience of access by a choice of means of travel, including the quality, quantity and type of car parking, the frequency and quality of public transport services and the range of customer origins served, and the quality of public provision for pedestrians, cyclists and disabled people and the ease of access from the main arrival points to the main attractions.
Perception of safety and occurrence of crime	Should include views and information on safety and security, including from the threat of terrorism, and where appropriate, information for monitoring the evening and night-time economy.
Customer and residents' views and behaviour	Regular surveys will help authorities in monitoring and evaluating the effectiveness of town centre improvements and in setting further priorities. Interviews in the town centre and at home can be used to establish views of both users and non-users of the centre, including the views of residents living in or close to the centre. This information could also establish the degree of linked trips.

APPENDICES

13.0 APPENDICES

Appendix 1: Accrington Town Centre Area Action Plan Proposal Map

Appendix 2: Accrington Area Action Plan: Key Boundaries

Appendix 3: Policy ATC2: Active Shopping Frontages plan

Appendix 4: Regeneration Impact Measures, Implementation Plan & Phase 1 Projects

Appendix 5: List of Background Documents

Appendix 6: Test of Soundness

Appendix 7: Glossary of Terms

Appendix 8: Acknowledgements

Appendix 4: Regeneration Impact Measures, Implementation Plan & Phase 1 Projects

The details of individual projects are outlined below.

Development Project/Planning Status	Description of existing proposals and recommendations	Quarter
1a. Former Skills Centre	Approved planning application on large part of the site for Tesco superstore – site preparation works at present	Scaitcliffe
1b. Train Station	New waiting area and ticket facilities. Planning permission Granted – work has commenced on site	Scaitcliffe
2a. Scaitcliffe Lodge	Now Completed - new 6 storey building 45 flats, retail unit, café and office unit	Scaitcliffe
2b New Health Centre	Recently opened	Cannon Street
3. Market Hall	LEGI funded initiative to refurbish the market hall with new mezzanine floor and new business incubator units on the upper floor – Refurbishment underway at present	Blackburn Road
4. Arndale	To redevelop the Arndale centre to integrate into the town centre and provide a better gateway into the town	Arndale
5. Former Sunday School [Opium nightclub], Cannon Street	Secure building to prevent further deterioration. Reuse and refurbishment of building for residential, café /restaurant use	Cannon Street
6. Fire Station	Refurbishment and conversion to residential, restaurant and leisure uses	The Grange
7. Baptist Church	Planning permission for conversion to 16 flats	Cannon Street
8. La-de-das [Former Liberal Club]	Planning permission for conversion to 40 flats –Now Completed	Cannon Street
9. Conservative Club	Secure building to prevent further deterioration. Refurbishment and conversion to hotel, conference, restaurant, residential uses	Cannon Street
10. Barnes Furniture Store	Redevelopment of gateway site for new retail/mixed use/leisure	Cannon Street
11. Town Hall	Refurbishment for interpretation/local history centre, tourist information, café, weddings/conferences etc	Blackburn Road
12. Crawshaw St Bus Station Site	New bus station. Provision of 12 bays, including the removal of shops on Union Street providing better integration of bus station with the Arndale and Blackburn Road – Planning Permission Granted in December 2009	Arndale
13 Blackburn Road Business Hub	Creation of new office/business cluster	Hyndburn Road
14. Bridge Street	Redevelopment of area for retail and cafes/bars to create link from Blackburn Road, Bridge Street to Warner Street, create courtyard space, link to Victorian Arcade	Blackburn Road
15. Thompson Court	Create courtyard space and surrounding active uses	Blackburn Road
16. Victorian Arcade	Refurbishment for retail and café/restaurants, potential link through with Bridge street	Blackburn Road
17. Oak Street	Redevelopment of parking area for residential/live work units/ managed workspace/craft workshops	The Grange
18. Broad Oak	Redevelopment of land to east and west of Jacob Street for residential	The Grange
19. Spring Gardens	Planning permission for residential	The Grange
20. Jacob Street	Redevelopment of site for residential as part of the Grange proposals	The Grange

