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This section explores the existing situation in the town centre, including its history, townscape, socio-economic and property market characteristics. Key issues and opportunites are highlighted and options explored.

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HISTORICAL DEVELOPMENT

The Accrington place name is believed to be derived from a combination of the old English word aecum, meaning 'acorn' and the suffix 'tun' meaning farmstead. The place name would appear to be Anglo-Saxon in origin.

Accrington is a hill town located at the western edge of the Pennines within a bowl that is largely encircled by surrounding hills. The Leeds-Liverpool Canal skirts past the west of the town. The Preston-Colne railway line and Roses Route from Blackpool to York serves the town, the Manchester line having been lost in the 1960s.

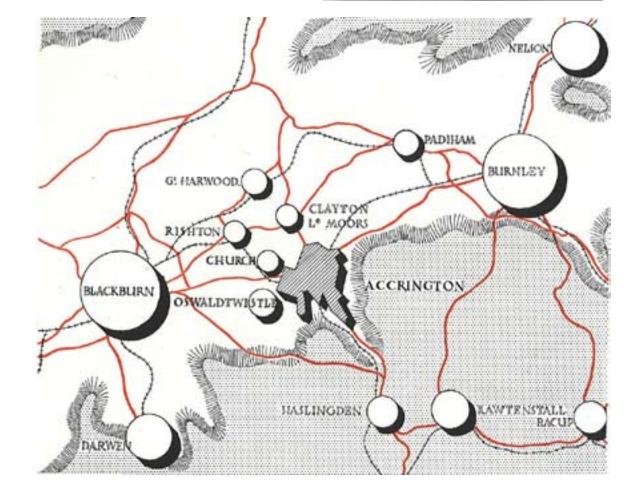
It is one of a group of towns forming the sub-region of Blackburn which developed in the full flood of the Industrial Revolution. Whilst Accrington has been influenced by 3 diverse phases of development, agricultural, mass industrialisation and economic decline, it is largely a one period town, evolving in the industrial revolution and was transformed in a matter of a century into an important industrial centre.

Hill settlements origins were as the economic foci of the district engaging in the spinning and weaving of woolen cloth. Wool lead and coal were other local industries. Only after 1760 were factories built in the area, originally at Broad Oak and Brookside Printworks. The textile industries were then powered by the new machines for steam power and clustered on the valley floor and the houses then followed

View of Accrington 1848. Source Industry & Prudence 1949.

North Lancashire Cotton Towns, The Blackburn Sub-Region, Land over 800 ft is shown as dotted.





Social History

The climate, wet and humid, was well them. suited for the manufacture of textiles and the canal gave linkages to the port at Liverpool. Accrington developed as a town producing textile machinery along with the making and finishing of cotton goods. A more detailed historical chronology is outlined in the baseline report.

A number of Accrington's sons, daughters and past battalion finally disbanded in 1919, a total of 865 men residents have made a significant contribution to the rest of the world.

Notable local 'pioneers' include Robert Peel, grandfather of former British Prime Minister Sir Robert Peel, who founded a calico printing works in Church, used the first spinning jennies and established Accrington as a major centre for textile printing.

The Hargreaves family have been significantly influencial on the social and economic growth of the town. James Hargreaves invented the spinning jenny in 1767. John Hargeaves, son of Thomas built There is a long history of sport in the town, which has Broad Oak Mill in 1834 for cotton weaving. Thomas Hargeaves founded Warner Street and his son Benjamin founded a library at the National School and influenced the other public works of the Mechanics Institute and the Peel Institution, later to become the Town Hall.

The town is also proud of its association with the 'Accrington Pals', the nickname given to the smallest home town battalion of volunteers formed to fight in the First World War.

The 'Pals' battalions were a peculiarity of the 1914 - 1918 war and were conceived by Lord Kitchener, the Secretary of State for War, who believed that men would enlist more willingly if they could serve with their friends, neighbours and colleagues. When the

had been killed. Their names are now recorded on an imposing white stone cenotaph which stands in Oak Hill Park to the south of the town.

The Haworth Art Gallery contains Europe's largest collection of Tiffany Glass presented to the town by Joseph Briggs, an Accrington man who had joined Tiffany's in the late 19th century and eventually become art director and assistant manager.

Sporting History

become famous for its involvement with football.

The original town team, Accrington F.C., was amongst the twelve founder members of the Football League in 1888, before resigning from the league and folding due to financial problems after just five years.

With the demise of Accrington FC, Stanley Villa took the town name to become Accrington Stanley.

The club played in the Football League from 1921 until 1962, when they became only the second club ever to resign from the Football League in 1962. Accrington Stanley reformed in 1968 and regained league status after 44 years when they were promoted as champions of the Nationwide Conference in 2006.

