

Rishton Canalside

Supplementary Planning Document

June 2015



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1 INTRODUCTION

This Supplementary Planning Document (SPD) provides general and specific guidance on how to develop the five Sites identified within the Rishton Canalside Area (Figure 1). Addressing the wider Canalside Area will have synergistic benefits for planning and development of the multiple sites and ultimately the people of Rishton, adding sustainable long term value for all.

The primary purpose of this document is to encourage and support successful planning applications.

The guidance is not totally prescriptive but focusses on the fundamental issues, principles and process needed to bring about this substantial development opportunity, with the support of local people, in order to help to meet the development needs of Rishton and Hyndburn Borough as a whole.

It sets out by explaining a broad vision for the Canalside Area that has evolved from discussions with the local community and other stakeholders, setting out simple rules of 'placemaking' that recognise the heritage and character of the Canalside, enhance the value of the development opportunities and improve the local environment.

The engagement process is included in some detail to show the important themes that emerged from discussions with various groups including existing local issues to be addressed first and development ideas ranging from fundamental requirements to more visionary proposals.

The document then sets out the preliminary development constraints and opportunities for the Canalside Area and Sites and suggests appropriate uses for the sites based on the consultation and initial assessment process.

The Guidance sets out simple site specific rules to follow in order that the sites deliver appropriately located uses, primarily housing and associated infrastructure, that knits into the town's structure, in a form that enhances the environment and identity of the Canalside and Rishton and capitalises on its landscape setting.

Objectives

The objectives of the SPD are as follows:

- To uplift and regenerate this area of Rishton through the development of these derelict and under-used sites;
- To recognise the heritage and potential of the Canalside for a range of users and to improve its accessibility and environmental quality; and
- To increase understanding that promotion of new development and regeneration of the existing area are two sides of the same coin;
- To evolve a vision together with the local community and other interested parties;
- To stimulate sustainable development within the Rishton Canalside area;
- To set out how the Development Sites can meet Rishton's development needs, including housing and other services;
- Where potential sites are currently occupied - to use the guidance as a basis for discussion.



FIG 1: SPD Area and Site location

- SPD Area Boundary
- SPD Site Area

The Vision

The regeneration of the Canalside Area is a long term process, perhaps 20 years in the making. The Vision sets out what Rishton Canalside could be like at the end of the plan period in 2026 and beyond.

The former mill sites are transformed from industrial uses to new residential led development that extend and integrate with the existing neighbourhoods along Spring Street and Parker Street.

A range of housing that meets the requirements of the ageing population of Rishton will provide choice and allow movement within the local housing market and allow young and old to stay in Rishton.

Some additional mixed-use development provides the community with additional shops and services, extending and contributing to a vibrant High Street.

Landscaping and public realm works alongside the canal towpath result in a well planted linear park with benches and some locally produced and owned public art.

As a result of links to the new development, and improved sense of security from new development positively addressing the canal towpath, the canal becomes more widely used resource for the town and a focus for leisure activities.

Keeping It Simple

Involving the local community, occupiers, local businesses, community groups and developers throughout the planning and development process has informed and inspired this SPD process. Hyndburn Borough Council are working with all parties to achieve the vision.

Rishton has an incredibly strong and distinctive grid pattern that defines the urban form around the SPD Area. This urban form is a key resource that can inform development and maximise connectivity between the town, canal, countryside and recreation areas.

The countryside around Rishton is an attractive setting and a key asset. The views to the countryside from the town and canalside are important and development should enhance this relationship.

The Leeds and Liverpool Canal is an outstanding historic asset as both a place to go and as a movement route. It runs right through the town centre, intersecting with the High Street and connecting it to the countryside. Development of the adjacent sites will help strengthen the role of the canal for the town and for canal based tourism.



FIG 2: Birds-eye View of Site Area (c. Google Earth)

2 LOCATION AND HERITAGE

Strategic Location

Rishton is located between Blackburn and Clayton-le-Moors in Hyndburn Borough, to the north of the M65. The town straddles the Leeds and Liverpool Canal which connects to Blackburn and Accrington. The town is separated from surrounding settlements by countryside which is designated as Green Belt.

The town has a railway station and immediate connections to Blackburn and Accrington and excellent onward connections to Manchester and Preston. There are two direct accesses to the M65, junction 6 to the west and junction 7 to the east, via the A678 which passes through Rishton. The town's location means that the strategic employment sites in Blackburn, Whitebirk and Clayton-le-Moors are within easy reach.

Accrington is the main town in Hyndburn with Rishton and Great Harwood providing supporting roles in the borough's settlement hierarchy. The Hyndburn Core Strategy provides a strategy for the future growth of Hyndburn and establishes a housing provision figure for Rishton. The development of these sites would contribute towards meeting that need.

Rishton's Heritage

The name Rishton may have been given to describe the town's humble beginnings as the 'village in the rushes'. Rishton was later to grow as a result of the Lancashire textile industry and the presence of the Leeds and Liverpool Canal and the railway station.

Development in Rishton was rapid in the latter half of the 19th century fuelled by the development of the power loom. By 1860 the original houses of Rishton 'town' had disappeared and had been replaced with terraced housing used to provide housing for those that worked in the new mills.

The Leeds and Liverpool Canal

The canal was the earliest of the trans-Pennine canals to be proposed. It offered a gentler, less direct route than the Huddersfield Narrow Canal and the Rochdale Canal, though passed through important limestone and coal mining areas. Construction took many years, and it was only completed in 1816, some 46 years after work began.

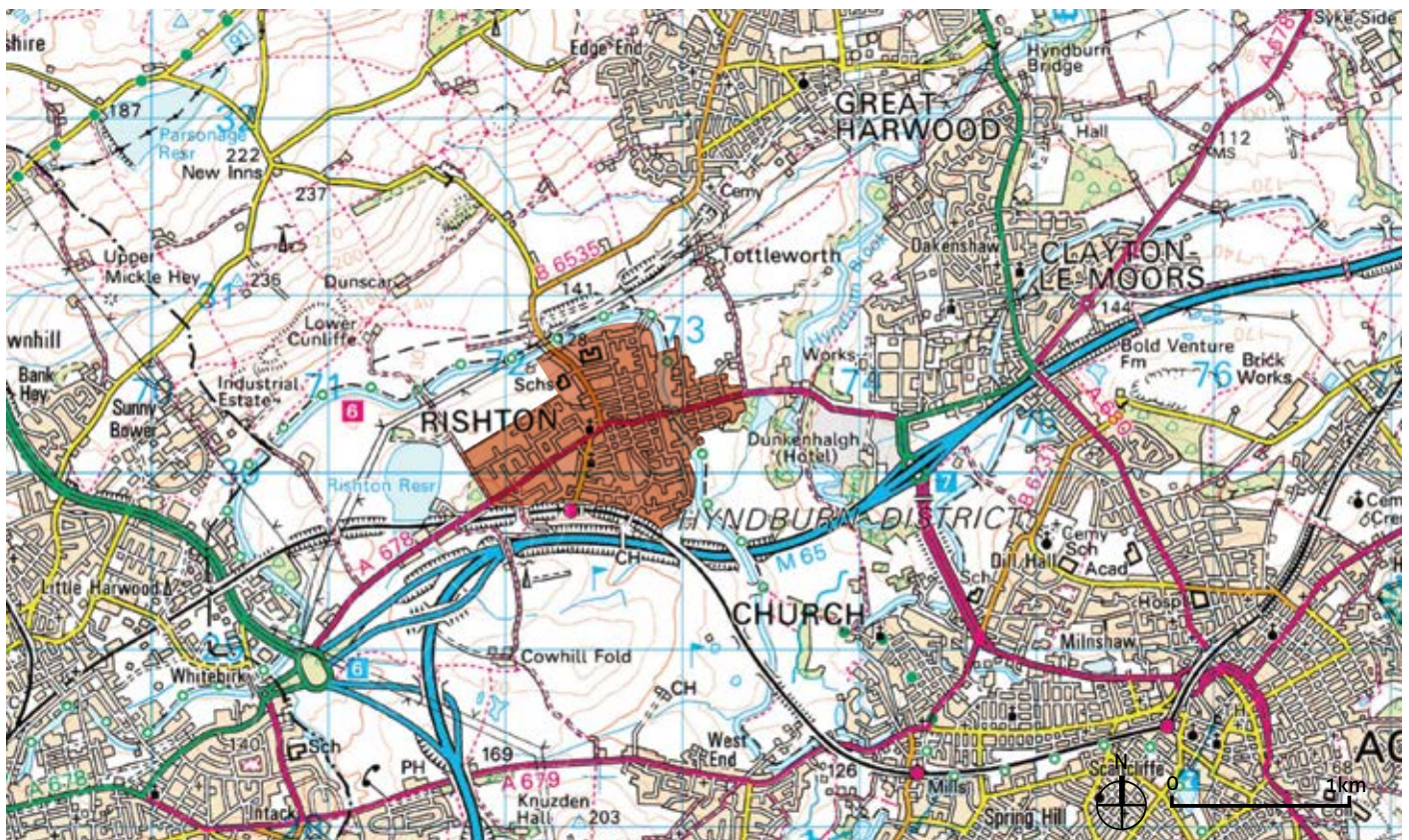


FIG 3: Rishton's Strategic Location

Rishton Urban Area

Together with the Aire & Calder Navigation, which it meets at Leeds, it offered a coast to coast route between the Irish Sea and the North Sea, though not a proper connection until the Stanley Dock branch in Liverpool opened in 1846.

The canal was so successful that the reservoirs built to supply it were never adequate, with water shortages in dry summers. Despite this, the canal continued to carry large tonnages into the 1950s.

The local cargo craft were known as 'short boats', broad-gauge vessels capable of carrying around 45 tons. The larger payload of the short boats - around twice that of a standard narrow-boat - enabled the line to prosper for many years, the last cargo of coal along the Leigh Branch to Wigan Power Station ended in 1972.

Today it provides a way of life for canal residents; a leisure and tourism route for canal boats, walkers and cyclists and a destination for local people to enjoy.

Rishton Today

Rishton has suburban extensions to the south and west that provide larger family properties, although the predominant house type in the east and surrounding the Canalside is older terraced properties.

The formerly distinctive canalside environment with mills clustered together next to open rural areas has significantly changed as the mills have been demolished. This change provides opportunities for new uses, particularly alongside the canal. Although there is currently a mix of housing and employment development, the balance is likely to shift towards housing with job opportunities in nearby major business parks at Whitebirk and Clayton-le-Moors.

The Rishton Ward has a population of just over seven thousand people (7,086) and just under three thousand households, the majority of which are in the town. The 1901 census indicated that 7,301 people lived in Rishton, the population remaining largely unchanged over the last 100 years. The ward has a reasonable split of age bands, generally reflecting the pattern across the Borough. However, the ward has an ageing population profile. The only age band not to experience a decline is the over 65's with a 22.5% rise.



FIG 4: The Former Victoria Mill

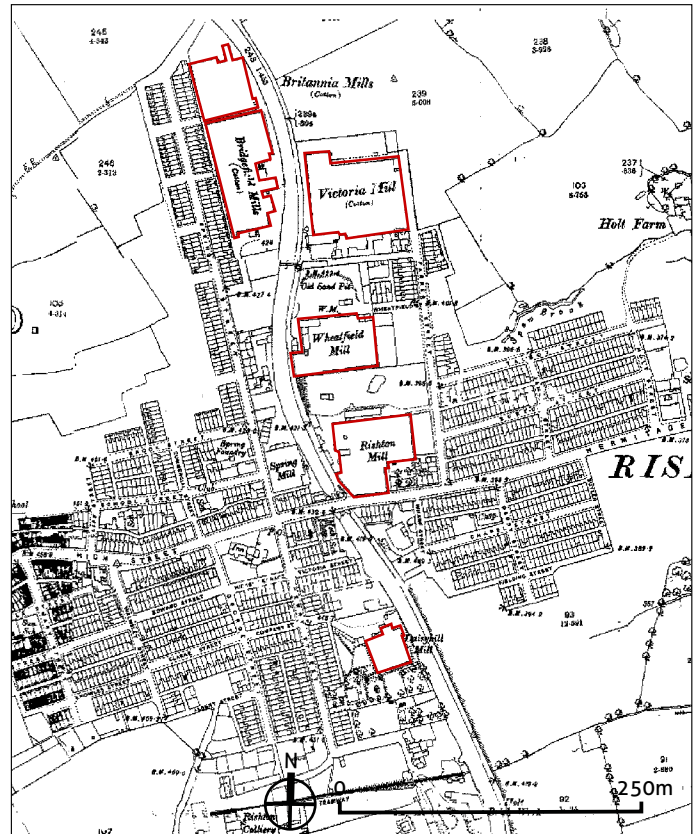


FIG 5: Ordnance Survey map (1893) showing former mills

Landscape and Ecology

Biological Heritage Sites lie to the north and the south east of the urban area of Rishton and link the Leeds and Liverpool Canal, which is a designated Wildlife Link, to the Wildlife Corridor which runs north – south from Great Harwood in the north to Blackburn in the south (Figure 6).

The canal is a key landscape feature in the area and is also a habitat that provides connectivity. The nearby Spaw Brook is culverted for much of its length, crossing under the canal. Brook Street follows its alignment above ground.

In terms of landscape character, Rishton is set within low lying areas alongside the other settlements of Accrington and Great Harwood which comprise industrial foothills and valleys. The elevation of the land increases steadily becoming moorland hills in the south west corner of the Borough.

Rishton is tightly surrounded by Green Belt which ensures that the settlements of Great Harwood, Rishton, Blackburn and Clayton le Moors remain separated.

Canal Towpath and Public Rights of Way

The canal towpath currently provides an active leisure route on one side of the canal that runs through the town from south of the High Street to the Rishton United football ground at Norden Bridge.

The towpath provides an onward connection to Blackburn to the west and Accrington to the East. It provides further to countryside rights of way to the north-east of the site, including the White Path that links to Great Harwood and Clayton-le-Moors.

