



Colne: South Valley Masterplan



A report for... Pendle Council
by... URBED (Urbanism Environment and Design)
King Sturge and TPP
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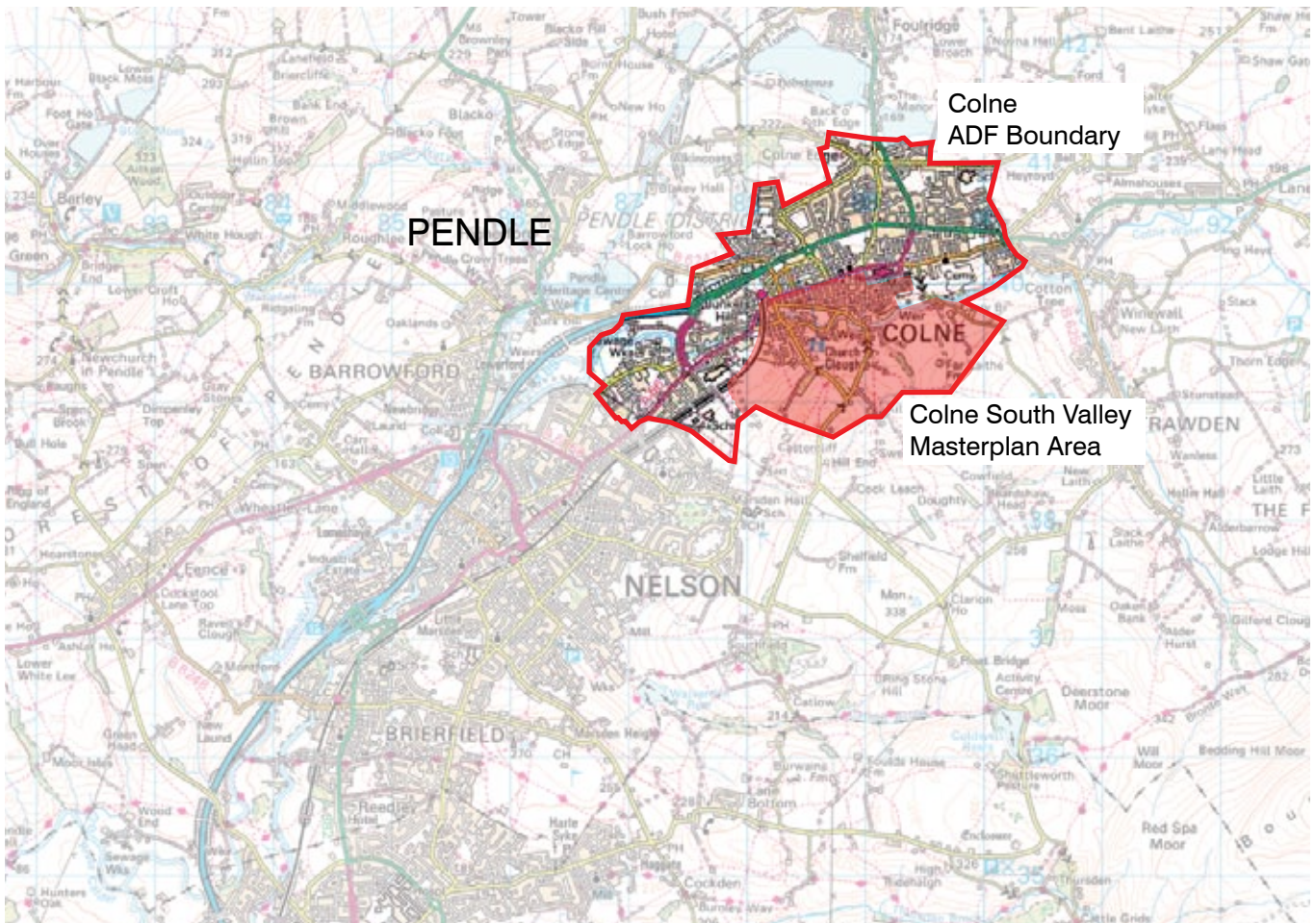
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Colne's Location



Introduction

In August 2006 a team led by URBED was appointed by Pendle Borough Council and its partners to prepare a masterplan for the South Valley area of Colne.

The South Valley masterplan area is located directly to the south of the town centre in the Waterside ward. The area comprises a mix of terraced houses, some new housebuilding, industrial buildings and open countryside to the south and east.

The plan to the left shows the area covered by the study. The South Valley is an area of terraced housing and mills in the valley immediately south of Colne Town Centre. The area has a population of just under 2, 000 and was identified as part of the Area Development Framework prepared by GVA Grimley in 2004.

There are five Priority Action Areas in Colne. The North Valley priority area (now called Churchfields) is the first HMR redevelopment area in Colne. This is currently the subject of a comprehensive regeneration scheme involving environmental re-design and townscape improvements. The South Valley and Lower South Valley Priority areas are being looked at together as part of the South Valley masterplanning

exercise. Currently there is no timescale for looking at the two remaining priority areas.

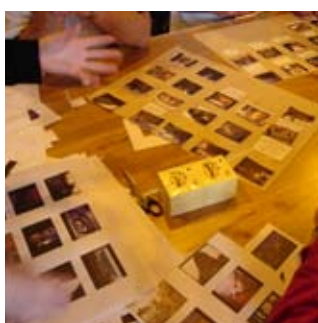
This masterplan has been commissioned with funding from Elevate, the Housing Market Renewal Pathfinder in East Lancashire. However it is clear from the previous work by GVA Grimley that the area is unlikely to be a priority for HMR funding. The aims of the study were therefore to:

- gain a better understanding of the future role of the South Valley,
- develop options for the regeneration of the area in consultation with local residents,
- devise a strategy for implementation that is not heavily dependent on public funding,
- produce a masterplan in accordance with the Planning and Compulsory Purchase Act (2004) so that the plan can ultimately become an Area Action Plan.

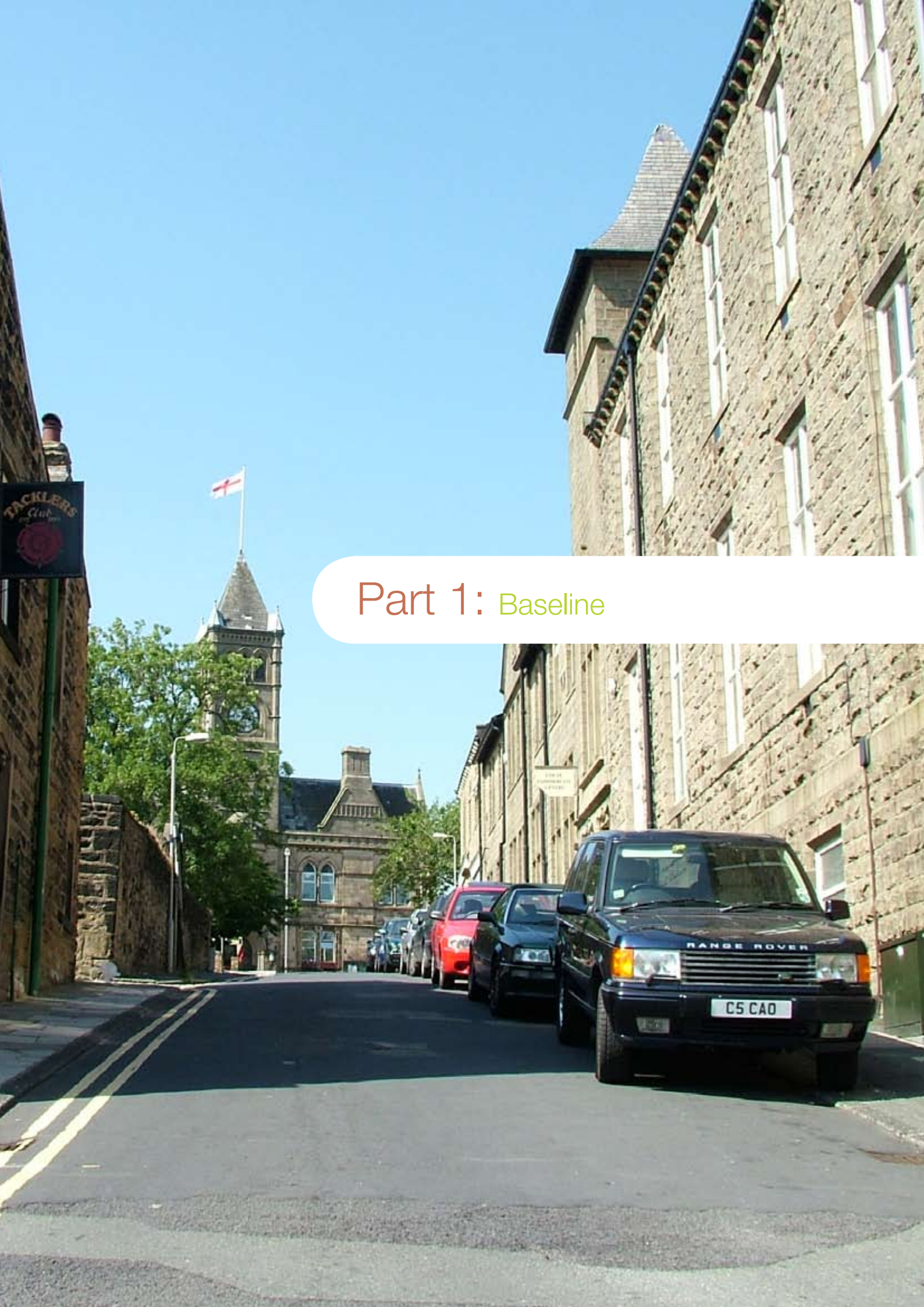
This study has been undertaken in three parts. The first part included a detailed analysis of the area. This work was set out in a baseline report (Appendix 1) and is summarised in the first part of this report. In addition, a workshop involving local residents and organisations with an interest in the area was held to help identify key issues. This analysis work helped to inform the development of a series of masterplan options.

Residents and organisations were involved in the options development process through a two day Design for Change workshop in November 2006. The options generated as a result of this work were then subject to public consultation in March 2007. In parallel to this an options appraisal process was undertaken as described in Part 2 of this report. From this appraisal and the consultation results a preferred option was developed. This is described in Part 3 of this report together with a strategy for implementation. The next stage will be to translate the preferred option into the Area Action Plan.

In preparing this plan we are grateful to the following people; Cllr Greaves, Cllr Robinson, Cllr Boyle, Cllr Roach, Judith Watmough (PBC), Christine Douglas (PBC), Julie Whittaker (PBC) Andree Pomfret (PBC), Richard Dwyer (PBC), Kelly Eardley (PBC), Jan Styan (LCC) and Chris Standish (Elevate).



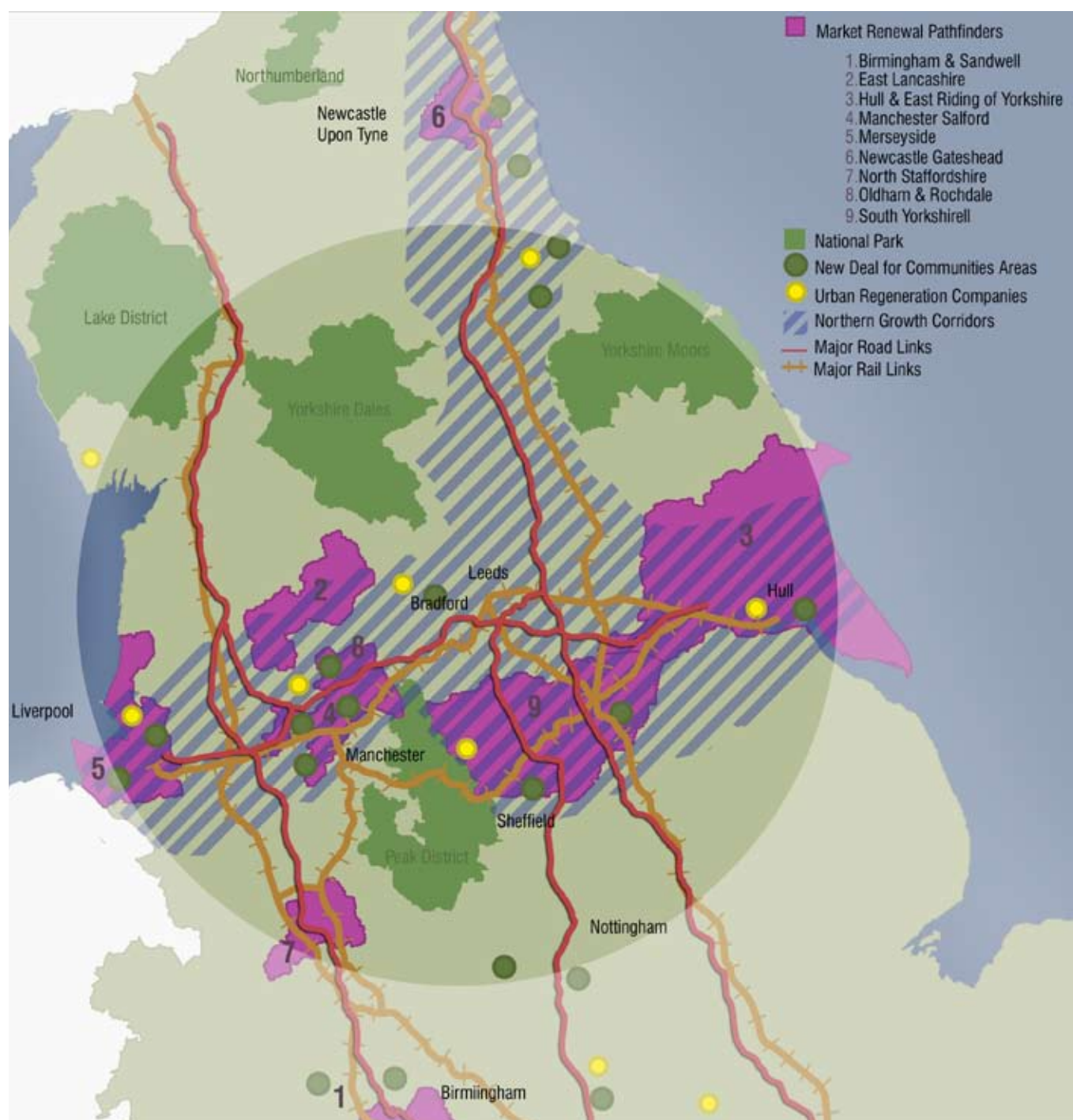




Part 1: Baseline



The Northern Way





Context:

Housing Market Renewal

This masterplan has been commissioned by Pendle Council and Elevate for two reasons. This first is to develop a strategy for the restructuring of the housing market of the area in a context where there is likely to be only limited amounts of public funding available. The second is to provide the basis for planning policy for the area through an Area Action Plan (AAP). The policy context is therefore crucial to the study and involves the following elements:

Sustainable Communities

Sustainable Communities: Building for the Future was published by government in 2003 with the twin aim of addressing housing shortages in the south and housing market weakness in the north. The plan seeks to promote higher design standards and the concentration of new housing on brownfield sites and within urban areas as set out in the Urban White Paper. In the north the Communities plan has fed into the Northern Way strategy which seeks to use City Regions as foci for economic and population growth.

Housing Market Renewal

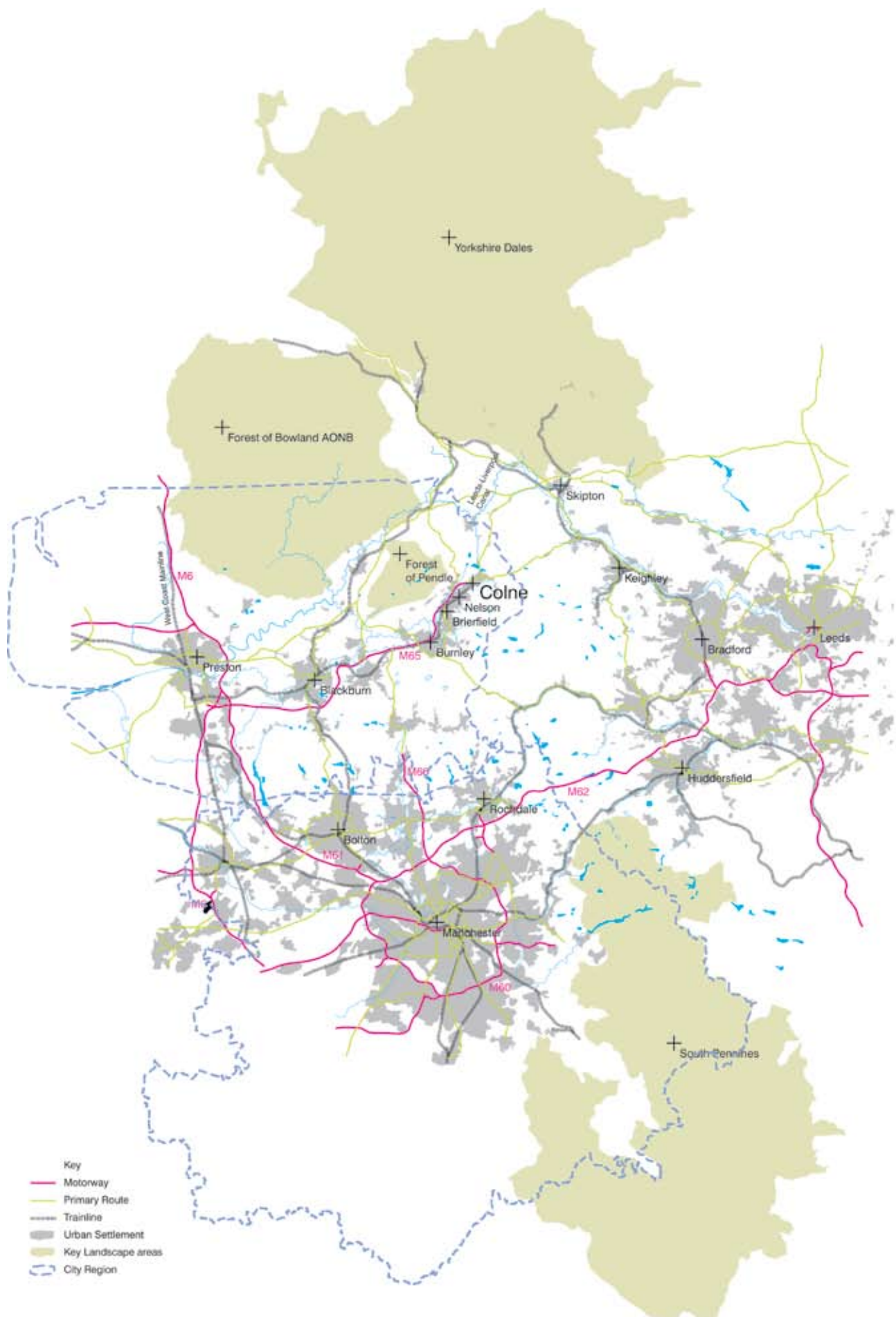
The South Valley lies within the East Lancashire Housing Market Renewal (HMR) Pathfinder area, one of nine HMR areas designated by the government in 2003. These include a range of areas across northern England and the midlands with weak housing markets particularly associated with Victorian terraces. As we show in the first part of this report, South Valley has not experienced the severe problems of some other neighbourhoods and for this reason is unlikely to be a priority for funding. Nevertheless there are deep-seated structural problems in the South Valley housing market which need to be addressed if the area is to secure its long-term future.