21. Charlie Browns	Redevelopment of Charlie Brown block for mixed/retail uses or parking area	Blackburn Road
22. Water Street	Refurbishment of block for mixed/retail uses	Eastgate
23. 2-16 Broadway	Redevelopment of 2-16 Broadway for new retail block and square to link Broadway to Market and Blackburn Road	Arndale
24. Barnes Street	To develop the existing parking area for new commercial develop-ment to provide a strong edge and attractive frontage to Eastgate	Eastgate
25. Wellington Street/Grange Lane	Redevelopment of vehicle depot site to provide new residential development and define link between Grange Lane to Oakhill Park and town centre	The Grange
26. Paxton Street	Redevelopment of low quality one storey corner block at junction with Black-burn Road for new gateway development retail and office	Hyndburn Road
27. The Fort	Redevelopment and re-modeling of the existing Viaduct Leisure Park site for a mix of retail, office and leisure uses that would make more efficient use of land and improved linkages to the town centre and would provide an opportunity for re-location of existing business within the Eastgate Retail Park to more modern premises	Hyndburn Road
28. Hyndburn Road/Via-duct Gateway	New mixed use development as part of viaduct gateway improvement	Hyndburn Road
29. Derby Street	New mixed use development as part of Whalley Road gateway improvement	Eastgate
30. Whalley Road	New mixed use development as part of Whalley Road gateway improvement	Eastgate
31. Grange Lane	Redevelopment of area to south of Grange Lane for new green quarter, mixed use, housing, live/work	The Grange
32. Cross Street	New residential block within the Grange area	The Grange
33. Union Street	New gateway retail block following demolition of former Kwik Save store	Arndale
34. Stanley Street	Development of new office/retail block with larger floorplates and to de-fine the edge and improve the frontage to Eastgate	Eastgate
35. Park Street	To redevelop the Eastgate Retail Park site and existing buildings along Eastgate in part with strong mixed-use frontages [new office/retail block] to Eastgate together with sensitively designed resi-dential development with a mix of units and open space aligned to the rear of the mixed-use ele-ments	Eastgate
36. Water Street	To redevelop the former Volvo Dealership site for residential development with a mix of units and open space	Eastegate
Environmental Improvements		
A. Eagle Street	Tree planting/paving improvements/lighting	Scaitcliffe
B. Cannon Street	Tree planting/paving improvements/lighting and pedestrian crossing improvements at junction with St James Street and junction of Paradise Street and St James Street	Cannon Street
C. Paradise/Eagle St junction	Pedestrian crossing improvements	Scaitcliffe
D. Scaitcliffe/Ormerod junction	Potential signalization, resurface cycleway/footway, re-place existing crossing with Toucan crossing	Scaitcliffe
E. Market Square	Create new civic space “heart of the town” outside Market Hall and Town Hall to cre-ate improved setting for these “set piece” buildings and gathering space for lo-cal people and visitors with quality street surfacing, lighting and low level plant-ing etc. Create flexible space for market days, events and performances	Blackburn Road
F. Globe Square	Enhance the space with planting and lighting to define as public place	Scaitcliffe