Historic Designations

Despite Rishton's rich industrial heritage, there is only one Listed Building within the Rishton urban area. The Tottleworth Bridge at the end of Spring Street is a listed building (Grade II).

There are no ancient monuments within the urban area and no Conservation Areas located within Rishton.



Tottleworth Bridge



View north to Hermitage Street Bridge



Birds-eye view of Rishton Canalside from the south

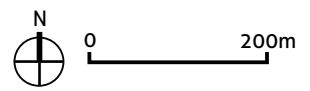
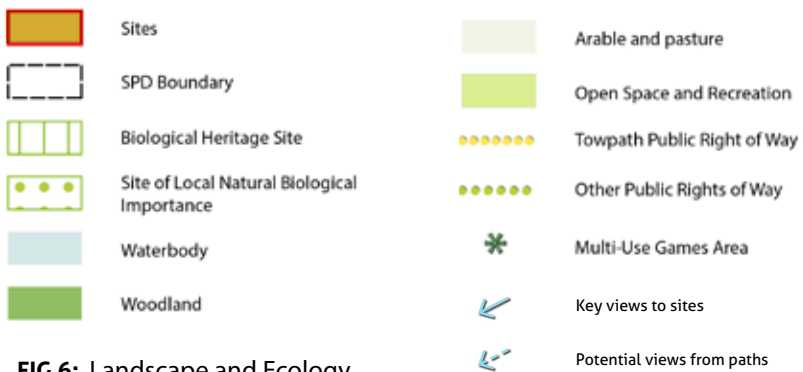


FIG 6: Landscape and Ecology

Topography and Townscape

The canal broadly follows the 126m AOD contour of the land. Land to the west of the canal on which the majority of the settlement stands rises gently, the land to the east falls towards the brook (Figure 7).

The eastern edge of the town benefits from exceptional views east over the Hyndburn Brook valley, towards Great Harwood and Clayton-le-Moors.

The Parish Church of St. Peter and St. Paul is located in the centre of Rishton and is visible along the main east west routes into town.

The historic mills along the canalside have all been demolished but would have had chimneys that would have served as landmarks.

The historic core of the town focussed around the Mill Sites is predominantly terraced housing with an incredibly strong pattern of terraced blocks and linear streets. The western and southern ends of town are later suburban extensions.



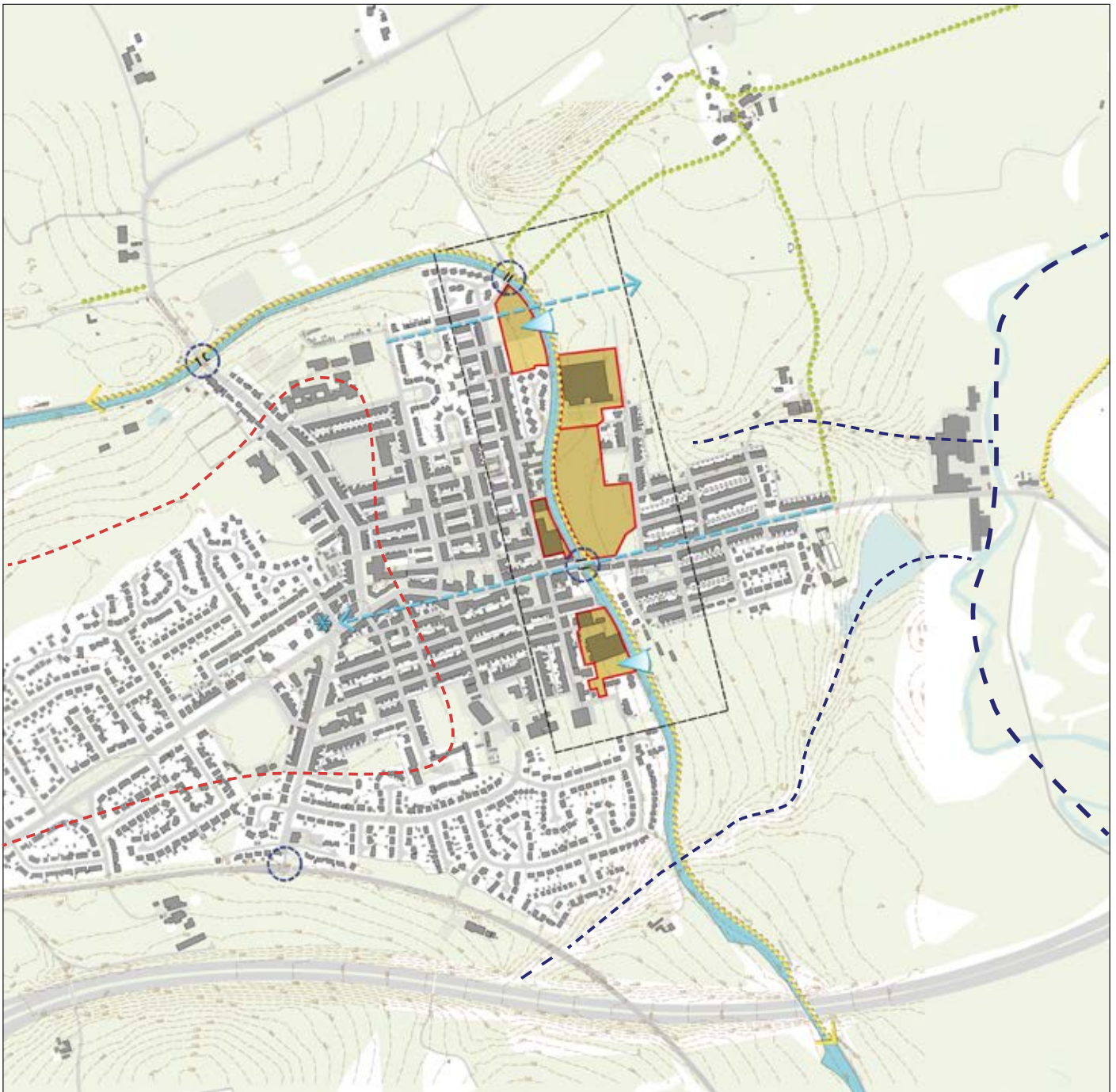
Terraced housing, set back from street in Rishton













Birds-eye view of Spring Street



Birds-eye view of Rishton Canalside from the west



- | | | | | | |
|--|-------------------|---|----------|---|------------------------------|
|  | Sites |  | View |  | Ridge-top |
|  | 2m Contour |  | Sites |  | Valley Line (Hyndburn Brook) |
|  | Landmark building |  | Gateways |  | Minor Valley Line |
|  | Waterbody | | | | |

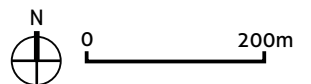


FIG 7: Topography and Townscape

Community Infrastructure and Assets

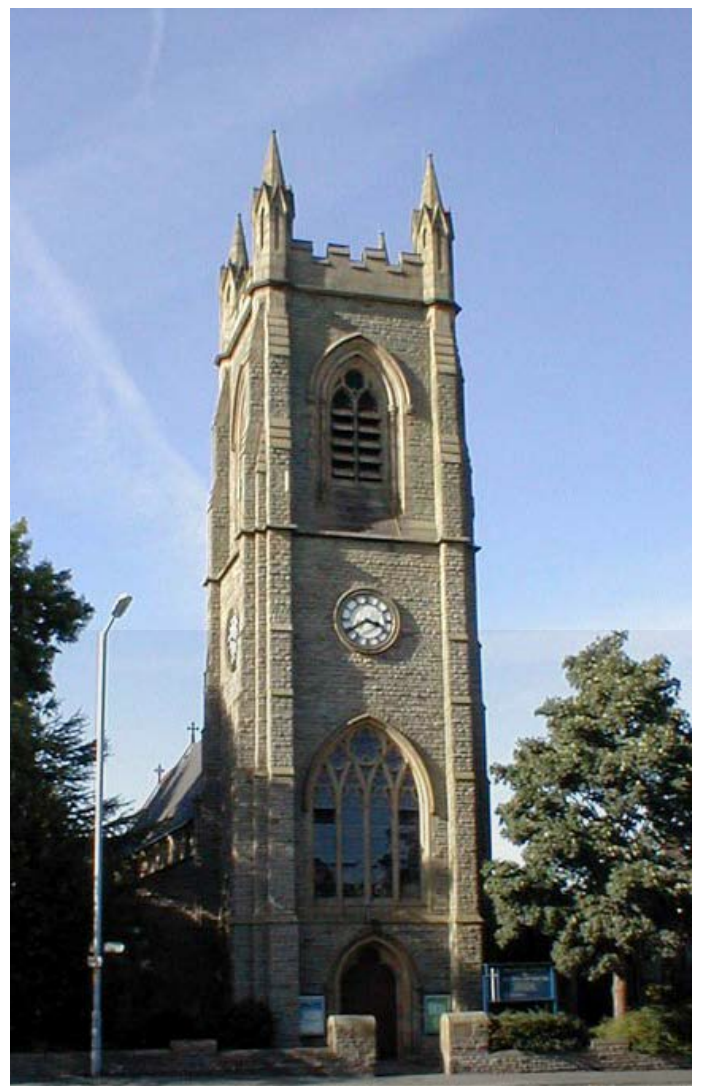
The type and distribution of facilities and services within the town is illustrated on Figure 8. Amongst these, the following are key assets for the development town and development sites:

- Three Primary Schools – Rishton Methodist School on George Street; St Peters and St Pauls on Arundel Street and St Charles RC on Knowles Street;
- A Secondary School – Norden High and Sports College on Stourton Street;
- Rishton Primetime Leisure Centre on Stourton Street
- A Football Club – Rishton United FC located to the north of the Leeds and Liverpool Canal to the north of the Secondary School;
- A town centre located along High Street providing a range of shops and services;
- A train station located on Station Road to the western extent of the urban area;
- A number of clubs within the town including a Sailing Club, Cricket Club and a Golf Club.

All of the development sites are within easy walking distance of these services.



The High Street has few if any vacant shops



St. Peter's Church

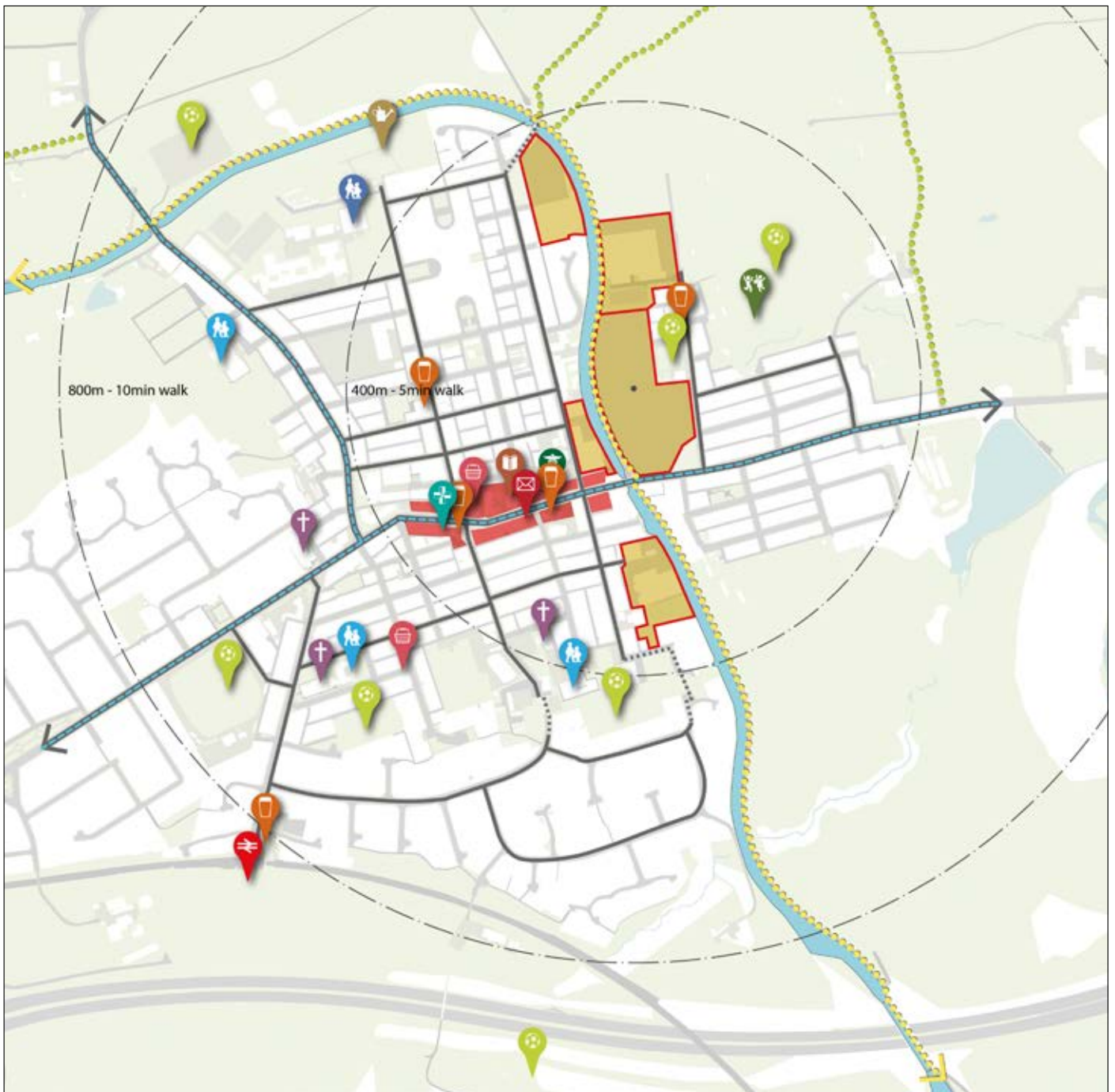


FIG 8: Infrastructure and Assets

Constraints and Opportunities

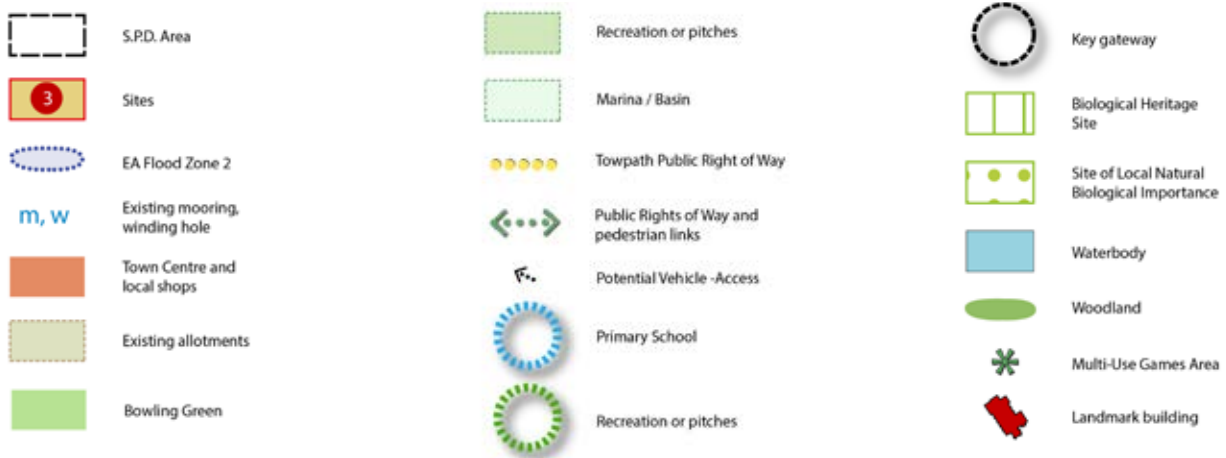
The SPD area has a number of constraints as well as opportunities for development and regeneration as outlined in the previous sections.