Elevate East Lancashire

Elevate was established in 2002 as the Housing Market Renewal Pathfinders for the five local authorities of Blackburn, Burnley, Hyndburn, Rossendale and Pendle. The original prospectus was submitted to government in 2003 and updated in 2005. This led to £94.9 Million of funding in 2006-08. Brierfield, Colne and Nelson have been allocated £18 Million for 2006-08.

Colne Area Development Framework

This money was allocated on the basis of Area Development Frameworks (ADFs) for each of the towns. The Colne ADF was prepared by GVA Grimley in 2004 and identified five Priority Action Areas: North Valley (now called Churchfields), Upper North Valley, Town Centre, South Valley, Lower South Valley. The South Valley and Lower South Valley priority areas are being looked at together as part of this South Valley masterplanning exercise.



Context:

Planning Policy

The policies of the Communities Plan and the Northern Way are being fed through into planning policy through the Regional Spatial Strategy which has a direct impact on proposals for the South Valley in Colne because of the housing restriction policy. There is a concern that housing development in Pendle has diverted growth from Blackburn and Burnley. A moratorium of new housing allocations has therefore been imposed and this will be reflected in Pendle's housing allocation in the Regional Spatial Strategy. This will make it difficult to promote substantial new housing in the South Valley.

The Housing Moratorium

Pendle was allocated 1,970 new houses in the Joint Lancashire Structure plan. This was split down into 235 houses per year between 2001 and 2006 and 80 houses per year between 2006 and 2016. In 2004 a review of completions and consents concluded that Pendle was in a state of over-provision and a moratorium was placed on all new housing other than the exceptions outlined below.

Regional Spatial Strategy

The draft Regional Spatial Strategy was submitted to the Secretary of State in January 2006 and early in 2007 was subject to an Examination in Public. The strategy reinforces the role of city regions as set out in the Northern Way including Manchester, Liverpool, Leeds and Central Lancashire. The strategy recognises the growth potential of these regions and seeks to focus growth into the main urban centres. The aim is to reverse the dispersal of jobs and population from these centres through suburbanisation.

Colne is within the Central Lancashire City Region where the main foci for growth will be Blackburn, Burnley, Blackpool and Preston. The objectives of the spacial strategy are to:

- ☐ increase prosperity in the smaller towns and villages
- ☐ match economic growth improvements to quality of life and well being
- ☐ encourage a mix of townscapes and landscapes through high-quality, energy-efficient development.
- ☐ provide a range of housing to meet the needs of the population and support economic growth
- ☐ promote strong, town and city centres, social inclusion and sustainable growth.

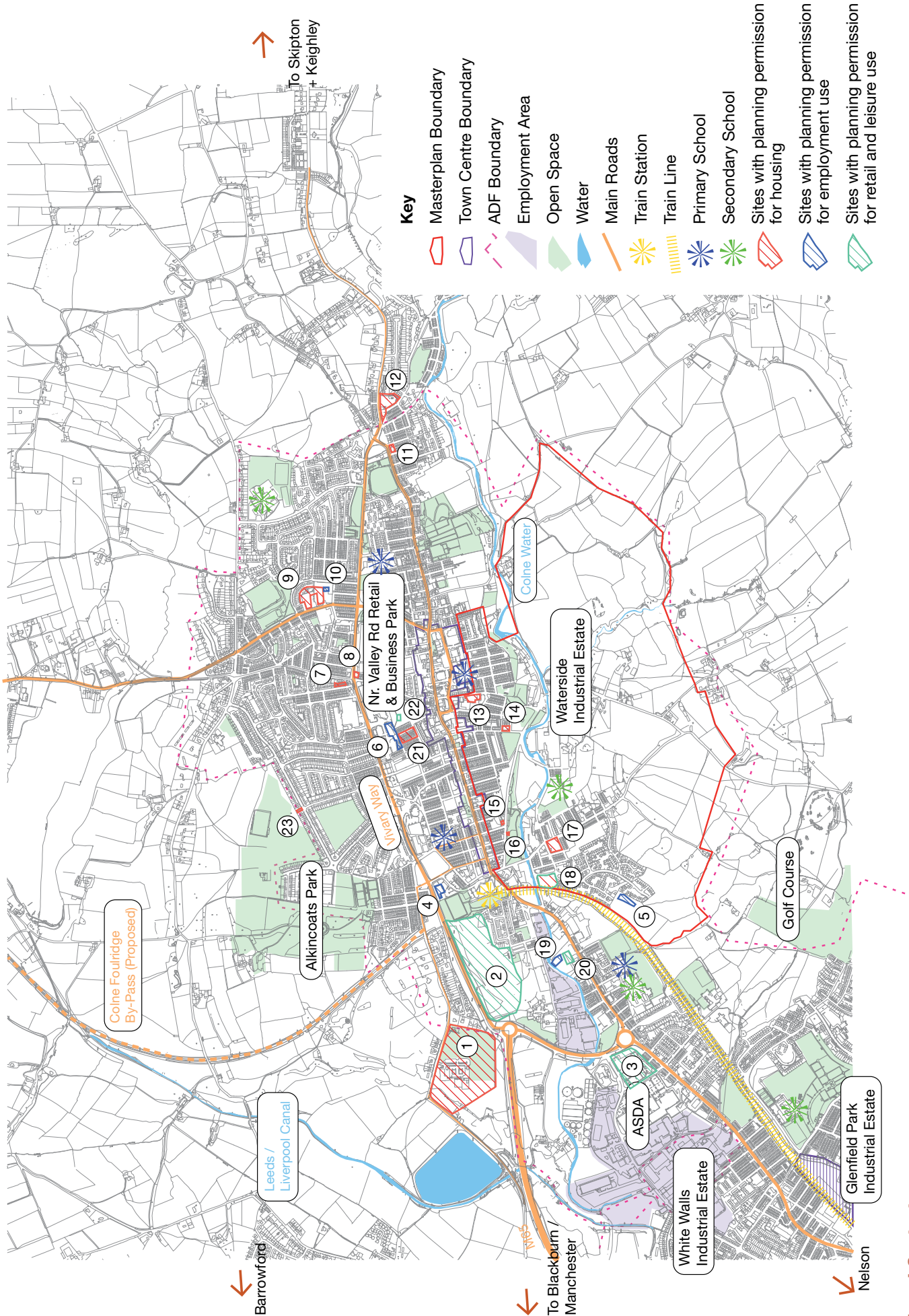
The strategy includes an allocation of 3,420 new homes in Pendle to 2021. Pendle Council have pointed out that this is almost entirely required to meet the district's social housing requirements leaving an allocation of just 70 new private homes in the district until 2021 which would effectively make the moratorium permanent. The council have requested an allocation of 5,500 homes

Planning Policy

The local development plan comprises the Replacement Pendle Local Plan 2001-2016. This was adopted in May 2006. The plan identifies the Colne ADF area under Policy 18 which seeks to improvement existing residential property, provide new housing (in line with Policy 17 see below), create quality open space, community facilities, employment opportunities, leisure, health and education provision and improved transport links.

Currently Policy 17 of the adopted Local Plan sets out the circumstances in which exceptions to the housing moratorium will be permitted. These include the replacement of demolished property, special needs and affordable housing where a need has been demonstrated and mixed-use development in an ADF area that is in line with an approved council strategy.

The revised Regional Spatial Strategy is currently in preparation. This includes a new housing requirement for Pendle. The council will prepare an Area Action Plan as part of the new Local Development Framework for the South Valley Area. This will need to take account of figures in the emerging Regional Spatial Strategy and will require a certificate of conformity with the Regional Spatial Strategy. To ensure the appropriate distribution of housing across Pendle (in line with RSS figures) planning policy documents (including the South Valley Area Action Plan) will take account of the findings of the Pendle and Burnley Housing Market Assessment, currently in preparation.



Context:

Local Context

Local Context

The historic market town of Colne is located within the Borough of Pendle, approximately 25 miles north of Manchester. Colne is one of the 5 principal towns of the Borough, including Nelson, Barnoldswick, Earby and Brierfield. Colne is the second largest town in Pendle and primarily serves the population in the east of the borough. Albert Road is the main high street, located just to the north of the masterplan areas.

The town is a designated Conservation Area with eight listed buildings. Colne railway station is located on the western edge of the South Valley area. The M65 terminates at junction 14 to the west of the town centre.

The North Valley Retail Park is located on Vivary Way to the north of the town centre. Employment areas are located within to the south and west of the town centre, including Waterside and White Walls industrial estate. Colne Water runs along the south of the settlement. The Leeds-Liverpool Canal is located to the far west of the town.

Planning Permissions

There are a number of planning permissions of note within the town, including residential developments. These are identified on the table below.

Reference Number	Site	Proposal
1	Nelson & Colne College, Barrowford Road	Conversion of existing main college building to accommodate 29 apartments along with demolition and redevelopment of existing out buildings to form 33 new dwellings
2	Bunkers Hill, South Side of Vivary Way, Colne	Erect retail store A1 pt relocation, warehouse, offices, restaurant, car parking, landscaping and servicing. Erect retail DIY store
3	Land to East of Corporation Street, Corporation Street, Colne	Amended scheme for Retail Unit to incorporate mezzanine floor (additional 1115sqm over previous 3716sqm)
4	Prestons Ltd, Vivary Way Colne	Refurbishment of existing car showroom for the sale of cars with workshop facilities
5	Land off Primet Street, Primet Street, Colne	Erect Portal framed building to be used for garage/ store for plant hire business
6	North Valley Road Retail and Business Park, North Valley Road Colne	Erect 2 retail and storage units
7	Land adjacent to 32 Standroyd Road, Colne	(Former Garage Site) Development for residential dwellings
8	Land to the North Stonebridge Terrace, Colne	Single detached dwelling
9	Oak Mill, Skipton Road, Colne	Erection of 18 houses and 18 apartments
10	Duckworth Mill, Oak Street, Colne	Erect portal frame metal clad extension to factory
11	Craven Garage, Keighley Road, Colne	Erect three storey block of 12 apartments
12	Land at Keighley Road/ Standroyd Road, Colne	Erection of 28 town houses
13	The works, Colne Lane, Colne	Re-build of existing 2, 3 and 4 storey buildings to form 16 apartments
14	Zion Works, Exchange Street, Colne	Partial demolition and rebuild, including 2 storey extension to joiners workshop
15	Land at Shaw Street/ Sutherland Street, Colne	Outline residential
16	Temple Leathergoods, 45 Shaw Street, Colne	Change of use to form 4 flats
17	Green works, Knotts Lane, Colne	Outline residential development
18	Simpsons garage Site, Knotts Lane, Colne	Erect part 3, part 4 storey block for retail unit with 18 apartments above and 21 town houses with estate road access, from Knotts Drive (Khyber Street)
19	Unit 17, Primet Business Centre, Burnley Road, Colne	Erection of industrial extensions
20	Prestige In-door Karting, Knotts Lane, Colne	Change of use of part of lower ground floor to laser quest
21	Land at Bright Street, Mason Street and Newmarket Street, Colne	Two Blocks of three houses each with internal garages (plus 34 demolitions)
22	Land to rear of McDonalds, North Valley Road, Colne	Multi Use games area
23	59 Birthwhistle Avenue, Birthwhistle Avenue, Colne	Erect 1 dwelling

Population Change

	2001	1991	Change	% Change
United Kingdom	58,789,194	56,466,534	2,322,660	4.1
England	49,138,831	47,055,204	2,083,627	4.4
Pendle	89,248	85,111	4,137	4.9
Waterside	5024	4,142	882	21.3



Age Structure

	England	Pendle	Waterside
0-4	6.0	6.7	6.8
5-15	14.2	16.1	16.6
16-19	4.9	5.4	5.0
20-44	35.3	32.6	36.5
45-64	23.8	23.9	21.9
65+	15.9	15.4	13.3
Total Population	49,138,831	89,248	5,024

Census 2001 and 1991

DWP Benefit claimants

	Waterside (numbers)	Waterside (%)	Pendle (%)	Great Britain (%)
Total claimants	850	27.5	17.7	14.7
Job seekers	100	3.2	2.2	2.6
Incapacity benefits	535	17.3	10.5	7.4
Lone Parents	105	3.4	2.0	2.1
Carers	50	1.6	1.4	1.0
Others on income related benefits	15	0.5	0.4	0.4
Disabled	35	1.1	0.8	0.9
Bereaved	10	0.3	0.4	0.3

Annual Mean Gross Earnings

Year	England	Pendle
2003	26,545	19,247
2004	27,839	20,685
2005	28,988	22,437
2003-05 % Change	9.2%	16.6%





In this section we consider the socio-economic characteristics of the South Valley. This shows the area to be a pocket of deprivation that has not benefited from recent improvements in Pendle. The problems lie generally in low wages and lack of qualifications rather than worklessness.

Context

The local community

In 2001 the population of Pendle was 89,248. This has increased by 4.9% since 1991 mirroring the national growth rate of 4.4%. The Waterside Ward however grew by 21.3% from just over 4,000 to just over 5,000 people in 2001.

Compared to the national average this population is slightly younger than the national average with more people under 19 and fewer people in the 30-59 age group.

Employment And Earnings

The economic activity rate in Waterside was 63.3% in 2001. This means that 63.3% of the working age population are in work or seeking work. This is slightly below the national average (66.9%) but the same as Pendle Borough.

Few people in the area are employed in growth sectors such as banking, finance and insurance with a higher proportions in retail, hospitality and manufacturing than both the national and borough averages. Indeed Waterside has twice the percentage of people working in manufacturing as the England average.

The Annual Survey of Hours and Earnings shows that the average full-time, annual basic salary in Pendle was £22,437 in 2005. This is £6,551 below the national average. However salaries in Pendle rose by 16.6% between 2003 and 2005 compared with just 9.2% for England suggesting that the gap is narrowing.

Qualifications

Only 24.8% of residents in Waterside were qualified to NVQ Level 3 and above in 2001. This contrasts with 28.3% in the

rest of the Borough and is well below the 35.1% nationally. 41.5% of masterplan area residents have no qualifications, compared to 28.9% in England.

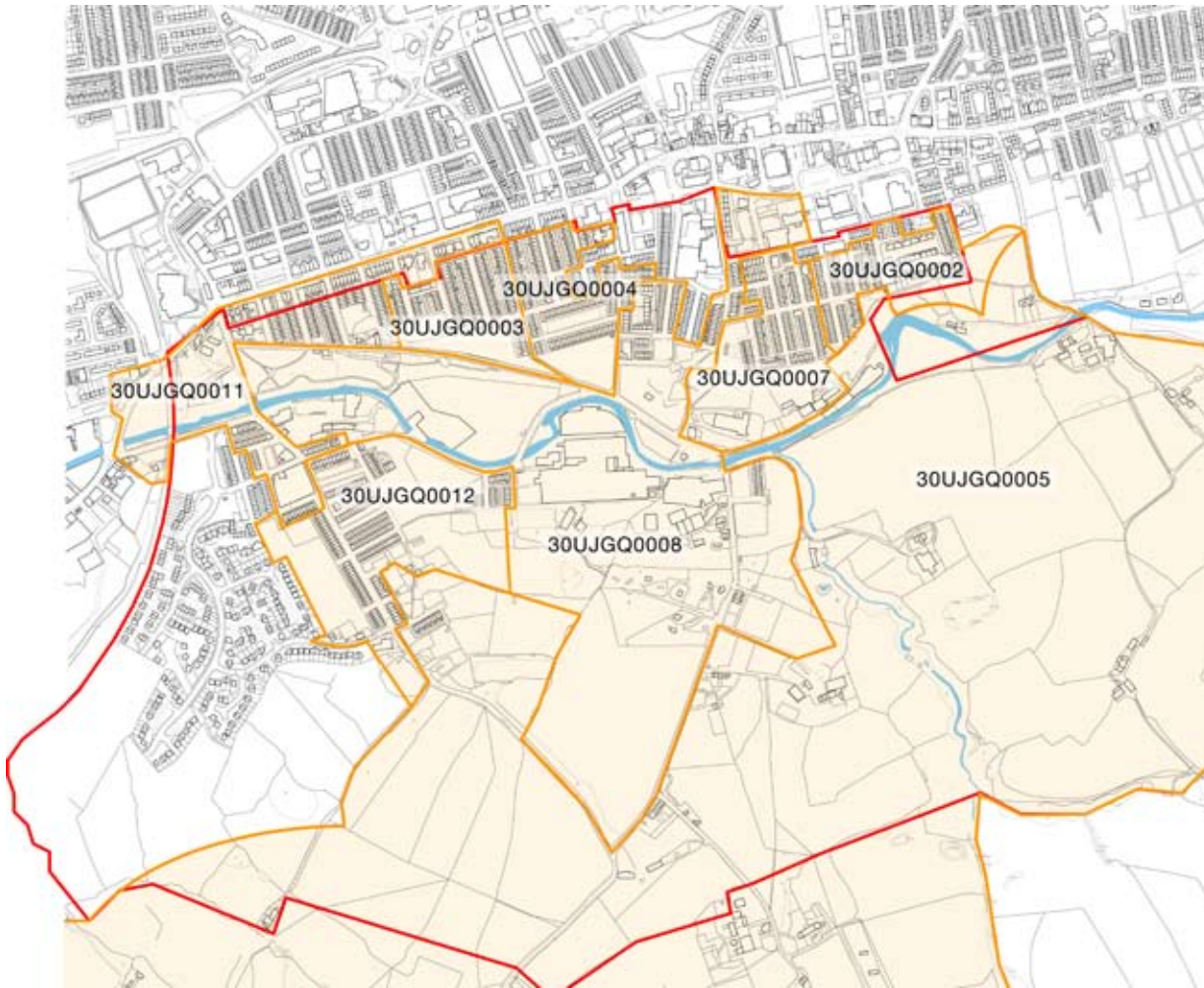
Deprivation

The SOA that covers the Waterside Ward was ranked 1,616 which falls within the 5% most deprived output areas in England and one of the five most deprived wards in the Borough. Breaking down the figures, South Valley scores particularly poorly on income, employment, environment and health, partly cancelled out by the excellent access to services.