G. Cross Street	New pocket park	The Grange
H. Grange Park	To unlock the potential of Broad Oak Water and enhance green corridors, create a new park/green oasis to act as flexible space for outdoor events in the summer.	The Grange
I. Abbey Gateway	Key Gateway Improvement to town centre: Junction realignment to improve town centre gateway, remove traffic islands, direct pedestrian crossings, low level landscaping, through traffic still signed via Eastgate. Prominent and attractive signage to town centre	Blackburn Road
J. Broadway Canopy	Partial canopies over Broadway to provide shelter and more enclosed shopping area.	Arndale
K. Viaduct Park	Enhanced town centre gateway. New public realm and improved pedestrian crossings and routes to town centre and bus station	Hyndburn Road
L. Burnley Road	Key Gateway Improvement: junction realignment, creation of shared surface to reduce traffic speeds and increase pedestrian permeability, removal of guard rail and central reservation, introduce direct crossings across desire lines and narrow junction through public realm and potential new development, re-open Burnley Road to Broadway	Eastgate
M. Eastgate	To define the road as a boulevard and more attractive edge to the town centre through tree planting to screen the “car parking edge” and rear of Abbey Street properties.	Eastgate
N. Peel Street Square	Following the relocation of the bus station, the creation of a new public square to animate and improve the environment around the Market Hall as part of the “heart of town”. Create a flexible and organic space for market stalls, events and performances and also integrate car parking (approximately 30 potential on street parking bays) for market shoppers. Narrow and raise the carriageway to provide a better quality public realm and shared surface and create zebra crossings on pedestrian desire lines	Blackburn Road
O. Wellington Square	Create a new courtyard public square adjacent to the fire station complex along Grange Lane to contribute to the sequence of public spaces from Oakhill Park, Christchurch Conservation Area and Grange Lane, Town Centre	The Grange
P. Toll House Square	Public realm improvements as part of town gateway, removal of unsympathetic signage	The Grange
Q. Blackburn Road	Redefinition and improvement of Blackburn Road as high street to the town. Option 1: This option closes Blackburn Road in front of the Town Hall and Market Hall to through traffic, creating a pedestrianised area. Option 2: Shared surface along Blackburn Road with one way in front of the Town Hall and Market Place	Blackburn Road
R. Hyndburn Road	Creation of green routes along Hyndburn Road and the River Hyndburn to improve gateway approach to the town and re-opening the watercourse, improving linkages to the lodge and Milnshaw Park	Hyndburn Road
S. Blackburn Road Gateway	Improved street environment by tree planting, pavement widening and repaving, public art. Improvements to railway bridge gateway, de-clutter signage/shop front improvements/planting	Arndale
T. Avenue Parade	Public realm pedestrian crossing improvements to enhance the link from the town centre to the Coppice and Peel Park as visitor experience	Eastgate
U. Hyndburn Lodge	To enhance activity and access to the lodge for the public, consider jetties for fishing, footpath improvements and lighting, seating areas, landscape enhancements	Hyndburn Road
V. Whalley Road	Key Gateway Improvement. Junction realignment, creation of shared surface to reduce traffic speeds and increase pedestrian permeability	Eastgate
W. St James Churchyard	Boundary improvements to the churchyard and integration of clear pedestrian footpaths and seating areas	Cannon Street

Decision Making Framework	Measure	Unit/Scoring Factor
Quantitative Measures		
	Jobs created/safeguarded	£/job
	Investment value added	£PSI
	Inward Investment	£Capital/£Revenue
	Development floorspace	£/Sq m
	Housing.	£/No
	Infrastructure	£/Km.
	Land/buildings recycled	£/Ha.
Qualitative Measures		
Economic Contribution	GDP enhancement	Potential impact on GDP levels
	Identified growth sectors	Fit with identified sectors
	Synergy	Support to growth clusters
	Public sector intervention	Cost and resource input
Sustainable Design	Design excellence	Does it show high design quality?
	Density	Is it at an appropriate density?
	Diversity	Has it an appropriate diversity?
	Displacement of car transport	Does it encourage non-car use?
Quality of Life	Socio-economic factors	Housing, health, crime, employment, economic activity.
	Civic Prestige/ Town Profile	Contribution to civic identity/ Town Profile
	Training & Education	Contribution to or requirement for improved training & education
	Environment	Air quality, noise, energy conservation,
	Culture and Recreation	Contribution to depth and range of culture (recreational experience e.g. cinemas, theatres, museums, sports facilities, and libraries

Appendix 5:

List of Background Documents

- i. URBED – Accrington Town Centre Baseline Report
- ii. URBED – Issues and Options Report
- iii. URBED – Public Consultation Report – Masterplan
- iv. URBED – Stakeholder Report
- v. Baseline Studies:
 - Landscape Projects – Public Realm Baseline
 - TBR – Economics Baseline Report
 - WSP – Transport Baseline Assessment
 - Accrington Town Centre Conservation Area Management Plan
 - Accrington Town Centre Conservation Area Character Appraisal
 - Accrington Town Centre Heritage Assessment and Future Strategy
- vi. Streetscape Design Principles Report
- vii. Accrington Town Centre Final Masterplan Report
- viii. Accrington Town Centre Strategy – 2005–2008
- ix. Consultation Statement – AAP Stage
- x. Hyder Consulting Sustainability Appraisals [SA] – Masterplan, AAP and Publication SA's

Phase 1 Projects

The Council have undertaken an exercise based on the Impact Matrix methodology above, and produced a programme covering the first 3 years of the AAP, which will form the basis of any funding applications. More details are provided in the delivery plan.