Constraints

- The perceptions of Rishton and in particular, the Spring Street area of Rishton represent a significant constraint to the viable redevelopment of the Canalside area and those views were expressed clearly at the two public engagement events. This results in a poor market area which housebuilders and other developers are nervous of investing within.
- The poor environmental quality in parts of the SPD area including parts of the residential area and the views from the Canal to the rear of employment premises.
- The tight urban grain of Rishton represents both a constraint and opportunity. In this case, the ability to include land to the west of the SPD area is limited by the existing built form of Rishton.
- The existing businesses and other properties that are located within the SPD area represent a constraint to the wholesale redevelopment of the SPD area.
- Environmental considerations such as the part of the area at risk of flooding (Flood Zone 2). This is associated with Spaw Brook which is culverted for much of its length.
- The Green Belt tightly surrounding the urban area of Rishton represents a significant constraint to the growth of Rishton to the east.

Opportunities

- To bring long standing and previously developed sites back into use for housing and other complementary uses.
- Good transport links to rail and motorway network.
- Close proximity to key strategic employment sites along the M65 corridor.
- To facilitate the development of the sites within the SPD as a means of improving this part of Rishton.
- The opportunity to regenerate/enhance the houses along Spring Street and neighbouring streets.
- The opportunity to treat the sites within the SPD area as a whole and create a development that is more than the sum of its parts.
- There is the opportunity to create a residential canalside and attractive destination for local people and canal boaters through opening up the sites to the Canal.
- Potential to widen and improve towpath and link areas of open space and countryside around the town.
- Provide additional community facilities for leisure uses associated with the canal.
- Reinstating built-frontage alongside the canal and improving the quality of the canalside environment generally.



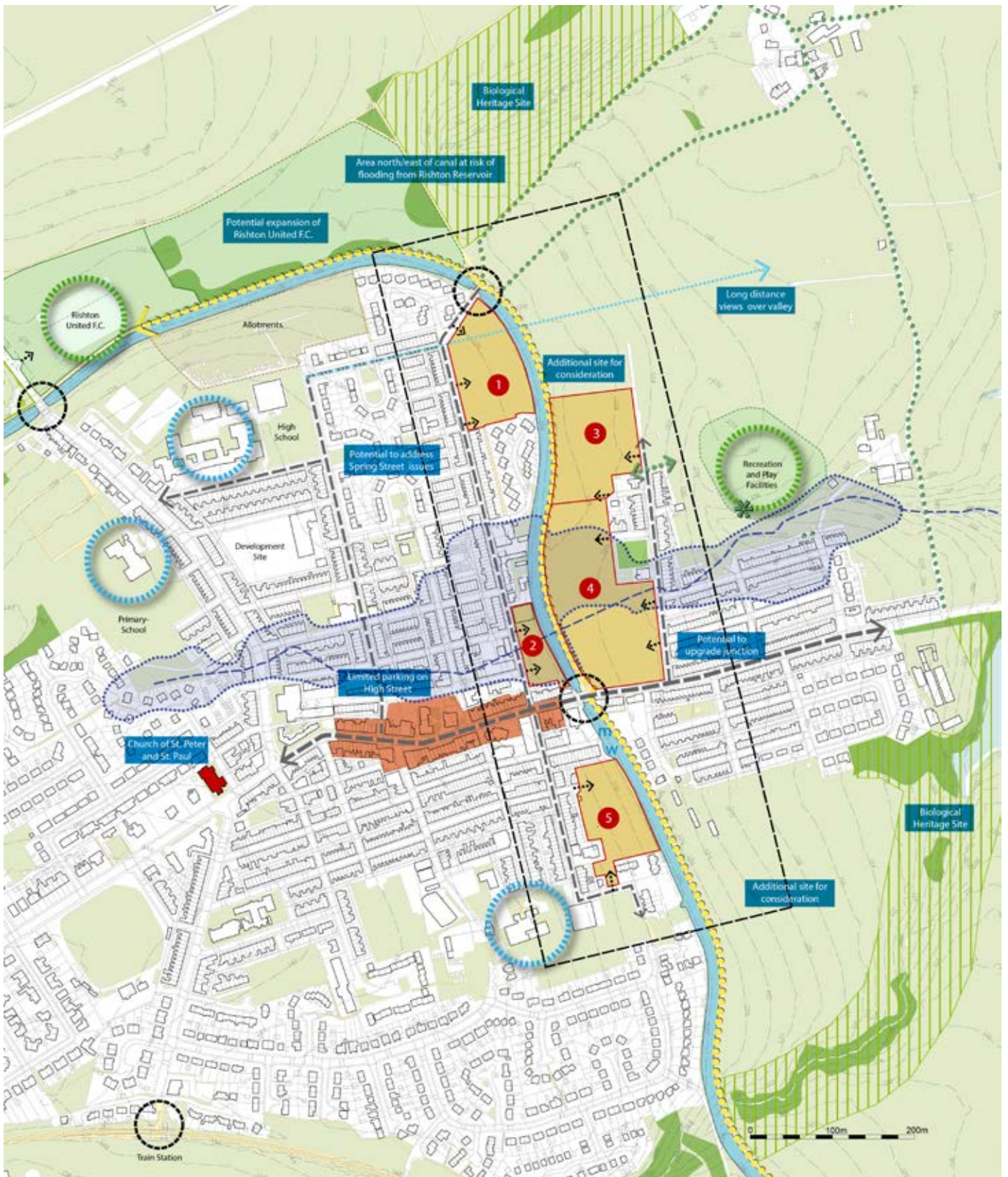


FIG 9: Summary Opportunities and Constraints

Event 1: Consultation Event, 25th February 2015



Public event on 25th February 2015 at Rishton Conservative Club

On 25th February, a public consultation event was held at the Rishton Conservative Club on Cliff Street. The event ran from 11am until 7pm during the day.

The purpose of this event was to seek a wide range of views and ideas before any drafting of the SPD was undertaken or any options were explored.

Invites were sent from Barton Willmore to the land owners of the sites and their agents as well as key consultees such as the local highways authority and the Environment Agency. A further invite was sent by Barton Willmore to a list of addresses as advised by the Council which were on the Council's list of other consultees.

A flyer was also hand delivered within the town and to local businesses, a press article was released and Councillor Moss advertised the event via a local 'blog'.

The event was set up in the main room in the Conservative Club and included a number of exhibition boards which introduced some issues and options for the sites within the SPD area.

In order to get the most out of the event, it split into three parts consisting of:

1. A workshop for local stakeholders, community groups and developers and agents with an interest in the land within the SPD area. The three ward councillors, Moss, Cleary and Grayson also attended alongside a planning officer from the Council. This two hour workshop was led by the Masterplanning Partner, Stephen Tucker from Barton Willmore who was assisted by two other members of the masterplanning and planning team from Barton Willmore and included a presentation on the constraints and possible options for the sites.

The attendees also included the planning consultant/agents for the owners of Sites 1 and 4; members of Rishton Prospects and two members of the Canals and Rivers Trust.

2. Following which, local businesses were invited to view the exhibition boards and ask questions of the team between 1pm and 2:30pm. Only two local business owners turned out to this event.

3. The remainder of the day was taken up with the public exhibition which was a drop in session for local residents. Approximately 27 people turned up to this part of the day.

The responses received during the day and on the comments sheets were collated into a matrix of responses which informed the preparation of the exhibition materials for the second public exhibition event on 25th March (over page).

The main themes of the comments are summarised as:

- The need for wider regeneration in and around the Spring Street area as a priority.
- Retail / a supermarket is lacking in this part of Rishton.
- The sites could deliver much needed market housing.
- Play areas and facilities for children and teenagers.
- There is a need for sheltered housing in Rishton.
- There is a need for a community centre and / or leisure facilities.
- Make better use of the Canal - widen the towpath, encourage boaters to stop, find a site for a Marina, cafe / pub.
- The need for good quality, family housing in Rishton
- Make more of the High Street and improve parking.
- Rishton does not need and doesn't welcome large scale social housing.

Detailed comments received during this event can be found in the Appendices.



Cliff Street, Rishton



Spring Street, Rishton

Event 2: Public Exhibition Event, 25th March 2015



Display banners presented at second public consultation 25th March 2015

The feedback from the first round of consultation and ideas on how to move forward, subsequently discussed with Hyndburn BC (shown over the previous two spreads) were compiled on display boards for the final exhibition, held again at the Conservative Club from 2pm until 8pm on 25th March.

Again, invitation letters were sent by Barton Willmore and flyers distributed across the town by the Council and a blog provided by Councillor Moss. Those who left contact details at the first exhibition were also mailed.

Approximately 75 people attended this event across a broad spectrum of the local population. However, no local landowners or agents attended this time although the agents of Sites 1 and 4 did ask to be kept abreast of progress and a copy of the boards were sent to the agents for Site 4.

The feedback expressed at this event and left in the comments sheets have further influenced the development of the design guidance in the following section.

The common themes are summarised as:

- People welcome positive development of the canalside sites and environment;
- Regeneration of the surrounding areas is a priority;
- A balance of new housing comes first and foremost before other uses, and;
- Appropriate infrastructure including; health, education and children's play facilities must be provided also.
- Diversifying and improving the mix of housing.
- Giving Local Families a chance to renovate and own their home.
- Rediscovering and investing in the strengths of Rishton
- Bringing Rishton's rich history alive.

The feedback from the first event was that the SPD should address a wider area than just the canalside and sites themselves. The key point here is that developers, landowners, local business and even local people were all saying the same thing, that private development is fundamentally constrained by the local market and socio-economic conditions.

Address the Need for Regeneration

The focus of this document is the provision of effective targeted design guidance for the Canalside sites. That said, all stakeholders emphasised the importance of regeneration locally to stimulate market activity.

Discussions had with all parties at the workshops arrived at the following suggested forms of action;

- The compulsory or negotiated purchase of private rented properties by the Council;
- Renovating properties, both internally and externally (see precedent study of Woodnook, Accrington in Appendix).
- Combining or extending buildings to diversify the mix of family homes;
- Rental Property Control Measures, and;
- Broader environmental improvements to Spring Street and nearby streets.

Putting Things In Perspective

The Rishton Ward Profile reveals that:

- Two of the LSOAs (neighbourhoods) are in the most deprived 20% nationally. These areas cover the urban part of Rishton, whilst the more rural part of the ward is in the 20% least deprived nationally.
- Just under two thirds of households in Rishton are owner occupiers (66.1%). The rented sector consists of 33.9% of households in Rishton with the area having a large proportion of private rented accommodation (24.2%).

The development opportunity of the canalside sites is inextricably linked to the perceptions and the physical conditions of the housing in neighbouring streets, the fortunes of existing businesses, high street shops and the quality of the urban environment. Despite some notable exceptions, the dominance of the rented sector has led to a decline in the condition of this stock and other social issues.

Feedback on where investment measures should be focussed identified the following;

- Problems associated with urban form, particularly security of rear property boundaries accessed via alleys, making theft easier;
- Perceptions of safety and anti-social behaviour beside the canal, including drug use and motorbikes being ridden along the towpath;
- Concentrations of rental properties both in terms of physical upkeep of homes and also social issues relating to tenants. Tenure balance needs to be restored between owned and rented stock in the area near the Canal.

The geographical focus was upon Spring Street but these issues should be addressed equally on Henry Street and Parker Street where present. The SPD Area has therefore been expanded to address issues in the surrounding streets that would otherwise prevent the redevelopment of the Sites.



Chimney Pot Park, Salford



Example renovated properties in Rishton

Land Use Themes

A variety of views were put forward by Residents, Local Groups and Businesses, the Canal & River Trust and the Land Owners on how to revitalise the canalside on 25th February.

Based on those views and our professional experience, having worked closely with many of the major housing developers, these were incorporated into three potential land use options.

These were shown in the following three land use option plans that formed a key part of the public exhibition on the 25th March.

	Sites		Live / work units
	Residential		Open space and landscape
	Apartments, Elder Accommodation		Marina / Basin
	Retail, mixed-use		Leisure Centre
	Pub		Bungalows



FIG 10: Land Use Option 1

Option 1: The Peoples' View

This represents a range of local peoples' views as to how the area should be redeveloped and regenerated. It has a focus on owner occupied homes and activities.

The types of housing across the sites within the SPD area includes; bungalows, homes for elderly people and sheltered housing for those with specialist care needs.