Crime

From December 2005 to December 2006 a pilot initiative was undertaken in Waterside which has sought to alleviate a wide range of problems in the area using a multi-agency approach. The pilot has been very successful and after 12 months Waterside has vastly improved in terms of its environmental quality. The majority of back yards and back streets remain clear of rubbish and the level of littering and dog fouling on public space has reduced. Residents have also reported an increase in the satisfaction with the area in which they live. Crime in Waterside has also been reduced by 6% overall. This compares well with the rising crime leading up to the pilot.

Other aspects of crime in the area have also improved; personal robbery has reduced by 70%, which has a major influence on creating a safer public environment. Damage to buildings has also been reduced by 39%, showing a reduction in the level of anti-social attitudes of the population.



Super Output Area Boundaries

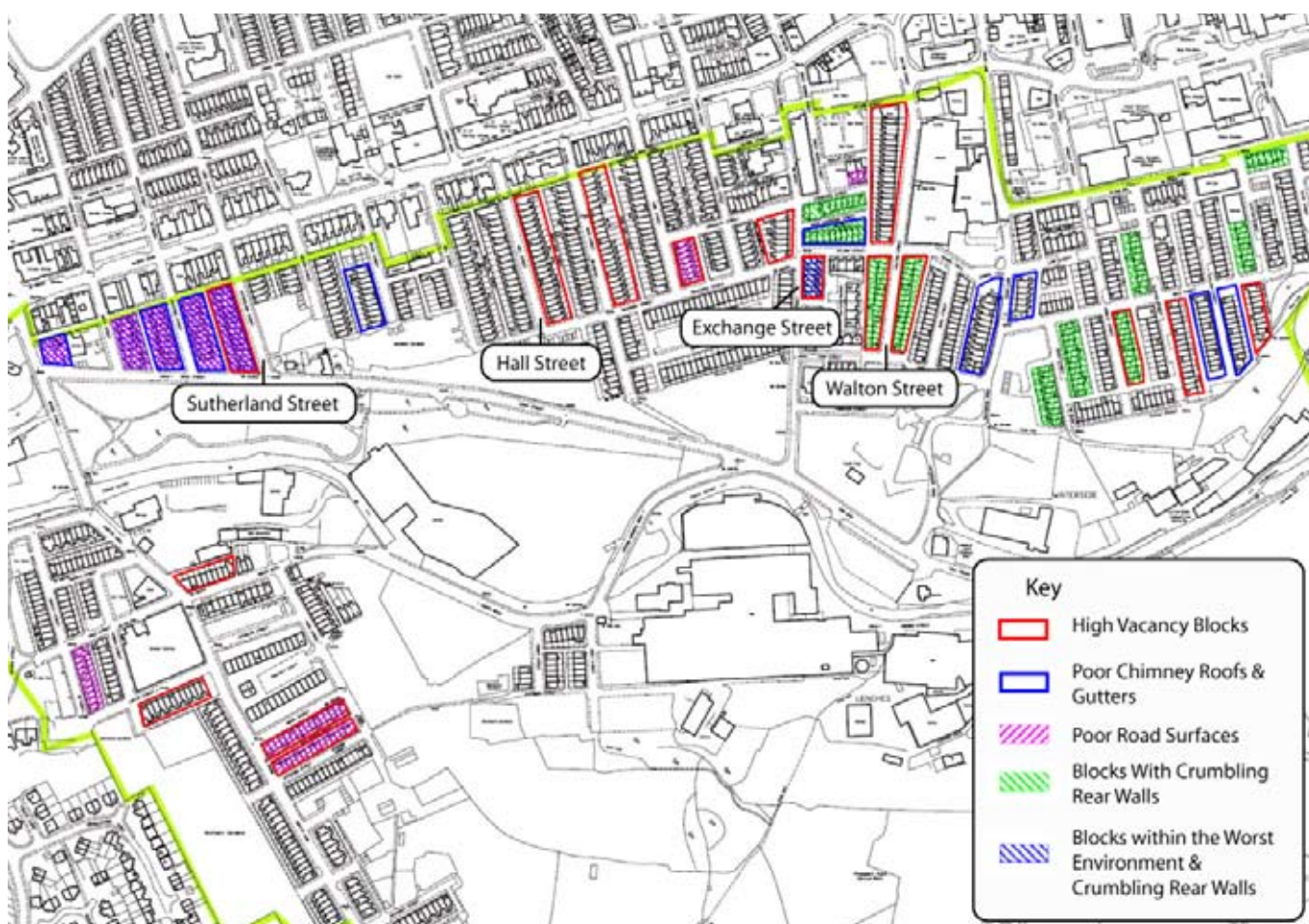
Context

Socio-Economic

Socio-Economic Data

Percentage

	OUTPUT AREAS (30UJGQ0)								MP AREA
	011	008	003	004	012	005	007	002	
Economic Activity									
All people (no.)	228	154	246	209	211	102	229	187	1,566
Economically active	57.0	52.6	67.1	47.8	60.7	83.3	61.6	52.9	59.3
Economically inactive	4.3	47.4	32.9	52.2	39.3	16.7	38.4	47.1	40.7
Qualifications									
All people (no.)	227	154	246	211	212	104	226	183	1,563
No qualifications	45.8	46.1	35.4	49.3	34.0	30.8	42.9	49.7	42.1
Level 1 qualifications	18.5	16.2	18.7	20.9	15.1	16.3	18.6	13.1	17.4
Level 2 qualifications	13.2	15.6	20.7	11.4	23.1	25.0	14.2	8.2	16.1
Level 3 qualifications	6.2	4.5	10.6	4.3	8.5	2.9	7.1	7.1	6.8
Level 4/5 qualifications	9.7	13.0	10.2	9.0	15.1	21.2	10.6	10.4	11.7
Other qualifications: Level unknown	6.6	4.5	4.5	5.2	4.2	3.8	6.6	11.5	6.0
Car Ownership									
All households (no.)	132	130	138	116	125	56	132	138	967
No car or van	35.6	64.6	39.1	47.4	29.6	8.9	51.5	50.0	43.3
1 car or van	50.8	27.7	47.1	43.1	60.8	42.9	35.6	40.6	43.5
2 cars or vans	13.6	7.7	11.6	6.9	7.2	42.9	12.9	7.2	11.6
3 cars or vans	0.0	0.0	2.2	2.6	0.0	5.4	0.0	2.2	1.2
4+ cars or vans	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.3
Total cars or vans (no.)	103	56	106	75	106	81	81	85	693
Limiting Long Term Illness									
All people (no.)	344	212	359	349	310	156	317	251	2,298
With a limiting long-term illness	26.5	30.7	19.8	20.9	20.0	12.8	22.4	34.7	23.5
Without a limiting long-term illness	73.5	69.3	80.2	79.1	80.0	87.2	77.6	65.3	76.5
Ethnic Group									
All people (no.)	345	211	360	352	312	156	316	251	2,303
White	90.7	96.2	86.1	77.3	87.2	100.0	76.3	95.2	87.1
Mixed	2.0	0.0	1.7	0.9	2.9	0.0	0.0	1.2	1.2
Asian or Asian British	7.2	3.8	12.2	21.0	9.9	0.0	23.7	3.6	11.6
Asian or Asian British: Indian	0.0	1.4	0.0	2.8	0.0	0.0	2.2	0.0	0.9
Asian or Asian British: Pakistani	5.2	2.4	12.2	18.2	9.9	0.0	20.6	3.6	10.2
Asian or Asian British: Bangladeshi	1.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.3
Asian or Asian British: Other Asian	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Black or Black British	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1



Housing Stock Condition

Housing Condition

GVA Grimley March 2004

Priority Area	% Unfit Blocks	% in Subs Repair	% Void	Total % in Poor Repair	Total Costs Now	Avg Costs Now	Additional Costs in 10 Years
North Valley	29.4	5.9	18.5	35.5	£235,702	£13,865	£101,051
Upper North Valley	22.7	22.7	7.4	45.5	£437,646	£19,893	£489,670
Lower South Valley	46.4	14.3	21.6	60.7	£603,374	£21,549	£1,288,057
South Valley	30.4	7.6	16.6	38.0	£2,360,330	£29,878	£3,086,604
Rest of Colne	18.8	3.4	2	22.2	£4,705,400	£9,770	£13,866,847
Total					£8,342,452		£18,832,229

In this section we summarise the work done in 2004 to survey the condition of the housing stock. It is clear that there are significant problems of vacancy, condition and poor environment. Since that time there is some evidence of improvements although some streets seem to have deteriorated.



A housing stock condition survey of Colne was completed by GVA Grimley in March 2004 as part of the Area Development Framework study. The survey included a physical survey, a socio-economic issues, an energy survey, an assessment of the cost of remedying unfitness and disrepair, a review of housing health and safety issues and a survey of the surrounding environment. The survey included a broad review of the whole area followed by more focussed work on the streets with the greatest number of vacancies.

Tenure and type

The survey showed that around 10% of the houses in Colne were private rented and 63% were owner-occupied. However 32% of the private rented sector were unfit compared to just 16% of the owner occupied houses. A borough-wide private sector condition survey in 2003 showed a strong correlation between unfitness and date of construction particularly with pre-1919 terraces.

Housing Condition

The survey found the following issues regarding stock condition in the Waterside area:

Vacancy: Overall there were 29 blocks within the ADF area identified as priorities because vacancy rates exceed 40%. 17 of these were within the South Valley Masterplan area. Of the 72 blocks in total with vacant dwellings, 39 (54.2%) were within the masterplan area. The vacancy rate in South Valley was 7.6%.

Unfitness and Substantial Disrepair: 37 of the 101 blocks identified in the Survey as containing unfit dwellings were in the South Valley Masterplan area. Of the 26 blocks identified as having the worst roofs and guttering, 12 (46%) were in the South Valley. 26 blocks were identified with structural

Market

Housing stock

problems - 11 (42.3%) in the South Valley. Overall 30.4% of blocks in South Valley were judged unfit and 16.6% to be in disrepair.

External environment: This looked at rear yards and passages, external environment and roads. 69 blocks had crumbling yard walls and uneven rear passages (18 in the masterplan area). 41 blocks were in the worst environment, 8 in the South Valley while 44 blocks had poor road surfaces, pavements and street lighting (14 in South Valley).

It can be seen from this table that South Valley (which corresponds with the study area) has a high percentage of unfit blocks at 30.4%, a fairly high void rate at 7.6% and a high 'total in disrepair' rate at 16.6%.

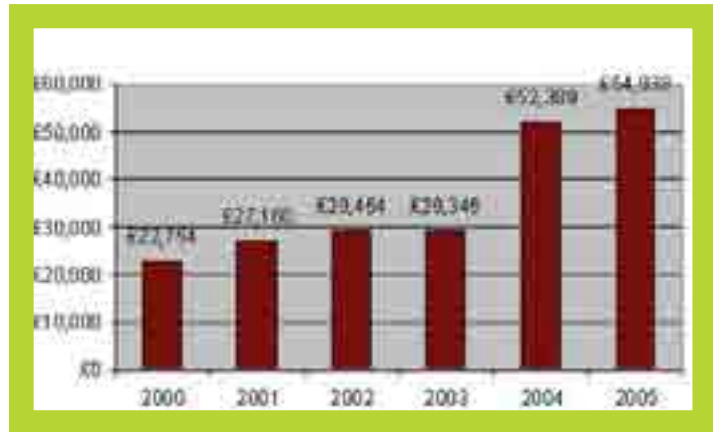
Survey Update

As part of the study we have revisited the survey findings. From this it seems that in at least 9 of the 17 blocks identified in the area with high levels of vacancy, the problems have got worse. The lower end of Walton Street is particularly poor with up to 19 properties appearing to be vacant compared with 3 two years ago. However at the upper end of the street a number of properties have been improved and vacancy has fallen. Hall Street also appeared to have improved since 2004 with little evidence of vacancy. There are however long-term vacancies on Sutherland Street and Exchange Street.



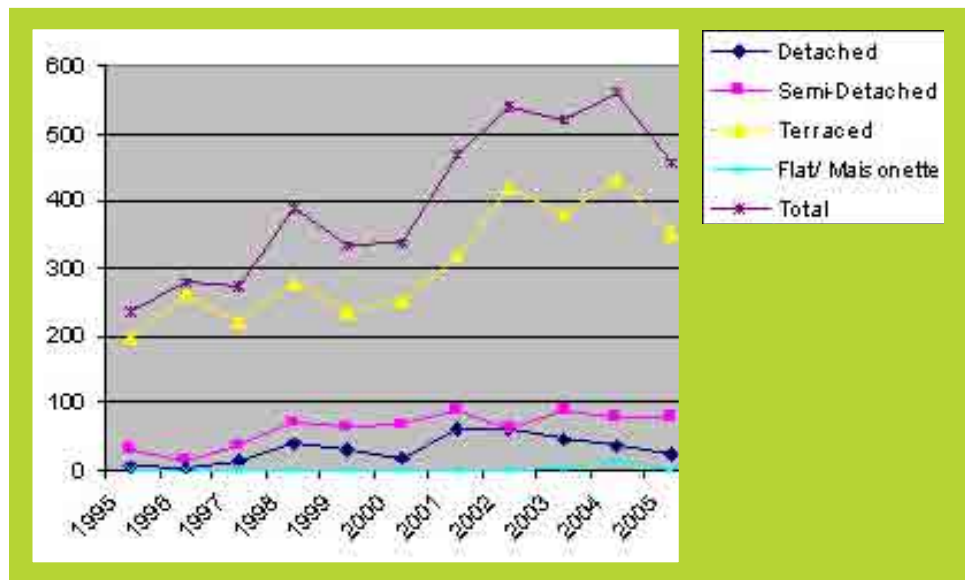
Terraced House Price Trend for the Masterplan Area

Source: Proviser



Colne Property Sales

Source: Proviser



Property Price Changes (£) 2001-2006

Source: Proviser



Market

Housing Values and Sales



Colne house prices are now exceeding Pendle wide averages. However an analysis of individual sales within South Valley shows that values here still remain some 40% below the North West average. There are good levels of demand for new housing in Pendle, including larger family housing.

The local market

Owner occupation in Pendle is above the national average at 75%. Nearly 10% of housing is privately rented and a similar amount rented from the council with 3% let by RSLs. The South Valley has high levels of owner occupation and private with very little social rented property.

In Pendle 58.6% of homes are pre-1919 with 31.7% across the North West. Semi-detached homes provide 22.2% of the stock, detached 12.4% and flats only 6.2%. South Valley has a similar mix. The average number of rooms per property in the area is in line with regional and national averages. However overcrowding rates are slightly above the North West average, but below the national average.

House prices across Pendle continue to remain well below the average for the North West and England & Wales as a whole. The differential in house prices has increased between Pendle and the rest of the country from around £70,000 in 2001 to £100,000 in 2006. The South Valley masterplan area has generally mirrored the property price changes in the wider Colne area, with the largest growth between 2003 and 2004. However, property in the South Valley is predominantly terraced and the average price in 2005 was £55,000, around £30,000 less than for the wider Colne area in 2005. Prices in Colne are now exceeding the

Borough wide average. Property prices in 2005 remained fairly low at £90,036 per dwelling in comparison to other local authorities. The Ribbles Valley commanded the highest property prices at £207,449, over £117,000 than Pendle. House prices in Colne are higher than a number of local towns at an average of £101,563 per property.

There has been an increasing volume of sales in Colne since 1999. Sales reached a peak in 2004 with 561 transactions. The vast majority of sales in Colne are within the terraced housing sector. Terraced house prices grew slowly in the masterplan area up until 2003, before a sharp increase in average values in 2004. Although the average price for a terraced property is still more than 40% below that in the North West, the rate of increase also remains much lower at 4.9% compared to 7.6%.

There are a variety of new housing developments underway in the Pendle area, including Standroyd Drive with asking prices ranging from £205,000 to £239,950 and Edge Farm, Nelson where property prices range from £149,950 to £159,950.

