

# Local Development Framework for Pendle



## Brierfield Railway Street Area



## Supplementary Planning Document



**Adopted December 9th  
(2010)**



## Railway Street Supplementary Planning Document (SDP) area:

The map below shows the area to which this SPD relates



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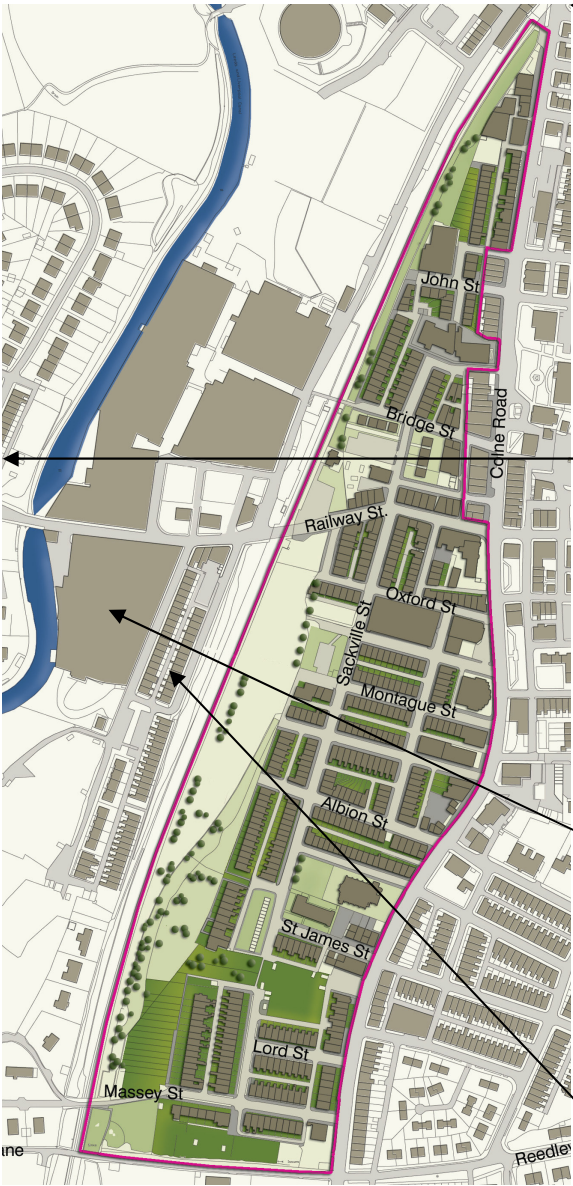
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# 1. Introduction

## 1.1 Brierfield Railway Street Area: Regeneration Context

The Railway Street neighbourhood area covered by this SPD is outlined below in red. More detailed information about the area is presented within the document. However, it is important to establish the spatial context for regeneration. Adjacent areas where regeneration initiatives are focused are shown below.



Right: Block improvements of terraced properties at some key gateways to Brierfield have already taken place, as in this example of an improved block on Colne Road.



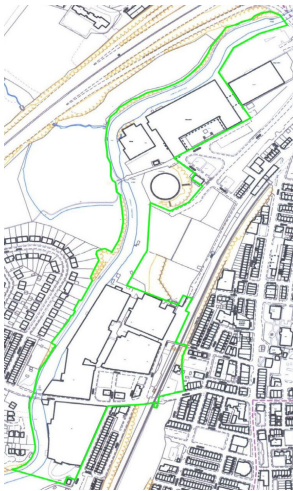
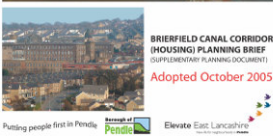
Above: The Clitheroe Road site has been acquired and almost fully cleared, pending a residential redevelopment of the site.



The Lob Lane Mill Site, above, and the Holden Road site, below, have both been acquired by the Council, pending (separate) residential redevelopments.



Brierfield Canal Corridor (Briarley) Planning Brief - Adopted October 2005



A Brierfield Canal Corridor SPD, left, has been produced and adopted and provides development guidance relating to the three development sites highlighted above.



A Brierfield Mills Conservation Area Appraisal, right, was produced and a new conservation area designated, left, that covers the Lobb Lane Mill and Holden Road

## 1.2 What is a Supplementary Planning Document?

A Supplementary Planning Document (SPD) is an optional planning document which Local Authorities can choose to produce. Supplementary Planning Documents can cover a range of specific issues and can focus on specific sites earmarked for development, protection or enhancement.

An SPD cannot be used to allocate land for a specific purpose or to introduce new planning policies. The aim of these documents is to provide further information and guidance on an existing planning policy which is included in an adopted plan.

This SPD supplements Policy 18 (Housing Market Renewal) of the Replacement Pendle Local Plan 2001 - 2016.

SPDs are part of Pendle's Local Development Framework which set out the development strategy, planning policies and land allocations for the Borough. More information about Pendle's Local Development Framework can be found at the following web address: [www.pendle.gov.uk/ldf](http://www.pendle.gov.uk/ldf)

## 1.3 Purpose of the Brierfield Railway Street Neighbourhood Area SPD

A number of documents have been produced in recent years which are fully or partly based upon the Railway Street area of Brierfield. These documents include the Area Development Framework for Brierfield (2004) and the Brierfield: Railway Street Masterplan (2009). These documents, which have been produced in consultation with the local community, have focused on how the environment of the town and the neighbourhood can be improved through regeneration measures.

However, the Area Development Framework and Masterplan are not formal planning documents. To ensure that the developments and improvements to the built and natural environment referred to in the document are made it is therefore necessary to produce a planning document which can provide a planning framework to ensure that the objectives of the Masterplan are achieved through development and redevelopment. An adopted SPD can also support bids for public funding and can also give confidence to developers about what type of development the Council will consider acceptable in the area. An SPD can also support the Council in the Compulsory Purchase Order process, where property is to be acquired.

More information on the ADF and the Masterplan, their findings and how they have been developed are included at section 4.

## 1.4 SPD Objectives

Five objectives have been produced to guide the development of this Supplementary Planning Document and are outlined below:

1. Provide a planning framework for the Railway Street Masterplan to assist in taking forward the regeneration of the area and to secure investment in the area.
2. Set out the regeneration and planning context for development in the Railway Street neighbourhood area to create developer confidence and to ensure that development proposals coming forward meet relevant planning requirements.
3. Provide detailed development guidance relating to the two proposed development sites within the Railway Street neighbourhood.
4. Ensure a high quality of urban design in all new development brought forward throughout the Railway Street neighbourhood area.
5. Provide further information and guidance on both existing planning policy in the development plan and national planning policy guidance.



## **1.5 How this SPD can deliver development and improvements to the built and natural environment in the Railway Street Neighbourhood Area.**

This SPD is a document which can be referred to by a number of different interest groups including developers, architects, town planners, transport planners, Council Members and Officers and the local community. It provides information on studies that have already been done in the neighbourhood and provides a planning framework to ensure that high quality developments and improvements to the built and natural environment are delivered in the area through regeneration.

In particular the SPD:

- Outlines in detail some of the environmental problems, attributes and opportunities of the area
- Provides specific information and guidance relating to the development of the two key development sites within the area: the Stoneyard site and the Railway Street / Cross Street Hub site
- Gives background information on other regeneration work taking place within the adjacent Brierfield Canal Corridor area
- Provides information to ensure that future developments meet the policy requirements of Pendle's Replacement Local Plan, the emerging Local Development Framework for Pendle and the aspirations of the Council expressed in the Sustainable Community Strategy
- Provides key urban design standards and principles to guide the future development of the 2 sites identified

## **1.6 Are the proposals in this SPD sustainable?**

When producing a development strategy for the regeneration of the Railway Street area it is important to make sure that the strategy is sustainable in environmental, social and economic terms. This involves considering whether the options developed for the area are the best that are available.

The Planning and Compulsory Purchase Act of 2004 requires all new planning documents to be prepared with a view to contributing to the achievement of sustainable development.

A Sustainability Appraisal has been produced and is a key supporting document of this SPD. The purpose of this Sustainability Appraisal is to assess whether the development strategy that has been developed is the best one for the future of the area.

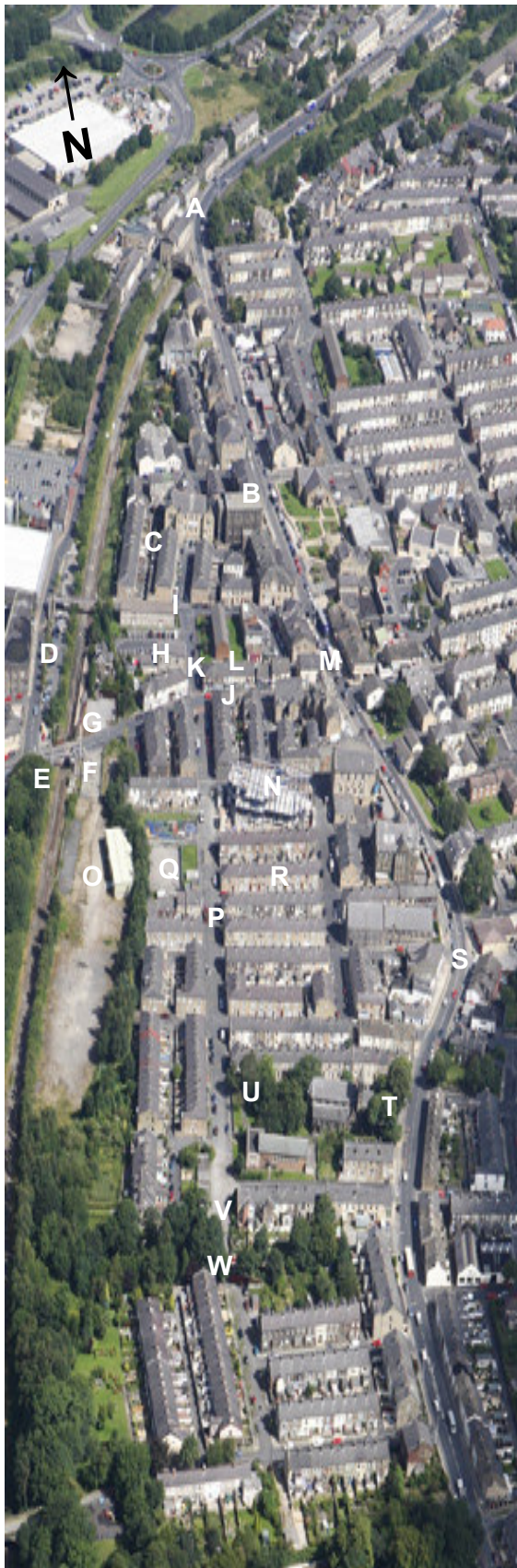
## **1.7 Equality Impact Assessment**

All Pendle Borough Council policies, procedures and projects are the subject of Equality Impact Assessments (EQIA) which assesses whether there could be an adverse/differential impact on the grounds of race, religion, disability, sexual orientation or age. The EQIA for the Railway Street SPD which concludes that there is no such adverse/differential impact is available to view as a supporting document of this SPD.



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## BRIERFIELD & THE RAILWAY STREET NEIGHBOURHOOD AREA: 2.1 A SPATIAL PORTRAIT - KEY IMAGES



**A:** Gateway to SPD Area, junction of Colne Road and Glen Way **B:** Attractive building and shopping area fronting Colne Road **C:** Back alleyway **D:** View to south east of Railway Street roofscape **E:** View east up Railway Street **F:** Milton Street from Stoneyard site **G:** Brierfield Railway Station **H:** Side of Liberal Club from Cross St car park

**I:** Rear of Housing Pendle block which fronts Cross Street car park, with Brierfield Mills behind

**J:** Vacant shops fronting Railway Street

**K:** Dilapidated properties fronting Hudson Street (same terrace which includes shops fronting Railway Street)







- L:** View down Hudson St showing Liberal Club, adjacent car park and the rear of Housing Pendle properties on Vine St
- M:** Vacant and dilapidated workshop / garage buildings, Pickering Street
- N:** Crossroads of Railway Street and Colne Road
- O:** Aerial photo of new Mosque
- P:** New Mosque seen from Sackville Street
- Q:** Stoneyard site from Guilford Street
- R:** Refurbished play area with Multi Use Games Area
- S:** View north up Burnley Road
- T:** St Luke's Church, Burnley Road
- U:** Park adjacent to church which is recommended for improvement
- V:** Garages on Sackville Street
- W:** Path / ginnel which connects Massey St area (and southern part of Railway Street Area) to northern part of Sackville Street



## 2.2 Heritage and Urban Form:

Brierfield within the Borough of Pendle is a small but distinctive mill town situated in East Lancashire between Burnley and Nelson. From a mining hamlet known as Little Marsden in the early 19<sup>th</sup> century developed at the crossroads of Railway Street and Colne Road, cotton manufacturing lead to additional development particularly in the canalside area.