Project No	Project	Potential Funding Source
FLAGSHIP PROJECTS		
1a	Skills Centre Site	Private
3	Market Hall Refurbishment	LEGI/HBC
12	Crawshaw St Bus Stn	LTP/S106/HBC
EARLY WINS		
2a	Scaitcliffe Lodge	Private
2b	Health Centre	PCT
5	La De Da's	Private
16	Victorian Arcade	NWDA/ERDF/HLF
19	Spring Gardens	HBC/NWDA/ERDF
A	Eagle Street	S106/HBC
B	Cannon Street	S106/HBC/NWDA/ERDF/HLF
C	Paradise Street Junction	S106/HBC/NWDA/ERDF
D	Scaitcliffe/Ormerod Junction	S106/HBC/NWDA/ERDF
D	Globe Square	S106/HBC/NWDA/ERDF
P	Toll House	HBC/NWDA/ERDF
R	Hyndburn Rd Landscaping	HBC/NWDA/ERDF
T	Avenue Parade	HBC/NWDA/ERDF
FRAMEWORK FORMERS		
5	Secure Sunday School	HBC/NWDA/ERDF/HLF
9	Secure Conservative Club	HBC/NWDA/ERDF/HLF
10	Demolish Barnes Store	HBC/NWDA/ERDF/HLF
1b	Planning - Train Station	LCC/LTP/S106
15	Thompson Court	HBC/NWDA
N/A	Townscape Heritage Initiative Bid	THI
N/A	PLLACEBid	HBC/NWDA
16 and 14	Brief for Arcade	HBC/NWDA
6, 25 and Q	Brief for Magistrates Complex	HBC/NWDA
I	Brief for Abbey Street	HBC/NWDA
10, 17, 18, 19, 20, 31, 32, Gand H	Brief for Grange	HBC/NWDA
11	Brief for Town Hall	HBC/NWDA
13, 26 and S	Brief for B/burn Rd Gateway	HBC/NWDA
K, 33, 12 and 4	Brief for Viaduct Gateway	HBC/NWDA
24, 21, 27, 29, 30 and M	Brief for Eastgate	HBC/NWDA
N	Design Competition Peel Square	HBC/NWDA/Elevate

Appendix 6:

Tests of Soundness

- i. The DPD has been prepared in accordance with the Local Development Scheme.
- ii. The DPD has been prepared in compliance with the Statement of Community Involvement (SCI), or with the minimum requirements set out in the regulations where no SCI exists.
- iii. The plan and its policies have been subjected to Sustainability Appraisal.
- iv. (a) It is a spatial plan which has regard to other relevant plans, policies and
(b) It is consistent with national planning policy.
(c) The plan is in general conformity with Regional Spatial Strategy or, where relevant, the Spatial Development Strategy in London.
- v. It has had regard to the authority's Community Strategy.
- vi. The strategies/policies/allocations in the plan are coherent and consistent with–
in and between Development Plan Documents prepared by the authority and
by neighbouring authorities, where cross boundary issues are relevant.
- vii. The strategies/policies/allocations represent the most appropriate in all the circumstances, having considered the relevant alternatives, and they are founded on a robust and credible evidence base.
- viii. There are clear mechanisms for implementation and monitoring.
- ix. It is reasonably flexible to enable it to deal with changing circumstances.