Other uses and facilities include; a park, a leisure facility and improved mooring and berthing facilities for canal boat users.

This option accords fairly well with the Council's planning policy aspirations for the area, which is to accommodate a large proportion of the new housing planned for Rishton.



FIG 11: Land Use Option 2



FIG 12: Land Use Option 3

Option 2: The Developer's View

The housing market in this part of Rishton is poor and in our well informed experience there is little interest from house builders to develop these sites for owner occupation housing. They have confirmed that there is interest from social housing developers, but the Council's view (and a view which was mirrored by local residents) is that no more social housing should be provided in this part of Rishton as a result of long-standing issues, particularly along Spring Street.

This Option therefore reflects what the agents and developers consider is viable at the present time for the redevelopment of the sites in the area. It includes a small supermarket (subject to interest from retailers), apartments, houses for the elderly and care homes and other uses such as a public house/restaurant.

Option 3: The Visionaries' View

This Option pulls together all of the views expressed at the Workshop on what local residents, businesses and developers would love to see happen within this part of Rishton in an 'ideal world.'

This Option makes best use of the canalside location but does include additional countryside land to the north which takes advantage of the views to the north and east.

It includes new places for canal boat moorings, improved links to the countryside through extending the SPD area particularly to the north and also includes a small supermarket.

In addition, this Option includes owner occupation housing across the sites to create a vibrant area with a mix of complementary uses.



FIG 13: Illustrative Masterplan

- 1 SPD Sites
- A Potential for future development sites could be considered

Rishton Canalside: A Vision For Change

This Chapter provides strategic guidance for the regeneration of the overall SPD Area and shows the 5 SPD Sites as a whole development opportunity unified by the canal.

This is an indicative masterplan developed to inform and test the design guidance. It does not rule out the delivery of a variety of schemes depending on the market need and conditions in which the development comes forward, provided the General Design Principles are met or an alternative high quality bespoke design solution is offered.

The masterplan also shows some potential for future development to the north-east of the settlement, accessed via Parker Street and Site 3 (Area A). There may be similar potential in the south-east corner of the SPD area (Area B) and the addition of these areas may aid the viability of development.

Change Takes Time

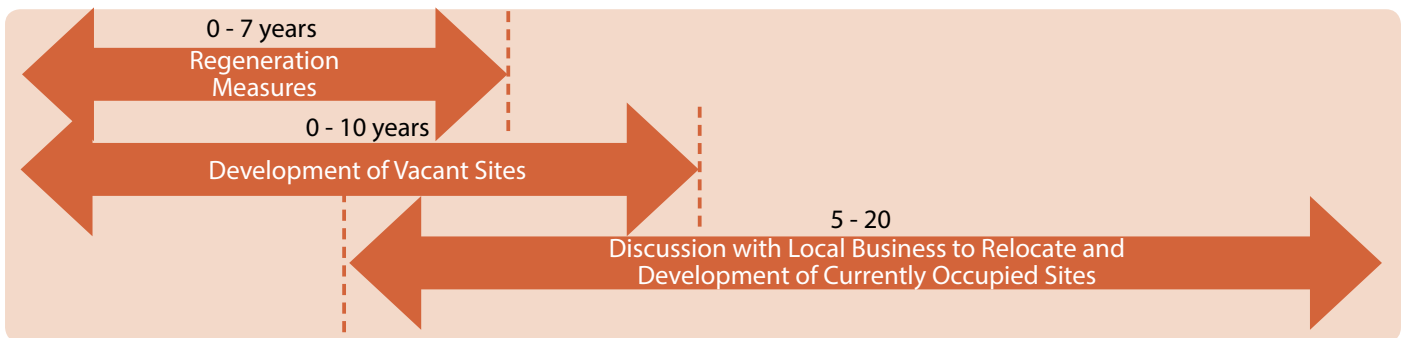


FIG 14: Indicative Timeline for Change: The timeline shows a likely sequence of events over a potential 20 year period. This may extend if the initial regeneration stage is not able to be implemented.

Face-lifting could be undertaken on a street by street basis and individual properties will not be improved on their own. The idea is to enhance the whole street to create a better environment. This could include stone cleaning, works to roofs front boundaries and other cosmetic works.

Refurbishment could be undertaken in addition to 'face-lifting' for some properties and this will involve the upgrading of the internal spaces, layout and specification of the dwelling. This may involve the Council or Registered Social Landlords improving the properties they own, or grant support for owner-occupiers. Private landlords are unlikely to benefit from public investment this way.

Remodelling there is potential to enlarge and alter existing houses to bring them up to date and offer new and improved homes for the future. Ideas for remodelling include changing 3 terraces into 2 houses or adding a second storey extension to replace the existing roof space of terraces. To achieve remodelling the Council will need vacant possession of terraces. Remodelling could provide 3, 4 and 5 bed houses.

Additional Sites within the Green Belt would have to be taken forward through review of the Green Belt boundary and Site Allocations DPD.

Currently the sites have not been assembled, but the Council will work with the private sector to help make this happen in order to facilitate redevelopment

Figure 13 (across page) shows an illustrative scheme, based on discussion at the public consultation events that takes on board the opportunities and constraints of the sites and embodies the 5 General Design Principles in the following spreads.

In this scheme the form and structure of the town is carefully extended and the scheme shown contains a mix of uses and forms, primarily residential in nature.

Redevelopment involves demolishing existing terraces and replacing them with new homes. They could include a mix of 3 and 4 bed houses and have gardens and off-street car parking. The Council will need vacant possession of terraces and so there will need to be a process of relocation and acquisition of homes in this area. No one will be made homeless as a result of these works and the Council will as appropriate help to relocate people.

Registered Social Landlords and developers will have a role to play in this process. The same process will be followed where the creation of new open spaces requires the acquisition of homes. The scale of the redevelopment and green spaces is not yet fixed.

Recommendation:

That Hyndburn Council develop a specific regeneration strategy for land around the Canalside site with costed proposals for improvement.

s.106 Agreements / Payments

There may be a need for a developer to enter into a s.106 agreement to cover certain off-site works or costs. For example, the Council would normally expect a financial contribution in lieu of open space provision, and/or improvements to the canalside environment, and / or transport improvements if considered necessary by the Highway Authority.

Planning Policy

The Hyndburn Core Strategy sets the strategic context for the development of the Borough of Hyndburn. The SPD must be consistent with the overall aims and objectives of the Core Strategy and the relevant policies within it. The Core Strategy has four policies specifically concerned with development in Rishton:

Policy R3: The Leeds and Liverpool Canal in Rishton

This policy seeks to ensure that development in the vicinity of the Leeds and Liverpool Canal is of a high quality design that integrates the canal into the development proposal. The SPD should be developed in a manner that is consistent with these objectives.

Policy H1 Housing

Policy H1 established the need for Rishton to provide for 10% of the Borough's housing needs. This equates to approximately 340 new houses over the next 15 years. It is anticipated that the area along the canalside, within the SPD, will make a significant contribution towards meeting the housing requirement for Rishton. Policy H1 also seeks to provide a mix of house types based on the proportions set out in the policy. Policy H2 concerns the level of affordable housing that would be anticipated in Hyndburn.

Policy KW1: Strategic Employment Site at Rishton

This policy states that land at Whitebirk (allocated in the Hyndburn Local Plan) will be developed as a regionally Important Strategic Employment Site that will provide for higher value business development.

Policy R2: Rishton Centre

Rishton has a vibrant town centre that stretches down the High Street and into Hermitage Street. Policy R2 seeks to support the character and identity of Rishton by strengthening and improving the quality of the street scene in the town by ensuring that the town centre continues to provide key services to the local community. There are opportunities to provide greater connectivity between Rishton Town Centre and the Leeds and Liverpool Canal.



Modern Terraced Housing in Pennywell, Edinburgh



Two and a half storey Terraced Housing example



Live-work units at Newhall Harlow

1. 'Knitting-In' to the Town's Structure

Design Principle 1: Extending the Grid

New development will respond to the established grid of streets and corresponding scale for development blocks. Expanding this strong grid pattern and connecting to it and across The Sites, the SPD Area and possibly the canal is a clear objective of this SPD.

Justification: Legibility, Connectivity and Use

Maintaining the scale of the grid structure of the streets, spaces and development blocks is one way to maximise spatial and visual links with surrounding residential areas. It is an aid to wayfinding and orientation as extending the existing block pattern enables clear onward movement or just visual connectivity where the canal divides the settlement.

Whilst the principle of extending the grid is fixed, this can be achieved in a variety of ways across the development sites. Hyndburn Council will be flexible where innovative and design led solutions look to evolve this approach. There are also a number of areas where larger blocks are created.

- Development will respect the east west linear grid already established in the town.
- By doing so development will maximise spatial and visual links with the surrounding area.
- Development will be informed by its own significance so that its character and identity will be appropriate to its use and context.



FIG 15: Structure Framework



2. Building a Piece of Town

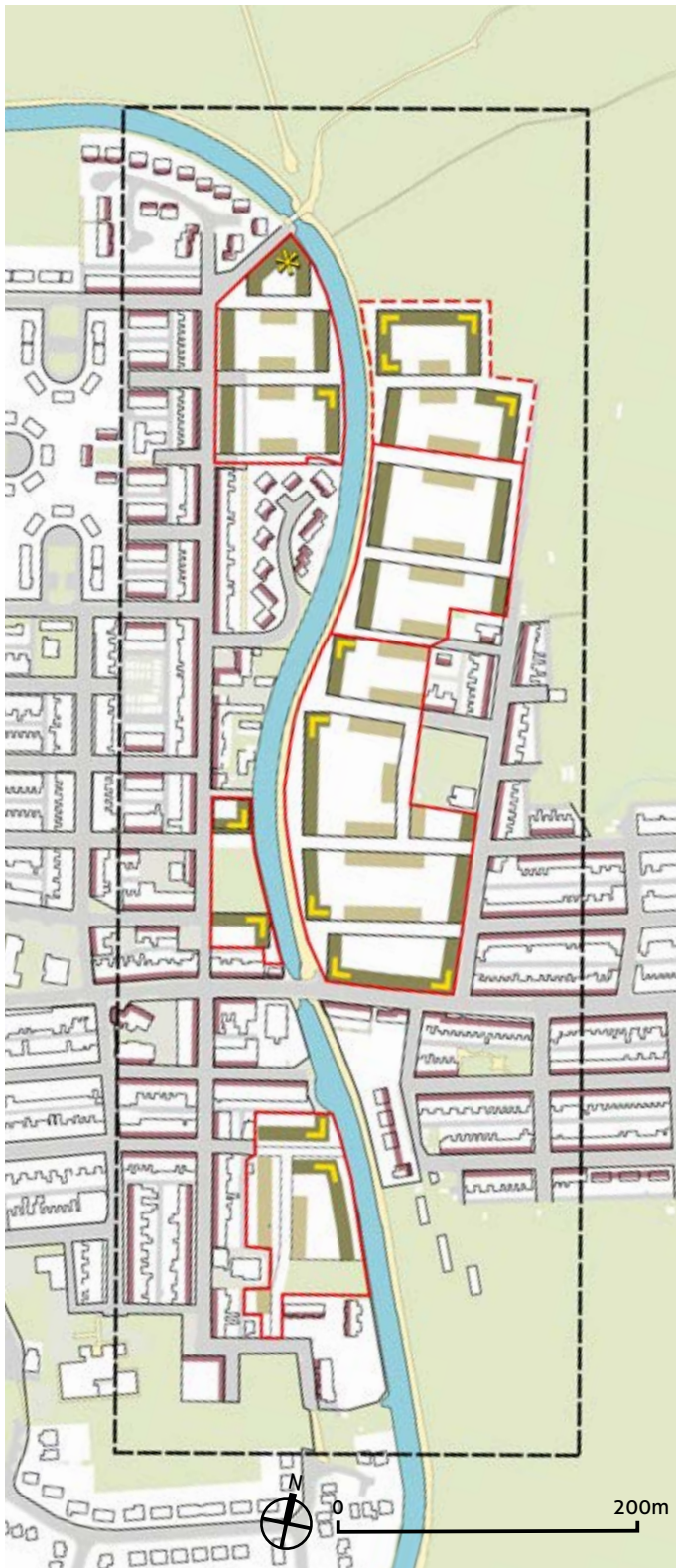
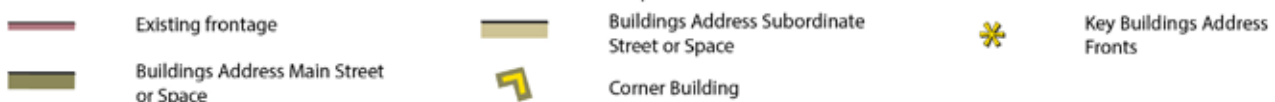


FIG 16: Built-form Framework



Design Principle 2: Appropriate Built Form Response

The clear linear grid structure is supported and celebrated through appropriate interpretation of townscape and built form. Buildings will respect the scale of neighbouring buildings and provide a suitable level of enclosure for the scale of space they address. They will be oriented to address the movement network according to the hierarchy of importance for the town and neighbourhood.

Justification: Legibility and Connectivity

Building types that fulfill a role in the master plan will create a more legible and functional piece of town that can also be more efficient and attractive. A clear language of built form can be justified at any level and avoids the many pitfalls of a more ad hoc housing layout.

The Canal Frontage

- Development will present an attractive frontage to the canal and provide 'passive surveillance' through appropriate amounts of fenestration to the towpath. Rear property boundaries should not normally face the canalside.

Boundary and Enclosure

- Buildings and property boundaries will be positioned and connected to form a secure perimeter around private gardens and parking courtyards for apartments. This will result in a clearly defined private and public realm.
- Correspondingly the streets will benefit from a degree of enclosure and consistency of boundary treatments.

Security and Rear Access

- New blocks will provide secure rear access to gardens. Gated, well-lit rear paths alongside houses achieve this but take up more garden space. A 'ginnel' (narrow alley) that splits a row of four terraces and is well overlooked is an efficient way to provide outside access to two central terraces, whilst the end terraces have gated side access.