The construction of the Leeds and Liverpool Canal and together with the construction of the railway line gave impetus to industrial development and further led to the expansion of Brierfield's industries. Alongside the expansion of the industries, Brierfield town expanded in order to provide accommodation and services to the new workforce and became a thriving town. However, in the early 20<sup>th</sup> century the decline of the indigenous industries and the change in the local economic structure led to the erosion of the town. This decline was later cemented by major changes in the area post World War 2.

The Railway Street area to which this SPD relates covers approximately 11.87 hectares and comprises predominately small terraced properties together with a few industrial sites and buildings and a number of community and religious buildings, including the new mosque and St Luke's church.

In terms of its urban form the area, which was established predominately in the late 1800s, has retained a clearly defined street layout with generally good permeability as most streets join onto another street. The railway line running from north to south along the western boundary of the site limits the road permeability across the area with only two crossing points across the railway line at the centre of the area; one vehicular/pedestrian crossing at Railway St and one footbridge. While the railway running through the area enhances the potential for sustainable development, in terms of urban form it results in a series of dead ends along the side of the railway. Because of the prevalence of terraced housing in the area there are a number of rear alleyways, many of which are poorly maintained and create an unattractive residential environment.

The Brierfield: Railway Street Masterplan identified, as part of the consultation undertaken in the area, that residents are proud of the terraced street form that dominates throughout the neighbourhood, in particular the workers' cottages on the main road.

continued on following page



There are a number of buildings of historic merit that are identified in a Heritage Report for the Railway Street area produced by URBED, including Blakey's Locksmith's building, St Luke's Church and the Great Hound Pub Building

A conservation area covering the mill complexes along the canal corridor was designated by the council in 2007. It also covers the Railway Signal box & former Railway Station House off Railway Street (key image D) which is within the area covered by this SPD. The key test for a development within a conservation area is that it should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment.

New development on the two identified development sites located within the area covered by the SPD has the potential to impact upon the setting of the conservation area. A high standard of design must be achieved that does not adversely affect the setting of the conservation area.

Further information on how new development can respect the built heritage and urban form of the area is included in section 6 of this SPD.

The net density of the housing in the area is around 90 units per hectare but this is common for inner urban housing areas around a town centre. The housing density is typical of much of Pennine Lancashire, which is one of the key reasons for the existence of the HMR initiative. The image to the right provides a useful representation of both the extent and urban form of the Railway Street SPD area. It is taken from a detailed Heritage Report that has been produced by Urbed as part of the production of their Railway Street Masterplan, which can be made available to interested parties as required.



**The plan above shows that the dense urban form of Victorian terraces dominates the Railway Street SPD area**

## **2.3 Economic Issues:**

The Railway Street area is predominately a residential one however, there are also a number of businesses in the area. These include retail and other town centre uses along Colne Road and Railway Street together with a number of small scale manufacturing units in the area which are situated in close proximity to residential uses. The stoneyard site is the largest site in the area which is currently in employment use, as a builders' yard. The large Brierfield Mills complex situated adjacent to the Railway Street area is currently underutilised and the redevelopment of this complex has the potential to significantly impact upon the local housing market, the patronising of shops and the number of people travelling through the area.

## 2.4 Environmental Issues:

The principal environmental issues relating to redevelopment in the Railway Street area are:

- i) the need to consider and mitigate the impact of development on watercourses within the area and flood risk issues downstream of the area;
- ii) potential contamination issues;
- iii) the need to ensure that biodiversity in the area is protected and enhanced; and,
- iv) reducing carbon emissions and improving air quality.

- i) The Environment Agency has indicated that there are three watercourses which cross the site, two of which are in culvert. These culverted watercourses are the Hollin Mill watercourse which runs through the northern part of the site and the Sefton Street watercourse which runs through the centre of the SPD area. These culverted watercourses are designated as main rivers and therefore anything within eight metres of the edge of these culverts, or works over the culvert will require the Environment Agency's prior written consent.

The Agency has indicated that the two culverted watercourses could potentially be deculverted, and that redevelopment in the area could create opportunities to reduce flood risk downstream through the attenuation of surface water run-off. Further information about water courses is included at page 16.

- ii) Pendle Borough Council's contaminated land records show that there are potentially two areas of contaminated land. The records show that the former Stoneyard site and the garages off Pickering Street (key image M) were previously used for industrial purposes. A report commissioned by the Council indicates that the Stoneyard site poses a low potential risk of contamination. However, it is for the developer to undertake any assessments of contamination as required to assure themselves of the condition of the site, considering their liability.
- iii) In terms of biodiversity the area is an urban one and the two key development sites involve brownfield land. As part of any development proposals for the Stoneyard side, developers will need to make an assessment of biodiversity on the sites. In line with national and regional planning policy existing biodiversity should be protected and enhanced or any adverse impact mitigated where development takes place on either site.

There are not known to be any protected species on site however the onus is on the developer to ensure that surveys are carried out as appropriate. Natural England's website provides a list of protected species and advice and legislation relating to their management and control. Developers are advised to consider this issue at an early stage and seek advice from Natural England as required. In addition, Pendle Borough Council has produced a Biodiversity Audit that looks at the current distribution of wildlife habitats, animal and plant species through Pendle and provides a signpost to key sources of information on the natural environment.

- iv) The SPD covers an urban area adjacent to a main road (Colne / Burnley Road) and is intersected by Railway Street. While the limitations of the SPD to tackle the wider problems of carbon emissions and to improve air quality are acknowledged, it is the case that this document can have a substantive impact on these issues through promoting appropriately designed developments and interventions in the area. In particular it is important that new development is sustainably constructed and incorporates energy efficiency measures, opportunities to 'green' the urban environment are maximised and the amount of car journeys generated by new developments is minimised through for example requirements for green travel plans, adherence to maximum car parking standards etc.

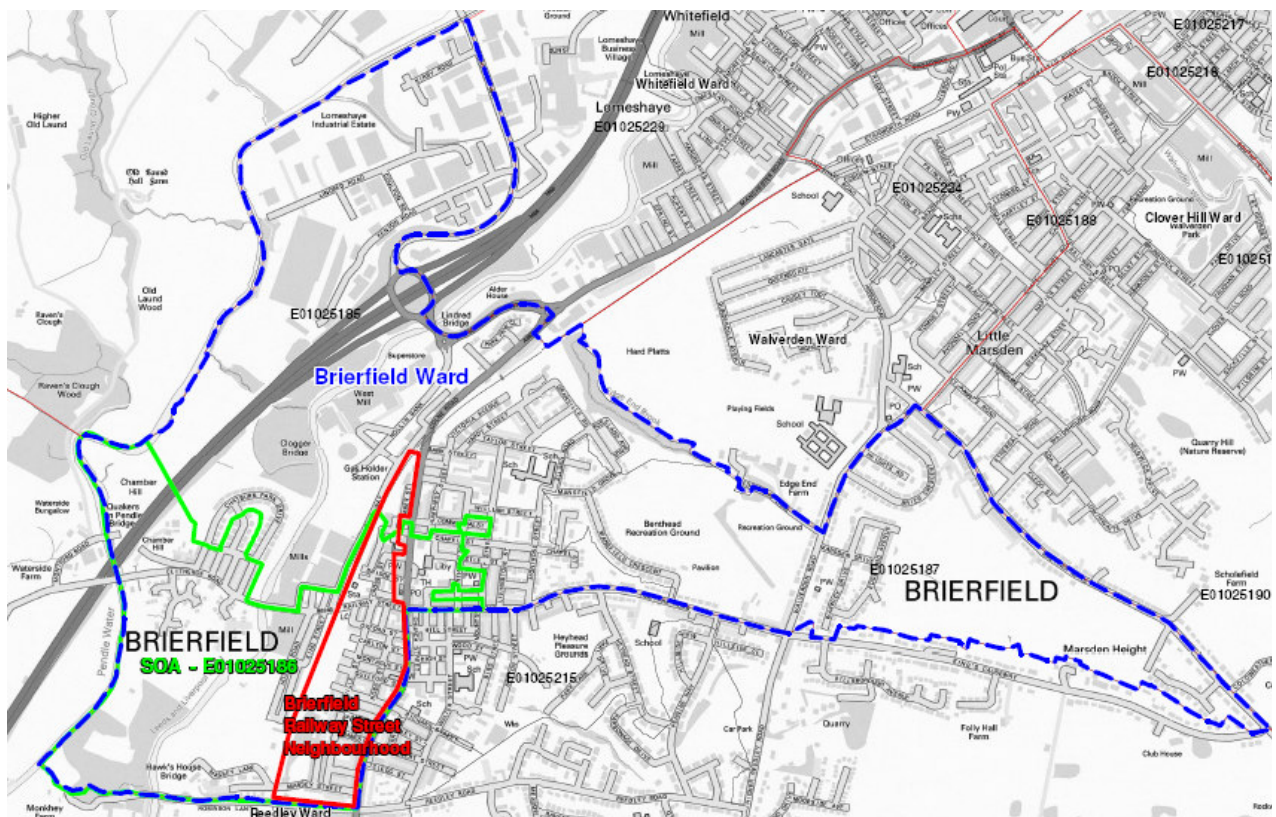


## 2.5 Key Statistics and Residents' Views:

**Key Statistics:** There is a wide range of statistical information from various sources that helps to identify the main socio-economic characteristics of Brierfield and the Railway Street Area and some of the issues which this SPD can help to address.

Statistical information presented below relates to the Railway Street Neighbourhood Area which the Masterplan and this SPD are concerned with. This includes the Brierfield Ward or the Lower Super Output Area which covers the Railway Street Neighbourhood Area, depending upon the availability of statistical information. The most up to date statistical information available at the time of writing this SPD has been used.

Super Output Areas are a geography designed for the collection and publication of small area statistics. Although the Lower Super Output Area shown below right includes a wider area than is covered by this SPD, the majority of the Lower Super Output Area's built development and population



Above: Map showing **Railway Street Neighbourhood area** covered by this SPD, in relation to **Brierfield Ward** and the **Lower Super Output Area** which covers the SPD area.

### Population:

- The population of the Brierfield Ward is 5291 (2006). The population of the Super Output Area which covers the SPD area is 1737 (2008) (ONS Mid-Year Estimates)
- Within the Super Output Area which covers the SPD area, the 2001 census results indicated that “Asian: Pakistani groups” made up 52.22% of the population and “White groups” 44.56%
- Brierfield has a slightly higher proportion of younger residents of sixteen years and under compared to the Pendle and national averages; 24.8%, 22.7% and 20.2% respectively. The key working age population (30-59 years) in Pendle and Brierfield is slightly lower when compared to the Pendle and national average; 37.6%, 40.4%, 41.5% respectively (2001 Census).

## **Housing:**

- There are approximately 466 houses in the SPD area (Urbed Masterplan).
- Terraced housing accounts for over 95% of the area's housing stock (Urbed Masterplan).
- 62.8% of properties within the Bradley ward are classed within Council Tax Band A compared with 42.58% across the North-West and 25.16% in England as a whole in 2007 (PBC Council Tax figures).
- 11% of properties in the Railway Street area were vacant in 2008 (PBC Council Tax figures).
- House prices in the area averaged £54,875 at June 2008. This was 55% of the Nelson / Brierfield area average of £99,400 and 25% of the National average of £215,140. (Land Registry figures June 2008).
- A survey by consultants GVA Grimley in 2003 examined the tenure breakdown of the properties in the Brierfield area. The owner occupied households comprise 75% (of which 35% are unfit) of the total Brierfield study area, with 12% belonging to the private rented sector (65% of which unfit), only 2% are owned by housing associations (of which 33% are unfit).

## **Index of Multiple Deprivation:**

The Index of Multiple Deprivation combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. The index and individual indicators are used widely to analyse patterns of deprivation, identify areas that would benefit from special initiatives or programmes and as a tool to determine eligibility for specific funding streams.

- The Railway Street area has the worst indoor living environment in England (IMD 2007).
- The majority of the key deprivation indicators for Railway Road are within the worst 20% in England, with the environment, health, and education domains being within the top 25% worst output areas (IMD 2007).
- However, surprisingly Brierfield has one of the best rates of accessibility to housing services rankings in the country, at 97.6%, which is a key advantage for the area (IMD 2007).

## **Economy and Skills:**

- The economic activity rate of the Brierfield ward in 2001 was 57.2%, considerably lower than the English national average (66.9%) and the wider Pendle Borough (63.3%) (2001 census).
- Only 20.4% of residents in the Brierfield HMR area are qualified to NVQ Level 3 and above compared with 28.3% throughout the rest of Pendle Borough and 35.1% in England (Urbed Masterplan).
- 55.1% of residents of the area covered by this SPD have no qualifications, compared to 28.9% throughout England (Urbed Masterplan).
- A high proportion of working residents of Brierfield Ward are employed in manufacturing (27.5%) compared to the national average (14.8%) which reflects the economic makeup of the Borough as a whole (30.1%) (2001 census).