New housing completions

1317 new homes were built in Pendle between 2001 and 2005. 68% of these were on brownfield land and more than 70% were houses or bungalows with average at 44 dwellings per annum. As described above, taking into account permissions, Pendle is deemed to be in a state of oversupply and is therefore subject to a moratorium on all new housing permissions.



Supply of Accommodation

Source: ODPM – Commercial & Industrial Floorspace & Rateable Value Statistics 2005 on Neighbourhood Statistics

	INDUSTRIAL		WAREHOUSES		OFFICE	
Location	No of Properties	Floorspace Sq.m	No of Properties	Floorspace Sq.m	No of Properties	Floorspace Sq.m
East Lancashire	4,242	5,205,000	3,570	2,483,000	2,628	602,000
Pendle	642	822,000	600	329,000	354	61,000
Waterside	99	87,000	101	54,000	61	9,000

Market

Commercial and Retail



Employment Space

East Lancashire is in a process of transition away from traditional manufacturing industries to higher value growth sectors. However it lacks sufficient high-quality land and property to attract inward investment from modern and growing companies. The Pendle market has traditionally catered for industrial rather than office premises, with office accommodation confined to purpose built premises in Nelson Town centre. Within South Valley manufacturing and distribution are the main businesses, but there will be a need to reconfigure this provision if the current businesses are to modernise, compete and grow.

In respect of office space the masterplan area will not attract large space occupiers, however as the economy starts to restructure, demand for both grow on and starter business units will increase. There will also be increased demand for office accommodation linked to studio/workshop premises for businesses operating in the service sector, IT and other knowledge based and creative industries.

Retailing

The main retail provision for the town is provided on Albert Road, Church Street and Market Street. The centre has 221 units and its key roles include: convenience and comparison shopping, services, entertainment and community facilities. There is a Tesco and Co-op foodstore in the town, many residents shop at the out of town ASDA and Aldi.

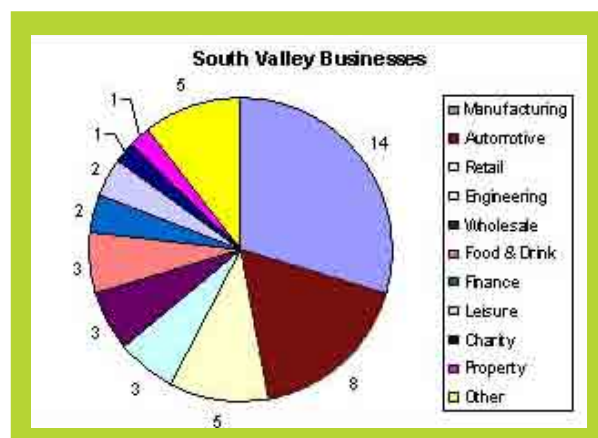
The regional shopping hierarchy is dominated by Manchester, the Trafford Centre and Preston. Most non-food shopping (comparison goods) is carried out in these larger centres while most convenience goods are purchased in local and district centres.

The Pendle economy is in a state of transition from an industrial past to what will hopefully be a knowledge based future. The South Valley was once the industrial heart of Colne and the former mill still provides a range of employment. However the area is not well suited to modern industry and has poor access. Future employment is therefore likely to focus on the motorway junctions. Colne town centre operates as a local shopping centre. Increasing the South Valley population will support local shops and services

Colne is ranked 1,222nd in the national retail rankings. This compares to 605th for Nelson and 34th for Preston. Colne's shops are mostly independent retailers with the only national names being the banks, convenience food stores and a Boots. The centre has a catchment population of 10,000 whilst 161,000 people live within a 10 mile radius of the centre. Colne's current comparison goods spend is £3.95 million and its convenience goods spend £2.25 million. However just over 13% of retail units in the town centre are vacant.

There are a small number of convenience stores in the South Valley including fish and chip shops, grocery stores and an off-licence.

Vacancy rates are currently around 13%. There were 6 recorded retailer requirements for space in Colne in September 2006, including First Choice Holidays, Pets at Home and Brewers Fayre/Premier Travel Inn, not all of these were for the high street.



Analysis of South Valley Businesses by type
Source King Sturge

Local Business

in Waterside

An overview has been undertaken of the stock of business located within the South Valley Masterplan area. A total of 47 businesses were identified, of which 38 are commercial operations occupying mainly industrial premises, 8 retail/wholesale services and 3 food outlets. Each business was requested to complete a Survey to help provide an understanding of their business operations and the experience of the area. A full analysis of the results is appended, and some elements of the survey have helped in inform our understanding of the business activity.

The majority of the businesses in the Masterplan area are concentrated in the valley floor and are predominantly industrial in nature. Several of the buildings are in the ownership and occupation of LBS, a horticultural supplies business, who also lease out a number of premises. Other businesses include textile based suppliers car repairers and engineering companies. It is recognised that these businesses provide a small but valuable employment base in Colne.

As is common in the older industrial parts of East Lancashire many of the premises occupied are older style stone industrial buildings some with more modern additions. Such premises even in a good state of repair may not support the changing needs of modern businesses. Indeed those not on the valley floor tend to be in less appropriate locations i.e. alongside terraced houses and on steeply inclined, narrow streets.

The information supplied by these commercial businesses through the survey has provided some understanding of the issues impacting businesses activities within the area, as well as an indication of the likely future of those

businesses. Notable points from the questionnaires include:

- The need for better lighting and signage
- Difficulty of access to for HGVs
- Problems with antisocial behaviour and vandalism
- Environment poor
- Limited space for expansion

Of the twenty six businesses who responded, only four did not foresee themselves remaining in the masterplan area in 5 years time. Although this very positive for the area in terms of retaining employment opportunities it could raise issues in respect of the aspiration to improve the local environment. Many of the businesses occupy lower grade premises.

LBS

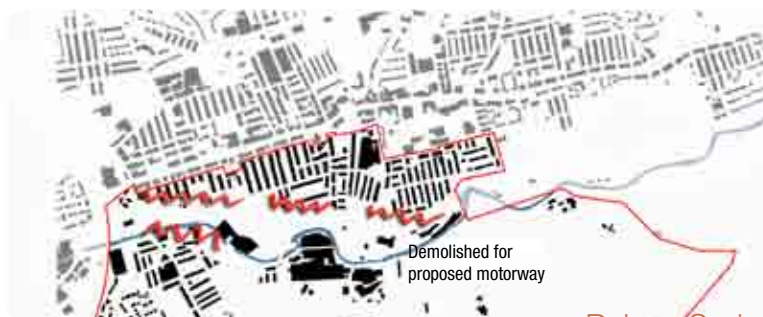
As mentioned above LBS occupy or lease out a substantial part of the floorspace within the South Valley. In addition they occupy other premises in Colne at Stanroyd Mill in Cotton Tree. LBS have indicated that they would be keen to consolidate their businesses onto one site and would ideally seek a new large floor plate warehouse premises with good outside space. They have looked at the option of relocating to the Valley floor but this is not a viable option in the long term. The departure of LBS would have a significant impact in respect of loss of employment in waterside but would create opportunities for rationalisation and rezoning of employment uses in the Masterplan Area which could allow the release of sites for higher value uses on the valley floor. In addition this would bring valuable environmental improvements to the area.



In the early 19th century the two original settlements can still clearly be seen. Waterside to the south was the original settlement on the North/south route to Yorkshire. Later Colne grew up around the cross roads with Nelson Road and grew into the dominant centre.



By the mid 19th century Waterside had been subsumed into the expanding town. Large mills filled the valley bottom initially using waterpower and later coal. The steep slopes between the two villages were filled with terraces millworker houses.

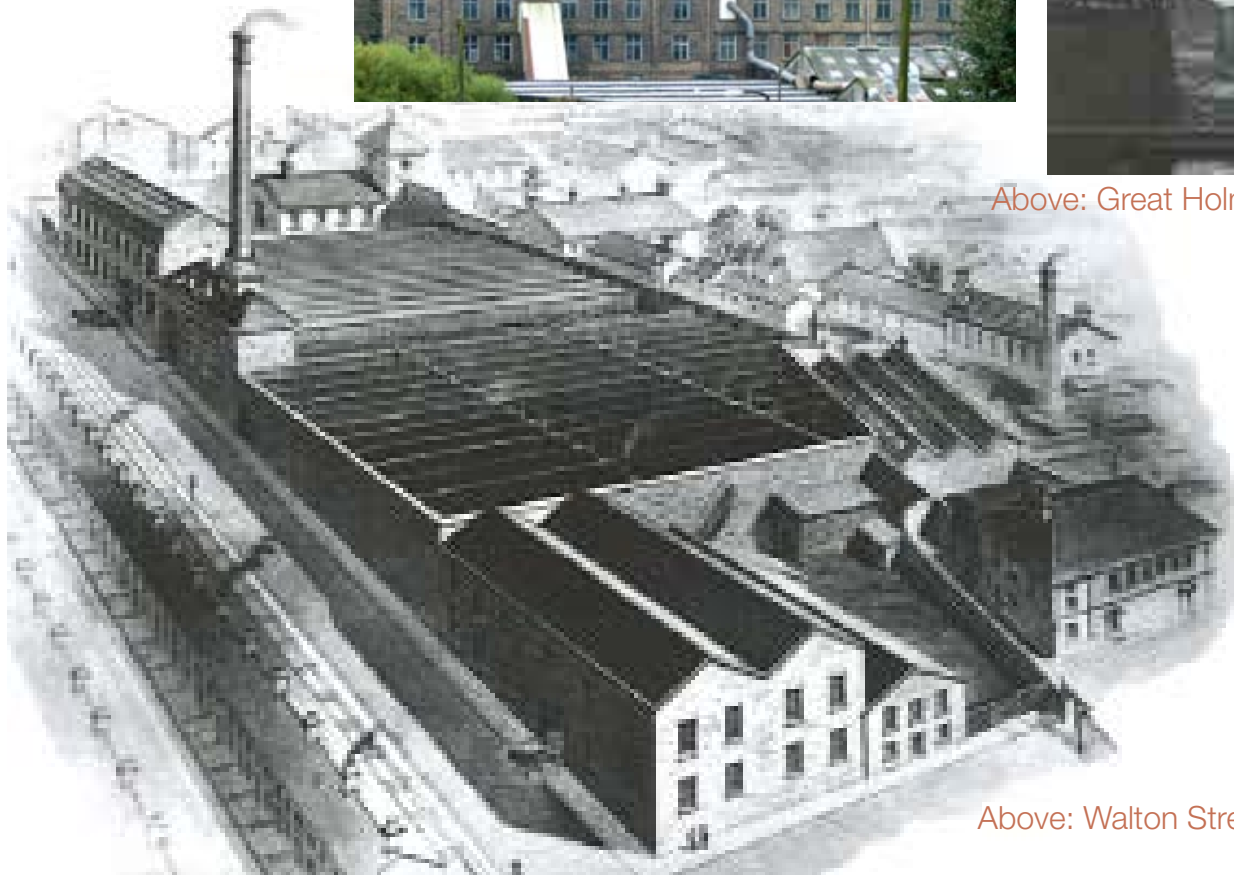


By the late 20th century a swath had been cut through the area in anticipation of a motorway that was never built. Waterside Village has disappeared completely along with around half of the mills.

Below: Spring Garden Mill



Above: Great Holme and Walk Mill



Above: Walton Street

Townscape

The development of the South Valley



The roots of Colne lie in the South Valley. Waterside Village that once stood in the valley bottom was the original settlement in the area, sadly cleared for a motorway that was never built in the 1980s. Spring Gardens Mill in the valley bottom was also central to the town's economy with workers living in the terraces clinging to the valley side. The decline of the cotton industry and clearance for the motorway have transformed the neighbourhood from the social and economic heart of Colne to a neglected fringe of the town.

The name Colne is derived from the Celtic 'Coln' meaning 'the habitation by the rushing water'. The earliest settlement was the medieval village of Waterside. This stood in next to the Bridge in Waterside on the sloping area of grass on Waterside Road. The bridge was first mentioned in 1323, it was last rebuilt in 1790 and is Grade II listed. It was once an important link on the Kings highway linking Lancashire and Yorkshire.

The industrial revolution

In the 16th century Colne started to industrialise initially with the production of wool, including fulling spinning and weaving. At the time it was larger than Burnley and due to its proximity to Yorkshire was the last of the Lancashire towns to switch from wool to cotton.

By the end of the 18th century cotton manufacturing dominated the local economy. By 1824 there were only three wool manufacturers left in the town and 22 cotton mills. Its growth accelerated with the completion of the Leeds-Liverpool Canal in 1816 which linked the area export markets while nearby coal deposits allowed the mills to mechanise. By this time the original Waterside Village had been joined by a second settlement - Colne at the junction of Albert Road and Colne Lane. By 1912 Albert Road had become the main thoroughfare through the town and

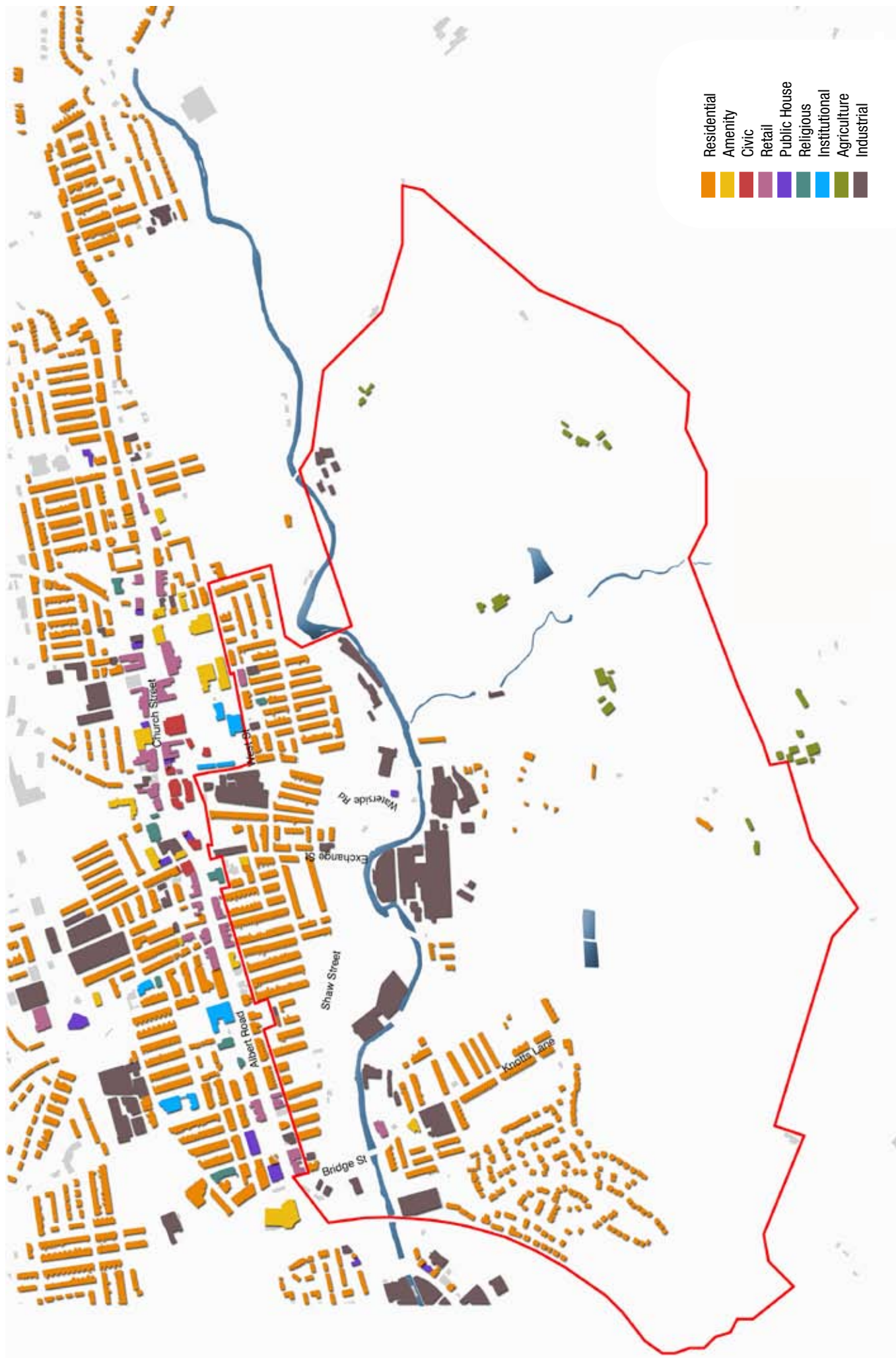
Waterside Village became something of a bywater.

The South Valley developed as a neighbourhood of mill worker terraces clinging to the steep sides of the valley. Film from the 1920s (shown at the consultation workshop) shows workers pouring out of the mills. The neighbourhood became an important centre for nonconformist religious groups and Colne's first Sunday school opened in the area in 1800.

20th century decline

The decline of the cotton industry in the 20th century led to the decline of Waterside. Some of the terraces were identified for clearance as early as the 1930s. Since that time significant parts of the area's Victorian legacy have been cleared including historic religious buildings, pubs such as The Robin Hood and Old Duke inns and perhaps saddest of all, the Piece Hall, Atkinsons Hall and the closure of Colne's fine railway station.

In the 1980s there were plans to extend the M65 Motorway through the South Valley. Housing in the area was bought up and demolished, however a well organised campaign against the road was mounted. Many people who came to Colne to resist the road still live in the area. The road plans were eventually dropped but Waterside Village had been cleared and a jagged swath of open space had been cut through the valley part of which has been turned into the Millennium Green .