Fronts and Backs

- Buildings will face on to and overlook the streets and spaces of the public realm, providing an attractive frontage and passive surveillance.

A Mix of Building Types

- A variety of dwellings will be delivered across the sites, including apartments, townhouses, attached and detached houses and bungalows. These should correspond to the hierarchy of routes and scale of street or space that is overlooked.

Building Heights

- Taller apartment buildings will overlooking the canal, park or settlement edge, whereas bungalows might be appropriate on the minor connecting streets,
- Buildings may range from 1 - 4 storeys. For example, bungalows would be 1 storey, houses 1.5 - 2.5 storeys and apartments 3 - 4 storeys.
- A 1.5 storey homes would have accommodation within the roof space. An apartment block of 4 storeys would have its frontage set back on the top storey, reducing the overall massing of the building.

Corner Buildings

- Where a building is on a corner site between two important streets and spaces, e.g.. Hermitage Street and the Canal, it will have an 'active' facade on two sides or feature corner windows (see adjacent photograph).

Parking

- Parking courts will be provided for apartments and will have secure and attractive boundaries. Rear parking for housing will only be allowed in specific circumstances where buildings front on to key streets or spaces including Spring Street, Hermitage Street and the Canalside.
- Small parking courts, to the side of buildings, perpendicular to the street, are appropriate on internal streets if secure, attractive and limited in size.
- Front parking is proposed for terraced properties (except Spring Street) which will require a building set back of at least 5m from back of pavement.
- For detached and semi-detached properties it is recommended that side parking, although front parking is also appropriate to maintain continuity with terraced plots.
- Visitor parking on shared surface internal streets will be guided by placement of street trees and other street furniture.



Modern attached building forms can be designed with a degree of separation



Apartment building with corner window detail



Shared street environment with informal car parking

3. Providing a Variety of Uses and Activities

Design Principle 3: A mix of Types and Tenures

Residential development will include a mixture of types, tenures and densities. The mix of types should respond to Rishton’s needs when development comes forward.

A mix of activities along the canalside and around new and existing public spaces will be encouraged.

Justification: Maximise Uses and Activity

New housing and community infrastructure will contribute to a well used and vibrant canalside neighbourhood. This can help to achieve a balanced community across the SPD Area and town, providing appropriate housing opportunities for residents at all stages of their lives. An active public realm will contribute to the character of the town and the health of its people.

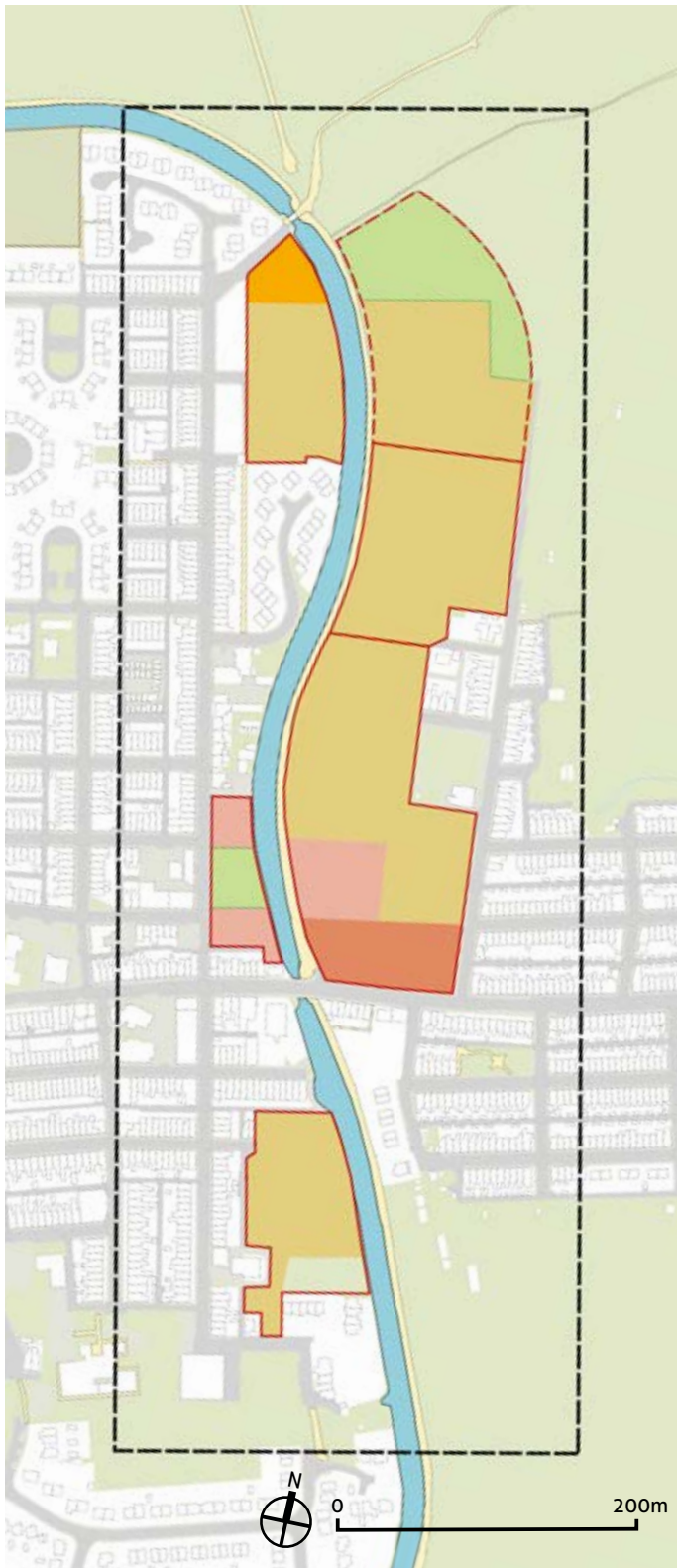


FIG 17: Land Use and Activity Framework



SITES (Red lines)	AREA Hectares	AREA Acres	NO OF HOMES @ 40DpH
Residential	7.14	17.67	275
Pub and moorings	0.13	0.32	
Elderly Care	0.38	0.94	
Retail	0.81	2.00	
Park and basin	1.14	2.82	
TOTAL	9.60	23.72	

TABLE 1: Indicative Land Use Areas. The table shows an indicative capacity for development across the sites using standard house-types and suitable building footprints for other non-residential uses.

The Range of Uses

Residential

The range and type of accommodation should be suitable for creating a balanced neighbourhood with a range of people and families. This must include homes to meet the needs of young families who struggle to afford homes through to elderly individuals, recognising that overall the town's population is ageing.

- Hyndburn Council seeks provision of 20% Affordable Homes or the submission of an independently assessed financial appraisal of the proposed scheme.

Elderly Accommodation

Accommodation suitable for older occupants, including sheltered or retirement housing, including; maisonettes, bungalows and apartments would be very popular locally. Housing-with-care / assisted living schemes may also form a part of this. A Care Home / Residential Home would also be suitable. Location-wise these homes would benefit from being nearby to existing shops, services and facilities on the High Street and recreation facilities such as the bowling green.

Retail

The nearest grocery store is the Co-operative Food store on the High Street. A small supermarket, convenience store or series of small retail units that provide an attractive frontage to Hermitage Street could extend the High Street offer and retain more spend in Rishton.

- Store size of up to 2,500 Sq.ft

Public Open Space and Landscape

This could be provided within a new park beside the canal at the north-east settlement edge, overlooked by new homes. Alternatively a series of smaller pocket parks or gardens could be provided across the development sites.

There are existing plans for the Holt Street recreation ground which may serve as open space for development if the space is upgraded and access is improved.

- Fields in Trust Guidance requires 2.40Ha of new open space would be required per 1000 additional population. For illustration a development of 275 homes would require 1.55Ha of open space.

Pub / Restaurant

A canalside pub associated with provision of new boat moorings and benefiting from a good aspect could find a market as part of the longer term vision for regeneration and development.



Potential for a country pub by Tottleworth Bridge



A small retail opportunity for the High Street



Canalside Housing

4. Green Infrastructure Connectivity and Footpaths

Design Principle 4: Linking Green Spaces

Development will maximise opportunities for pedestrian and cycle routes to the canal, the town and to the countryside. Development of the sites will link existing open spaces and landscape features with proposed public spaces and planting.

A net gain to biodiversity is also be required in line with the NPPF.

Justification: A Robust Green Network

A connected and multi-functional landscape network will provide links for wildlife and recreational purposes. A consolidated pattern of features is more robust and more easily protected and strengthened.

Enabling activities for recreation will improve the health of residents and lead to a lively public realm that reinforces opportunities for interaction and contributing to a sense of community.

Pedestrian and Cycle Links

Development will encourage and facilitate outdoor activities and recreation along the canal, the towpath and other public spaces by providing the following links;

- From the canal towpath to the Holt Street Recreation Ground.
- From the canal towpath to the Bowling Green
- From Parker Street north to the Public Right of Way.



Places to rest and enjoy the view



FIG 18: Landscape framework



Existing Landscape Features

A successful project starts with an assessment of the value of retaining what is there. The development will incorporate the following landscape features within the public realm to provide a setting to development;

- Hedgerows
- Trees and root protection areas. A tree survey will be required as part of any detailed application.
- The canal, its banks and associated vegetation on the east.

Topography

Land to the east of the canal is lower and slopes down and away creating the following requirements;

- Buildings that address the level change and vary in height to provide sufficient presence to the canal.
- Access steps or ramps to the canal for all users.



Pedestrian and cycle friendly streets



Spots for fishing

- | | | | |
|---|--------------------------------------|---|-----------------------------------|
|  | Biological Heritage Site |  | Potential new / improved moorings |
|  | Open space, landscape and recreation |  | Play Area |
| | |  | Proposed green links |

5. A Locally Distinctive Development

Design Principle 5: A Coherent Public Realm

Development will have a clear public realm design that contributes to a clear character along the canal side. Development will provide robust and attractive hard and soft landscaping suitable to its purpose and place within development. Buildings will use materials and building methods which are high quality and reflect, or compliment, the local vernacular.

Justification: A Sense of Place

Public realm design and a palette of building materials can bring together different uses and types of development, meeting the needs of all users and giving a clear and coherent identity and sense of place. Variation within this is allowable to provide richness but must not over lose the sense of harmony or denote more significance than is appropriate..

Hard Landscape

- Aesthetic appearance and ongoing maintenance of hard landscape materials will be considered together with the cost and construction. This balance will vary according to the use and function of the different streets and spaces and highways standards must be met for both adopted and unadopted spaces.



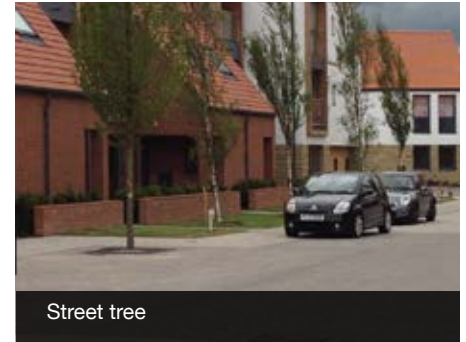
Soft Landscape - Planting

- Native species plants will be used to enhance the towpath environment for recreation and habitat.
- Private communal space alongside the canal towpath will utilise low maintenance plant species to create a clearly defined and attractive public realm.



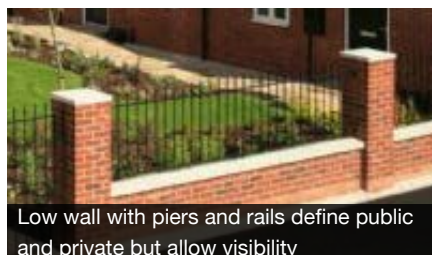
Street Trees

- Where located within shared surface streets to naturally calm traffic and guide parking.



Plot boundaries

- Boundaries will clearly define the difference between the public and private realm and allow an appropriate balance between security and passive surveillance from properties.
- Front boundaries such as railings, hedgerows and low masonry walls and/or piers will contribute to an attractive street scene.



Building materials and colours

- The character study of the local area revealed a range of materials and finishes are used throughout the locality.
- Both traditional materials and the latest innovations in building technology will be considered to produce a locally responsive and attractive development.
- A specific palette of materials and colours will be selected for use across the development. Variation should be considered in a coordinated way in response to the location and character of space.



Building features and details

- The proposed architectural style can reference traditional and more modern precedents, but will avoid outright pastiche.
- Richness of detail will add to the environment but it is equally important to have a controlled approach to variety throughout the development.



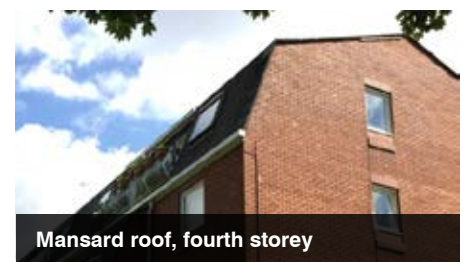
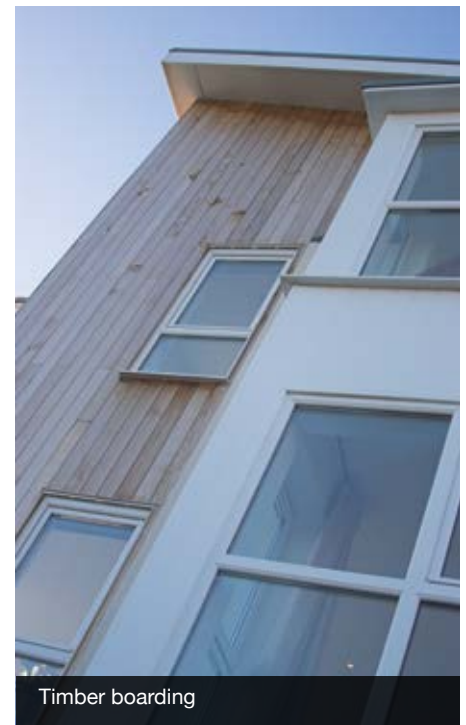
Lighting Along the Canal

- Lighting in the vicinity of the canal will be limited because it is an important foraging route for bats. Where necessary it should be controlled in terms of lamp strength and directionality.