HISTORICAL DEVELOPMENT



001 Grange Lane/Church St Medieval Road

Accrington grew from several small settlement clusters along the ancient road from Manchester to Whalley Abbey, at the confluence of four watercourses. The Corn Mill at Milnrow (where the viaduct now stands), the Grange and later a place of worship on the site of St James Church are among the earliest focal points. Church Street is probably where Accrington's first 'high street' emerged. There was also a corn market in the town from the mid 16th century.



002 Manchester to Whalley Turnpike 1700s (Abbey Street)

The growth in prosperity during the 1700's is reflected in the sturdy architecture of St James Church, built in 1763. This perhaps marks the point at which the modern town began to take shape. In 1787 Union Street (the first completely planned street in the town) was laid out, helping link the disparate settlement. But what was truly transformational was the arrival of the Manchester to Whalley turnpike road in 1791. Development soon clustered along what became known as Abbey Street, expanding the settlement to the east. Broad Oak printing works opened in 1792 and was Accrington's first major factory following Brookside Printworks in Oswaldtwistle erected in 1760 by Robert Peel who used the first spinning jennies invented in 1767 by James Hargreaves





To Backton Bac

003 Warner Street 1821 (Originally New Street)

By the middle of the 1800s Accrington had become a town housing a population of 3,266 in 1811 and 10, 374 in 1851. During this period East Lancashire was experiencing rapid growth, accelerated when the Leeds-Liverpool Canal arrived in 1810 giving access to the booming Mersey Docks. In the town 'New Street' connects the busy turnpike route directly to St. James's church early in the 19th century. Thomas Hargeaves founded Warner Street in 1821 to house the key workers in Broad Oak. A skilfully planned street with well-proportioned buildings and stone pavements, it set a pattern for later high quality terraced streets.

004 Blackburn Road Turnpike 1827

In 1827 a second turnpike route opens, this time to Blackburn. It generates further linear development activity and establishes the core of the town's square grid-iron pattern. Church Street, Abbey Street, Warner Street and Blackburn Road now form a connected retail circuit. Blackburn Road went on to become a busy centre of clothing, manufacturing and retailing.







To Dittery

005 Burnley Road Turnpike 1835

The third and final turnpike route, to Burnley, opens in 1838. This establishes the spine of the terraced grids that will eventually cover the hillsides east of the town centre, though it remains undeveloped for some years into the mid 19th century. The Cannon Street area was developed between 1844 and 1856 and in general the period between the 1820s and 1850s saw more and more streets being built. Broad Oak Mill was built in 1834 by John Hargreaves, son of Thomas.

006 Accrington-Burnley-Manchester Railway 1848

Railways arrive in the town in 1848, linking Burnley and Accrington with Manchester and later Preston and Liverpool. This milestone transformed travel times and slashed transport costs. Just as the first turnpike drew development to the east, the railway station is a magnet for movement to the west of the centre.









007 'Ringing' the Town Centre

Powered mills came to dominate the new industrial economy along with streets of terraced houses for the workers. A sign of the extent of their growth was the opening in 1853 of a huge factory, Globe Works to build the looms in. Grid-iron pattern terraced neighbourhoods develop rapidly from the mid 19th Century. By 1870 they have encircled the centre entirely, with the peak years for building being 1881 and 1889. Public buildings and other civic enterprises were developed as the towns sense of pride and identity grew. Popular subscription funded the Peel Institution, now the Town Hall in 1857 and the adjacent market was built in 1863.

008 Population Peak 1913

The town at the height of its population (circa 50,000) and development density, just before the First World War. The magnificent Queen Anne style Conservative Club on Cannon Street, with its ballroom for 1000 people opened in 1891 and the equally exuberent Post Office Arcade in 1894 over a culverted watercourse. The electric tramway (1901) and Carnegie Library (1908) demonstrate Accrington's civic pride during this period. The vast majority of the towns existing townscape today dates from this 'golden' period.







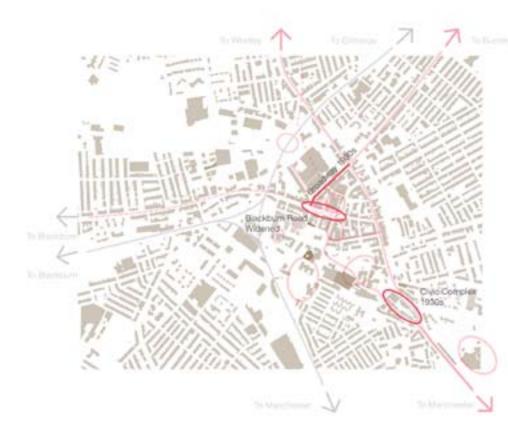


Blackburn Road 1929, View from the Town Hall Roof showing the widening up to the railway viaduct before the imminent abandonment of the tram

009 Inter-war – Decline Sets In

The significant human and financial cost of the devastating 1914-1918 war began a long decline in Accrington's social and economic fortunes. The abandonment of the Tramway in 1932 and the closure of mill buildings during the depression are signs the town's age of Victorian and Edwardian prosperity has passed. The demolition of the Spring Mill north west of the Market nevertheless presents another opportunity to modernise the town.