Please see Planning Policy Statement 12: Local Spatial Planning [2008]

Appendix 7:

Glossary of Terms

Term/Acronym	Definition
Affordable Housing	<p>Housing provided at a cost considered affordable in relation to average incomes or the price of general market housing. This can include:</p> <ul style="list-style-type: none">• Social rented housing owned by local authorities, registered social landlords and others where rents are set through the government’s rent regime, or;• Intermediate housing at prices or rents above those of social rent but below market prices or rents. This can include sub-market renting, low cost home ownership and shared equity products.
Air Quality Management Area - AQMA	Designated under Environmental Act 1995 as areas where local authorities are required to prepare action plans to enable them to achieve national air quality objectives.
Annual Monitoring Report - AMR	Part of the Local Development Framework which the Council is required to prepare annually showing progress in preparing Local Development Documents compared to targets in the Local Development Scheme, and monitoring the implementation and effectiveness of its policies and proposals in Local Development documents
Area Action Plan - AAP	Area action plans should be used to provide the planning framework for areas where significant change or conservation is needed. They should identify the distribution of uses and their inter-relationships, including specific site allocations, and set the timetable for the implementation of the proposals.
Balanced Housing Market Model	A model which examines the supply and demand for different types and sizes of housing across different area and for specific groups.
Brownfield Land	Land which is, or has previously been, built on or been used for other types of development, for example, car park, storage areas. [need to use definition in PPS 3].
CPO Compulsory Purchase Order	This is a means for local authorities to acquire land needed to help deliver economic and social change, under the Acquisition of Land Act 1981.
Core Strategy	A Development Plan Document setting out the spatial vision and objectives of the planning framework for an area.
Criteria based policies	Policies which contain a number of standards against which something can be judged.
Current Housing Need	Households whose current housing circumstances at a point in time fall below accepted minimum standards. This would include households living in overcrowded conditions, in unfit or seriously defective housing, families sharing, and homeless people living in temporary accommodation or sharing with others.
Department for Communities & Local Government [DCLG].	The government department responsible for local and regional government, housing, planning, regeneration, social exclusion and neighbourhood renewal. It works with other Government departments, local councils, businesses, the voluntary sector, and communities themselves to help create sustainable communities.
Design and Access	These accompany a planning application to explain the design of the Statement proposal.
Development Briefs	Documents setting out planning principles for a specific site. Also known as planning briefs.

Development Plan	The statutory plan setting out the local planning authority’s policies and proposals for the development and use of land and buildings in the authority’s area. In Hyndburn this comprises the Regional Spatial Strategy for the North West and the Borough’s Local Plan or adopted LDD/LDF.
Development Plan Document – DPD	A Local Development Document which forms part of the statutory development plan, including the Core Strategy, Proposals Maps and Area Action Plans.
Dwelling	A single housing unit – a house, flat, maisonette etc.
Environment Agency	Public body charged with protecting and improving the environment in England and Wales. Aims to make sure that air, land and water are looked after to help achieve sustainable development and ensure that future generations inherit a cleaner, healthier environment.
Evening Economy	A term for the business activities, particularly those used by the public, which take place in the evening. This includes pubs, clubs, restaurants and arts/cultural uses.
Examination	DPDs are assessed at an examination, during which the Planning Inspector assesses the soundness of the document.
Flood Risk Assessment	A requirement at planning application stage to demonstrate how flood risk will be managed.
Flood Zones	The Environment Agency designate flood zones to reflect the differing risks of flooding. Flood Zone 1 is low probability, Flood Zone 2 is medium probability, Flood Zone 3a is high probability and Flood Zone 3b is functional floodplain. See PPS25.
Future Housing Need	This consists of new household formation [proportion unable to buy or rent in the market], and existing households falling into need.
Government Office for the North West - GONW	Represents Central Government in the region and aims to work with regional partners and local people to increase the prosperity of the region, promote sustainable development and tackle social exclusion.
Green Roof	A roof with vegetation on top of an impermeable membrane.
Greenfield Land	Land where there has been no previous development or where the site has returned to a natural state following previous development.
Gross Value Added - GVA	A measure of productivity in an area and shows how much an area contributes to the United Kingdom economy.
Highways Agency	Executive agency of the Department for Transport which manages and maintains the motorway and trunk road network in England.
Housing Trajectory	A tool to compare how much housing the authority will provide against its requirement, and manage the supply.
Housing Market Renewal – HMR	Project to sustain areas which are suffering from low demand for housing or abandonment of housing. Significant public funding is available to kick start the process through building refurbishment and conversion, building clearance and site acquisition.
Housing Needs Assessment – HNA	A survey carried out to provide accurate information on housing need, taking into account the existing backlog of unmet and newly arising need. It also includes details of the accommodation required by type, size, tenure and affordability.
Inset Map	May form part of the adopted Proposals Map probably at a more detailed scale than the rest of the map. Proposals for area action plans may be shown on inset maps.
Issues and Options	The first consultation stage in producing development plan documents.
Implementation	The means by which aims and strategies are carried out.
Infrastructure	The basic services and facilities needed for the smooth running of a community.