## Residents Perceptions of the Area:

The Brierfield Railway Street Masterplan on which this SPD is based and which is referred to in more detail at section 4 has been the subject of significant consultation with local residents. The local knowledge and perceptions of their area that these residents and communities have provided is important to providing a spatial portrait.

As part of the creation of the Masterplan a round table workshop was held in October 2006 to gain a better understanding of the issues affecting the Railway Street Neighbourhood Area.

The following 10 good and bad things about the Railway Street area were raised by local residents:



**A round table workshop helped gain an understanding of local peoples' views on their area.**

The Top 10 good things about Railway Street area were:

- Public Transport
- Access to shopping / local facilities
- Views to the countryside / forest views
- Community cohesion
- Heritage buildings
- Good housing structure
- Long term residents
- Good community / civic facilities
- Feels safe amongst local people
- Quiet

The Top 10 dislikes about the area were:

- Lack of parking facilities for shops and residents
- Declining shops (specially along Railway Street)
- Un-adopted back streets / alleyways
- Lack of pride
- Empty properties and absentee landlord
- Litter, vandalism, theft, cars, drugs
- Lack of youth facilities
- Lack of green spaces
- Derelict sites and poorly maintained properties / external spaces
- Traffic issues on side streets

## 2.6 What the Spatial Portrait tells us

There are a number of conclusions which can be drawn from the Spatial Portrait that inform how redevelopment in the Railway Street area can help to regenerate the area.

The predominance of dense terraced housing in the area, some of which is in poor condition, is self-evident and this forms the predominate justification for intervention in the area. Low demand for this housing and the lack of numerous alternatives such as larger, different types of housing with gardens means that some existing residents who wish to upgrade move out of the area.

However, while the traditional nature of built development creates problems which require intervention, the historic built environment is a source of pride for local people and the strong vernacular and prominent buildings of historical merit such as the adjacent Brierfield Mills, as well as other smaller buildings within the area, provide a reference point for the design of attractive new development to form part of an attractive and regenerated neighbourhood. In addition to new buildings it is important that, reflecting the views of the area's residents, the deficit in green spaces is addressed in new development and regeneration initiatives so as to increase the attractiveness of the area as well as improving the health of existing residents.

The proximity of the area to the town centre and the problems with vacancy of retail premises on Railway Street suggest that purely residential redevelopments which will support businesses in the town centre is appropriate. The neighbourhood's location close to one of the main road entrances to the area, the station and Brierfield town centre provides the opportunity for redevelopment to improve the perceptions of the town among both visitors and existing residents through provision of an attractive and regenerated environment between the station and the town centre.

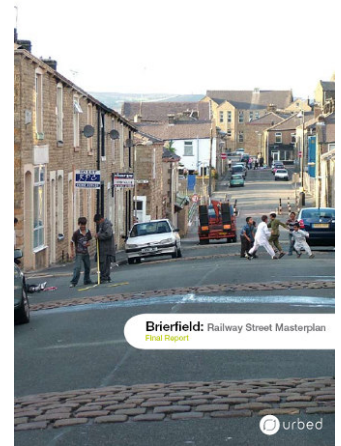




### 3.3 The Brierfield: Railway Street Area Masterplan

One of the recommendations of the Brierfield Area Development Framework was that Masterplans should be produced for all of the priority action areas. Urbed were appointed by Pendle Borough Council in August 2006 to produce a Masterplan for the Railway Street Neighbourhood Area.

This SPD covers the same area as the Masterplan and as explained in section 1, the main purpose of this document is to provide a planning framework for the development strategy which the Masterplan created. Some of the information included in this SPD has been taken from the Masterplan however reference to the full document will be relevant for people interested in the regeneration of the Railway Street Area.



The Masterplan has been developed in a systematic way which has included significant consultation with local people. A three stage process led to the development of the final Masterplan: – 1. Developing a Baseline Strategy; 2. Towards a Strategy; 3. Development of a Preferred Option; 4. Development of the Masterplan.

**1. Developing a Baseline Strategy:** The initial assessments of the area and socio-economic factors affecting the area, together with significant consultation with local residents and interested parties led to the development of a baseline strategy. A number of findings were made and conclusions reached:

#### Findings

- Area has a growing and dynamic young population
- The Asian community accounts for much of the growth but there appears to be little ethnic tension.
- The community are deprived with low levels of skills and an over reliance on manufacturing.
- There is not a need for wide spread demolition.
- Despite a recovery in 2004 the housing market remains very weak.
- The area projects a very weak image onto the Railway Street gateway.
- The area lacks open space and good quality public realm / streetscape.
- It does however retain a strong and coherent character of tight terrace streets.
- Consultation with local residents showed that residents are proud of their area and raised the importance of retaining the street pattern of the area, by maintaining house exteriors and improving cobbled streets and back alleyways.

#### Conclusion

Intervention to address the appearance of the area, the quality of public spaces, the range of housing available and the condition of the housing stock can potentially transform the neighbourhood with relatively modest investment. Through exploring schemes such as housing remodelling and refurbishment, the area may be able to better meet the needs of local residents in terms of residential properties.

**2. Towards a Strategy:** Based on the findings of the baseline and a 'roundtable' consultation event the following regeneration objectives for the Railway Street Masterplan were identified:

- Create a cohesive and distinctive neighbourhood.
- Create a diverse community with a range of housing types and sizes to meet both the local needs and to attract new housebuilders to the area.
- Improve the quality of existing housing stock.
- Better connect the neighbourhood to the surrounding area.
- Improve the attractiveness and quality of the streetscape and the general environment.
- Improve the amount and quality of open space.
- Deal with vacant and poor quality commercial units.
- Improve the image and identity of the area.
- Rationalise the provision of parking.

**3. Development of a Preferred Option:** Three development options were developed and consulted upon. The three options were:

- Option 1: Do Minimal
- Option 2: Selective Remodelling
- Option 3: Comprehensive Redevelopment

Following the appraisal of the options, option 3 was further developed and refined to address concerns raised in the community consultation exercises and to better address regeneration objectives.

#### **4. Development of the Masterplan:**

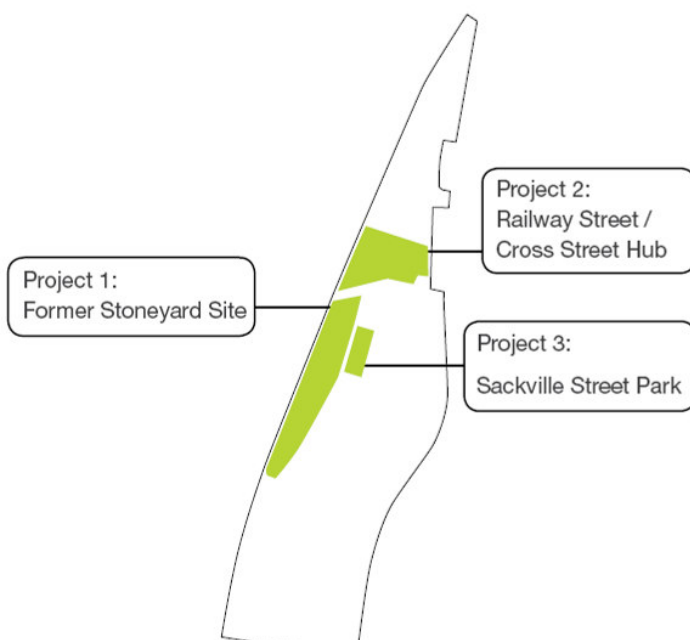
Following consultation on the Preferred Option it was amended to create the Masterplan for the area. The Masterplan is shown spatially in the image on the following page. It focuses on key sites at the centre of the Railway Street area.

The Masterplan aims to build upon the assets of the area by balancing focused investment into the existing fabric and environment with specific new development around two key strategic sites.

Five distinct projects were identified as part of the Masterplan:

1. Residential development on the former Stoneyard site.
2. Residential development at the Railway Street / Cross Street Hub.
3. Improve and expand the existing park to provide a focal open space with play facilities and to provide an attractive setting for the new mosque and new development on the Stoneyard site.
4. Streetscape and Environmental Improvements: Improvements to be made to key streets and open spaces to include upgrading of garages, upgrading of ginnels, improvements to a small park on Regent Street, tree planting, new street surfacing and gateway improvements.
5. Block improvements: External improvements to terraced housing in prominent locations and specific routes along key gateways within the area, including Railway Street, Oxford Street, Milton Street and Montague Street plus blocks fronting onto the Stoneyard site.

Issues around implementation and deliverability of the proposed projects were assessed in the Masterplan. Information relating to the deliverability of these projects and this SPD is included at section 8.

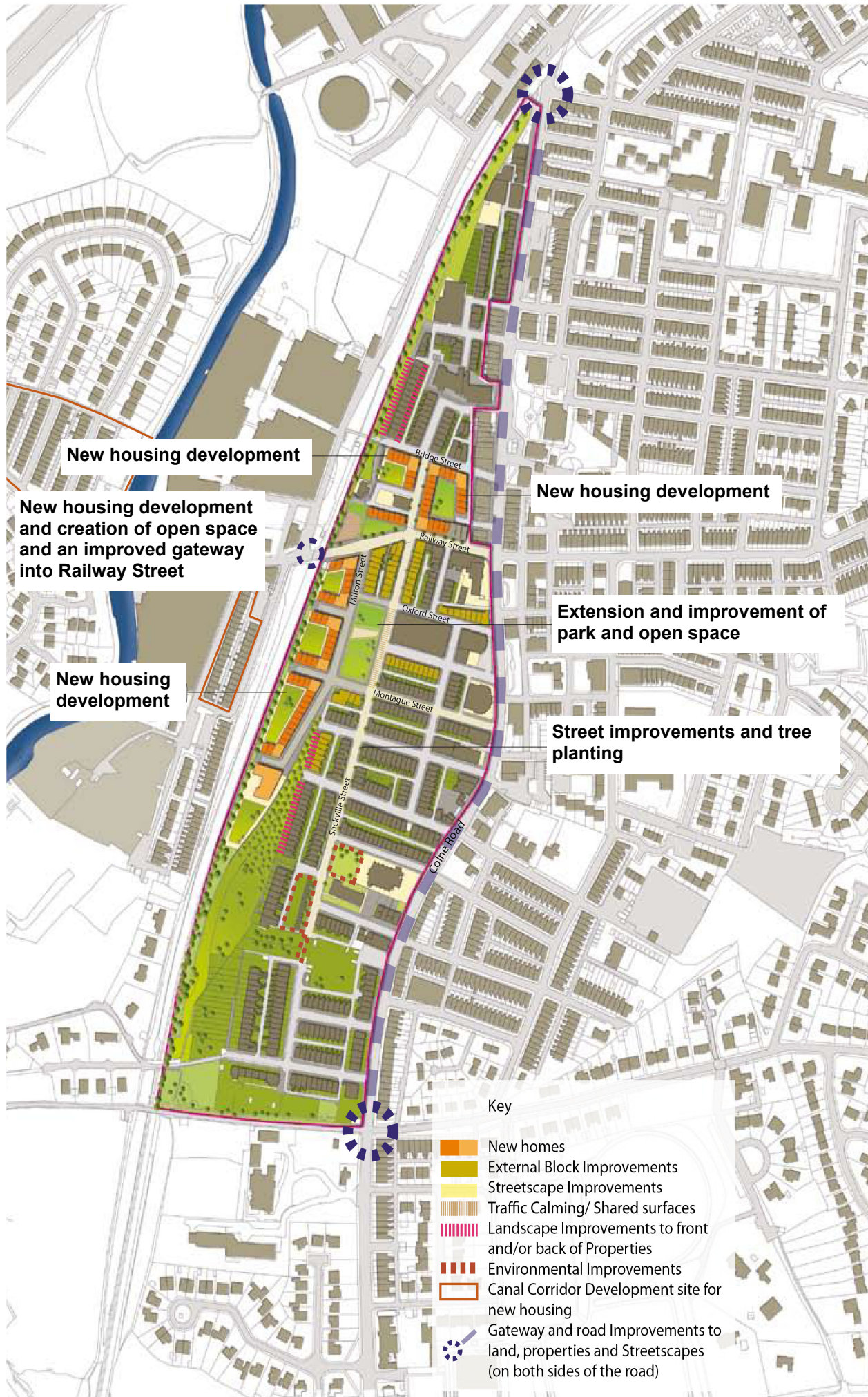


**Left: Image from the the Urbed Railway Street Masterplan showing some of the proposed major developments in the area.**

**The image showing the complete Masterplan is displayed on the following page.**



## The Railway Street Masterplan



## 4. Constraints and Other Planning Issues

Outlined below are constraints and other planning issues that should be considered by any developer or their agent in redeveloping the Stoneyard site and the Railway Street / Cross Street Hub.