010 Accrington Improvement Act 1931

In 1931 the Accrington Improvement Act was passed. Blackburn Road was widened in the town centre and a row of 'art-deco' influenced shops built. A new street Broadway was built, connecting Blackburn Road and Burnley Road over a culverted River Hyndburn. The Regal (later Odean) cinema is built here in 1937. An impressive modern civic complex of the fine art-deco Police Station, Fire Station and Magistrates Court is built in 1933 by the RIBA Gold Medal Winner Sir Percy Thomas in 1933. Clearance of 'slum' properties is progressed around Oak Street. During the 1950s Broadway was bounded by a sunken garden, which was replaced in 1959 with the new shopping precinct.



Above Broadway 1936, the new road cuts through the site of Spring Mill



Top Right: Culverting over the River Hyndburn in 1954 for development of the Broadway car park on the site of the Arndale Centre



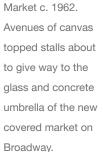
Broadway 1959, Sunken Gardens





011 1960s – 80s - Railway Closes, the Arndale and Ring-Road Open Dr. Beeching's axe deprives the town of its 120 year old direct rail link to Manchester and Bolton, a major blow to its economic prospects. During the 1960s and 70s considerable clearance of terraced properties is progressed for the construction of Eastgate which removed traffic from the town centre and reduced the traditional role of Abbey Street as the towns historic north-south thoroughfare since 1791. Other modernist planning schemes included the incongruous Town Hall extension and Telephone Exchange. A striking new concrete market extension was also built.



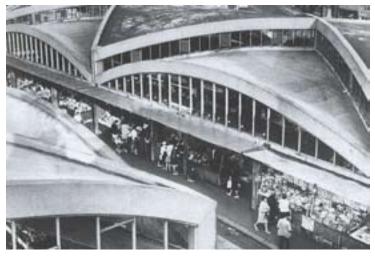






Market Hall 1969, Glimmering after a clean for its 100th birthday, attracts a crowd.

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Market 1969, 7 years old and loosing its freshness



Broadway 1967, Redevelopment as a shopping street



012 The Present Day

Mediaeval, 18th century, Victorian and 1930s elements can all still be identified, with well laid out 19th century fabric still dominating the townscape. A 'shatter zone' dominated by highway infrastructure and loosely planned post-industrial and ex-railway lands surrounds the town centre, dividing it from surrounding neighbourhoods. Clear and discernable quarters within the town centre of a consistent character and urban form comprise the civic core (the grandest part of the town with an attractive, memorable townscape and landmarks), the Arndale (characterised by boxy continous facades and dead spaces) and Abbey Grange (the oldest part of town with a network of streets of largely independent retailers).



LAND USE

The land use plan opposite shows the distribution Market Place development which is anchored by a and type of land uses across the town centre. To an extent this has been influenced by the historic street pattern and plot structure of the town, as well as its topography and watercourses. Although most watercourses have unfortunately largely been culverted.

Given the size of the town centre it supports a broad variety of uses. Clear land use patterns are the finer grain of uses in the heart of town where smaller and narrower terraced properties line the historic streets. Towards the periphery of the town centre are the main concentrations of larger footprint retail developments. Pockets of terraced housing permeate the outer edge of the town centre, in some cases the start of long sloping and uninterrupted terraces extending outwards from the town.

In terms of retail the multiple retailers are mostly located in the two retail parks off Eastgate and Hyndburn Road and within and around Broadway and the Arndale Shopping Centre.

The Arndale Centre is a covered shopping mall built in the 1980s which takes a large area of the north of the centre together with its multi-storey car park. Other national retailers cluster on the streets around the Arndale such as Union Street and the pedestrianised Broadway. The latest addition to the national retailer representation in the town is the Wilkinsons. This development links Broadway with Peel Street and the Market. As well as the indoor Market Hall and outdoor Market on Peel Steet independent retailing is mainly focused on the streets of Blackburn Road, Church Street, Whalley Road, Abbey Street and Warner Street.

Culture and leisure uses are limited to the out of town style Vue Cinema, Superbowl and Mcdonalds next to the Viaduct Roundabout. With the exception of a couple of clubs in the Warner Street area such as The Attic, there are no significant music venues, theatre, art or cinemas in the town centre.