Local Area Agreement - LAA	An agreement setting out the priorities for a local area that is agreed between Central Government and a local area [the local authorities within an area and the Local Strategic Partnerships] and other key partners.
Legibility	The degree to which a place can be easily understood and traversed' [source of definition: By Design, 2000].
Listed building	Buildings of special architectural or historic interest. Permission is required before works that might affect their character or appearance can be undertaken. They are divided into Grades I, II and II*, with I being of exceptional interest.
Local Plan	The main planning document for a District or Borough. These are being replaced by the new system of LDFs.
Local Development Document - LDD	Comprising two main types, Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents, which do not. Together LDDs form the main part of the Local Development Framework.
Local Development Framework - LDF	A portfolio of Local Development Documents which sets out the planning policy framework for the District. It also includes the Local Development Scheme, the Statement of Community Involvement and the Annual Monitoring Report.
Local Development Scheme - LDS	A three year project plan setting out the Council's programme for the preparation of Local Development Documents, reviewed annually in the light of the Annual Monitoring Report.
Local Strategic Partnership - LSP	Umbrella organisation which aims to improve the quality of life and governance in a particular locality. Partnerships seek to align and co-ordinate services and Local Strategic Partnership priorities to meet the needs and aspirations of those who use them.
Local Transport Plan -LTP	This sets out the plans for transport within an area. In Lancashire it is prepared by the County Council [as Highway Authority] and it operates between 2006 and 2010. It is a strategic document based around the four shared priorities of road safety, congestion, air quality and accessibility together with other quality of life issues and maintenance.
Massing	'The combined effect of the height, bulk and silhouette of a building or group of buildings' [source of definition: By Design, 2000].
Microclimate	The climate of a small area.
Mixed Use Communities	Communities within which there is a variety of land uses, for example, housing, employment, leisure and retail.
Multi Area Agreement - MAA	Agreements that bring together local public and private sector partners to tackle issues that are best addressed in partnership, both at a regional and a sub-regional level.
Morphology	The historic pattern and grain of development.
Natural England	Formed by bringing together English Nature, the Countryside Agency and the Rural Development Service. Aims to conserve and enhance the natural environment for its intrinsic value, the wellbeing and enjoyment of people and the economic prosperity that it brings.
Northern Way	A strategy to promote regeneration and growth in the three northern English regions (the North East, North West and Yorkshire and the Humber).
PLLACE	Pennine Lancashire Leaders and Chief Executives [PLLACE] brings together the senior political and officer leadership of the local authorities of Pennine Lancashire, Lancashire County Council, Primary Care Trusts and Elevate.
Permeability	'The degree to which an area has a variety of pleasant, convenient and safe routes through it' [source of definition: By Design, 2000].
Planning Briefs	Documents setting out planning principles for a specific site. Also known as development briefs.