### 4.1 Watercourse and Flood Risk Information:

Included at page 41 as Appendix 1 to this report is a map provided by the Environment Agency which shows the two culverted watercourses that run across the SPD area; the Hollin Mill watercourse which runs through the northern part of the site and the 500mm diameter, 5m deep Sefton Street watercourse which passes under the Stoneyard site west to east along the line of Montague Street. These watercourses are both classed as main rivers by the Environment Agency and developers are advised to undertake early discussions consult with the Environment Agency about these culverts and the implications it could have for any development proposals so as to ensure that they are in line with the Water Framework Directive and detailed information included in the River Basin Management Plan (North West).

The Environment Agency requirement for an 8 metre easement from the edge of the two culverted watercourses in the Railway Street area, as referred to at section 3.3 should also be considered. The Agency require that any planning applications for sites over / adjacent to the culverts should identify the exact route and the associated easement.

The map also shows potential areas of flood risk areas associated with the two culverted water courses. The northern part of the SPD area is within Flood Zone 2 which is defined by PPS25 as the medium flood risk zone. Land over the Sefton Street Watercourse within the central part of the SPD is mainly within Flood Zone 3, the high risk flood zone with some areas in Flood Zone 2. Any future planning applications within Flood Zones 2 and 3 will need to include a flood risk assessment which demonstrates that development will not be at an unacceptable risk of flooding or increase flood risk elsewhere. Any applications which lie within Flood Zone 1, the low risk flood zone and are over a hectare will also require a flood risk assessment.

### 4.2 Utilities

Developers must satisfy themselves as to the location of all-statutory services and sewers affecting the sites and any requirement for their closure or diversion. They are advised to check for such services at the earliest point in the design process.

From initial investigations, several public sewers cross the sites and permission to build over these will not be given. An access strip of no less than 6 metres wide, measuring at least 3 metres either side of the centre of the line of the sewer, for maintenance or replacement will be required.

The cost of any new supplies or diversions will be the responsibility of the developer. United Utilities has advised that the sites be drained on a separate system with only foul drained into the foul sewer. Surface water should discharge to the watercourse / soakaway / surface water sewer, but may require the consent of the Environment Agency. No surface water should be discharged into the canal. As it is unclear if the existing sewer network has the capacity to accommodate the new developments, flow investigations will be required before this can be confirmed. Utilities companies have advised that care should be taken in the planting of trees near to substations, as well as overhead lines and underground cables.

While the planting of deep rooted trees close to utilities infrastructure, for example electricity apparatus, is often resisted by utilities companies there are technical solutions such as root barriers that may be deployed. It is important to ensure that an appropriate balance is struck between the need to protect utilities apparatus and the need to achieve the strategic objective of greening the Railway Street environment.



#### 4.3 Contaminated Land

Pendle Borough Council's contaminated land records show that there are potentially two areas of contaminated land. The records show that the former Stone yard site and the garages off Pickering Street were of previous industrial use and would therefore require further investigation by the Council.

A report commissioned by the Council indicates that the Stoneyard site poses a low potential risk of contamination. Copies of this report can be supplied upon request however it is for the developer to undertake any assessments of contamination as required to assure themselves of the condition of the site, considering their liability. Any planning application should be accompanied by a survey showing the type and extent of any contamination and a scheme of measures necessary for remediation. The developer will have to submit a contaminated land condition order.

#### 4.4 Highways, Access and Parking Issues

Any new road layouts and access positions are required to meet the approach and standards as included in the Manual for Streets (DfT 2007) or any future versions or replacements for this document - consultation on Manual Streets 2 is planned for late 2010. In addition the Lancashire County Council highways guide, Creating Civilised Streets, should also be referred to by developers.

It is a Pendle wide priority to improve physical access for disabled people. Access for all sections of the community, including the disabled should be considered in the design of new developments. Design and access statements should coherently outline the accessibility measures included in new developments.

All newly modelled streets and roads within the residential developments should include appropriate traffic calming measures. The responsibility for the cost of implementing the traffic calming measures and resurfacing or providing new footways or street layouts as a result of development will lie with the developer. A high quality surface treatment for footways (including traditional stone paving where practical) along prominent frontages will be sought. Developers should also give consideration to using porous surfacing materials in conjunction with other measures as a part of the development of Sustainable Drainage Systems (SUDS).

Policy 31 (Parking) of the Replacement Pendle Local Plan sets out the expected standards for parking within Pendle and this policy (including its Appendix 2) should be followed by any potential developer. The Replacement Local Plan also indicates that a Travel Plan will be required to be submitted for certain development proposals. It is expected that a Green Travel Plan will be submitted with applications for development on the Stoneyard Site and Railway St / Cross St Site to ensure the use of public transport is maximised.

The availability of car parking in the Railway Street area is a concern for some local residents and Councillors. One of the key interventions proposed in the Railway Street Area is the creation of the Railway Street / Cross Street Hub which would potentially involve the redevelopment of the Cross Street car park. However, any redevelopment should be preceded by an assessment of the availability of car parking in the area which will inform how and when redevelopment should take place.

Any streetscape improvements will consider the opportunity for lay-by car parking provision around the new mosque / Sackville Street park.



## 4.5 Tree Preservation Orders

Developers should be aware that there is a Tree Preservation Order relating to trees at the northern end of the Stoneyard site. Copies of the Order can be provided upon request.

## 4.6 The East Lancashire Railway Line

A Community Rail Partnership for East Lancashire was established in 2005. It states in its Agenda for Development *‘(That) the message that a good quality rail service will assist regeneration and make East Lancashire a more attractive place in which to live, work and invest, should be stressed again and again’*.

Network Rail has advised that any new development must respect the operational railway that forms the western boundary to both the Stoneyard site and the Railway Street / Cross Street Hub site. Developers should be aware with regard to these sites, that no children’s play area or significant open space should be provided adjacent to the railway. Network Rail have also advised that they wish to be consulted and involved in the approval process for any detailed landscaping scheme adjacent to the railway line that comes forward as part of the redevelopment.

## 4.7 Coal Mining Legacy Issues

The area covered by the SPD has previously experienced mining activities which will have left an environmental legacy. This legacy has the potential to lead to land stability and other public safety hazards unless there is awareness and any risks are fully considered and addressed. New development proposals should therefore take account of any risks associated with former coal mining activities and, where necessary, incorporate appropriate mitigation measures to address them.

## 4.8 Planning Obligations

Planning obligations (also known as section 106 agreements of the *Town and Country Planning Act 1990*) are agreements made between local authorities and developers or undertakings offered unilaterally by a developer and can be attached to a planning permission to make acceptable development which would otherwise be unacceptable in planning terms. Planning obligations must be necessary to make the development acceptable. They should be directly relevant to the proposed development. In the case of the Railway Street area, obligations relating to for example highway or open space improvements, will only be required where an obligation is necessary to make the development acceptable.

The Government made provision for the Community Infrastructure Levy (CIL) in the Planning Act 2008. This was enacted through Regulations in April 2010. CIL would effectively replace planning obligations by setting fixed charges for different types of development. Pendle Borough Council has not made a decision whether or not to introduce CIL but is considering this through its Core Strategy. Developers are advised to seek pre-application advice on the nature of either Planning Obligations or CIL which may be applicable to their development proposals.

## 5. The Planning & Wider Policy Context for Development in the Railway Street Area

In addition to the Brierfield ADF and Urbed's Masterplan, there are a number of policy documents which have informed the creation of this Supplementary Planning Document. Many of these documents will also be of relevance in assessing planning applications for new development within the Railway Street Area. Some of these policy documents are part of the planning system while others are more general. The most important documents relating to the Railway Street Area are outlined below.



### 5.1 Pendle's Sustainable Community Strategy (SCS)

The purpose of a sustainable community strategy is to set the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area. Every local authority is expected to have an SCS which has been developed and agreed with its local strategic partnership.

Spatial planning objectives for local areas, as set out in the Local Development Framework, should be aligned not only with national and regional plans, but also with the shared local priorities set out in the Sustainable Community Strategy.

The Strategy, which covers the period 2008 - 2018, sets the framework, priorities and objectives to improve life in Pendle over the next 10 years. It outlines the vision for a sustainable future for Pendle, explains what the biggest issues are and sets out targets that will help drive local improvement. It includes the following strategic vision for Pendle:

*"We want Pendle to be a place where quality of life continues to improve and where people respect one another and their neighbourhood. We want Pendle to be a place where everyone aspires to reach their full potential. We want to be recognised locally, regionally and nationally as a great area to live, learn, work, play and visit."*

The physical land use elements of the Strategy will be delivered through Pendle's Local Development Framework, of which the Railway Street SPD is a part, and the SCS is therefore a key part of the policy context for development in the area.

The Strategy presents a shared commitment by a range of organisations to work together to achieve the strategic vision by tackling a wide range of economic, social and environmental issues. The main priority goals within the SCS which the Railway Street SPD will contribute towards are:

- To support confident communities that are socially cohesive, creative, tolerant and considerate of all ages and cultures.
- To create a vibrant housing market offering a mix of high quality and affordable housing for all.
- To help create a borough which feels safe and crime continues to fall.
- To help people live long, healthy, and independent lives.
- To deepen our understanding and respect for the environment.

The Sustainable Community Strategy has strong links to the Local Area Agreement (LAA) for Lancashire and the Multi Area Agreement (MAA) for Pennine Lancashire. The LAA is an agreement between Lancashire County Council and its partners, including Pendle Borough Council, and central Government about how priorities for Lancashire will be measured and about how much improvement will be made over the 3 years from 2008 to 2011.

The MAA is an agreement between the seven local authorities in Pennine Lancashire and central Government. It identifies actions to be achieved to improve Pennine Lancashire and is based on 7 themes - transport, higher education, worklessness, funding, spatial planning, housing and economic development.

**Planning Policy Documents:** There are national, regional and local planning policy documents which are relevant to the Railway Street area. Local and regional documents form the ‘development plan’ for Pendle and provide the framework against which planning applications should be assessed while national policy documents set out the government’s view on how development should be managed and these are also of relevance to making planning decisions.

However at the time of finalising the consultation draft of this SPD the planning policy context has become more uncertain with the new Government formally revoking Regional Spatial Strategies which includes the North-West Regional Spatial Strategy. While the North-West RSS has been revoked some of the evidence base documents on which the strategy was based may still be of relevance.

## 5.2 National Planning Policy:

**Planning Policy Statement 1 – Delivering Sustainable Development:** PPS1 sets out the government’s over arching principles relating to how the planning system should deliver development. The following key principles of the document are of particular relevance to this SPD and development which may take place within the Railway Street area:

- Development plans should ensure that sustainable development is pursued and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change;
- High quality inclusive design is essential – *“Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted”*;
- Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities.

**Planning Policy Statement 3 – Housing:** PPS3 and its Companion Guide are particularly relevant to the production of this SPD. They set out a radical new approach to planning for new housing. New developments are required to be of the highest quality and design to create more attractive and sustainable living environments, which meet the needs of future residents. PPS3 lays down a challenge to developers and local authorities to deliver a fundamental change in the quality and layouts of new residential environments and *‘to break the mould of mediocrity that has characterised so much new housing development.’* This SPD aims to reflect the Government’s current policy on quality and design of new housing developments.

**Planning Policy Statement 5 - Planning for the Historic Environment:** PPS5 sets out the government’s approach to the protection and preservation of the historic environment including conservation areas and listed buildings. It includes the government’s overarching aim with regard to planning and the historic environment; *“that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations”* and outlines three objectives to achieve this:

- to deliver sustainable development with regard to the historic environment;
- to conserve England’s heritage assets in a manner appropriate to their significance;
- to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment.

A small part of the SPD area around Brierfield station is covered by the Brierfield Mills Conservation Area however given the relative proximity of the two identified development sites to this Conservation Area and the topography of the land in the area it will be important to ensure that development respects this protected area in form and appearance.



### 5.3 Regional Planning Policy:

#### The Regional Spatial Strategy (RSS) for the North West to 2021

The RSS published in 2008 set out the broad development framework for the North West region, identifying the scale and distribution of housing development and the priorities for the environment, transport, infrastructure and economic development. However as indicated on the previous page the Government has recently revoked these regional strategies. Some of the evidence base documents on which the strategy was based may still be of relevance.

#### The Joint Lancashire Minerals and Waste Development Framework

The Framework covers waste and natural resource issues across the County. The Core Strategy of the Development Framework was adopted in February 2009 and other documents will be produced as part of the Framework.

There are a number of policies in the Core Strategy which include requirements that will be applicable to developments in the Railway Street area, as set out below:

**Policy CS2** states that all new developments will be expected to maximise the use of recycled and secondary materials.