There are also no hotels in the centre, apart from the small offer in The Globe. Bars, cafes and restaurants form no distinct cluster but are focused around the streets of Blackburn Road, Abbey Street, Holme Street, Church Street and Abbey Street. Community uses in the town centre are limited to the New Era youth centre, St James Church and the Voluntary Resource Centre in the Cannon Street area.

The traditional office location is around Cannon Street, St James Street and Willow Street. Here many local firms can be found, such as solicitors and accountants. Commonly 2 terraces have been combined to form larger premises. More recent office additions are within the Globe Centre and The Tannery on Eastgate. There is very little purpose

built modern office accommodation. Industrial uses comprise mainly long established manufacturing and engineering firms mainly in The Grange area and to the south of Hyndburn Road.

There is little residential use in the town centre, except rented flats above shops along Blackburn Road. A new residential apartment block has been recently completed at Scattcliffe Lodge.

The vacancy rate in the centre at 2005 was around 15%. Clusters of commercial vacancies are within the top end of Broadway at the junction with Whalley Road, Whalley Road itself and Peel Street. Other notable vacant sites are the former skills centre site, the fire station complex on Manchester Road, the Conservative Club, former Sunday School and Barnes Furniture Store.





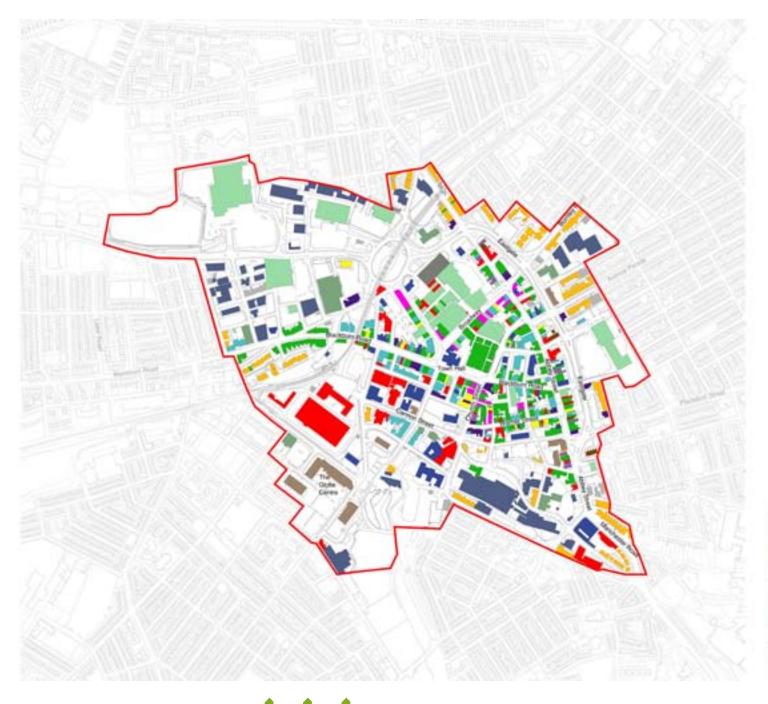




Figure 4 Land Use



URBAN FORM

High land to the east and west is a dominant physical feature of the town. The town centre in the valley bottom provides the meeting place for railways and roads.

The plan opposite, the 'figure ground' plan, highlights the buildings of the town, and nothing else. This shows the urban structure of the place, the pattern of development blocks, streets and buildings that make up the place.

A tight urban grain is the time-honoured way of achieving successful places and efficient connections. A loose or coarse grain is indicative of stand alone buildings in space, with dead frontages. This type of grain rarely creates attractive and legible streets and spaces.

In Accrington there are a series of grid-irons streets that radiate out from the edge of the town centre, the long terraced streets and alleys that make up most of Accrington's inner neighbourhoods. The steep topography and hilly nature of the towns surrounding neighbourhoods did not prevent the imposition of the Victorian 'grid' plan composed of terrace houses and a rectangular street pattern. These grid forms are a fundamentally strong part of Accrington's urban fabric. Continuous frontages and coherent relationships of scale between building and street space create very well connected, 'permeable' environments, easy to navigate on foot.

Within the town centre, the pattern is different. In notable contrast to the tight grid-iron forms beyond the study area, large expanses of undefined space characterise the entire town centre edge, with the built form disappearing altogether in places, notably on the north side around Hyndburn Road.

Spatial definition is also weak along Eastgate and south of Paradise Street/Oak Street. What buildings there are tend to be large blocks set in wide spaces rather than defining street frontages.

To have such fragmented forms ringing the town centre is a weakness of the town's physical structure. Urban spaces not enclosed by clear building frontages tend to be uncomfortable places for people, lacking in the natural sense of security provided by active edges that offer 'eyes and ears to the street'. They also give poor definition to the street and create dead frontages.