Planning Policy Guidance – PPG	Guidance produced by central Government setting out its policies on specific planning topics. Being updated and replaced by Planning Policy Statements.
Planning Inspector	A Planning Inspector is appointed by the Secretary of State to examine planning proposals and documents, and issue a binding report.
Planning Policy Statement – PPS	Statements produced by central Government setting out its policies on specific planning topics. Regional Spatial Strategies and Local Development Frameworks must take account of and conform to national planning policy.
Preferred Options	The second community involvement stage of a DPD. The general preferred approach is presented without details such as policy wording.
Proposals Map	A map, illustrating clearly on an Ordnance Survey or similar base the spatial extent of policies and proposals, must be prepared and maintained to accompany all Development Plan Documents. This may contain inset maps, where necessary.
Public realm	‘The parts of a village, town and city [whether publicly or privately owned] that are available, without charge, for everyone to use or see, including streets, squares and parks’ [source of definition: By Design, 2000].
Regenerate Pennine Lancashire	One of the Government’s Housing Market Renewal [HMR] pathfinders charged with finding solutions to the problem of low demand and housing market renewal collapse in towns across Penine Lancashire.
Regional Development Agency – RDA	Government agencies set up to co-ordinate regional economic development and regeneration, enable the English regions to improve their relative competitiveness and reduce imbalances within and between regions.
Regional Economic Strategy – RES	A 10-year plan that provides a framework of common priorities for businesses, public agencies, voluntary groups and communities in the region to focus their investment. It highlights a number of strategic objectives, themes and priority actions for the region and is co-ordinated by 4NW.
Regional Housing Strategy	Produced by the Regional Housing Board, the RHS sets out priorities for housing in the region and includes a Regional Investment Plan for funding housing initiatives and interventions.
Regional Planning Body	Body charged with preparing and monitoring a draft of the Regional Spatial Strategy for the region.
Regional Planning Guidance – RPG	Non-statutory guidance prepared by the Regional Planning Body and issued by the Secretary of State. Now replaced by the Regional Spatial Strategy.
Regional Spatial Strategy - RSS	The statutory replacement for Regional Planning Guidance prepared by the Regional Planning Body and issued by the Secretary of State. It forms part of Hyndburn’s statutory development plan and provides a spatial framework to inform the preparation of Local Development Documents, the Local Transport Plan and regional and sub regional strategies and programmes that have a bearing on land-use activities.
Regional Sustainable Development Framework	A strategic framework which provides the context for regional activity, and sets targets and indicators, identifies necessary regional action and sets out a mechanism for sustainability appraisal.
Regional Transport Strategy	Sets out the policies and investment priorities for transport in the region. Forms part of the Regional Spatial Strategy.
Saved Policy / Proposal	A policy or proposal in the Local Plan which is automatically retained for three years from commencement of Part 2 of the Saved Policy / Proposal Planning & Compulsory Purchase Act 2004 i.e. until 28th September 2007. Policies and proposals can be saved for longer with the agreement of the Secretary of State.

SEA	Strategic Environmental Assessment. A European directive means that an SEA must be completed for all local development documents. This has been made part of the sustainability appraisal process.
Section 106 Agreement	A legally binding agreement or obligation entered into by the local authority and a land developer over an issue related to a planning application, under Section 106 of the Town and Country Planning Act 1990.
Sequential Approach	A method of considering and ranking the suitability of sites for development, so that one type of site is considered before another. Different sequential approaches are applied to different uses.
Spatial Plan	A spatial plan brings together policies for the development and use of land with other programmes which have an impact on places and how they work. A spatial plan includes policies which may be delivered by an agency other than the local planning authority.
Spatial Options	Options for the future development which covers specific areas or sites.
Statement of Community Involvement – SCI	Sets out the Council’s vision and strategy for the standards to be achieved in involving the community and stakeholders in the preparation of all Local Development Documents and in decisions on planning applications.
Strategic Environmental Assessment – SEA	All major strategies and plans, including Local Development Documents, must be subject to the requirements of the European Union Directive on Strategic Environmental Assessment. Environmental impacts have to be assessed and monitored and necessary mitigation measures identified. [See also Sustainability Appraisal].
Strategic Flood Risk Assessment – SFRA	An assessment of the risk of flooding within a defined area, usually a local authority area or river basin, carried out for strategic planning purposes.
Sustainable Community Strategy	The plan which Local Strategic Partnerships are required to prepare for improving the economic, environmental and social well being of local areas and by which Councils are expected to co-ordinate the actions of the public, private, voluntary and community organisations that operate locally.
Supplementary Planning Document – SPD	A Local Development Document which is part of the Local Development Framework but does not form part of the statutory development plan. Supplementary Planning Documents elaborate upon policies and proposals in a Development Plan Document or the saved Unitary Development Plan and include development briefs and guidance documents.
Supplementary Planning Guidance – SPG	Guidance which elaborates upon policies and proposals in the Unitary Development Plan. SPG can not be ‘saved’ but can still be relevant if related to a policy or proposal in a saved plan or a Development Plan Document. SPG will need to be replaced by an appropriate Supplementary Planning Document.
Sustainability Appraisal – SA	The process of assessing and weighing the economic, social and environmental costs and benefits of development proposals, both individually and collectively. [See also Strategic Environmental Assessment]. All Local Development documents must be subject to SA prior to submission and adoption.
Sustainable Development	Activity which achieves mutually reinforcing economic, social and environmental benefits without compromising the needs of future generations.
Sustainable Communities	Places which are active, inclusive and safe; well run; environmentally sensitive; well designed and built; well connected; thriving; well served and fair for everyone.
Sustainability Objectives	The eighteen objectives against which policies and documents are appraised in the sustainability appraisal.