Street Furniture and Waste Collection

- Accessible bin stores should be as close to the public highway as possible and integrated with boundary features and planting.
- Street furniture should be consistent along the canal and the within the development. It should be positioned to be convenient and not clutter the environment.



Site 1: Bridgefield Mill, off Spring Street

Key Information

Area: 1.94Ha

Access: Spring Street

Current use: Vacant

Potential Land Use: Residential (C3), Public House (A4)

Indicative Product: 24 Apartments (or 18 Townhouses / Family Houses), 20 terraced, 14 Bungalows and Public House (400 Sq.m)

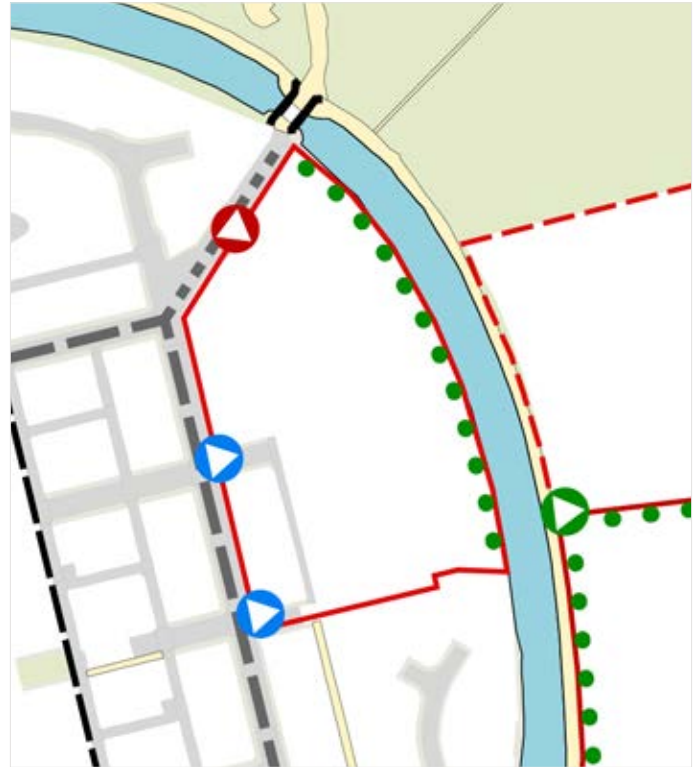
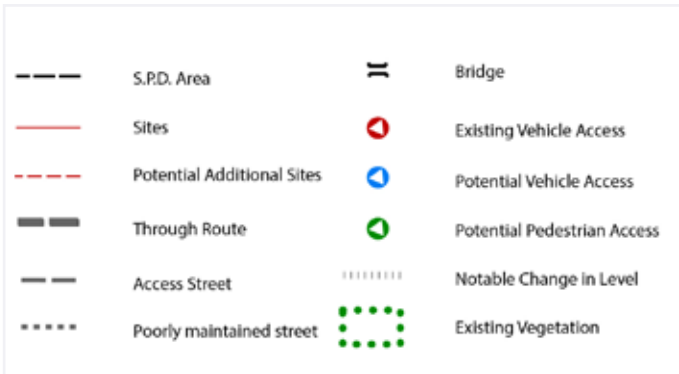


FIG 19: Site 1: Opportunities and constraints

History

Originally the site of a canal side weaving shed built 1879-80 by Jonathan Clayton of Spring Hill, Langho. Weaving finally ceased in 1972 the buildings were used for a variety of industrial uses until their recent demolition.

The site is now in receivership.

Outline planning permission was granted for residential development of the site but a renewal was later refused because the legal agreement was not signed.

Assets, Issues and Considerations:

- The site boundary should be extended to include land up to the public highway on Spring Street.
- A substation is located on the northern edge of the site.
- Two housing terraces on Spring Street have recently been demolished, increasing the area of the site.
- Potential views east over Hyndburn Brook valley.
- Some existing vegetation borders the canal.



The vacant site. Run of terraced housing above also now removed.



View to site from the east

The Role of the Site

A redeveloped Bridgefield Mill will complete the urban residential neighbourhood to the west of the canal at the north end of Spring Street. It also forms part of the north-east edge of the settlement with frontage directly on to the canal and with views to the countryside. The site has an important position next to the Tottleworth Bridge (Grade II Listed) which is a key pedestrian gateway from the town to the canalside and countryside beyond. An inclusion of an element of mixed-use at this point would reflect this important role.

Site Development Guidance:

- Three storey apartments or two/three storey houses should face the canal and present an attractive facade overlooking the canal.
- Opportunities to maximise outlook to the east over the canal and countryside beyond should be ensured in detailed design.
- There is no requirement for a public route along the canal edge as provided on the towpath opposite. Access may be required for maintenance of existing vegetation and planting.
- Parking is not allowed adjacent to the canal.
- Development along Spring Street should be for two storey attached housing types, facing the street.
- Parking along Spring Street is generally provided on-street. For new development it will be provided to the rear of properties in order to maintain the existing building line.
- At the northern tip of the site there is an opportunity for a canalside pub which should provide a unique building type that addresses both Spring Street and the canalside of up to three storeys in height.
- At the southern edge of the site, development will not overlook existing back gardens to the south and consider the security of these existing rear boundaries.

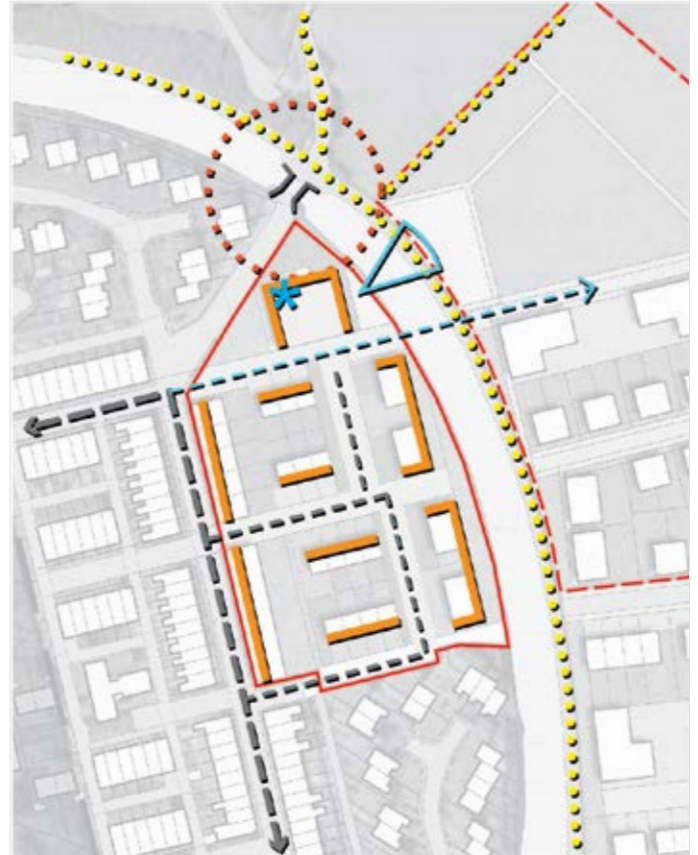
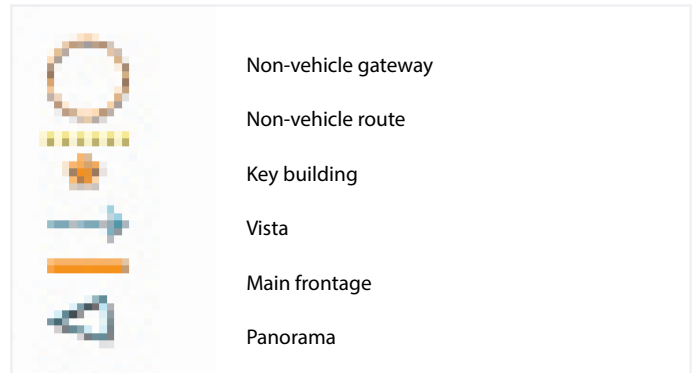


FIG 20: Site 1: Development Guidance Plan



Example of modern terraced housing where detailing is crucial



Example homes form an interesting edge and address the landscape

Site 2: Spring Mill, off Spring Street

Key Information

Area: 0.38Ha

Access: Henry Street

Current use: Industrial

Appropriate Land Use: Residential (C2, C3), Live-Work, Play Area, Moorings

Indicative Product: 9 Apartments, 7 Townhouses and 6 Terraced Homes

History

The site of a former mill that is no longer present. The site remains in use for a variety of industrial uses.

Assets, Issues and Considerations:

- The site has a significant negative impact on the visual amenity of the canal from Hermitage Street Bridge and the towpath.
- East Lancashire Box Company currently operational on site. Any move to new premises is dependent upon their full agreement. Hyndburn BC in conjunction with the private sector would assist in finding suitable alternative premises.
- Narrow site limits range of building typologies, apartments, townhouses or terraced form are likely to be more desirable here.
- The site could be expanded to incorporate land between Spring Mill and Well Street to the north.

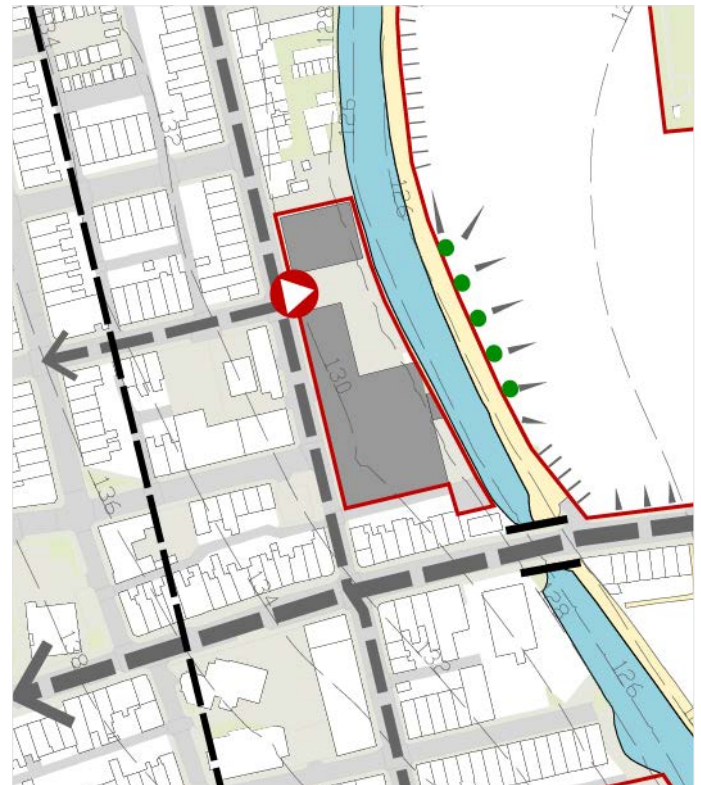
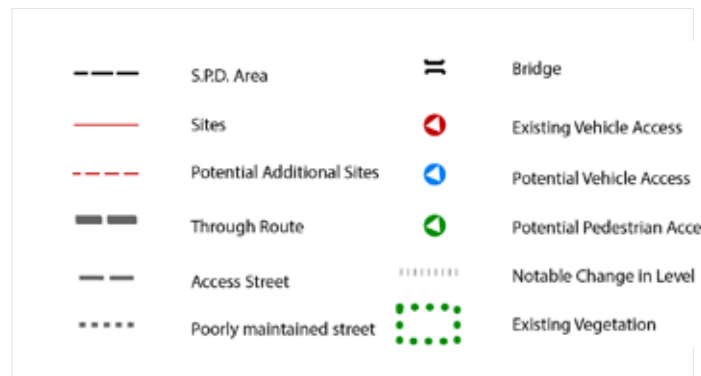


FIG 21: Site 2



Birds-eye view of site from south



View to site from the east

The Role of the Site

The Spring Mill site is a relatively narrow development plot that is required to perform several key functions. These are; addressing Spring Street, provide a return frontage to the backs of shops facing the High Street and to form an attractive outlook from the canal towpath and Hermitage Street Bridge.

Site Development Guidance:

- Buildings must present an attractive main facade or gable end with a suitable fenestration oriented to both the canal and Spring Street.
- Back to back residential development is unlikely to work on this site and a solution with three storey apartments or townhouses, together with careful consideration of boundary treatments can create a secure development parcel.
- There is no requirement for a public route along the canal edge and balconies or private terraces could benefit from the canal outlook and help to animate the canal edge.
- At the southern edge of the site, development should complete the existing block and not overlook existing back gardens to the south and consider the security of these rear boundaries.
- Access to the existing single dwelling fronting the High Street should also be retained.
- The north of the site is a possible location for a key building, to attract views from the Hermitage Street Bridge.
- There may be an opportunity to create an open space or berthing area at the centre of the site.