Inside the fractured edge a third distinct pattern is visible, at the centre of the town where a fine grained urban structure exists. A triangular core of clearly delineated building blocks form a network of streets and spaces. The strong linear form of Blackburn Road can be seen bisecting this triangle, with the similarly clear line of Abbey Street on the eastern side. These two streets can be seen leading beyond the central core through the outer grid-iron, across the fractured town centre edge.

There is a fine urban grain within this core, the exception being the Arndale/Broadway shopping mall, which stands out as the largest building block in the central area. The 'readibility' or legibility of Accrington's core town centre structure is fundamentally quite strong. One of the virtues of the town is its compactness and walkability.







buildings Poorly defined spaces with low quality buildings around town edge (Viaduct Leisure

Park)





Urban Design Analysis

Poorly defined routes Strong well defined streets Positive Landmarks Coherant attractive Townscape Poor spatial definition



TOWNSCAPE QUALITY

Buildings within the town centre were reviewed to assess their contribution to townscape quality. New development constructed with little regard to the scale, massing or form of existing buildings can have a significant impact on the visual and physical character of the area. In general there exists a strong townscape around Blackburn Road, Church Street, Warner Street and Cannon Street areas. Weaker areas of townscape are largely confined to the periphery of the town centre.

However a number of buildings within and immediately adjacent to the Accrington Town Centre Conservation Area do not possess sufficient architectural detailing/ interest to be regarded as making a positive contribution to the character of the area.

For example, although located beyond the boundary, the Telephone Exchange between Bank, Bridge and Infant streets is highly visible from the northern part of the conservation area and does little to enhance its character.

Constructed during the 1970s this three storey building, characterised by an unsympathetic concrete tiled and yellow façade, is located immediately adjacent to 32 Blackburn Road and within close proximity to the town's grade II listed Market Hall, both of which are considered to be of some architectural merit. However, the Telephone Exchange appears to have been constructed within little or no regard to its historic or architectural context and as such is considered to have a serious negative impact upon the visual quality of the Blackburn Road/Peel Street/ Church Street junction. Again located beyond the boundary, 2 – 16 Broadway also adversely affects the visual quality and character of Accrington Town Centre Conservation Area.

Constructed as an extension to the Town Hall during the 1960s, this three storey building is characterised by alternant white and blue horizontal banding. Whilst the juxtaposition of old and new can sometimes be positive, in this case the extension was seemingly constructed with little regard to the scale, massing or form of the grade II* building to which it is attached.

The former Barnes furniture store, located at the junction of Church Street and Cannon Street immediately beyond the southern boundary, is considered to undermine the visual quality of this part of the conservation area. Constructed during the late twentieth century, again with seemingly little or no regard to its historic or architectural context, this building dominates the view of Church of St James' from Grange Lane.

Materials

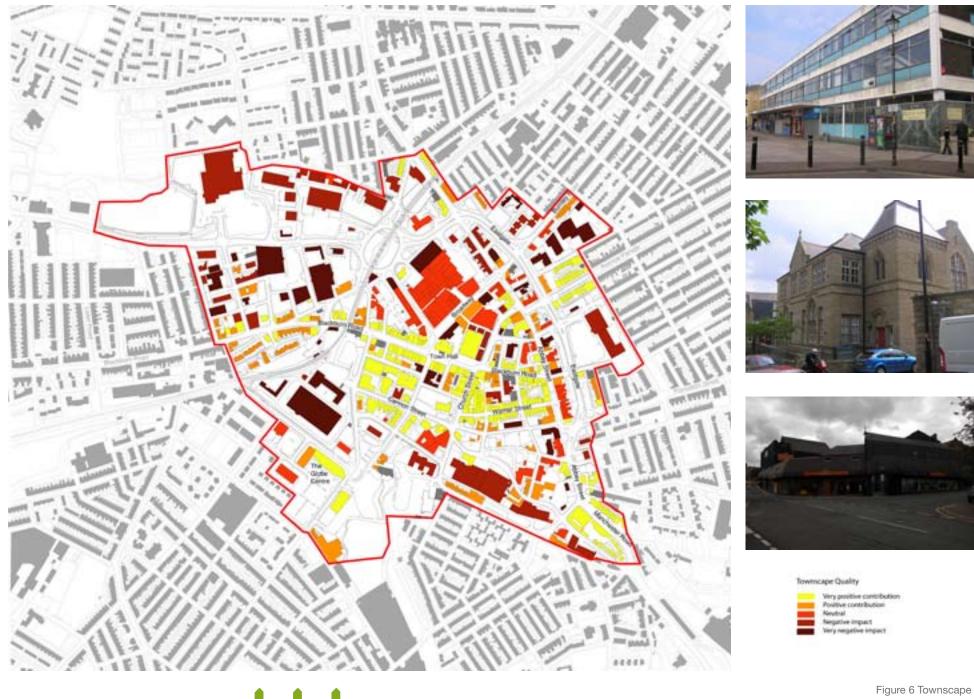
Although Accrington is famed for the production of dense red bricks known as 'Accrington Bloods', the town is notable for its relative lack of brickbuilt structures. The majority of buildings within the conservation area were traditionally constructed from locally quarried Carboniferous gritstone, a sedimentary rock that is composed of coarse sand grains with inclusions of small stones.