**Policy CS6** states that all major development proposals will be required to include details of measures to minimise the potential amounts of waste generated during construction and to provide for the segregation of any waste arisings to be taken off-site. A specific Supplementary Planning Document - **Minimising and Managing Waste in New Development** - has been produced and should be referred to by developers.

## 5.4 Local Planning Policy

Principal Planning Policies of the Replacement Pendle Local Plan 2001-2016 (Adopted May 2006)

The Replacement Pendle Local Plan was adopted in May 2006. The following policies are of principle relevance in terms of the production of this SPD and the determination of any planning applications relating to the two development sites shown in the Masterplan.

Policy	Title	Brief Description and Relevance
10	Areas of Special Architectural or Historic Interest	Pendle Borough Council will seek to conserve areas of identified historic or architectural interest, ensure a particularly high design standard in these areas, only grant consent for demolition in prescribed circumstances and designate new conservation areas where appropriate.
13	Quality and Design of New Development	Seeks to protect and enhance the heritage and character of the Borough by encouraging high standards of quality and design in new development.
18	Housing Market Renewal	Supports appropriate Housing Market Renewal which conforms to other local plan policies and relevant SPD.
20	Quality Housing Provision	Developments of 10 or more dwellings should provide a mix of housing types while all developments should incorporate high quality layout and design and should be provided at a minimum density of 30 dwellings per hectare.
21	Provision of Open Space in New Housing Development	Where there is an identified deficiency of open space, developments of 10 or more dwellings will be required to include on-site open space provision or where this is not feasible to provide a commuted sum towards off-site provision.
26	Non-Shopping Uses in Town Centres and Local Shopping Areas	Outlines the circumstances in which non-shopping uses in town centres and local shopping areas will be acceptable.
29	Creating an Improved Transport Network	Traffic calming initiatives will be supported. Development on sites of 0.4ha or more should include traffic calming measures on-site and contribute to initiatives around the site, where appropriate. A Transport Assessment and Travel Plan will be required to be submitted for any development proposal that will considerably impact on the capacity / demand of the road network.
30	Sustainable Transport Modes	New developments should make provision for cycle access and cycle routes on-site and be pedestrian friendly. Developments on site of 0.4ha or more will be required to contribute towards public transport improvements in the vicinity where appropriate.
31	Parking	More information on following page



**Policy 31 – Parking:** This policy indicates that the Council will continue to protect the most used and best located car parks from any other development and these car parks are identified on the adopted proposals map. The Cross Street car park within the Railway Street / Cross Street hub redevelopment area is identified as a protected car park (as is the nearby station car park which is not proposed for redevelopment).

It should be noted that this Supplementary Planning Document cannot and does not intend to reallocate the land use of the Cross Street car park. Details regarding potential development of the car park and the surrounding area are not final; development on this site may not occur or other development options not involving the loss of the car park may be pursued. However, this Supplementary Planning Document and the Housing Market Renewal work that is targeted for the Railway Street area form a material consideration which should be taken into account in the determination of any planning application affecting the car park. It will be for the decision maker determining any planning application to decide whether the SPD and the benefits of any development proposed for the site would and outweigh the site's protection in the Replacement Local Plan.



The Council does not hold recent survey information on use of the Cross Street car park however, based upon anecdotal information it would seem that the 26 space car park is under utilised. As indicated at page 11 one of the regeneration objectives arrived at in creation of the Masterplan for the area was to '*rationalise the provision of parking*'.

However, it is understood that there are local concerns regarding parking in the local area following the completion of the new mosque on Sackville Street. It would be important that the car parking provision in the SPD area and Brierfield Town Centre is considered before any redevelopment of the car park goes ahead.

**Above: Map showing designated car parks in Brierfield**

#### **Other Local Planning Policy and Guidance Documents of Relevance: -**

**Brierfield Canal Corridor (Planning Brief) SPD:** The Canal Corridor area is situated within close proximity to the Railway Street neighbourhood and the development that will be guided by the SPD will impact upon the Railway Street area.

**Brierfield Mills Conservation Area (Assessment) & Pendle Conservation Area Design and Development Guidance SPD:** Brierfield Station and the surrounding area is included within the Brierfield Mills Conservation Area. Development on the two development sites highlighted in this SPD and the Masterplan will impact upon the setting of the larger Conservation Area to the west of the railway line. Both of the above documents are therefore of some relevance.

**Design Principles SPD:** This SPD sets out specific design guidelines for household extensions, shop fronts and advertisements and will therefore be of relevance in terms of developments, particularly smaller scale ones proposed within the Railway Street neighbourhood area.

## Strategic Housing Market Assessment (SHMA) 2008:

The joint SHMA for Pendle and Burnley is a key evidence base document for Pendle's emerging Local Development Framework. The assessment provides a detailed picture of the need for new types of housing in Pendle and is therefore of relevance to this SPD. The following key points from the assessment relate to the Brierfield ward or the Borough as a whole:

- The HMA (Housing Market Area) is highly self-contained. Some 70% of all home moves in Pendle begin and end in the district of origin which is high by national standards;
- The housing stock is dominated by terraced dwellings: 59% in Pendle compared with 32% (North West) and 26% (England);
- House prices in Pendle are among the lowest in England at 55% of the national average;
- A high need for new affordable housing in Pendle (858 pa) is identified. Subject to viability an affordable housing target of 45% on developments of 15 + units is justified;
- For Brierfield ward the tenure split is 78.4% owner-occupied, 10.2% social rented and 11.4% private rented (2001 Census and Fordham research);
- Brierfield ward ranks 4th out of the 35 wards across the study area in terms of the need for affordable housing with 1 indicating the greatest need;
- Similarly, Brierfield ward ranks 4th out of the 35 wards in terms of both the need for larger affordable housing and the need for larger market housing.



## The Elevate Sustainable Development Framework

A Sustainable Development Framework has been produced by Elevate (now known as Regenerate Pennine Lancashire) to ensure that sustainable development principles are embedded within the planning and implementation of the Pathfinder programme. All new development that takes place in Pennine Lancashire on sites forming part of the Regenerate Pennine Lancashire programme will be expected to respond to these minimum guidelines:

- Involve the local community in the planning and design of HMRI projects
- Contribute to the creation of liveable environments through street designs that encourage social contact and by providing usable green space within walking distance
- Promote mixed communities that integrate all ages, social and ethnic groups and are served by community facilities and activities that promote cohesion
- Protect and enhance local heritage and distinctiveness
- Create net housing densities of 30 dwellings per hectare or higher
- Promote alternatives to car based travel by providing public transport stops within walking distance and safe and direct routes for walking / cycling
- Promote low energy use by creating energy efficient homes
- Include simple measures to conserve water use e.g. low flush toilets
- Provide space for waste recycling facilities
- Ensure access to quality open spaces
- Layout development in a way that makes crime more difficult to commit by improving security and surveillance
- Engage contractors who are committed to sustainable construction techniques

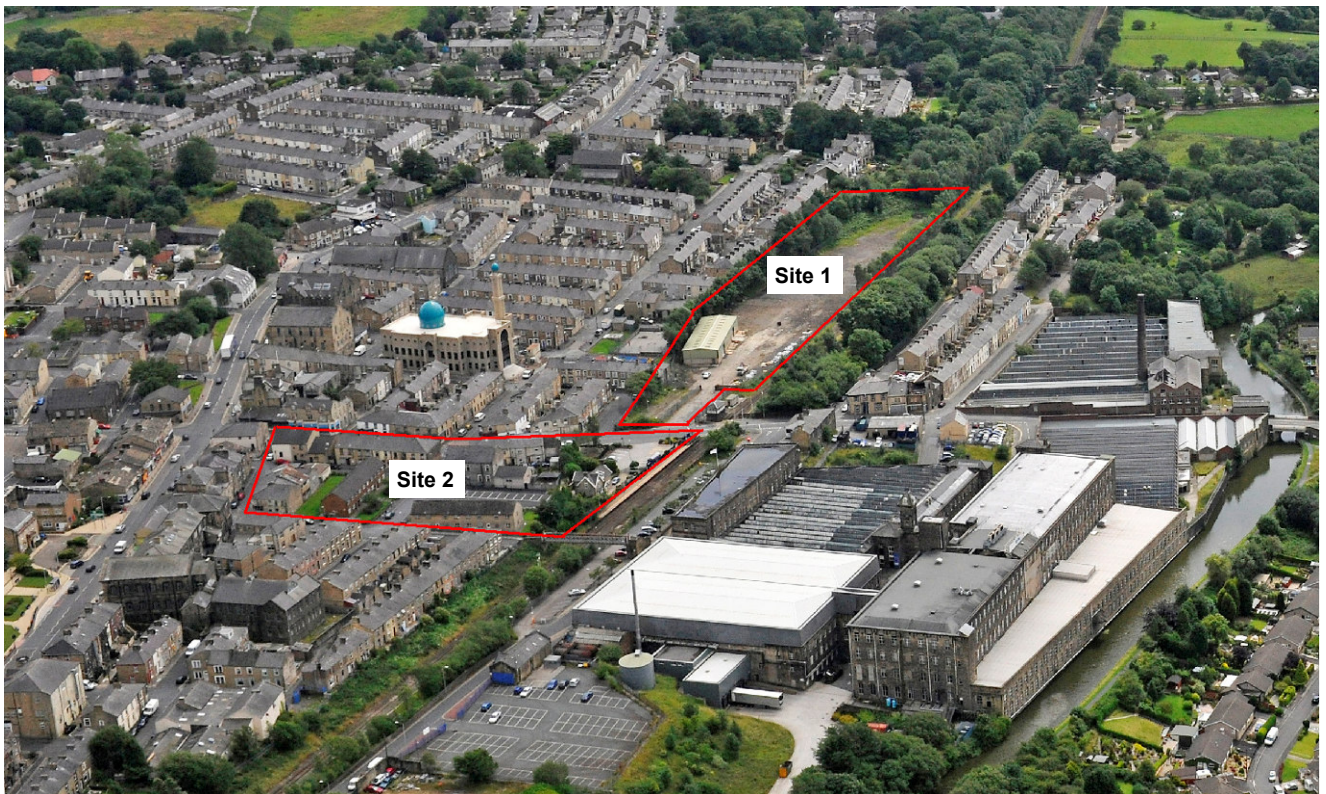
## 6. Planning & Design Requirements for Development in the Railway Street Area

- A: Context - Good Design: A National, Sub-Regional and Local Priority
- B: Benchmark - Design Principles and Planning Requirements for the Railway Street Area
- C: Delivery – Development Site Specific Planning and Design Considerations

Within the Railway Street Neighbourhood area there are two specific sites which have been identified in the Masterplan as having the potential for redevelopment – **The Stoneyard Site (Site 1)** and **The Railway Street / Cross Street Hub (Site 2)** which includes part of the Railway Street frontage. The Masterplan considers that the redevelopment of these key sites as part of the Housing Market Renewal programme could significantly improve the appearance of the area and the way it functions.

One of the principal roles of this Supplementary Planning Document is to provide further planning guidance on these sites and how they could be developed. Detailed information relating to each site is included later in this section of the SPD. In addition to potential developments on the two key development sites other (re)development opportunities may become available. However, developments outside of the two main sites are likely to be restricted to small scale alterations to existing buildings.

High quality design in the Railway Street Neighbourhood Area is particularly important to ensure that regeneration objectives are achieved. For that reason detailed information on design considerations which should inform development proposals is included below. This information will be of relevance to both the two key development sites highlighted below and the wider Railway Street Neighbourhood Area.



Above: New residential development on Site 1 (Stoneyard site) and Site 2 (Railway Street / Cross Street Hub) can help to transform the Railway Street area and improve the appearance of this key entrance to the town.



## A: Good Design: A National, Regional, Sub-Regional and Local Priority

The importance of incorporating good design in new developments to ensure the creation of attractive and successful places is increasingly recognised **nationally** by professions concerned with the built environment, as well as local communities and other interested parties.

CABE (the Commission for Architecture and the Built Environment) is the government's adviser on architecture, urban design and design and since it was founded 10 years ago has worked to promote good design in the built environment. A number of useful publications are available on its website.

In recent years a number of government planning policies have been released which require that good design is delivered through the planning process. Planning Policy Statement 1 states simply that:

*"Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted."*

Planning Policy Statement 3 (Housing) is concerned with ensuring that the planning system delivers high quality residential development. PPS3 explains that *"Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities"* and sets out the test against which the quality of residential design should be judged:

*"Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."*

At the **regional level**, the Northwest Regional Development Agency (NWDA) sponsored study – The Economic Value of Good Design 2009 – concludes that good design, of which many elements may be cost neutral, is increasingly important during the recession. This is because good design can provide a competitive advantage in a market of increasingly selective occupiers and investors.