Townscape

Land use

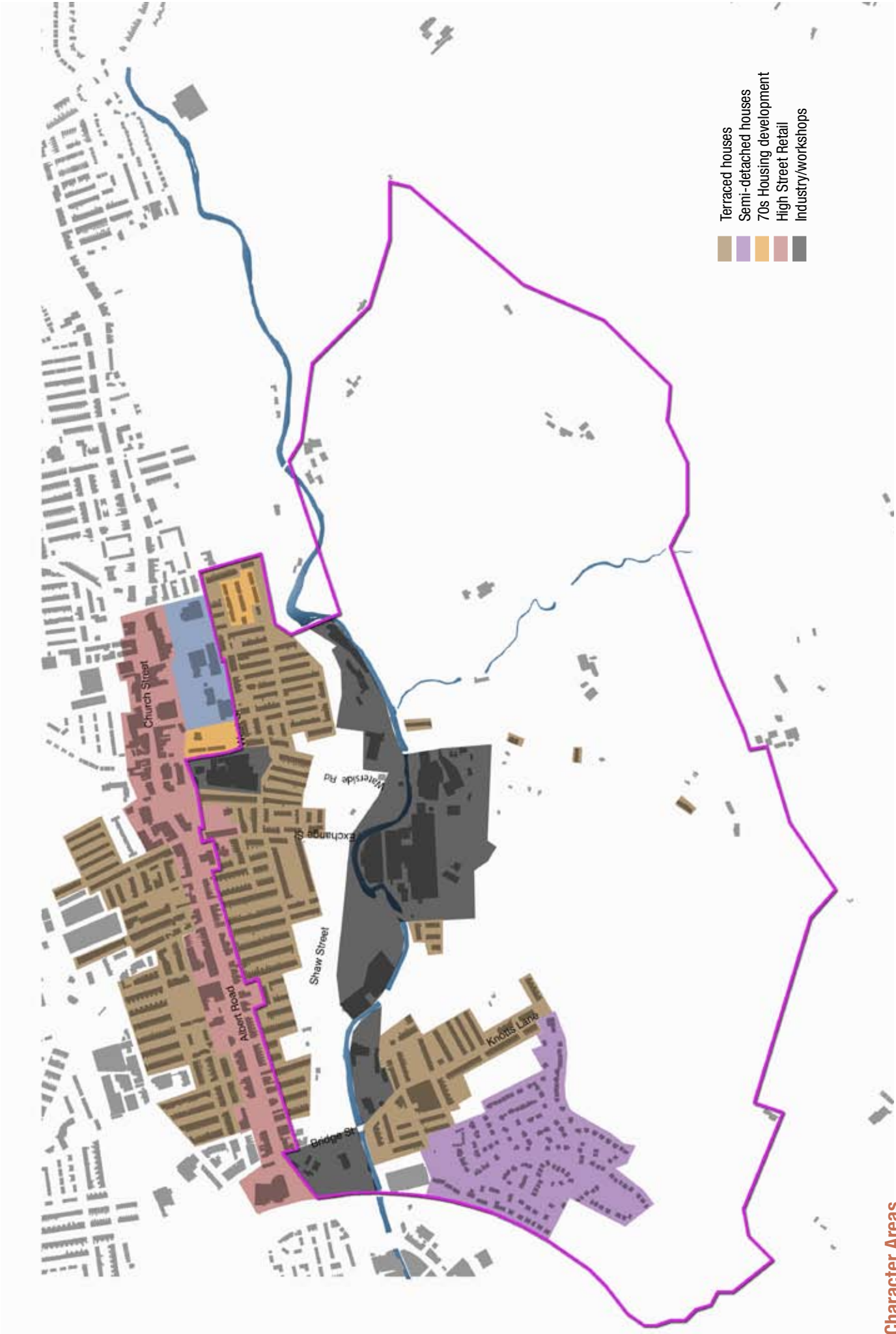
The South Valley is characterised by a series of distinct land use and character areas. The historic and attractive town centre links directly to attractive terraced streets running down the slope with views across the valley. The bottom of the valley is dominated by long views to the historic mill. However many of the industrial premises have little intrinsic character. The south west part of the valley has been developed with suburban housing.

The land-use plan shows the disappearance of many of Colne's historic buildings. Waterside Village has entirely disappeared and instead the town has a traditional structure that has grown up along a high street which in Colne's case runs along the ridge of the hill. Albert Road and Church Street are lined with shops and institutional uses. The terraced housing starts directly behind the shops and runs north and south to the point where the slope becomes too steep.

The valley bottom in South Valley is characterised by industry running along the river. This area is dominated by the historic Spring Garden Mill and its weaving sheds. However many of the industrial buildings in the valley bottom are more recent and of utilitarian character. The industrial uses in the valley bottom are dominated by LBS who run a garden supplies business from a number of premises in the area and own other property that they lease out. In addition to this the valley includes a stone yard, a chemical works (a high tech research business), and small scale manufacturers and workshops.



The southern side of South Valley is rural in character. There are some remnants of terraced housing, the most significant being on Knotts Lane with small communities on Lenchers Fold and Green Road. In addition to this, land west of Knotts Lane has been released for housing development. This is former industrial land and so is brownfield development, nevertheless it represents an urban extension of the town, suburban in character and disconnected from the centre. Also on the southern slopes of the hill is a caravan park that is lived in permanently by its occupants. The owner and residents have aspirations to turn this into an eco-community.



Townscape

Character areas

Character Areas

The history of the area and the land uses described above combine to create a series of quite distinct character areas:

Terraced Housing: The terraced housing streets have considerable character. Many remain cobbled with Yorkstone flag stone pavements and stone-fronted housing. The streets generally run down the hill creating the distinctive character of sloping views to the mill and the wooded slopes across the valley.

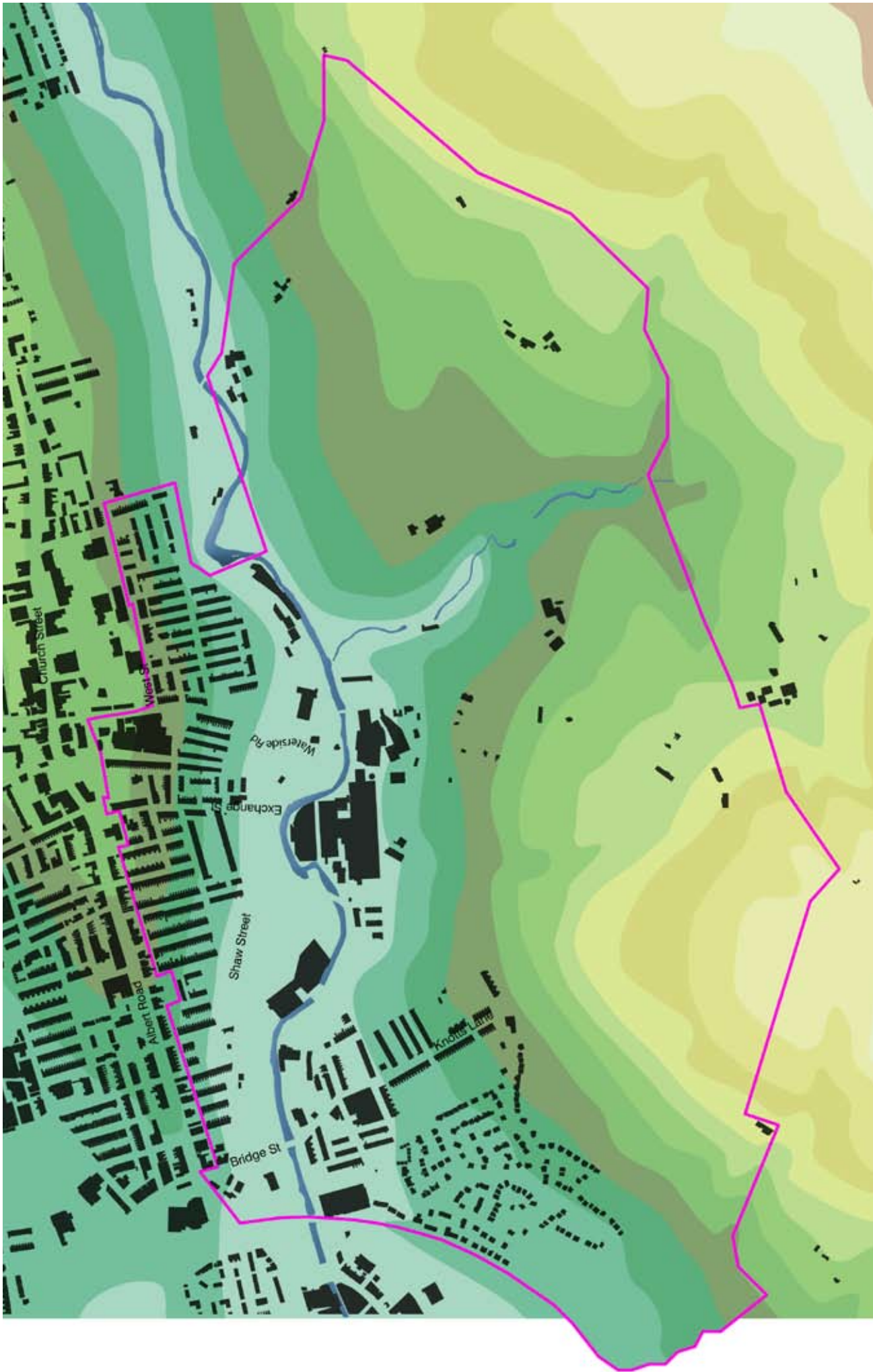
Semi-detached housing: The new housing, while stone-fronted and built to a good quality of finish, lacks character. The low density curving streets are at odds with the character of much of Colne.

Recent development: There is very little other recent housing in the area with the exception of a couple of areas of housing from the 1970s and a new housing development at the top of Hagg Street.

The high street: The core of distinctive high street is a beautiful historic street marked by the tower of the town hall on the top of the hill. This is as good as many historic Lancashire and Yorkshire towns and retains a number of traditional shops and independent retailers.

Institutional uses: Unfortunately the historic Piece Hall was demolished in the 1970s and the redevelopment is infinitely inferior in quality. This however is set back from the high street and therefore does not undermine the quality of the town.

Industry: The industry in the valley bottom is dominated by Spring Garden Mill which is an attractive Victorian industrial building. However much of the industry is poor quality and of little townscape quality.



Topography

Townscape

Topography and Urban Form

The South Valley has a distinctive townscape which gives it a unique character. It is built into a steep valley and the terraced streets run down the hill giving views across the valley to the wooded slopes to the south and the mill in the valley bottom. The bottom of the valley is however much more fractured in its urban form.

Topography

As its name suggest the South Valley is in a valley. The south facing bank consists primarily of two storey terrace housing running down the slope. The result is an impressive rigor of roof's climbing up the hill when viewed from the other side of the valley. The buildings in the valley are mainly large sheds 1-2 storeys high with the exception of Spring Gardens Mill at 5 stories.

Urban form

The plan to the left is a 'figure ground' plan of the South Valley. This shows only the buildings of the area and is a good way of revealing its urban form. This includes the density of development, the extent to which public spaces are enclosed by buildings and the grain of development as described below.

Density

When this plan is compared to the historic plans on the previous page it is clear that many of the streets and buildings in the area remain intact. The main difference to the historic figure ground drawings is the large gap running along the bottom of the valley. This was in part been caused by the decline in industry in the area and also selective

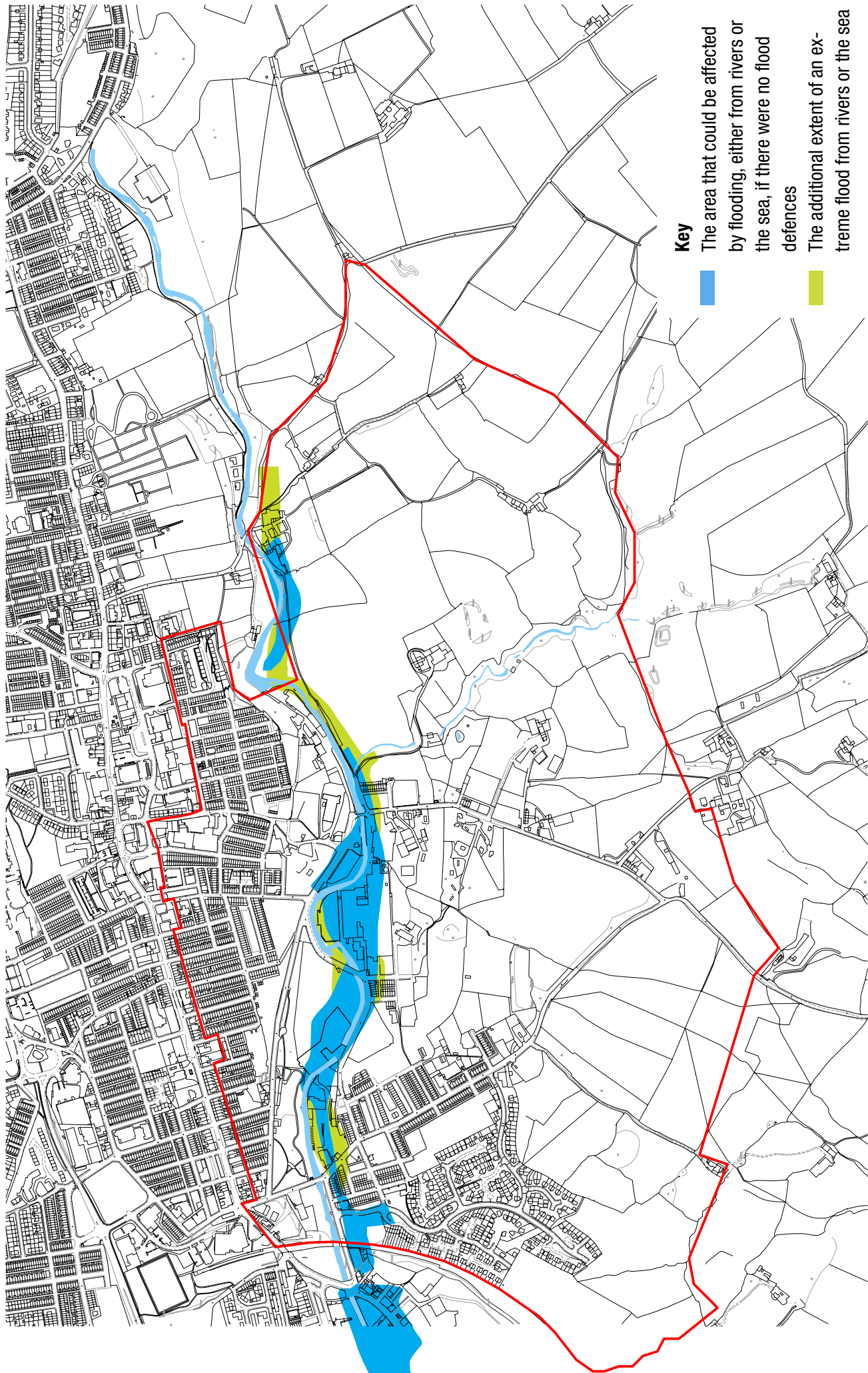
clearance in the 70's for the proposed motorway that was successfully stopped. The result is a large area of open space that is poorly enclosed and as a result is underused and unmanaged.

The enclosure of space

All successful urban streets are enclosed by a continuous frontage of buildings. This means that on a 'figure ground' plan, the streets stand out clearly. Within the South Valley Albert Road can clearly be seen running along the northern edge of the site with the majority of the roads running down the valley also intact. The road layout is less clear in the new development in the South West of the Site where there are virtually no roads visible.

Grain

The plan also shows the urban grain of the South Valley. Fine grained areas have lots of small buildings while course grained areas are made up of larger repetitive structures (compare Exchange street to Waterside Mill). The south valley is predominantly made up of fine grained buildings to the north of the site which run down the valley reinforcing the streets. The valley bottom being predominantly an industrial area contains a courser grain with a looser structure.