Town Centres	Town centres will usually be the second level of centres after city centres and, in many cases, they will be the principal centre or centres in a local authority’s area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and services for extensive rural catchment areas. In planning the future of town centres, local planning authorities should consider the function of different parts of the centre and how these contribute to its overall vitality and viability. In London the ‘major’ and many of the ‘district’ centres identified in the Mayor’s Spatial Development Strategy typically perform the role of town centres.
Undercroft Parking	Car parking located beneath a development.
Urban Design	‘Urban design involves the design of buildings, groups of buildings, spaces and landscapes, ... and the establishment of frameworks and processes which facilitate successful development’ [source of definition: By Design,2000].
Urban Renaissance	Making towns and cities places where people want to spend time and live.
Use class	There is a list of 13 use classes introduced through the Use Classes Order legislation. Planning permission is not needed for a change of use within a single use class.
Waterspace	The areas alongside and close to main river and canal corridors.

Types of Location

Town Centre

Defined area including the primary shopping area and areas of predominantly leisure, business and other main town centre uses with or adjacent to the primary shopping area. The extent of the town centre is defined on the Accrington Town Centre Area Action Plan Proposals Map.

Shopping Area

Defined area where retail development is concentrated [generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage]. The extent of the primary shopping area should be defined on the proposals map. Smaller centres may not have areas of predominantly leisure, business and other main town centre uses adjacent to the primary shopping area, therefore the town centre may not extend beyond the primary shopping area.

Primary Frontage

Primary frontages are likely to include a high proportion of retail uses.

Secondary Frontage

Secondary frontages provide greater opportunities for a diversity of uses.

Edge-Of-Centre

For retail purposes, a location that is well connected to and within easy walking distance [i.e. up to 300 metres] of the primary shopping area. For all other main town centre uses, this is likely to be within 300 metres of a town centre boundary.

In determining whether a site falls within the definition of edge-of-centre, account should be taken of local circumstances. For example, local topography will affect pedestrians' perceptions of easy walking distance from the centre. Other considerations include barriers, such as crossing major roads and car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the town centre. A site will not be well connected to a centre where it is physically separated from it by a barrier such as a major road, railway line or river and there is no existing or proposed pedestrian route which provides safe and convenient access to the centre.

Out-of-Centre

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out-of-Town

An out-of-centre development outside the existing urban area.

Descriptions of Types of Development

Retail

Convenience shopping: Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Supermarkets: Self-service stores selling mainly food, with a trading floorspace less than 2,500 square metres, often with car parking.

Superstores: Self-service stores selling mainly food, or food and non-food goods, usually with more than 2,500 square metres trading floorspace, with supporting car parking.

Comparison shopping: Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Retail warehouses: Large stores specialising in the sale of household goods [such as carpets, furniture and electrical goods], DIY items and other ranges of goods, catering mainly for car-borne customers.

Retail parks: An agglomeration of at least three retail warehouses.

Warehouse clubs: Large businesses specialising in volume sales of reduced priced goods. The operator may limit access to businesses, organisations or classes of individual.

Factory outlet centres: Groups of shops specialising in selling seconds and end-of-line goods at discounted prices.

Regional and sub-regional shopping centres: Out-of-centre shopping centres which are generally over 50,000 square metres gross retail area, typically comprising a wide variety of comparison goods stores.

Leisure

Leisure parks: Leisure parks often feature a mix of leisure facilities, such as a multi-screen cinema, indoor bowling centres, night club, restaurants, bars and fast-food outlets, with car parking.

Business

Business parks: A grouping of purpose-built office accommodation and other business uses with some shared facilities and car parking.

Appendix 8: Acknowledgements

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