At the **sub-regional level** the Elevate publication 'Raising Design Quality in Pennine Lancashire' highlights the benefits of good design to not just residents and local authorities but also developers and investors and concludes that:

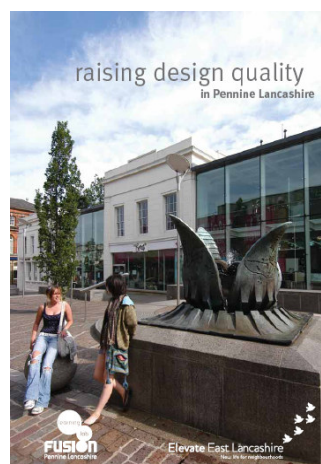
*"There is strong evidence that good design (in fact) produces better economic, social and environmental returns for everyone involved from residents and local authorities to developers and investors."*

At the **local level**, Pendle Borough Council's Replacement Local Plan policy 13 (Quality and Design of New Development) and Design Principles and Conservation Area Design and Development Guidance SPDs, referred to in the planning and policy context of this report, reflect a commitment to delivering high quality, well-designed development across Pendle.

PlacesMatter!



The Economic Value of Good Design 2009



Communities  
and Environment

Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



**Left to Right:  
The Economic  
Value of Good  
Design, Raising  
Design Quality in  
Pennine Lancashire  
and Planning Policy  
Statement 3 all  
highlight the  
importance of good  
design in new  
residential  
development**

## **B: Design Principles and Planning Requirements for Railway Street**

The Brierfield: Railway Street Masterplan which forms the basis for this SPD includes a set of design principles developed by the author, the urban design consultancy Urbed. Potential developers of sites in the Railway Street neighbourhood area should be guided by the design principles, predominately developed by Urbed, that are set out below. More detailed planning and design considerations relating to issues such as landscaping and public realm are also included in this section.

### **B1: Design Principles:**

**Creating a sense of place / identity:** It is important that developments have a distinctive character, while also being compatible with the adjacent built environment. The careful design of buildings, streets, spaces and landmarks will help to achieve a strong identity and sense of place.

**Integration:** An important principle of the masterplan is the integration of the Stoneyard site into the Railway Street Neighbourhood. Any new schemes should not therefore be conceived as a cul-de-sac off Railway Street but as part of an integrated and permeable network of streets and routes.

**Animating the public realm:** All new housing should be built facing onto the street, corner blocks should face onto the most important street. The front door of all new housing should face the street (rather than the rear car park) and all public areas should be overlooked by new housing.

**The enclosure of space:** The character of new streets is based on the ratio of building height to the width of the street. The terraced streets in the area generally have an enclosure ratio of 1:2 (i.e. the width of the street is twice the height of the buildings). The building line of new development should enclose existing streets and create new ones. Generally these streets should not exceed a 1:2.5 enclosure ratio. This means that 2 storey streets should be no more than 15m wide and streets with 3 storey buildings no more than 22.5m wide.

**Massing and tall buildings:** The predominant height of new housing will be 2 - 3 storeys. However there are opportunities for slightly higher (3 and 4 storey) blocks to create local landmarks. There is the scope for the height of corner blocks to be 3 - 4 storeys especially along Railway Street.

**Critical Mass:** The new development is envisaged as complementary to the terraced housing in the area at present while also reflecting the need for some parking / garden space. The density is therefore likely to be between 50 and 90 homes / hectare. The lower level will be achieved where the new development is predominantly housing with a mix of semi-detached units and mews style housing with gardens. The upper level will be achieved with a mix of terraced and low rise apartments on the corners.

**Landmarks and Vistas:** Railway Street forms an important gateway into Brierfield and the new housing development planned for Clitheroe Road. It will also be the public face of the Railway Street Masterplan.

## Detailed Planning and Design Issues

### B2: Affordable Housing

To deliver the key objectives of this SPD, rebalance the housing market and conform with higher tier planning policy, all new development on the two sites identified in the SPD must provide for a wide mix of dwelling types and sizes, including a mix of tenures. Furthermore, on sites where the development would total 15 or more residential units, affordable housing should be provided unless a financial assessment which indicates that it is not viable to make this provision is submitted to the Council with a planning application. The Council reserve the right to have any financial information submitted independently assessed at the expense of the applicant.

The results of the Burnley and Pendle Strategic Housing Market Assessment (SHMA) 2008 shows that there is high need for affordable housing in Pendle which in theory would justify a target (subject to viability) of 45% affordable housing on new sites of 15+ dwellings. However, the SHMA acknowledges that in practice this is not realistic. Due to current housing market conditions the percentage of affordable housing will be set based on viability assessments carried out on each individual site. The SHMA shows that most of the affordable housing need in Pendle is for social rented housing (80%) but some is for intermediate housing (17%) which is priced between a social and a market rent) as well as a need for low cost market housing (3%), although low cost market housing does not in itself meet the government's definition of affordable housing as given in Annex B of Planning Policy Statement 3 (Housing).

In terms of the size of affordable housing required the SHMA indicates that there is a strong demand for larger houses. The involvement of a Registered Social Landlord (RSL) partner will be sought by the Council if necessary to provide affordable housing on sites which have been assembled using funding from the HMR programme.

In addition to the need for affordable housing identified in the SHMA, the sustainability appraisal of the Masterplan that was carried out highlighted that demolition could create affordability implications for those residents affected. This can be addressed through the provision of affordable housing on the new development sites.

Given the close proximity of the Railway Street / Cross Street Hub site to the town centre and its services / facilities, it is envisaged that redevelopment of this site in conjunction with an RSL may incorporate the provision of some affordable housing specifically for elderly persons.

### B3: Housing Mix

Planning Policy Statement 3 highlights the fact that providing a mix of housing types and sizes can help to create balanced communities. One of the key HMR objectives is to create choice and diversity of new housing to meet changing housing need and requirements. It is therefore expected that new development within the Railway Street area will accommodate a mix of different house types.



**Above: The Edge End Avenue development, Nelson. The estate includes higher value detached housing, however there is a mix of house types on the estate including terraced and semi-detached properties. The mix of higher value properties with other house types is in line with national planning guidance and in these terms this type of development would be appropriate for the Railway Street area.**



## B4: Green Infrastructure

Natural England defines green infrastructure as “a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.”

### Towards a Green Infrastructure Strategy:

A clear need to improve the green infrastructure of the Railway Street area emerges from the development of regeneration interventions for the area. As indicated at p.11 one of the top ten dislikes about the area among the local community is a lack of green space. One of the 5 areas around which the Brierfield ADF was structured was ‘Capturing the potential of the natural environment and heritage’ (see p.12).

The regeneration objectives developed by URBED (p.13) following baseline analysis and consultation with the local community are as follows: -

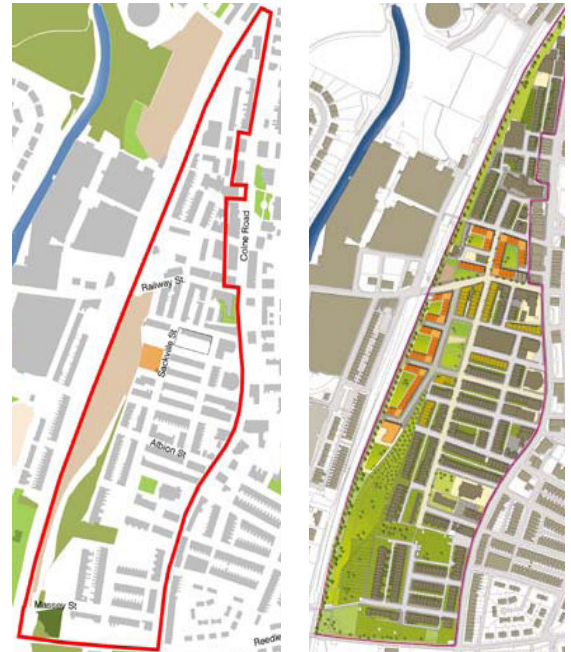
*improve quality of streetscape and general environment; improve amount and quality of open space; and, improve image and identity of the area.*

2 of the 5 regeneration interventions (p.14) proposed by URBED include improving and expanding the local park to provide a focal open space and the planting of street trees as part of wider environmental improvements.

In addition, CABI publications such as ‘Start with the park’, ‘Does money grow on trees?’ and ‘Urban Green-Nation’ highlight the benefits of different components of green infrastructure in creating attractive places to live. Increasing the attractiveness of the Railway Street area will ultimately help to deliver regeneration.

The following strategy has been developed for the Railway Street area to create enhanced green infrastructure, green the urban area, provide new and improved open space and increase biodiversity:

- Opportunities to create a linear green infrastructure network running through the area, enhancing existing areas of open space should be seized;
- In particular developments on the Stoneyard site and Railway Street / Cross Street should contribute significantly to the development of green infrastructure through, for example, the inclusion of open space, street trees in developments, green roofs etc while also maximising the potential to enhance biodiversity through the provision of SUDS in new developments;
- Other developments that come forward in the Railway Street area should contribute to the provision of green infrastructure where it is feasible to do so. Appropriate measures could include for example new tree planting along key streets in the area, installation of green roofs etc



**Above Left:** Audit from Masterplan shows that there is little open space within the Railway Street area. The main green area at present is the semi-woodland area to the south of the Stoneyard site.

**Above Right:** The Masterplan envisages a ‘greened’ Railway Street environment.



**Above:** Semi-woodland area viewed from gardens of properties on Sackville Street.



**Left:** New ‘pocket park’ on the Selwyn Street development in Oldham created under the Oldham Rochdale Housing Market Renewal Pathfinder.

## Green Infrastructure (continued)

- The provision of a larger, improved and greener park on Sackville Street at the centre of the Railway Street area and adjacent to the Stoneyard site will be key to the improvement of green infrastructure. The design of a new park should be developed with the aim of contributing to the improvement and enhancement of green infrastructure and biodiversity in the area;
- Environmental improvements to improve green infrastructure through, for example the provision of street trees will be pursued. The Council will work with Lancashire County Council highways team to ensure that the need to green the environment and street scene is met without unacceptable impacts on highway and pedestrian safety or future highway maintenance requirements. It is expected that these environmental improvements could be delivered either through planning obligations, where they would be directly related to the development, or through Local Transport Plan 3 (2011 -2021);
- Given the urban nature of the area green roofs provide an opportunity to improve biodiversity and green the residential environment. The 'Living Roofs' publication by Natural England provides more information about how green / living roofs can be developed to improve the appearance and biodiversity of local environments.
- Proposals in the Railway Street area that have a significant adverse impact on green infrastructure will be resisted unless the adverse impact can be ameliorated;



**A:** The Masterplan includes the proposal for a larger and improved park on Sackville Street that creates a greener and more pleasant environment.

**B & D:** Street trees in the Railway St area will contribute to the provision of green infrastructure and create a streetscape that is less harsh.

**C & E:** Green roofs on both domestic and non-domestic structures have the potential to improve the local environment.

## Delivery:

Highlighting the importance of green infrastructure and individual environmental projects in the Masterplan and this SPD will not in itself lead to the enhancement of green infrastructure in this area. To deliver this Strategy and ultimately improve green infrastructure in the area it will be necessary for a number of different groups to work in conjunction with the local community. In particular the following will be important:

- The role of Pendle Borough Council's Neighbourhood Management Team (and HMR Team) will be vital in explaining to the local community the benefits of green infrastructure, harnessing enthusiasm and encouraging involvement in the delivery of individual projects;
- Further consultation and close working with Lancashire County Council will be necessary to ensure that they understand the vision for green infrastructure in the area and can tailor highway strategies, maintenance improvements and other investments in the area accordingly;
- It will be necessary for the Council's Development Control Team to highlight the green infrastructure strategy for the Railway Street area to potential developers to ensure delivery;
- As part of the rolling out of a green infrastructure strategy for the Railway Street area it is acknowledged that further more detailed work may be required to ensure effective delivery, support funding bids etc.



## B5: Sustainable Design

Sustainable Design means creating buildings and places which in their appearance, form and the way that they function contribute to meeting the various social, economic and environmental objectives that are linked to the sustainability agenda. An unsustainably designed building would not be suitable for its existing or future users, would not relate well to the surrounding area in terms of its design and would not respond to the challenge of combating climate change – in short it would not ‘stand the test of time’.