Key

- The area that could be affected by flooding, either from rivers or the sea, if there were no flood defences
- The additional extent of an extreme flood from rivers or the sea

Townscape

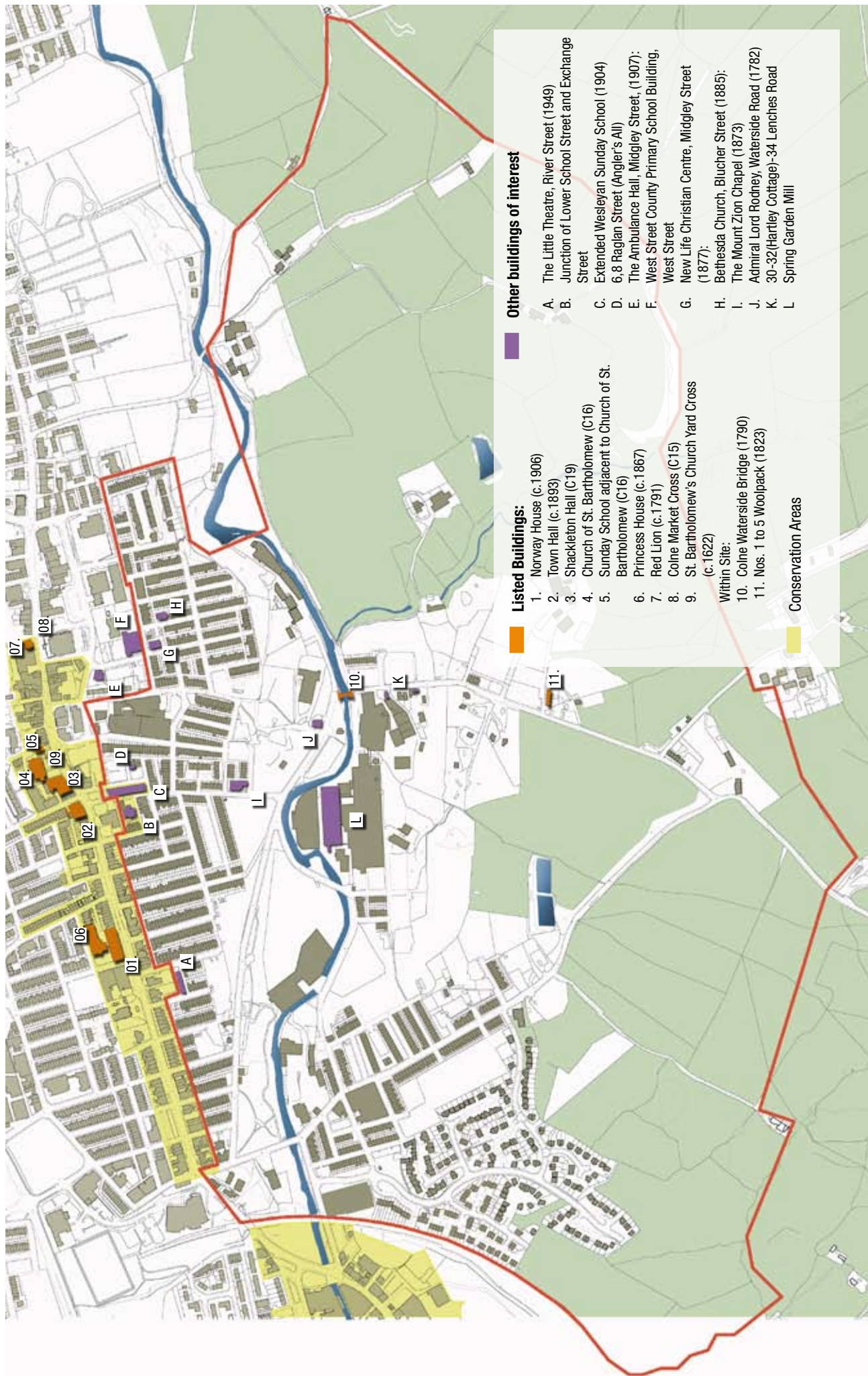
Flooding

Colne Water is subject to flood risk, the degree of this will vary and affect what can be developed and where it can be located. Further work on the probability and degree of flooding predicted along sites adjacent to the watercourse will be required to inform the suitability of land for new development.

Blue on the drawing opposite shows the area that could be affected by flooding, if there were no flood defences. This area could be flooded from a river by a flood that has a 1% (1 in 100) or greater chance of happening each year.

Green shows the additional extent of an extreme flood from rivers or the sea. These outlying areas are likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.

The plan shows the extent of the natural floodplain if there were no flood defences or certain other manmade structures and channel improvements.



Townscape

Built Heritage

The South Valley area is part of the historic town of Colne. The historic centre of the town along Albert Road is a conservation area with a fine collection of listed buildings. There are virtually no listed buildings in the South Valley. However it does have a distinct historic character and a fine collection of buildings of architectural and historic value.

The centre of Colne retains much of its historic character. This is reflected in its Conservation Area status and the number of listed buildings on the street detailed on the plan opposite. However there are only two listed structures in the masterplan area:

□ **Colne Waterside Bridge:** A bridge has existed in this location since the 12th century. The present structure dates from 1790 and is a Grade II Listed structure. This was an important bridge on the main highway from Burnley to Halifax.

□ **1 to 5 Woolpack:** These five stone cottages date from 1823 and are Grade II Listed.

There are however a number of other structures in the area that, while not listed are of historical and architectural interest. These include:

- The Little Theatre, River Street (1949)
- Junction of Lower School Street and Exchange Street
- Extended Wesleyan Sunday School (1904)
- 6,8 Raglan Street (Angler's All)
- The Ambulance Hall, Midgley Street, (1907):
- West Street County Primary School Building, West Street
- New Life Christian Centre, Midgley Street (1877):
- Bethesda Church, Blucher Street (1885):
- The Mount Zion Chapel (1873)
- Admiral Lord Rodney, Waterside Road (1782)
- 30-32(Hartley Cottage)-34 Lenches Road
- Spring Garden Mill



Mount Zion Chapel

Spring Gardens Mill: originally built 1844-54 by Nicolas England as an integrated cotton spinning and weaving. It was destroyed by fire in 1875 and rebuilt in 1891 and 1910 doubling the weaving capacity of the mill.



Admiral Lord Rodney

New Life Christian Centre



Mount Zion Chapel



The Ambulance Hall



Lenches Fold



Nos. 1-5 Woolpack



West Street Primary School



Bethesda Chapel





Townscape

Because of the topography of the South Valley an important part of its character depends on a series of key views. These include views from the north/south routes leading from Nelson Road with views across the valley, many dominated by Spring Garden Mills. There are also views from within the study area towards the town centre and particularly towards key landmarks such as the town hall.

There are two major types of views in the area; important local views up or down streets and important panoramas from key viewpoints. These views are special because of the way that the topography provides a rural backdrop to many of the views down terraced streets. It is also because of the landmark buildings in the area shown in orange on the plan. The key landmarks are those on the crest of the hill in the town centre, particularly the town hall and the mill in the valley bottom. The following views have been explored as part of the study and will be protected through the masterplanning exercise:

1. View from Knotts Lane looking North across the valley to the town centre.
2. Panoramic view off Knotts Lane looking North comprising the mill and terraced housing in its countryside setting.
3. Panoramic view from Woolpack of Colne of all the key buildings - the Town Hall, the Municipal Corporation Dome and St. Bartholomew's church.
4. View from Exchange Street looking South towards Spring Garden Mill.
5. View from Great George Street terminated by the distinctive bank building on Church Street.
6. View from Exchange Street terminated by the Town Hall.
7. View from Earl Street looking South
8. View from Crabtree Street looking South
9. View from Sutherland Street looking South

These last two views are typical of the views from the terraced streets down the slopes into the valley. In these views the landscape is framed by the terraced housing.



Views and Landmarks

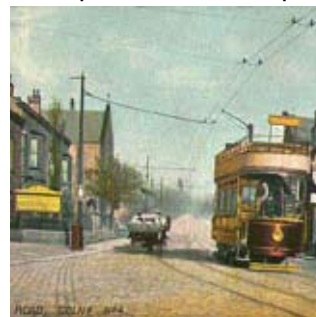


Streets

The streets of the area are as important as part of the area's history as the buildings. As described in the history section Colne was built at a cross roads of Nelson Road and Waterside Lane/Colne Lane. The original high streets are marked on the plan and while Colne Lane has faded into insignificance it could still become an important element of the masterplan. The terraced streets are also an important part of the area's character. The grid of terraces is also shown on the plan and continues southwards until the land became too steep.

The north south orientation of these streets are what makes the townscape of the area so dramatic and should be preserved in the masterplan.

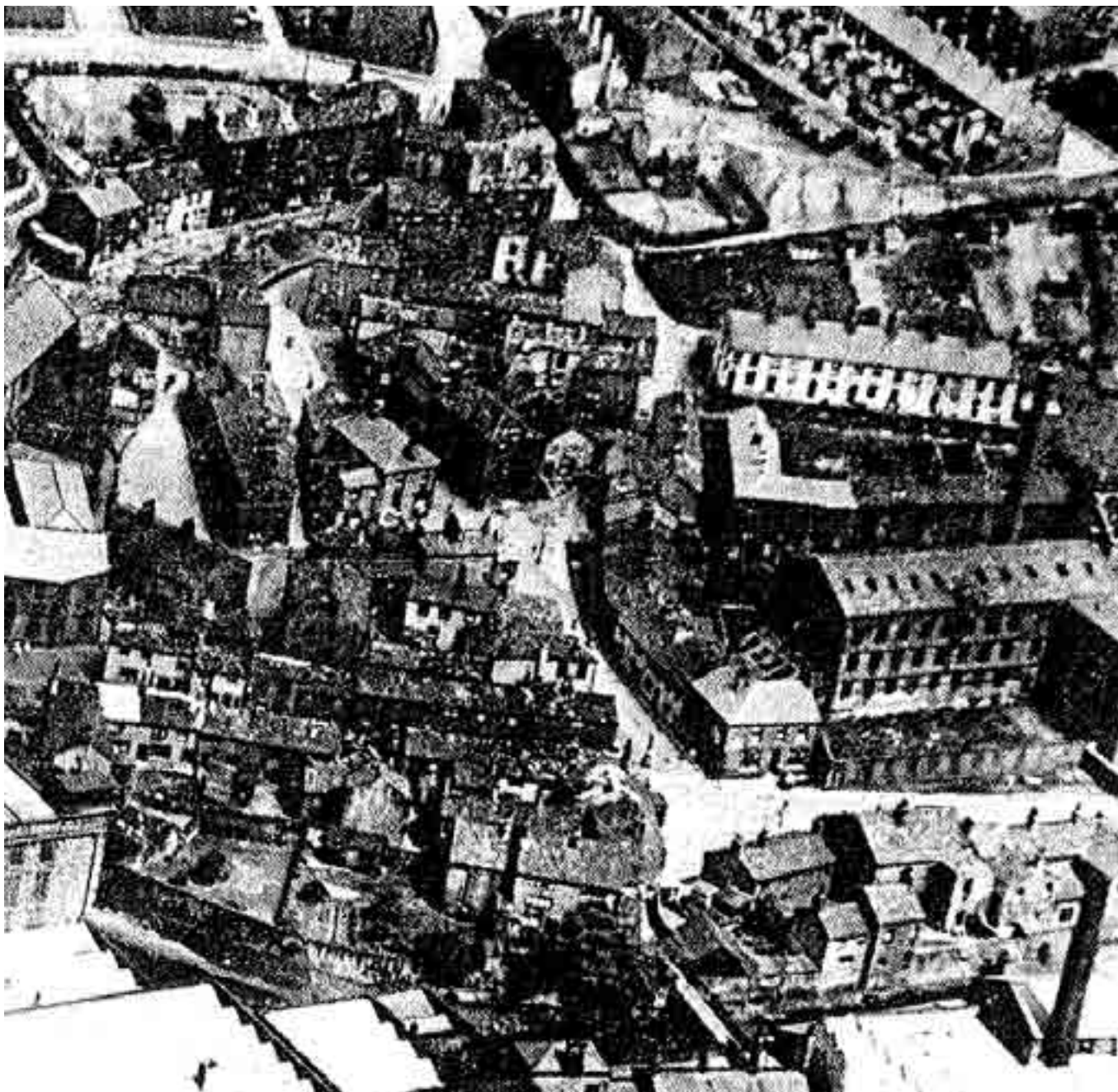
The more recent suburban streets in the south west of the area show little respect for these historic patterns. It is important that the masterplan builds upon the historic character of the area so that new development can respect and repair the area's unique character.



Colne & Trawden Light Railway
1905



Waterside Road looking N (1782)



Aerial View of Colne Waterside before
Clearance in the 1930s



Waterside Bridge

Waterside Bridge

Townscape

We have brought together the historical and townscape analysis described on the previous pages into a heritage assessment. This follows the advice set out by English Heritage for Housing Market Renewal Areas and concludes that Colne's heritage is valuable and must be preserved. This however is no bar to regeneration, indeed exploiting the heritage and character of the Colne and the South Valley will be an important part of its regeneration.

a. Nature and Extent of Heritage Assets

Colne stands in a region of rich rural and industrial heritage and can easily be overlooked in favour of some of the neighbouring villages such as Barrowford. Colne is a town that dates back for a thousand or so years. The South Valley used to contain Waterside Village, the original settlement in the area, now sadly demolished. Indeed most traces of Colne's early history have disappeared and its heritage value today is a fairly complete example of a Victorian Industrial town. The South Valley retains sufficient industrial heritage in the mills and the terraces to get a strong sense of the town's past. Although the mill is now slightly hidden behind later sheds, it forms a dramatic backdrop to the neighbourhood. Nearby there are a few remaining cottages dating to the proto -and early- industrial era, such as at Lenches. The Waterside bridge also dates back to this time and has stood on this site for many centuries.

The topography of mills in the valley bottoms and tightly packed terraces on the valley sides is typical of the Lancashire mill towns. Many of the terraces streets still have their original cobbled surfaces and while some of the housing is in poor repair the stock is generally well built and has a good deal of character. The terraces are interspersed by places of worship and small industrial units including several hidden gems such as the Zion church (now used as a joinery), the Wesleyan Sunday School building, and the New life Christian Centre. The neighbourhood retains an original school but sadly only one of the original pubs, the Admiral Lord Rodney at Mill Green, once at the centre of Waterside village.

Heritage Assessment

b. How these assets are valued by the community:

These heritage assets are highly prized by the local community. Older residents have memories of when Colne was a working mill town. Colners are particularly proud of the steep terraced street form that is dominant throughout the neighbourhood. An issue regularly raised during consultation was the importance of retaining the street character of the area, by maintaining house exteriors and street form while reinstating or improving the cobbled streets and back alleyways.

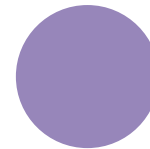
c. How they effect the future sustainable development of the town and surroundings:

The heritage of Colne is vital in giving the town a sense of identity and creating an environment to attract new residents, businesses and visitors. It is therefore an important spur to regeneration. There is therefore no reason why the heritage that we have identified cannot be retained and enhanced as part of the development of South Valley.

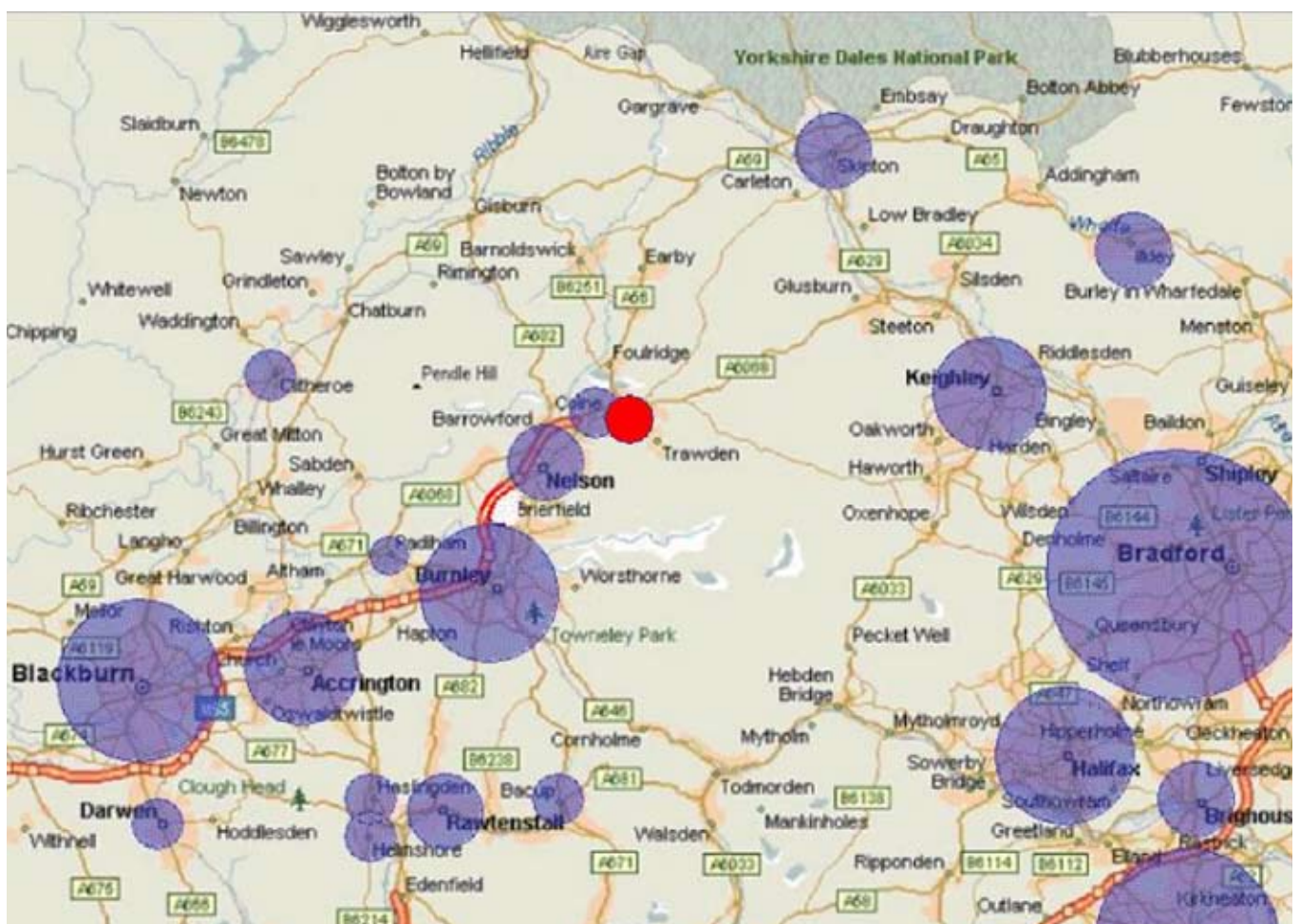
d. How will these assets be protected, enhanced as part of housing market renewal programmes:

A great deal of work has already been undertaken to protect and improve the Albert Road Conservation area on the border of the study area. The key challenges in retaining and enhancing heritage in the South Valley are:

- ☐ Ensuring that new development respects and reinforces the historic street pattern of the area.
- ☐ To find a new use for the historic industrial buildings in the valley bottom that are likely to be vacated in the short to medium term.
- ☐ To upgrade the terraced housing to give them an extended life. This is likely to include refurbishment, remodelling of external spaces and possibly home-zoning of streets.



Settlements sizes
surrounding Colne





As part of the study of the area, Transportation Planning Partnership (TPP) has undertaken an assessment of transport issues within the area. This shows the area to be well connected by road and public transport, both in the wider region and the immediate area. There are, however, with transport links to Yorkshire

Transport

Transport Assessment

South Valley Travel Demand Analysis

The travel needs of the South Valley community depend on two issues; the accessibility of local facilities available to them and the available choice of alternative facilities outside the town. There is a good range of facilities locally including council services, education, health facilities and a reasonable range of shopping and employment opportunities. Most of these are located in the town centre and are easily accessible to the South Valley.