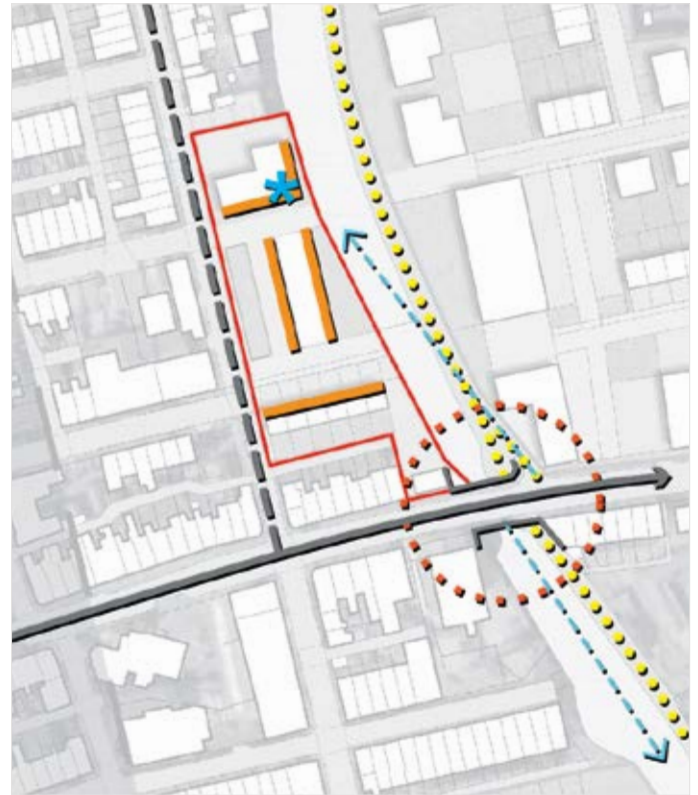
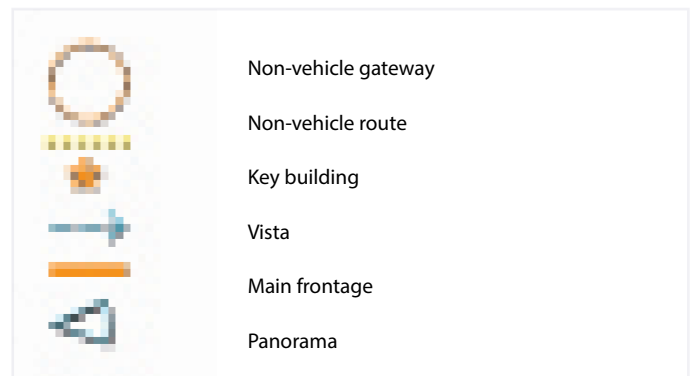


FIG 22: Site 2: Development Guidance Plan



Example homes where gable ends create an interesting roofscape



Example homes with pedestrian lane in front and parking to the rear

Site 3: Victoria Mill, Parker Street

Key Information

Area: 1.23ha

Access: Parker Street

Current use: Industrial

Potential Land Use: Residential (C3)

Indicative Product: 9 Townhouses and 29 Terraced Houses / Family Houses

History: Former large brick built spinning mill constructed in 1861-63 by Rishton Victoria Cotton Mill Ltd., a public company formed by six residents of Bacup known locally as the “Bacup Co-op”. The mill finally closed in 1959 and was later demolished. The site has been in industrial use since that time.

Assets, Issues and Considerations:

- Styropak currently operational on site. A move to new premises would require their consent. Hyndburn BC in conjunction with the private sector would assist in finding suitable alternative premises.
- Mature trees and hedgerows on southern and northern site boundary.

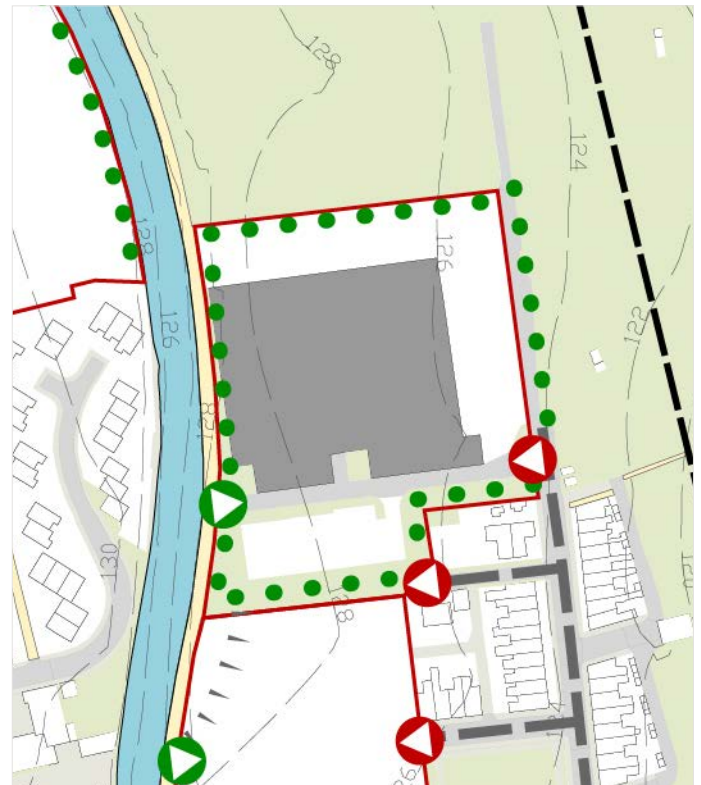


FIG 23: Site 3

---	S.P.D. Area		Bridge
---	Sites	⊙	Existing Vehicle Access
- - -	Potential Additional Sites	⊙	Potential Vehicle Access
---	Through Route	⊙	Potential Pedestrian Access
---	Access Street	Notable Change in Level
.....	Poorly maintained street	⊙	Existing Vegetation



Birds-eye view of site from south



View to site from the east

The Role of the Site

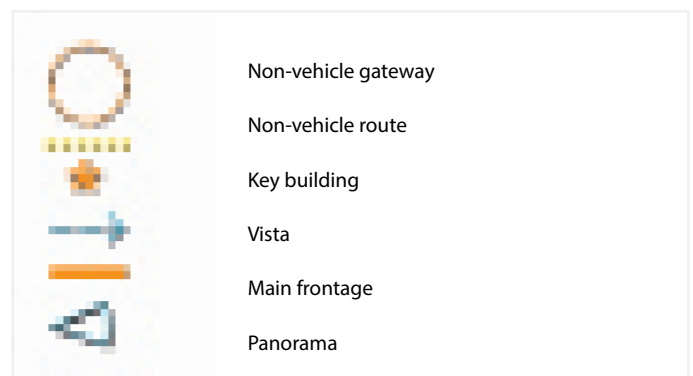
Development of this site will form the northern edge of the settlement to the east of the canal. The site has the opportunity to provide green links between the canalside and landscape and recreation area to the east. The site can also maintain access to the land to the north.

Site Development Guidance:

- Homes of up to three storeys should present an attractive gable end that overlooks the canal towpath.
- East-west access streets will be terminated with suitable vehicle turning heads, with footpath connections between.
- Buildings will face the street and be set back up to 6m to allow parking to the front of plot. Alternatively parking to the side of plot if buildings are set forward.
- There are three potential access points to the canal footpath for pedestrians, of which the north and south links should be considered essential.
- At both the southern and northern edge of the site are existing vegetative boundaries including mature trees which will be retained and incorporated into east-west green links.
- A footpath will be provided adjacent to existing planting along the southern edge of the site.
- The main access street from the top of Parker Street will divert into the site at the existing access point and follow the eastern boundary of the site.



FIG 24: Site 3: Development Guidance Plan



Garden terraces with front parking and tree planting



Shared surface lane with definition of space through colour

Site 4: Wheatfield Mill and Rishton Mill, off Parker Street

Key Information

Area: 2.21Ha

Access: Parker Street

Current use: Vacant

Appropriate Uses: Retail and Services (A1-5), Residential (C2, C3)

Indicative Product: 41 apartments, 35 Townhouses/ Family Homes, Elderly Home, Retail Unit (2,500 Sq.m) and Public House

History

Wheatfield Mill was built in 1859-60 by Duckworth, Parker and Co. In 1936 the premises were converted to felt manufacture. The mill has now been demolished and outline planning permission has been granted for residential development on the site.

The weaving shed at Rishton Mill was erected in 1851 by Thomas Howson, agent of the Dunkenhalgh Estate, and Thomas Whittaker, a Blackburn mill manager. Spinning ended in around 1912 and the mill concentrated on weaving until its closure in about 1930 when it was sold and demolished. The site of the mill was used for industrial uses until recently when the buildings were demolished and the site now lies vacant.

Assets, Issues and Considerations:

- Significant step change in level up to canal towpath from the site at the southern end.
- EA Floodzone 2 within site: this zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%).
- There is an existing triangle of public space in the south-east corner of the site containing some play equipment.

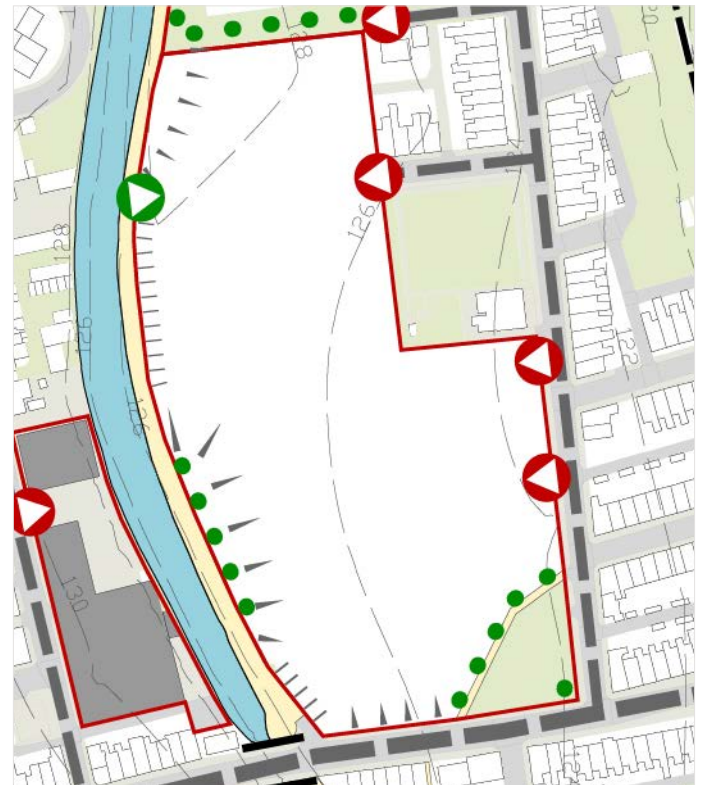


FIG 25: Site 4

---	S.P.D. Area		Bridge
—	Sites	⊙	Existing Vehicle Access
- - -	Potential Additional Sites	⊙	Potential Vehicle Access
—	Through Route	⊙	Potential Pedestrian Access
---	Access Street	Notable Change in Level
....	Poorly maintained street	⊙	Existing Vegetation



Birds-eye view of site from south-west



Townhouses facing Hermitage Street opposite site

The Role of the Site

The site holds an important position between Hermitage Street and the canalside and leading up Parker Street to the Bowling Green and working mens club. As the site that is most prominent within the town, largest in area and standing vacant it can set a standard for development. It should substantially improve the townscape along the main route (A678) through Rishton and a significant stretch of the canalside. There is potential to extend for a retail frontage to link with and help support the town centre.

Site Development Guidance:

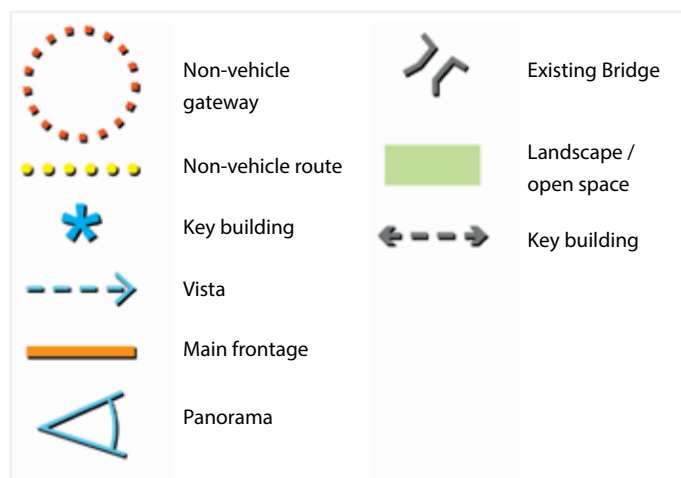
- Buildings fronting Hermitage Street leading up to the bridge will address the level change to the site, as is exhibited by townhouses on the opposite side of the street (see photograph below).
- There is a step in level at the western boundary up to the canal towpath and dwellings will be a minimum of 3 storeys along this edge and up to 4 storeys in the southern portion of the site. Buildings within the site and facing Parker Street will be 2 or 3 storeys.
- Where the linear building alignment creates a space between the building frontage and site edge
- Within the site, dwellings can be set back from the street by up to 6m to allow parking to the front of plot if required. Parking in small side courts, oriented perpendicular to the street, are an alternative solution. Parking to the rear of buildings is required for buildings fronting the canal edge and Hermitage Street.
- Development should back on to the pub and bowling green to the south.
- Development to west should face and overlook the bowling green.
- There is an opportunity for a key building in the south-west corner of the site that will address Hermitage Street Bridge and the canal towpath.
- Access to the towpath will be provided at the end of east-west streets, steps may be required.

Flood Risk Mitigation

- Homes within this EA Floodzone 2 will need to mitigate against flood risk by ensuring that ground floor levels are more than 0.3m above the estimated flood level.
- Solutions include raising the Ground Level and/or Floor Level to produce a sensible level for access and compliance with Building Regulations.
- Flood depth/velocity must permit safe evacuation and not increase risks to emergency services.



FIG 26: Site 4: Development Guidance Plan



Sloped roof to ground floor emphasises entrances and adds interest

Site 5: Daisy Hill Mill, off Parker Street

Area: 0.86Ha

Access: Henry Street

Current Use: Industrial

Appropriate Use: Residential, Live / Work Units and Allotments or Play Area

Development Product: 20 Apartments, 4 Townhouses, 18 Terraced Houses / Family Houses

History: Built in 1877 by James Ashworth of Wellfield Mill, Clayton-Le-Moors.

Cotton production ended in 1960 as a result of Government re-organisation of the industry and the site is now used for a range of industrial (B2 and B8) uses).