The finish of gritstone varies with building function: public, civic and ecclesiastical buildings were typically constructed of ashlared masonry, whilst residential buildings were constructed using roughly hewn blocks.

A notable exception within the conservation area is the Warner Street entrance to the Arcade which was built in 1880 of red brick with white terracotta dressings, whilst beyond the boundary the Post Office on Abbey Street is constructed of red brick and detailed in sandstone.

Despite more than a century of industrial pollution the conservation area show remarkably little sign of erosion. Indeed it was the gritstone's hard-wearing nature, its abundance and its versatility that originally made it the preferred choice for building construction within the town. Roofs within the town were, at least traditionally, covered in gritstone slabs; however the majority of buildings within the conservation are a are roofed in blue-grey Welsh slate or lighter and less expensive substitutes.







HERITAGE VALUE

There are two conservation areas within the town's urban area. Accrington Town Centre Conservation Area lies within the centre of the defined masterplan study area, whilst Christ Church Conservation Area is located to the southeast of the town centre and as such only its most northern section falls within the study area boundary.

Accrington Town Centre Conservation Area

Accrington Town Centre Conservation Area was designated in 1976 and extended in 1979 and now incorporates much of Accrington's civic centre. The conservation area is generally linear in form and is arranged around the east-west axes of Blackburn Road and Cannon and Warner Street.

The eastern boundary of the conservation area is formed by the railway viaduct that carries the East Lancashire Line between Preston and Colne and by Eagle Street, whilst the northern boundary is formed by the rear of properties on the northern side of Blackburn Road.

The western boundary follows the rear plots of buildings fronting the western side of Abbey Street, whilst the southern boundary is formed by the rear of properties on the southern side of Warner Street and Cannon Street and by the junction of Paradise Street with Eagle Street. Varied topography is evident

within the conservation area, for example Abbey Street located to the east of the area sits on slightly elevated ground and therefore permits sloping views down Warner Street towards Church Street which follows the line of the valley bottom.

There are approximately three hundred buildings within the conservation area. Blackburn Road is dominated by service and municipal uses, including numerous banks and Accrington town and market halls, whilst the Cannon Street area includes a number of major civic and ecclesiastical buildings, including Carnegie Public Library, St James' Church, the Baptist church on Cannon Street and the former Liberal Club on Eagle Street, a number of which are grade II listed.

Terraced housing and small independent retail and commercial properties form Warner Street and Abbey Street to the southeast of the conservation area, whilst the grade II listed Victorian Arcade and Warner Public House are located at the western end of Warner Street, near its junction with Church Street. In addition to the listed buildings, a number of buildings within the conservation area are unlisted, yet are historically and/or architecturally significant.

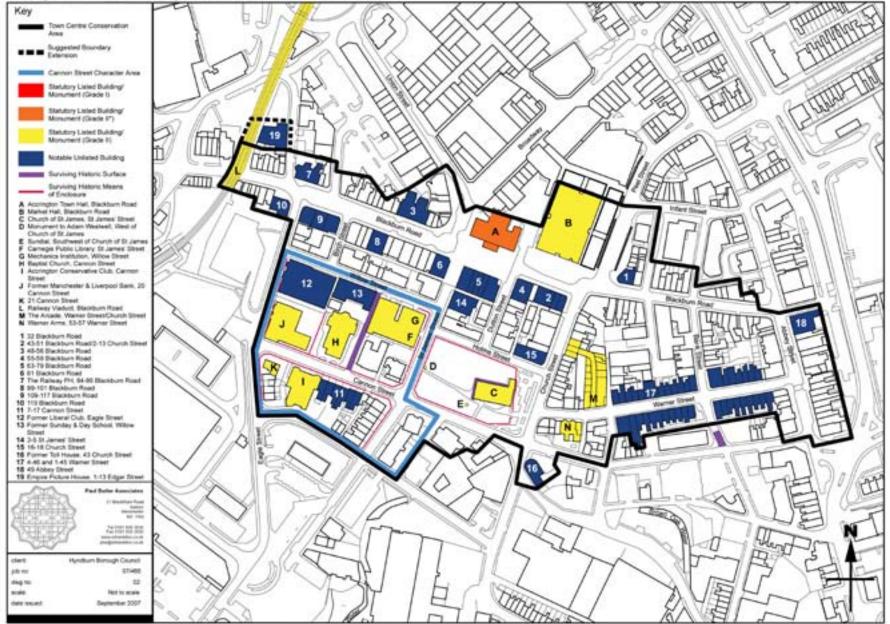
Christ Church Conservation Area

Christ Church Conservation Area was designated in 1976 and extended in 1979. The conservation area is principally comprised of pre-1850 urban development with some later nineteenth century villa development. A comparison with Accrington Town Centre Conservation Area reveals that this conservation area is far less developed, a feature that can be attributed to the location of two large open spaces within its boundaries.