Development that is delivered in the Railway Street Neighbourhood Area as part of the Housing Market Renewal Programme should accord with the guiding principles outlined in Elevate’s Sustainable Framework for HMR (see page 23) and should also adhere to the following sustainability requirements or principles: -

- Developments should seek to achieve Lifetime Homes standards;
- Developments should provide sound insulation against noise generated by nearby rail traffic;
- Development should strive to achieve Building for Life (Silver). Justification as to why this is not feasible should be provided if appropriate;
- Inclusive design considerations (see page 32) should be incorporated into the design;
- Developments should provide measures to minimise the use of water, by introducing grey water systems and introducing low flush toilets;
- Developments should incorporate Sustainable Urban Drainage Systems unless it is not feasible to do so;
- It is expected that any refuse storage facilities will be integrated into the design of new development from the outset, will be of a high quality design and not be intrusive within the streetscape;
- Opportunities to utilise recycled materials particularly those from demolition in the area, some of which are held by the Council pending reuse, should be taken;



Any detailed development proposals should be supported by a detailed appraisal and statement highlighting where energy and resource saving measures have been considered and incorporated into the development scheme. The appraisal should, subject to viability, demonstrate compliance with level 3 of the Code for Sustainable Homes.

**Left: Houses in Whitefield, Nelson, regenerated under the HMR programme incorporate sustainable design features including solar thermal panels on the roof as well as rooftop sun light collectors, seen adjacent to the ridge, which maximise the entry of natural light into the houses.**

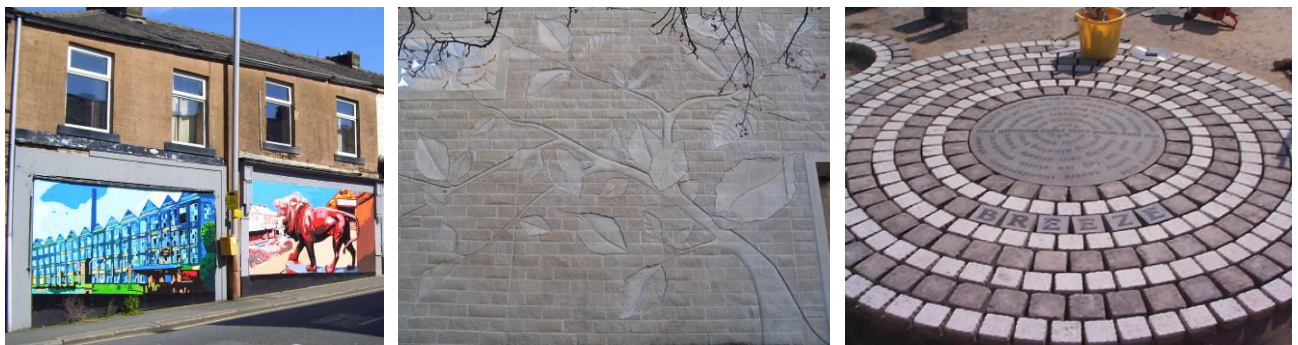


## B6: The Importance of Art in Placemaking

*"Too much development today lacks imagination and needs the creative, lateral thinking of artists"* according to a new report from CABE and Arts & Business.

'Artists and Places - Engaging Creative Minds in Regeneration' explores how involving artists in regeneration projects can improve their quality. The report draws on the lessons of PROJECT, a two-year initiative to transform the role of artists in place making. The report asserts that artists bring an innate curiosity to the project and investigate aspects of the local environment that the design team may not be engaging with. Artists need to be properly involved in a scheme, so they can deploy their creative skills effectively, identify what is truly authentic about a place, and help 'market' it in a distinctive way.

Creative engagement is an important way to engage communities in the regeneration of their area and the process can therefore deliver greater benefits in regeneration than just a physical piece of art at the end of the process.



**Left: Temporary shop front art in Brierfield's Railway Street area displays local features and landscapes of interest and helps to create a distinctive place.**

**Centre: Permanent art can be included in developments to create distinctive buildings and places as with the stone carving in the wall of this health centre building, undertaken as part of the Journeys Towards Health arts programme.**

**Right: Art developed as part of a Homezone, Oxbridge**

### Art Delivery Strategy:

The inclusion of art in development in the Railway Street area, either within the fabric of new buildings or through free standing installations has the potential to help create a strong sense of place and community.

In new developments on the Stoneyard site, Cross Street / Railway Street hub, and open space / public realm schemes in the Railway Street area where appropriate, art work should be incorporated into the development. The inclusion of art work is not considered to be an 'optional extra' in the regeneration process for the Railway Street area and should be considered from the outset. While the financial and time implications of including art in developments is appreciated, the Council also recognises that art developments can constitute a wide variety of different features from, for example, centrepiece features on a development to individual building-by-building artwork.

The incorporation of art in new developments will form the basis of pre-application discussions with the Council. The design and access statement accompanying any planning application should outline the type of artwork that will be developed.

It is expected that the community will be involved in the artwork development process. This provides the opportunity for the local population to be more engaged in the regeneration process and create a sense of ownership. It is recommended that developers and their agents work closely with Pendle Borough Council's Neighbourhood Management Team to engage the local community.

A useful reference relating to the inclusion of art in housing and regeneration developments can be found at the website [www.publicartonline.org.uk](http://www.publicartonline.org.uk)

## B7: Reducing Crime in the Area

As a deprived urban area, the Railway Street Neighbourhood Area suffers from higher rates of crime than elsewhere in the North-West. In addition, degraded environments together with the dense urban form are likely to create negative perceptions about crime and safety in the area. Redevelopment of the two key development sites as part of a wider programme of regeneration has the potential to positively impact upon crime trends and residents' perceptions of the area while careful attention to the design of new buildings can ensure that users are at a low risk of being victims of crime.

Secured by Design is a national police initiative which focuses on the design and security for new & refurbished homes and other non-residential developments. Secured by Design guidance documents particularly the New Homes 2010 guide should be considered at the inception stage, in addition to Pendle Borough Council's Crime Prevention in Residential Development SPG.

Advice outlined in the above documents should inform design of new development, albeit that in some circumstances it may be necessary to balance crime minimisation measures against other design considerations.

In particular the following Secured by Design recommendations will be of relevance:

- Fences and walls should generally be kept low at the front of properties so that they are open to view, with high boundaries to the rear.
- Gable end walls which are windowless and blank, particularly at the end of terraces should be avoided as they can attract graffiti and inappropriate loitering. Where possible at least one window, which can be at first floor level, should be included to give views over the public area.
- Public footpaths should not run to the rear of and provide access to gardens and rear yards of dwellings. In addition the siting of foot paths should be done so as not to provide easy escape routes for criminals.



**Secured by Design New Homes 2010 guide is an important reference point for developers of schemes in the Railway Street area**

## B8: Inclusive Design:

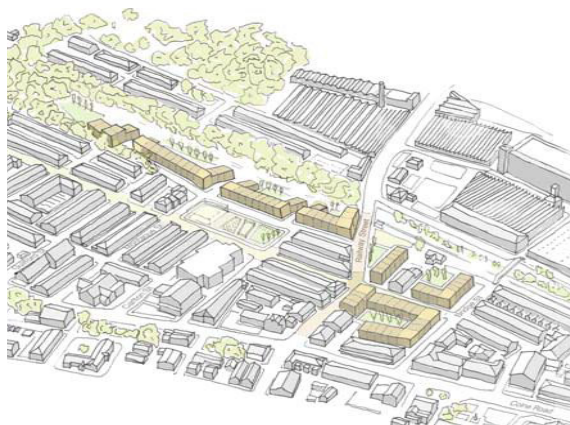
Accessibility for all including the young, the old and disabled persons, especially to new public buildings and open space, is important. Useful guidance for developers can be found in the Department for Communities and Local Government publication of 2003 'Planning and access for disabled people: a good practice guide'.

The Council expects that a Design and Access Statement submitted with a planning application should fully justify the proposed development in terms of how it incorporates inclusive design. More information about how access issues should be incorporated in design (and subsequently design and access statements) can be found in CABI's publication 'Design and Access Statements: How to write, read and use them'.

## B9: Meeting the Needs of Future Users:

The Railway Street area has a diverse community with a wide range of cultural and religious beliefs. It is important that development proposals are based on an understanding of the housing needs of the community and meet these needs accordingly.

## C: Development Site Specific Planning and Design Considerations



**Above: Schematic drawing from Railway Street Masterplan indicating how the redevelopment of both the Stoneyard and the Railway Street / Cross Street sites can be developed in a way in which they fit in with the existing prevailing urban form of Brierfield.**



**Above: Indicative layout of new development on Stoneyard Site, as included in Urbed's Railway Street Masterplan.**

**Below: Stoneyard Site from Railway St and Guildford St**



### C1: Site 1 - The Stoneyard Site

The Stoneyard site provides the greatest development opportunity within the Railway Street Neighbourhood Area. It is vital that the site is developed in a high quality way which creates an attractive housing offer and leads to the regeneration of the Railway Street area and the town as a whole. The Masterplan for the area indicates the site could potentially accommodate 60 new homes (see image above). This indicative total was based upon the creation of a variety of house types – 10 2-bed apartments, 27 3-bed houses and 23 4-bed houses on this site. A specific section within the Masterplan relates to the viability and implementation of development on this site.

Pendle Borough Council will expect any development proposal which is submitted for the Stoneyard Site to address the following site specific planning and design criteria, in addition to the general planning and design principles referred to in section B:

- A.** Development proposals must meet the housing requirements in the area as outlined in the Strategic Housing Market Assessment referred to on p.23, in particular the requirement for larger affordable and market housing in the area.
- B.** Development should relate well to the urban form of the surrounding area and be linked and connected by a series of roads into the established residential area. In particular it is expected that development will be carried out as part of an extension of Milton Street (see key image F) so as to fit into the historic street pattern, as in the image shown above.
- C.** The design of the development should recognise the importance of creating an attractive frontage onto Railway Street at the north of the site, to enhance this key gateway to Brierfield.
- D.** In addition to the need to include attractive road frontages, development of the Stoneyard site should be designed in such a way that it creates an attractive frontage onto the adjacent railway line, as new development will have an important impact on the perceptions of Brierfield among users of the railway. An attractive view may be presented to the railway by, for example, the development of houses with 'double frontages', the breaking up of gable ends with openings to create 'active elevations', the use of high quality boundary treatments etc.



- E.** A distinctive style of architecture that combines contemporary styles with the best architectural traditions of Brierfield and the surrounding area is sought. In terms of design, materials and design features the development should be recognisable as both a 21<sup>st</sup> century project and one which is situated within a northern (mill) town with a strong vernacular.
- F.** At the opposite side of the railway line to the Stoneyard site is a residential development site that has been created through the clearance of terraced housing under the Housing Market Renewal initiative. While development on the Stoneyard site should not necessarily copy what is taking place on this nearby site, at the design stage, regard should be had to the design and materials used to ensure that both developments are complementary.
- G.** Development should not be detrimental to views of the open countryside from some areas adjacent to the site as open views can be advantageous to attracting new residents to these areas. New houses should be built to a suitable scale in order to fit in with Milton Street and Railway Terrace. The scale, massing and height of the buildings should be carefully considered. The level change between the existing houses on Milton Street and the site may provide an opportunity for taller houses.
- H.** The new housing will be of 2 – 3 storeys in height with scope for higher 3 storey + buildings on the corner blocks especially for any new development fronting Railway Street. Taller or distinct corner buildings can help create a focal point for the development.
- I.** Landscaping plans for the site should consider national and regional planning policy requirements to enhance biodiversity. The linear nature of green space and tree coverage to the south of the site and at the opposite side of the railway should inform landscaping plans for the site and should provide opportunities to enhance biodiversity in the locality – there is the opportunity to create an improved wildlife corridor which includes a redeveloped Stoneyard site (see aerial photo in key images). A submitted planning application should include a statement indicating how biodiversity considerations have been taken into account.
- J.** Tree lined streets throughout the development will be sought to create an attractive and desirable residential environment, positively contribute to the (built) environment in the locality where good quality green spaces and tree planting is limited and enhance biodiversity.

Trees serve vital functions in urban environments (SUDS, filter dust and other particulates, provide shade, biodiversity value etc) and the most suitable for the space should be specified at the early design stage and not as an afterthought. Trees should be of a suitable ultimate scale and form and not small 'lollipop style' ones. Larger species can be accommodated (upright fastigiated form) and concerns about roots etc can be addressed with technical details to assist with surface water storage (SUDS) and root trainers / barriers to protect paths, services etc. The Council's Tree Officer will be able to provide further advice as appropriate to inform the production of development proposals for the site.



**i & ii** A development that combines modern architectural features while also reflecting the traditional vernacular of the Brierfield area is sought as outlined in point E and shown in the above example - Deakins Park, Nr. Blackburn

**iii** Prominent and taller corner buildings, as in this traditional example from Pendle, are sought for the corners of the Stoneyard Site fronting Railway Street

**iv** Trees serve vital functions in urban environments and will increase the attractiveness of the SPD area

- K.** Developers should consider flood risk issues and the Environment Agency requirements for an 8m easement relating to the Sefton Street culverted watercourse, as outlined at section 4.1 of this document, when drawing up proposals for the site.
- L.** The impact of development on the Stoneyard site on the setting of the Brierfield Mills Conservation Area and the listed mill buildings should be considered at the design inception stage.
- M.** In terms of sustainability, developers should aim to incorporate decentralised energy provision in new development. Given the scale of development which the Stoneyard Site can accommodate and therefore the amount of energy that could be generated, developers should consider the potential for development of a large scale community facility on site such as a Combined Heat and Power plant, as this may be more efficient and cost effective than considering individual green technology 'add-ons' for each dwelling as an afterthought.