However there are many attractions that cause people to travel to neighbouring towns for employment, retailing and services. People from the South Valley travel to a range of places including Nelson, Burnley, Blackburn, Manchester, Bradford and Skipton. The plan to the left demonstrates the distribution of working and leisure activity opportunities within the region and the populations of these towns and cities.

Car ownership in Pendle is forecast to grow by 14% over the next ten years although the proportion of households with no car is forecast to remain high (24%). Travel to work statistics suggest that currently a low proportion of trips to work are by car, reflecting low levels of car ownership. The use of the train for work is also very low reflecting the quality of service. The main modes used for work are walking and bus, both higher than the national average.

Walking and Cycling Facilities and Accessibility

Walking isochrones have been used to analyse the area within five minute walking distance of key sites in the South Valley. The permeable street network provides for easy pedestrian links to surrounding areas, the main issues being the gradient and condition of the streets. There are some barriers such as the railway viaduct and for vulnerable

pedestrians the busy Albert Road may also be a barrier. The least accessible area on foot is Knotts Lane that is isolated from the centre by both distance and the hill.

The majority of cycleways within Pendle use off-road 'traffic-free' routes, allowing good cycle access to the countryside and nearby towns. There are other recreational cycle routes in the area including the Grand Tour of Pendle Cycle Route and the Pennine Cycleway. These routes form a good network in conjunction with the many recreational walking routes through the Pendle area, such as Pendle Way and Bronte Way, allowing walking and cycling access into the surrounding countryside areas.

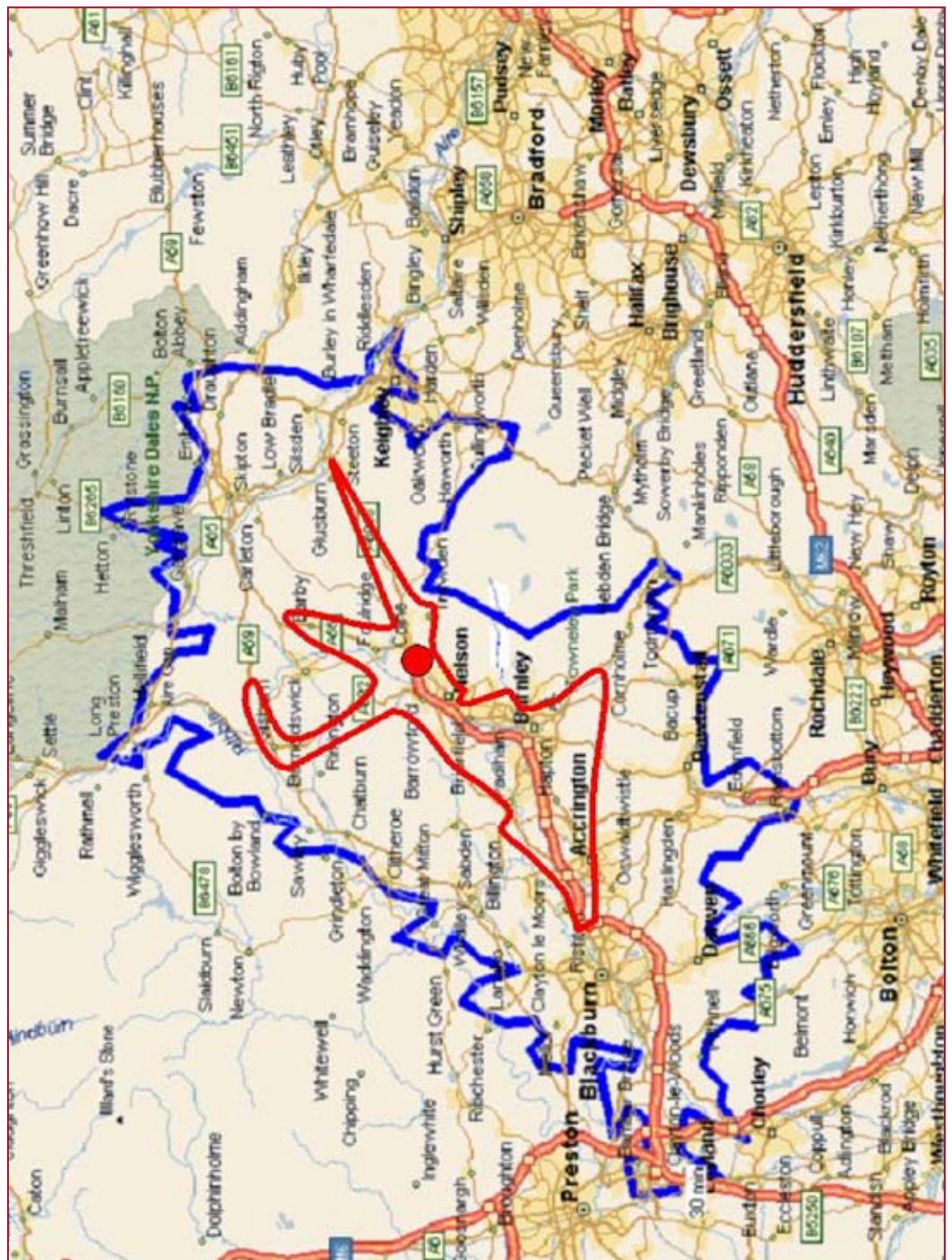
Future Transport Proposals

The Local Transport Plan outlines a number of strategic proposals that will effect transport in the South Valley. These include the A56 villages bypass study to improve links to Yorkshire. This study includes a review of the reopening of the Colne to Skipton railway line with the possibility of funding both rail and road schemes together. There are also rights of way improvement plans at Barnoldswick, Earby, Blar Road, Kelbrook, Colne, Foulridge, Laneshaw Bridge, Nelson and Trawden.

Consultations Review

Consultations undertaken as part of the masterplanning exercise and the previous Area Development Framework produced a number of transport comments:

- ☐ People felt that the existing cobbled streets should be retained, even if accessibility was not optimised.
- ☐ There were concerns about the lack of street lighting and poor access to some premises and lack of parking.
- ☐ Unadopted roads and alleys are poorly lit, insecure and poorly maintained.
- ☐ Residents are keen to see better public transport links especially to Preston, Manchester and Leeds.
- ☐ Residents wanted improved accessibility for pedestrians and cyclists to the centre and countryside.



Public Transport and Road Travel 30 Minute Isochrones

Transport

Highways and public transport

The accessibility of the area by both car and public transport is stronger to the west via the M65 and bus services into Burnley. Links are however poor into Yorkshire and there are no direct public transport links into Manchester. Most of the area is within easy reach of bus stops on Albert Road.

Highway Network and Car Parking Analysis

The isolation of this part of Lancashire has been much improved by the opening of the M65. The first section opened in 1981 between Stoneyholme and Nelson with a later extension just to the west of Colne town centre. There were plans to extend the motorway through the town but these were dropped following local opposition.

Accessibility to Colne is illustrated on the 30 minute isochrone plan for cars and public transport. The motorway improves accessibility to the southwest of the region towards Blackburn, Preston and Leyland. Colne town centre is well connected with the other major centres within East Lancashire. Vehicular accessibility is poorer to other parts of Lancashire and Yorkshire, to the North, South and East of Colne relying, as they do, on the historical road network.

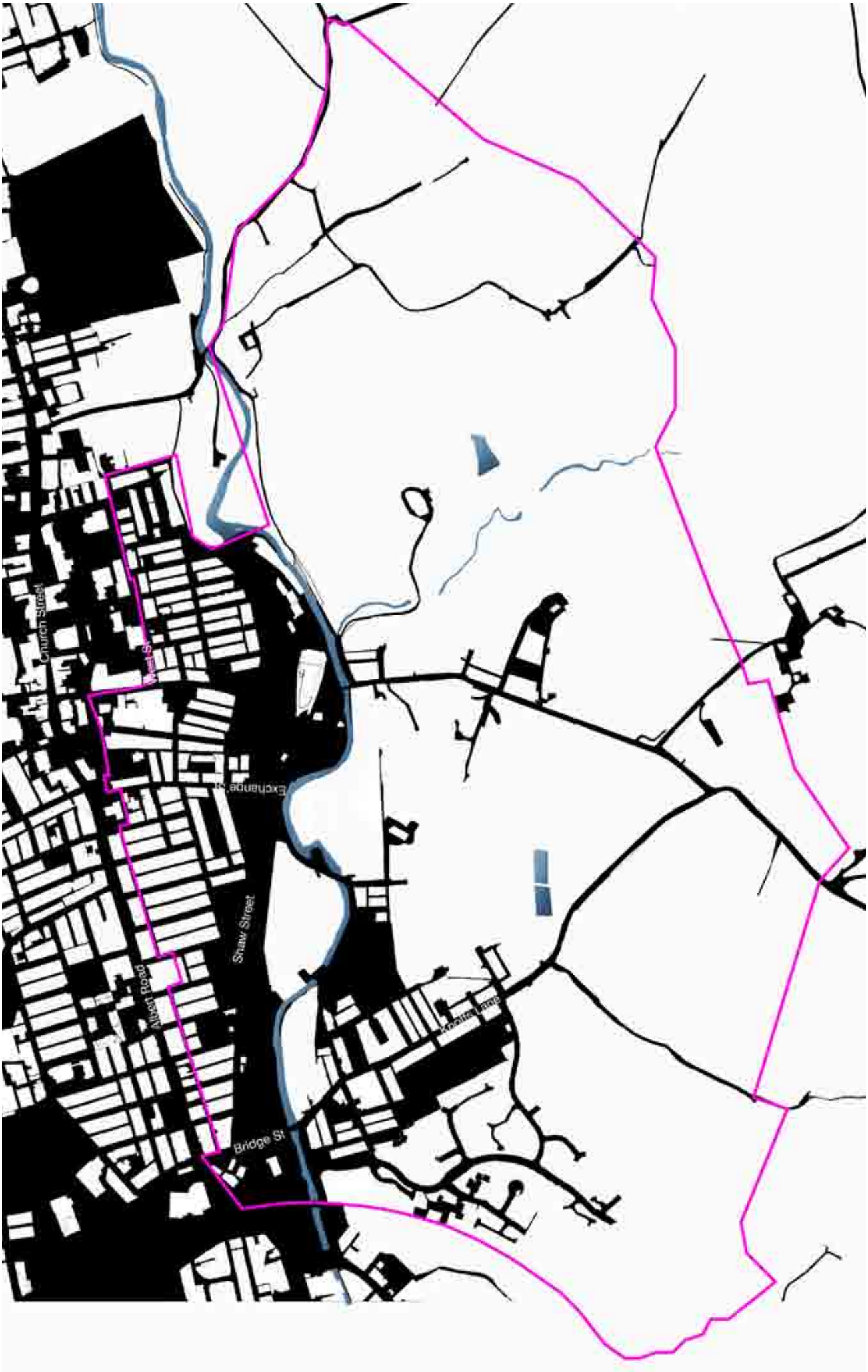
Road access within the South Valley: The road network within South Valley has been improved with the completion of Shaw Street. However the condition of some of the streets in the area is poor and there are a number of unadopted roads and back streets. Physical barriers reduce access between the South Valley and other neighbourhoods including steep gradients, the river and the rail viaduct. A number of the roads in the area are affected by heavy goods vehicles and speeding traffic particularly on Shaw Street, Lenches Road, Knotts Lane and some of the residential streets off Albert Road.

Parking: South Valley contains a large amount of public parking along Albert Road providing capacity for the town centre. An analysis of parking shows these facilities to be well used during weekday working hours. Most of the terraced housing in the area has no off-street parking. However relatively low levels of car ownership mean that this does not cause a problem. There are however issues in the streets near Albert Road where resident and business parking overlap leading to congestion.

Public Transport Facilities and Accessibility

An analysis of public transport facilities, services and accessibility has been undertaken. The isochrones plan shows that public transport assessability is considerably less than car accessibility and also biased to the west. Most bus services within walking distance of South Valley terminate at Colne bus station. Exceptions include the 21 to Trawden, the 25 to Keighley and services up to Barnoldswick and Skipton. There are a number of circular services providing links to local neighbourhoods. The best services run between Colne and Burnley. North South bus links are much poorer including the Knotts Lane area. Unfortunately the new X43 and X44 services into Manchester terminate in Nelson and so don't serve Colne.

Colne used to be on the rail line from Blackpool to West Yorkshire. The line closed in 1970 when Colne became a terminus on the line from Burnley. Colne Railway Station is within easy reach of the South Valley area. It is well served by buses but has a shortage of cycle facilities. Services run hourly (two-hourly at weekends) to Nelson and onto Blackburn, Preston and Blackpool but without direct services to Manchester and West Yorkshire.





Public Realm

Public and private space

The public realm of the South Valley is a major concern of local residents. The main problem with the terraced housing are the back streets. However over the years a large amount of open space has been created in the valley bottom that has caused management problems. There would be value in reducing the overall amount of public space considering its reconfiguration so it is better integrated and overlooked.

The plan opposite shows the public realm of the South Valley. The areas shown in black are where people can walk without trespassing. The way in which this public realm is enclosed, the separation between public and private realm and the quality of public spaces are some of the most important factors in the success of an area. In general in successful traditional urban area the extend of public realm is limited to streets and squares. It covers only a small part of the neighbourhood but is attractive and safe and connected into a network of routes that make it easy to move though the area.

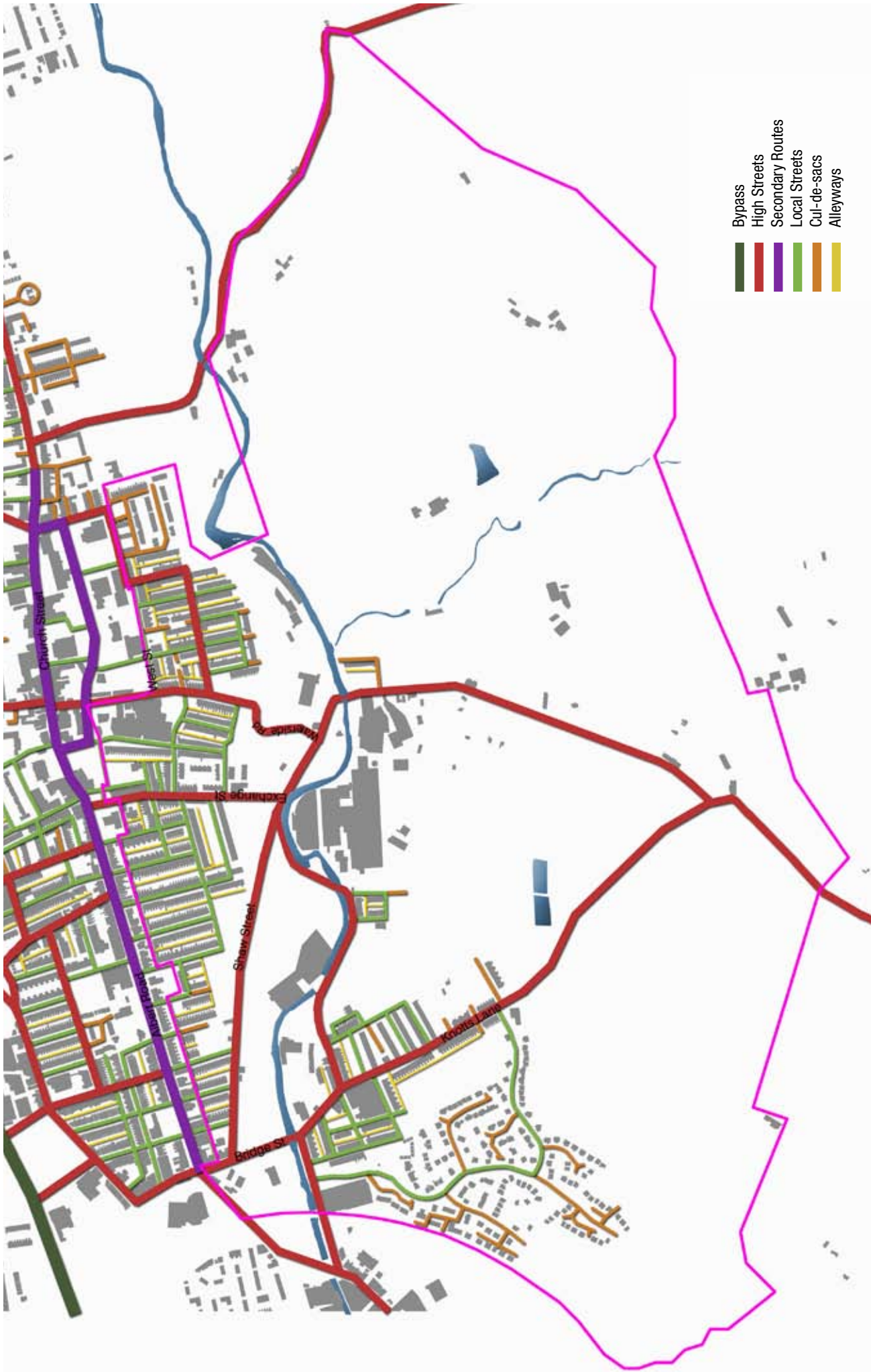
By contrast in some council estates built in the 1960s and 70s the public realm covers almost the entire neighbourhood in the mistaken belief that the more public space there is the better the area will be. The result more often than not is poorly maintained space that attracts anti-social behaviour.

The South Valley has areas that show evidence of both of these approaches. The terraced housing is urban in character and the public realm is confined to the streets and back alleys of the housing. The problem in public realm terms are the streets that are not well overlooked by the housing and become a focus for rubbish and a source of insecurity to the backs of the housing. This has been addressed elsewhere with alley-gating to make them private realm.