Within the masterplan study area there are total of eighteen statutory listed buildings, of which fourteen are within the Accrington Town Centre Conservation Area, two are located within the northern tip of the Christ Church Conservation Area, whilst an additional two are located immediately beyond their boundaries. In parallel with the masterplan a Conservation Area Character Appraisal, Conservation Management Plan and Heritage Assessment and Future Strategy have been produced. These studies have informed the masterplan. The character appraisal identifies those buildings and features that contribute towards the area's special architectural and historic interest, and hence also to the central section of the masterplan study area.



Heritage Assets within Accrington Town Centre Conservation Area





GATEWAYS AND APPROACHES

The quality of approaches and 'gateways' or arrival points to Accrington varies, according to the route taken. In summary, the main approach corridors, with the exception of Hyndburn Road, have a strong underlying townscape, although condition is a concern along Blackburn Road. However, each of the gateways as these corridors reach the town centre are in need of improvement.

From the south, the Manchester Road route is fundamentally a high quality approach. This well composed space is 'closed' by the architecturally unified collection of elegant 1930s council houses and streamlined civic buildings on the triangular site formed by the junction, the whole ensemble punctuated by the tower of the Fire Station.

However, its worst aspect is at the point of arrival itself, the gateway to the town centre at Spring Gardens. The effect of the triangular space and civic site collapses at the next junction, where the prominent site of the old Church and School has been left underused and unsightly, undermining the superb quality of the Bank Terrace and Fire-Station/ Police Station/Magistrates complex, and providing a very poor front door to the town centre.

From the west, along Blackburn Road, the impression given is gradually improving. Regeneration along this characterful but run-down corridor is underway. On reaching the town centre, the Blackburn Road

approach offers good views of the Viaduct and, for form breaks down and the impression becomes traffic continuing into the heart, a lively view along the central tree lined shopping section into the Town Hall and Market area.

Unfortunately, for traffic staying on the main through route, this urban quality is shattered by the poorly configured environment around the roundabout, blighted by heavy traffic infrastructure and characterless 'big shed' development forms, including the ugly back of the Arndale car-park and the fragmented Eastgate corridor.

From the north-west, the Hyndburn Road beyond the fine viaduct, eve-sores like the Multi-storey, the former Kwik Save and the back of Eastgate are the first elements presented to the visitor, making this a disappointing and confusing gateway. Despite culminating in the viaduct, this is probably the worst approach to Accrington, at the same time as being its busiest.

From the north, the Whalley Road, historically a continuation of the Manchester Road, is almost equally splendid. The ground of the town's famous football club, Accrington Stanley, is adjacent to this route, and just visible from it.

The gateway to the centre is preceded by some fine views and then marked by the arches of the viaduct, which the road runs beneath, lined each side at this point by well-proportioned stone terraces. It is only at the final interface with the town centre that the urban

negative, at junction with the poorly configured ring road. Here, visitors are encouraged to by-pass the town centre of Accrington, rather than invited into experience its offer.

From the east, Burnley Road is the last of the three turnpike roads, opened in 1835. The route is clear and well-defined by development until the junction with Eastgate - the town's main retail area around Broadway is visible, but the traffic infrastructure bars access to the town centre, sending visitors around and away instead.

By rail, the approach to the town from the east is through fine Pennine countryside, the line arriving in Accrington in a dramatic curved sweep that takes it above the roof tops across the high viaduct. This offers superlative views across the town to the hills beyond. There is an excellent vista of the civic and retail core of the town from the viaduct looking east along Blackburn Road to the Town Hall area.

The station is a shadow of its former self, the crude waiting and ticketing facilities providing the most rudimentary of gateways. Significantly there are plans for a better quality replacement; this should aim to complement the array of quality buildings in the conservation area along the east side of Eagle Street. From the west, the approach by rail is much poorer. The town presents only a clutter of back-land sites, low rise industrial sheds and unsightly rear elevations.





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Approach to gateway

> Definition of gateway



GREEN SPACE ANALYSIS

An audit was taken of the existing open space and illustrated in the plan opposite. The existing open space is largely disconnected. Platts Lodge manages some connectivity and is more coherent as the water flow planting and footpaths are linked. There are many underused green spaces, especially in The Grange Area of the town whilst in Scaitcliffe the dedicated footpath and cycle route takes full advantage of the resource. The waterways are generally hidden from view or underused.