## C2: Site 2 - Railway Street / Cross Street Hub



The redevelopment of the land north of Railway Street offers an important opportunity to transform the main gateway into the area and create new housing close to the town centre which meets local housing needs. Pendle Borough Council has acquired a block of vacant retail premises on Railway Street and also owns the car park next to the Liberal Club. The Housing Pendle blocks provide 16 one bed flats. These in the past have not been popular but are understood to currently have a high occupancy rate.

The images to the left show the existing street layout and an indicative layout of new development on-site from the Masterplan which indicates that redevelopment of the site could potentially create 36 new homes including, 16 2-bed apartments, 12 2-bed houses and 8 3-bed houses.



It is vital that the site is developed in a high quality way which creates an attractive housing offer and leads the regeneration of the Railway Street area.

Pendle Borough Council will expect any development proposal submitted for the Railway Street / Cross Street Hub to address the following site specific planning and design criteria, in addition to the general planning and design principles referred to in section B:

- A.** A distinctive style of architecture that combines contemporary styles with the best architectural traditions of Brierfield and the surrounding area is sought. In terms of design, materials and design features the development should be recognisable as both a 21<sup>st</sup> century project and one which is situated within a northern (mill) town with a strong vernacular.
- B.** The Railway Street Development site forms one of the main gateways into Brierfield. As a consequence it is vital that the site will make a positive impact upon passers by. Strong impacting architectural styles could therefore enhance the area.
- C.** The development will comprise of social rented housing, shared ownership, and private housing. The aesthetic design of the properties should however be 'tenure blind' and although different architectural styles may be used, an equally high standard of design and materials should be used for both private market housing and other housing types.
- D.** New buildings do not have to be of the same architectural style as those created on the former stoneyard site however they should be complementary to those on the adjacent site and existing built development in the area.
- E.** The opportunity to create a direct and enhanced pedestrian route through the site to the railway station should be taken as part of the development of the site.



**i The Railway Street fronting site forms part of the prominent entrance to the town**

**ii Two dwellings, one a private market house and one an affordable house. It is important that a 'tenure blind' development such as this is developed on the site.**



- F:** The availability of car parking in the Railway Street area is a concern for some of the local community. Development of the Railway Street / Cross Street Hub would potentially include the Cross Street Car Park, however as indicated at pages 17 and 22 it is important that any redevelopment should be preceded by an assessment of the availability of car parking in the area. This assessment may impact upon the design of the Hub and whether or not the existing car park is included within the development site.
  
- G.** The Brierfield Working Men's Club on Cross Street (key images H & L) is shown in the Masterplan to be retained. It is a prominent vernacular building and any development on Cross Street and Railway Street should complement this building.
  
- H:** Parts of the site are in close proximity to the Brierfield Mills Conservation Area (key image I) and have the potential to impact upon its setting. It is vital that this development respects and enhances the setting of this designated area. It is also important that development is complementary to the dense urban form that has been established around the town centre.
  
- I:** Bridge Street at the north of the site provides an important pedestrian link between Brierfield Town Centre and the Brierfield Mills complex, via a railway bridge. This route may be used increasingly when the Mill complex is redeveloped. It is important that opportunities to create a safer and more attractive route along Bridge Street are taken when creating the Railway Street / Cross Street Hub. Bridge Street should be well overlooked by new development and attractive boundaries should be created.
  
- J.** All properties developed on this site should be built in adjoining blocks. As a result corner buildings which should be prominent will emerge. The Masterplan recognises that there is scope to provide larger corner buildings. More prominent corner buildings will help define the beginning of a development; they help create animation, and they act as focal points and small landmarks for people in the area. The corner buildings will be on Bridge Street/Cross Street, Cross Street / Railway Street and Bridge Street / Pickering Street and should help give the area a sense of place.
  
- K.** Public realm and environment improvements including tree planting, improved pavements, parking bays, and the reinstatement of cobbles are proposed in the vicinity of the site by the Masterplan. Opportunities to incorporate such features, so as to improve the environment of the Railway Street / Cross Street Hub, should be taken.
  
- L:** Any boundary treatments should reflect the areas traditional heritage and the setting of the adjacent conservation area. Iron railings painted black and stone boundary walls are typical of the vernacular of the surrounding area. The inclusion of these traditional boundary treatments will help retain the traditional character of the area and should be considered for inclusion in the development scheme. High timber or palisade fencing can have an oppressive impact and degrade the appearance of an area and will be unacceptable on this development site.

## 7. Implementation and Monitoring

As with all planning policy documents produced, the aims and plans included in this Supplementary Planning Document should be deliverable. The successful delivery of a regenerated Railway Street area and the five projects referred to in the Masterplan (see page 14 of this SPD) which include the development of the Stoneyard site and the Railway Street / Cross Street Hub, is dependent upon a number of factors.

The Masterplan for the Railway Street area produced by Urbed incorporates an Implementation Plan which includes a 'broad-brush' indication of the likely costs and values that may be associated with each of the individual proposed interventions. Projects are appraised individually and it is acknowledged that projects may be delivered independently of one another. It is also acknowledged that given the economic downturn it may be necessary in the future to reappraise some of Urbed's costs / values with those relevant at the time. However, the Masterplan acknowledges that neither the Stoneyard site or the Railway Street / Cross Street Hub are likely to come forward in the immediate future and that the delivery of projects will be predicated on the receipt of public sector funding.

Production of this SPD alone will not by itself result in regeneration projects taking place within the Railway Street area as developer / owner interest in developing the sites together with the receipt of public funding for improvements will be the catalyst for these projects to take place. However, formalisation of the SPD will ensure that there is a framework for public and private investment. By outlining the type of development that the Council considers will be acceptable in the area, this can instil confidence among investors that if private or public investment is forthcoming that this will lead to delivery on the ground following the granting of planning permissions. An adopted Supplementary Planning Document will therefore be an important tool which planning and regeneration staff can use to deliver investment in, and regeneration of, the Railway Street area.

It will be necessary for Planning and Regeneration staff to monitor the success of the regeneration in the area, based upon the SPD objectives and indicators referred to in the SPD's Sustainability Appraisal where appropriate. It may be necessary at some point in the future to make amendments to the SPD if required to guide regeneration of the area.

## 8. The Way Forward and Form of Planning Application

This SPD has set out a range of proposals for the Brierfield Railway Street Neighbourhood Area. The changing policy context provides guidance for developers in drawing up proposals for the redevelopment of the two sites within the SPD.

**Application Requirements:** The presumption is that each application will be submitted as a detailed application with a 'Design Statement', together with any other supporting information or studies. The Design Statement should include:

- A brief appraisal of the local context.
- A brief review of relevant policy guidance and regulations
- A vision statement of the area
- A feasibility appraisal
- Key design principles

In addition to the above as well as other items specifically referred to within this document, the Council expects that the following will be required to support any planning application :-

- Indication of phasing
- Transport assessment / travel plan
- Contaminated land condition order
- Ecological assessment
- Surface water drainage assessment
- Archaeological recording of the site

**Pre-application Discussions:** National government highlights the importance of pre-application discussions to ensure that proposed developments are of a high quality and that potential issues of contention are resolved where possible before the submission of a planning application.

Pendle Borough Council strongly supports the opportunity to enter into pre-application discussions with potential developers in the Railway Street Neighbourhood Area. It should be noted that the Council has a charging schedule for pre-application meetings on major applications.

**Community Involvement:** The Masterplan on which this SPD is based was developed on the basis of significant and ongoing consultation with the local community. The final version of this SPD has been approved following consultation with local residents.

It is expected that developers should engage with the local community on proposed developments prior to the submission of planning applications. Pendle Borough Council will be pleased to provide appropriate contacts and advice in relation to community involvement.

## 9. Contacts

The person to contact in the first instance about any aspect of this SPD is:

For more information on planning issues:

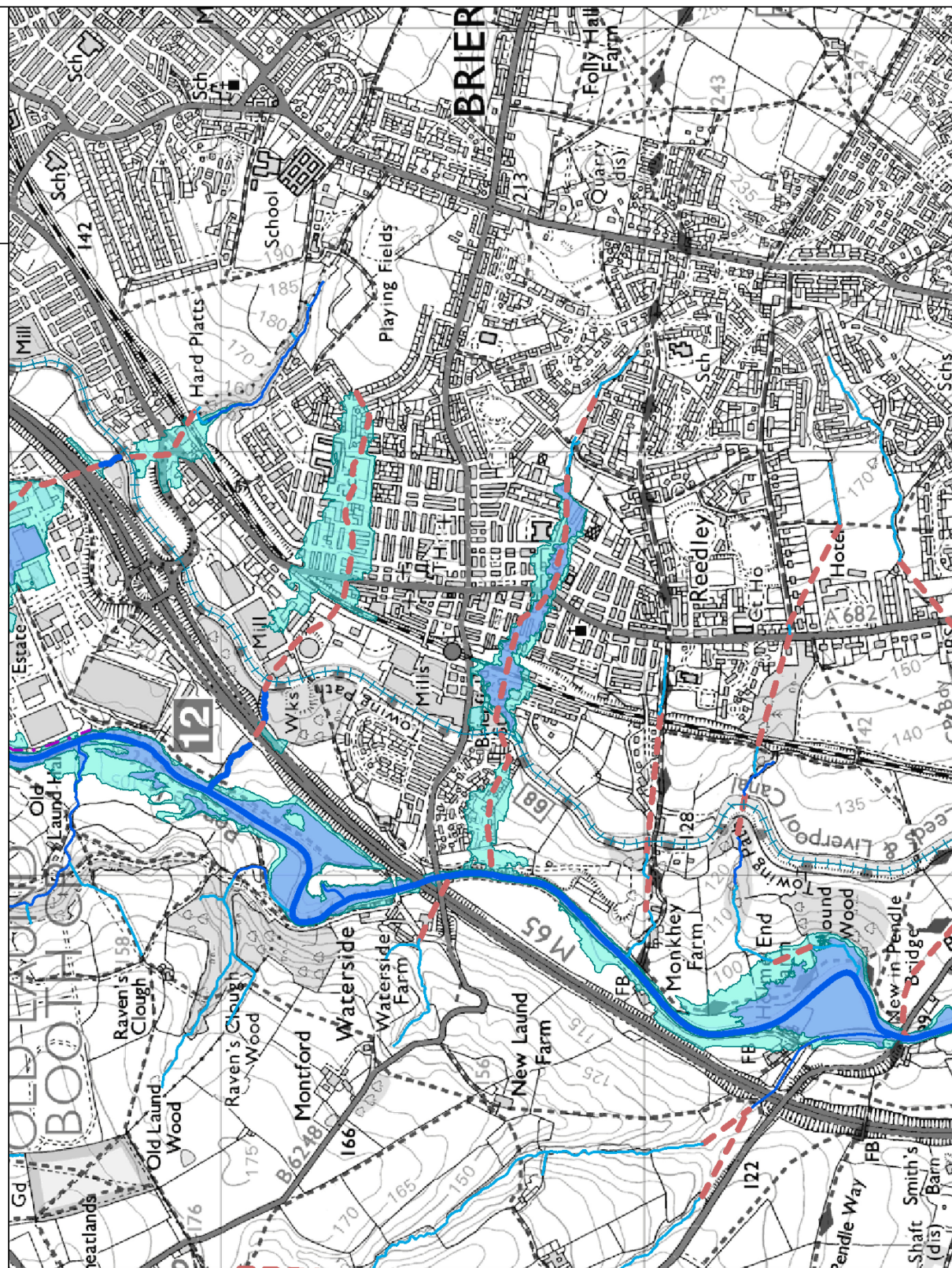
James Ellis  
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For more information about regeneration / development issues:

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# Railway Street EA Flood Map



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- Legend**
- Detailed River Network**
- Primary River
  - Secondary River
  - Tertiary River
  - D/S of High Water Mark
  - D/S of Seaward Extension
  - Lake / Reservoir
  - Canal
  - Extended Culvert (greater than 50m)
  - Canal Tunnel
  - Underground River (local knowledge)
  - Underground River (inferred)
- Flood Map - Defences**
- Areas Benefitting from Flood Defences**
- Flood Map - Flood Storage Areas
  - Flood Map - Flood Zone 3
  - Flood Map - Flood Zone 2



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**Housing Programmes**  
**Town Hall**  
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