The eastern section of the town centre where the Piece Hall was redeveloped shows a particularly poorly defined public realm. The same is true of the valley bottom where large areas of open space have been created. This area has experienced problems and the uses in this part of the valley feel isolated.

The public realm of the private estate in the west of the area is very different again. The public realm here is very limited, it does not link up into a connected network of spaces and so feels isolated and cut off from the town.

The quality and management of the public realm of the area is a major source of concern for local people. The back streets have been a particular focus for problems and certain parts of the valley floor are subject to fly-tipping, vandalism and anti-social behaviour. There would be value in reducing the overall amount of open space and focusing attention on a more manageable area or space overlooked and supervised by surrounding property.



Street Hierarchy

Public Realm

Street Hierarchy



Like many terraced areas, the South Valley has a coherent and well-defined street network. Streets run down the hill from the strong high street and provides a strong set of connections to shops, facilities and public transport. The weakest elements of the system are probably the secondary streets that should be strengthened as part of the masterplanning process.

The plan to the left shows the street hierarchy of South Valley. This is based on five types of street that make up the structure of all traditional urban areas:

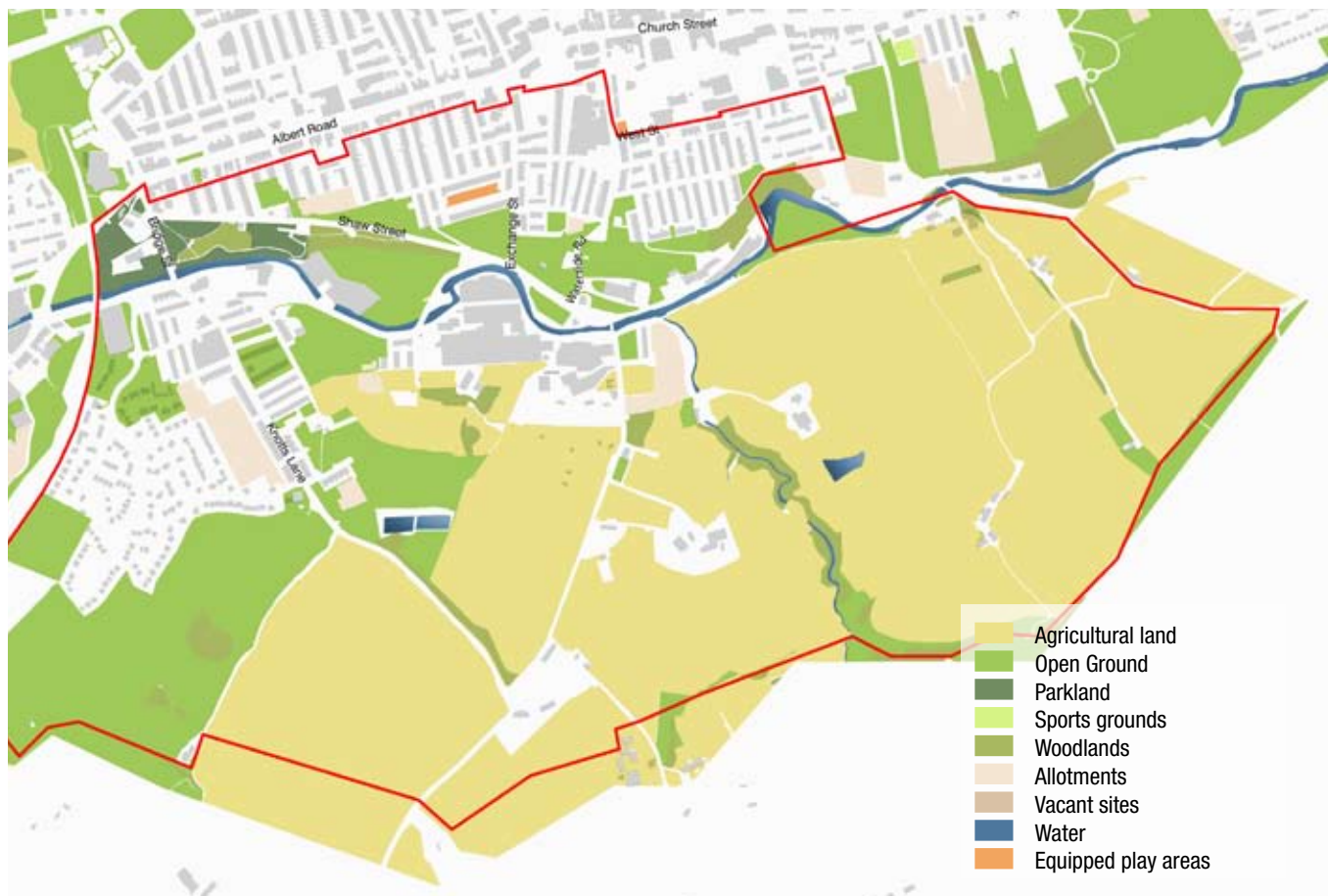
High Streets: At the top of the street hierarchy is the high street. This carries most of the traffic through the town as well as accommodating all the most important shops and facilities. These are activities that highways engineers have found very difficult to resolve over the years as can be seen in Nelson where not only does the M65 take through traffic, but a local bypass system has allowed the high street to be pedestrianised. Colne retains a traditional high street on Albert Road/Market Street with only a partial bypass on North Valley Road. While local people may not appreciate the traffic in the town it is probably this that has retained the vitality of the centre along what is an attractive and functional high street.

Secondary Streets: These streets take traffic off the high street into neighbourhoods. Traditionally then included local shops as well as schools, churches and local facilities. While secondary streets were the backbone of most successful urban neighbourhoods they have become rare. The secondary streets in South Valley are shown in red on the plan to the left. They include Exchange Street, Colne

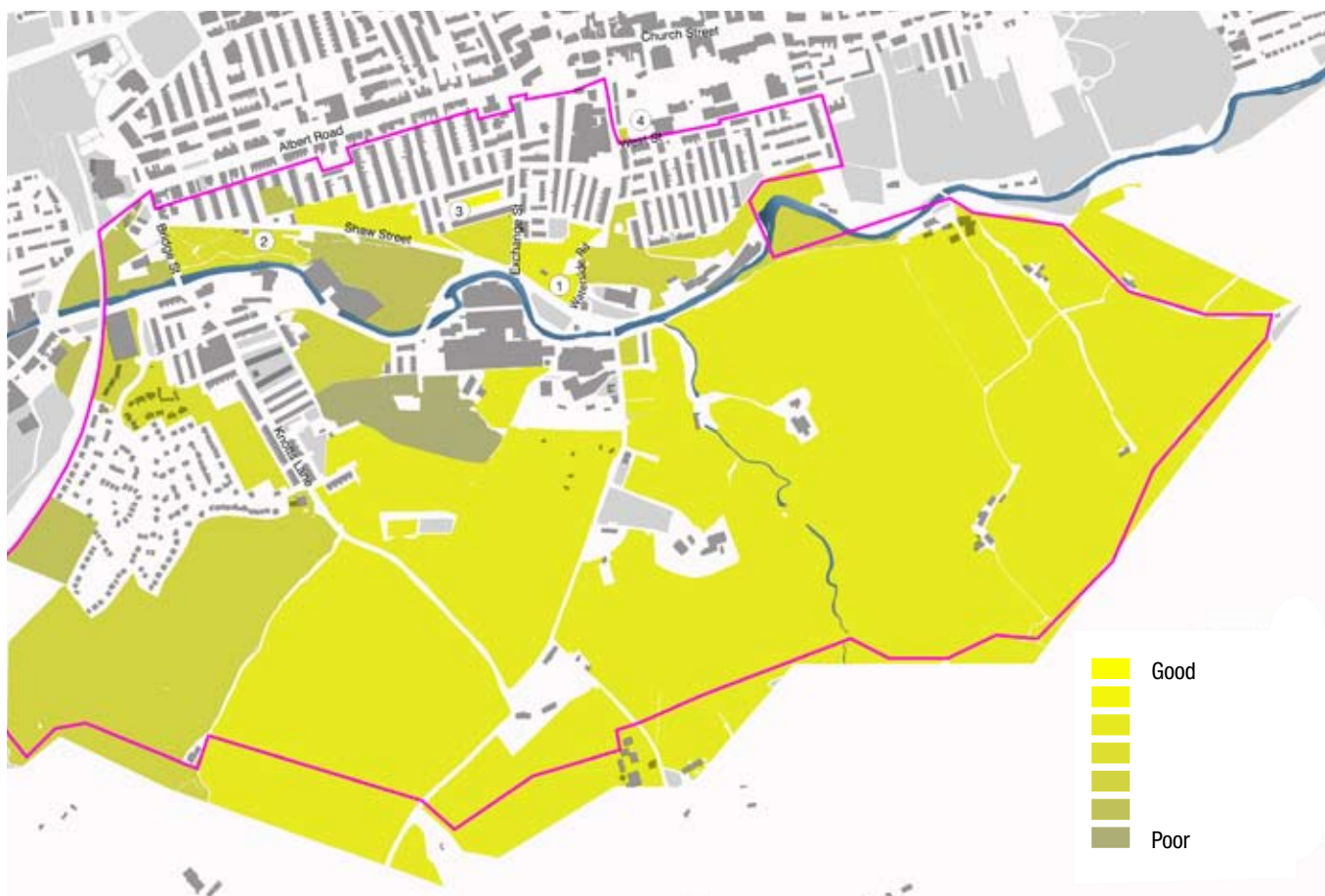
Street/Waterside Road as well as Shaw Street in the valley bottom that is a more recent addition to the area. The former two streets, Exchange Street and Colne Street, retain some secondary street functions such as churches and an occasional pub or corner shop. These should be developed as secondary streets in the masterplan.

Local Streets: All other streets are local streets the function of which is solely to give access to the frontage of the properties on that street. These streets generally don't carry through traffic and provide a focus for the local community. In South Valley many of the terraced streets are very steep and some remain cobbled. They tend to be dominated by parking but low car ownership levels means this is rarely a major problem. In the east of the area environmental schemes have been undertaken with tree planting and chevron parking.

Overall the street network is permeable and well integrated into the town. There are few cul-de-sacs in the heart of the area and good connections to the high street which aids access to public transport and facilities. The disconnections in the network result from the steep gradients on the valley sides and the river.



Open Space



Open Space Quality

Public Realm

Open Space



The South Valley area lies on the edge of the urban area and enjoys attractive views over the valley of the countryside to the south. However, like many urban fringe areas, the transition between town and countryside is poor and feels neglected.

The green landscape and setting around the South Valley is one of its main assets. The southern sides of the valley dominate the environment of the area and provide a recreational resource to local people. Much of this land is agricultural and therefore public access is limited. However there are a range of footpaths and wooded areas that can be accessed by the public.

Within the valley the main area of open space is along the valley floor. There is a large amount of open space in this area, it having originally been cleared for the motorway. Over the years this grassed area has been improved. The area around Damhead / Waterside Lane has been developed as a play area and youth facility (1). This includes an equipped play area and a multi-use games area (MUGA). More recently the area on Bridge Street / Shaw Lane was laid out as a Millennium Green (2) in 2000 following an initiative by local people. This area is well used, however it suffers from poor levels of maintenance because the Millennium Trustees do not have access to a maintenance budget. It is important that this is addressed as part of the regeneration of the valley.

The river running through the valley is industrial in character, with part of the course channelised. The water quality is good and there is an angling club active in the area. However

the river lacks environmental character and there is a need to open it up to enhance the surrounding habitats and quality of space along side the channel.

There are three play areas in the area. In addition to the play facilities on Damhead/Waterside, there are play areas on Doughty Street (3) and West Street (4). This means that the eastern part of the area is well served. However the western area on Bridge Street and Knott Lane lacks sufficient play facilities.

The lower plan to the left shows the result of our open space quality assessment. This illustrated that while the countryside that surrounds the neighbourhood is attractive and well maintained, the quality of open space in the valley floor is average at best. The poorest areas are those that surround industrial uses. However the managed open space also suffers from neglect and anti-social behavior.





Consultation

Roundtable workshop

As part of the baseline study we held a roundtable workshop on 3rd October 2006. This attracted around 35 residents and involved a series of discussions about the strengths and weaknesses of the area today together with a visioning exercise about what it could become and how it could get there.

The workshop was advertised widely in the area and attracted a range of local people and businesses. In the first session they were asked to list the 10 best and worst things about the South Valley. The results are listed below. However the overall views of residents about the area were very positive. They enjoyed living in the area, particularly the character and setting of the area and the slightly 'alternative' character of the community. The negatives were generally related to the decline of the housing market, particularly the condition of the stock and the activities of private landlords.

The visioning exercise started with a discussion of towns that Colne could be like. The first response was that there is nowhere quite like Colne and it should work at developing its unique character. However other places mentioned tended to be northern towns which had reinvented themselves by becoming attractive places to live and offering a distinct often creative environment. To achieve this the workshop suggested a range of measures to address the problems in the area together with attracting a wider range of people and businesses into the area.

The Top 10 good things:

- ☐ Close to the town centre plus easy access to the countryside
- ☐ Townscape and views
- ☐ Traditional Housing
- ☐ River: a great opportunity
- ☐ Diverse counterculture with a mainstream culture
- ☐ Allotments
- ☐ Affordable house prices
- ☐ Greenery/Trees
- ☐ Local history and heritage
- ☐ Parks and community space

The Top 10 dislikes:

- ☐ Poor housing conditions
- ☐ Absentee landlords
- ☐ Litter and neglected spaces
- ☐ Derelict land and underused industrial sites
- ☐ Drug dealing/theft/alcohol problems
- ☐ Heavy traffic on Bridge Street and Shaw Street
- ☐ Negative juvenile behaviour
- ☐ Parking problems
- ☐ Steep slopes resulting in poor access
- ☐ Pollution

Colne could be...

- ☐ Colne, but cooler
- ☐ Hebden Bridge
- ☐ Ramsbottom
- ☐ Skipton
- ☐ Haworth
- ☐ Wycollar
- ☐ New Mills, Peak District
- ☐ Barrowford
- ☐ Holforth
- ☐ Edenfield

How to get there?

- ☐ Improved linkages and better public transport/cycle routes
- ☐ Improved lighting
- ☐ Wider cultural mix
- ☐ Better youth and community facilities
- ☐ Use of renewable energy
- ☐ Re-lay back streets
- ☐ Hi-tech community friendly businesses
- ☐ New and improved uses for open space and the river
- ☐ Deal with social problems, absent landlords and drugs





Conclusions

Findings of the Baseline

The baseline study has sought to understand the nature of the area the reasons for its decline and its potential for regeneration. The findings show that the South Valley has huge potential, its sits within an attractive historic town which is reasonably well connected to the wider region. The problems faced by the South Valley are largely local and relate to the quality of the housing stock, environment and problems caused by low demand. However the setting of the valley and the strength of the local community mean that there is every opportunity that these problems can be overcome.

Strengths

- The South Valley has a strong distinctive character shaped by its topography, the views out to countryside and the quality of its built heritage.
- The iconic image of the area are the steep hillside terraces
- It retains a strong and distinctive community combining long-term residents with the more alternative community attracted to the area in the 70s and 80s
- The neighbourhood is well connected to an attractive town centre with a good range of services
- It is also well connected to some very attractive countryside
- Accessibility is good to the west and to the other towns of East Lancashire
- The housing market has picked up and both values and demand have risen since 2004. This has led to investment in some properties.
- The area does however still offer affordable housing in the Pendle context, attractive potentially to first time buyers.
- Neighbourhood Management is starting to make inroads into some of the area's local problems

Weaknesses

- The area continues to have high levels of deprivation and a large number of local people fall outside communication and consultation networks
- The community lacks qualifications and skills leading to high levels of economic inactivity and a low paid economy.
- The economic base of the valley is vulnerable as local businesses seek to relocate to modern business premises
- There is some conflict between industrial uses and the housing, particularly HGV access.
- There is poor access into the economic growth centres of Leeds and Manchester by road and public transport
- Housing market weakness remains in parts of the area, triggered by the activity of private landlords.
- The area is a monoculture of small terraces, there is a lack of both larger accommodation and flats.
- The environment of the area, despite its historic character is poorly managed with poor lighting, tipping and rubbish in alleyways.
- The valley bottom feels disconnected from the town and neglected. The river is not exploited to its fullest potential.



Opportunities

- ☐ Reconnect the isolated valley floor to the streets off Albert Road and the high street
- ☐ Rationalise land uses to create a more sustainable mix of activity in the area
- ☐ Take advantage of the strong distinctive character and sense of place of the South Valley to create a revitalised mixed neighbourhood
- ☐ Build on the commitment of the local community combining long-term residents with the more alternative community attracted to the area in the 70s and 80s
- ☐ Enhance both properties of historic and architectural interest, their setting and accessibility
- ☐ Build on the areas good accessibility to some very attractive countryside and to the other towns of East Lancashire
- ☐ Provide affordable housing potentially attractive to first time buyers, maybe priced out of other areas.
- ☐ Build on the good work that neighbourhood management has achieved in the area
- ☐ Utilise the areas public open space to create an attractive setting and environment for new housing, open up the river and create community and recreational uses

Threats

- ☐ Continued high levels of deprivation and a large number of local people fall outside communication and consultation networks
- ☐ Continued high levels of economic inactivity and a low paid economy.
- ☐ Inability to find alternative premises for existing firms to relocate, modernise and become more competitive
- ☐ Continued conflict between industrial uses and the housing, particularly HGV access.
- ☐ Poor public transport access to the economic growth centres of Leeds and Manchester
- ☐ Continued lack of investment in residential properties.
- ☐ Poor environmental conditions may continue without land use restructuring, neighbourhood management and strong partnership working between service providers