Road / Railside verges



Churchyard / Garden



Churchyard / Garden, Grange



Water, Platts Lodge



Street tree planting, Avenue Parade



Civic / Market



Screen Planting



Green Corridor, Water, Hyndburn Road





Figure 9 Green Spaces



Key Public Realm Issues

General

- increase permeability of town centre by creating linkages across edges and barriers
- improve legibility for vehicles and pedestrians
- define gateways at Abbey Street / Eastgate junction, Whalley Road / Eastgate junction
- encourage drivers to access the town centre by making clear, well signed routes.
- make Accrington more distinctive by making better use of its fine waterside, views and heritage assets
- increase distinctiveness of streetscape by ensuring materials are used which respect the character of its surrounding district.
- increase perception of Accrington as a "green town" by opening views to hillsides and increasing tree planting in the terrace districts.
- develop strategy for introduction of public art to increase distinctiveness and legibility
- develop signage strategy to increase legibility, improve wayfinding, and reveal Accrington's fine assets

Hyndburn Road

- greater focus on viaduct as gateway and landmark
- greater use of water, as landmark and for recreation
- exploit opportunity for linear green space along waterways
- increase permeability to town centre by

improving pedestrian crossing over Hyndburn Road and across roundabout Eastgate

 create attractive approach ' boulevard' emphasising the arrival into Accrington

Arndale

- improve frontage of Arndale car park facing viaduct
- improve quality and consistency of materials in streets around Arndale

Market/ Abbey Street

- make a place at the heart of Accrington associated with the Market and Town Hall
- improve quality and consistency of streetscape materials especially in heritage areas
- improve role and function of Blackburn Road as high street

Town Centre

- improve linkage of Avenue Parade to Peel Park and Coppice by improving pedestrian crossings
- make new "gateway" squares at Abbey Street and Burnley Road

The Grange

- create a distinctive "green" quarter which links with Scaitcliffe Lodge
- make greater use of water, as landmark and for recreation
- exploit opportunity for green space along waterways
- improve quality of materials, and consistency

 encourage restoration of landmark buildings to form gateway from west

Cannon Street

- improve quality and consistency of materials especially in heritage areas
- make St James Churchyard a special green space at the heart of Accrington, and improve access
- improve pedestrian linkages along St James St and Church Street with Blackburn Road, Warner Street and Victorian Arcade

Scaitcliffe

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- make a new square to define gateway/ arrival point at the train station
- improve pedestrian links from Platts Lodge to town centre and Hyndburn greenway
- make greater use of water, as landmark and for recreation
- improve pedestrian and cyclist environment along Eagle Street

FLOODING

New development will need to avoid increasing flood risk. Parts of the town centre are within flood Zone 3 and Flood Zone 2 on the Environment Agency floodmap. Flood risk is an issue within the town centre. There are no formal flood defences maintained by the Environment Agency within the masterplan area.

Several culverted watercourses are within the town centre including the River Hyndburn, Woodnook Water, Pleck Brook and Broad Oak Water. These are all designated as main river watercourses, whereby written consent is required by the Environment Agency for any proposed works or structures in, under over or within 8 metres of the top of the bank/edge of the retaining wall of a main river watercourse.

Further flood modelling will be required to identify the likely frequency and impact of flooding within the town centre. Following the guidance in PPS 25, the planning authority will endeavour to direct development to areas of least risk by applying the sequential approach.

Hyndburn Borough Council is currently undertaking a Strategic Flood Risk Assessment (SFRA).

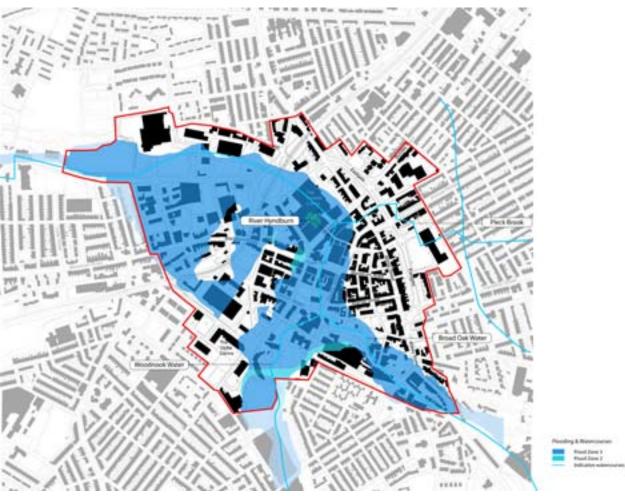


Figure 10 Flooding & Watercourses