Assets, Issues and Considerations:

- Businesses currently operational on site. A move to new premises would require their consent. Hyndburn BC in conjunction with the private sector would assist in finding suitable alternative premises.
- Excellent views east over valley;
- Mature trees on southern portion of site.
- Potential southern access would connect to unsurfaced road

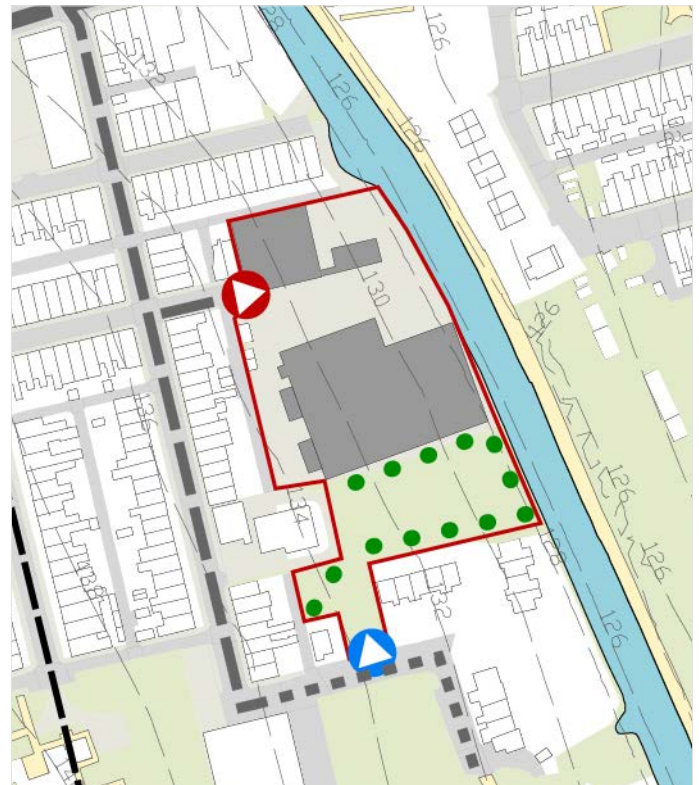


FIG 27: Site 5

---	S.P.D. Area		Bridge
---	Sites	⊙	Existing Vehicle Access
- - -	Potential Additional Sites	⊙	Potential Vehicle Access
---	Through Route	⊙	Potential Pedestrian Access
---	Access Street		Notable Change in Level
....	Poorly maintained street	⊙	Existing Vegetation



Birds-eye view of site from south-west



Ashworth Street Access, views to Hyndburn Brook valley beyond

The Role of the Site

The Daisy Mill site is one of the first parts of Rishton visible when approaching Rishton along the canal from the south and should present a positive and welcoming frontage, as the canal path transitions from rural to urban. Likewise it is visible from Hermitage Street Bridge to which it may present a more urban aspect. The site is otherwise backland from Henry Street and relatively self contained, completing several residential blocks.

Site Development Guidance:

- Buildings fronting the canal should be 3 storeys. Homes within the site will be 2 or 3 storeys.
- Along the internal access street Homes will be set back from the street by up to 6m to allow parking to the front of plot. Parking to the side of plot is allowable, including small courtyards of up to six spaces, oriented perpendicular to the street.
- Parking to the rear of buildings is only allowed where buildings face the canal.
- The north east corner of the site requires a corner building to front the canal and address the view from Hermitage Street.
- The access street should be a 6m wide (minimum) shared surface or 4.5m with delineated 1.5m footpath.
- Existing trees of good quality to the south of the site should be retained.
- Areas of public open space have associated maintenance costs and therefore a productive use such as allotments may be considered if demand is present.

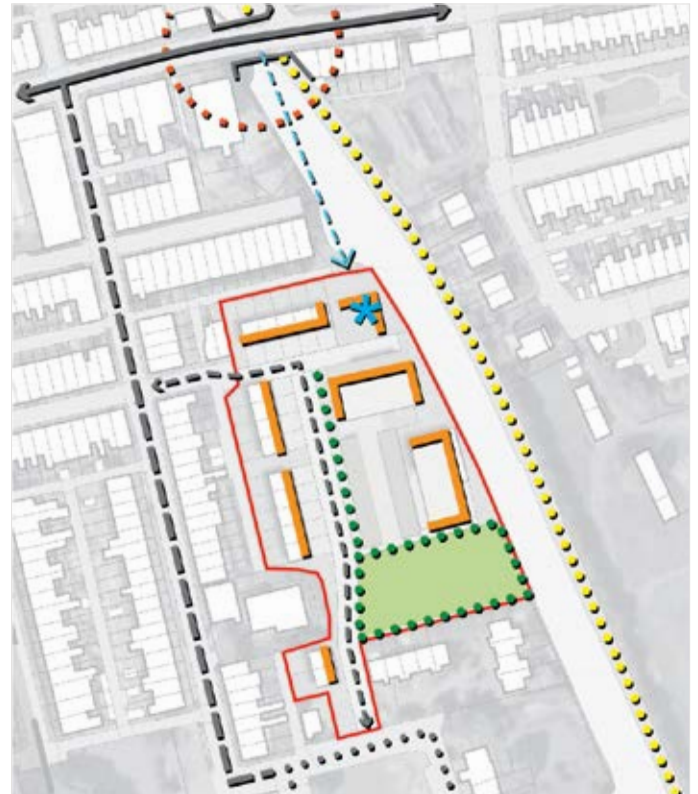
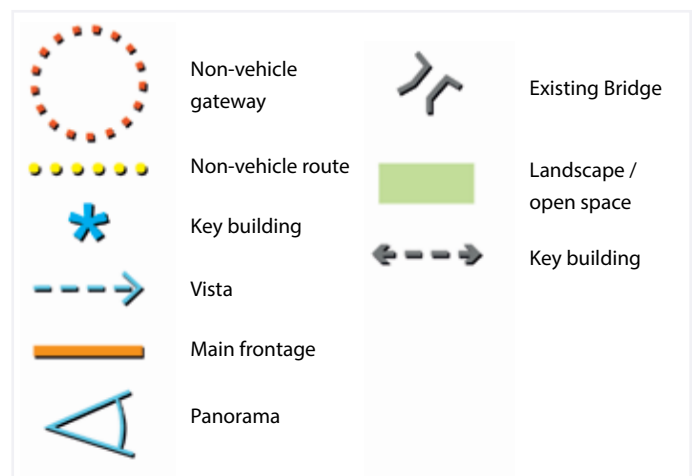


FIG 28: Site 5: Development Guidance



Live-Work units provide a frontage to minor street on narrow site



Example townhouses that address a level change from front to back

Canal and River Trust Guidelines and Precedent Studies

The Canal and River Trust Guidelines

The Code of Practice for Works Affecting the Canal & River Trust gives guidance and details procedures for all those (The Third Party) whose work may or will affect the property of the Canal & River Trust. All works that affect the Canal & River Trust must comply with the Code. This includes but is not limited to construction works on the property of the Canal & River Trust, works undertaken on neighbouring property, works requiring access across the property of the Canal & River Trust and works that over-sail the property of the Canal & River Trust.

The Canal & River Trust offer a free pre-application advice service for applicants to ensure that their proposal will comply with their design requirements and not compromise the safety of boaters or users of the canal paths, nor compromise the waterway. The City Council will have expected applicants to have liaised with the Canal & River Trust prior to submitting a planning application.

It is important that developers liaise with the Canal & River Trust to ensure that they support the requirements and detailed design, otherwise the Canal & River Trust may withhold their consent for matters that affect the canal. Consent would be required for works such as the construction of a boatyard, winding hole, dock, slipways, moorings, bridge and connection points to the canal. Their consent may be subject to a commercial agreement.

Precedent Studies

The following developments are all positive precedents, providing both the aspiration and practical lessons for canalside development and housing regeneration. Together they show the trend for and desirability of canalside living and how investment can help to rejuvenate a community and revive a town.

Chichester Canal Basin - Residential and Office

The development is for 86 residential units and a new headquarters for the Chichester Canal Trust .

Aldcliffe Yard, Lancaster - Canalside Family Housing

H2O are a national joint venture company between the Canal & River Trust (former British Waterways) and property development company Bloc. They propose to transform a disused historic canal wharf in the city centre and conservation area. Development will include a mix of new-build three and four-bedroom houses as well as refurbished homes.

Castlemill Boatyard, Jericho - Mixed-Use

In addition to commercial and social housing, the development has to include a sustainably sized community centre, a sustainable boatyard, a public square, and a bridge across the canal. Key lessons include;

- Balancing commercial objectives with community aspirations to 'unlock' the site;
- A mix of forms, types, tenures and uses to create a lively public realm, and;
- Historic site developed in a way that enhances facilities for Jericho, the canal boaters and the wider community

Woodnook, Accrington - Regeneration of Empty Homes

A joint venture between PlaceFirst and Twin Valley Homes, and in partnership with Hyndburn Borough Council – represents one of the biggest private sector-led empty homes regeneration projects in the UK.

A £15m project to breathe new life into 131 empty terraced homes in Woodnook

The project is supported by an element of grant funding through the Empty Homes Cluster Fund from the Department of Communities and Local Government, and through recoverable investment through the Homes and Communities Agency.





Lancaster Canalside Homes



Chichester Canal Basin



Jericho Wharf, Oxford



Woodnook, Accrington - Regeneration of empty homes



Community Involvement Comments Tables

Summary Comments Table

A variety of views were put forward on how to revitalise the canalside on 25th February throughout the various events of the day.

Those views put forward by Residents, Local Groups and Businesses, the Canal & River Trust and the Land Owners are recorded in the table below.

Perceptions of Rishton	Improvements	Appropriate Land Uses in Rishton SPD area						
		Employment	Houses	Social Housing	Retail/Leisure	Public Open Space	Other Uses	Employment
Roads need to be re-developed & rejuvenated	Make use of existing buildings and not social housing.	X			X		Community Centre	
Slipped from being a sought after place to live to a crime-ridden town. Poorly invested in and forgotten part of Hynburn.	Build a community centre for events, a gym above, smaller rooms for business to hire etc. (Chipping Village Hall, Ribble Valley, as example).	X			X	X	Community Centre	X
Neglected	Ample free parking	X	X		X			
Deteriorated	Provide housing development and leisure facilities	X	X		X	X		
Very good for walking on the canal side	Good site somewhere for a marina and medium sized supermarket	X			X			
Love Rishton, beautiful canal side, lots of potential	Old factory sites need to be developed to bring the town together and integrate all areas of Rishton	X	X		X	X		X
Wide mix of residents. No spirit, under-resourced. Land area appears unsafe and unattractive. Dog fouling & Antisocial behaviour.	Control social housing of people brought from other areas. Needs a central focal point, canal needs developing but with some on-going monitoring/supervision. In need of business generation and community facilities.	X			X		Community Centre	
Needs to be rejuvenate and meet the needs of Rishton, young and old alike.	Make use of what's there already and what the community needs.	X			X	X	Elderly Accommodation	
A pleasant area to live. Poor shopping/central area.	Improve sporting facilities	X			X	X		
Town of two halves. Canal popular with dog walkers, cyclists, anglers, loggers etc.	Open up areas toward the main road		X			X		X
Typical old mill town. Very poor parking arrangements. Sever horse fouling in residential areas. Rishton Canalside is in urgent need of redevelopment/improvement	Mixed residential/retail. Regard to access must be considered.		X		X			
Lovely town, fantastic views and walks. The canal is lovely to walk/cycle.	Rishtoners need to appreciate what they have on their doorstep. Better pavements. Dog fouling needs to be addressed. Places for young people to go, canal side café/tea room.		X		X	X		
Attractive but untidy	Towpath widened slightly for cyclists. Better cleanliness on both sides.	X	X		X	X		
Run down	Fully Redeveloped	X	X		X	X		
Wish it could be seen as a great facility & opportunity, rather than a problem.	Development of land - formerly mills, rather than "dead areas"						Mix of all - so area becomes alive & lively.	
Run down. Wonderful potential.								
Run down.	Affordable housing.	X	X					
Needs regenerating.	Build private well designed semi-bungalows. Car spaces to front 3' path to side with a small patio to rear.		X				Bungalows (private)	X
	Refurbish empty properties							
Love it - lovely countryside	Private rental housing stock needs improving. Activities for youth need improving.	X		X	X	X	Youth facilities	
In need of investment/improvement. Pleasant views/walks in the	The derelict areas under attention will definitely benefit from new development.		X		X	X		
Has a bit of everything. Rubbish ends up in the canal.	Dedicated staff to clean and repair canal and areas. Marina. Utilise the Canal Café at Bridge 108A as a focal point.	X	X			X		
	Private investment and improved residential housing.	X	X			X		

TABLE 2: Summary Comments Table

Inappropriate Land Uses (Undesirable)					How could development of the sites in the area improve connectivity?	Additional Comments
Houses	Social Housing	Retail/Leisure	Public Open Space	Other Uses		
X	X			Supermarkets	Bring the community together	Better advertisting to include people. Not seen posters or anything in the town. A lot of people do not have a computer and access to the internet.
		X	X	A venue like the Grand in Clitheroe	Much needed parking	A play area/park could be on Site 1. Depends on access/parking.
	X					
	X				The town could operate more as a community. Atractive to people from outside the area	
X					The recreational aspects would be ideal & increased shopping facilities would attract shoppers to stay "local"	
	X				Rishton is in 3 parts: Top, middle & bottom, split by the canal. Dveloping the canalside would be a great way of bring residents together and make a closer community.	Not much facilities for children. Retail is lacking on south side of the canal. Genuine need for sheltered/elderly housing in Rishton. Lacking leisure facilities. Good to see Canal side development. Sprint Streed needs major investment and a community centre.
X	X					No facilites for young people UNLESS SUPERVISED.
X	X			Supermarkets	Connect people together	Better advertisting of future events.
	x	x				Protect diminishing wet habitats in the surrounding countryside.
	x	x				May improve access over canal bridge leading to Spring Street to open up the area - also leads to recreational areas.
		X				
	X					
	X					
				Mix	The more activity provided, the more connectivity will follow.	
				Mix		Boaters would use shops and facilities in town if encouraged to stop. Recreational activities for residents. Table and chairs outside Mick's café at Rishton Bridge.
						Mixed housing with retail and leisure - facilities for water sports, tied up with school facilities. Spring Street is a "no go" area. Great potential to make this a wonderful corridor of the canal. Allowing tables outside local café. Possibility of canal trips - even suggest a small marina.
	X	X		Supermarket		
X	X					Building private bungalows (2 bed) would release 3&4 bed private houses for families. Thus improving the demographic and reduce the people on benefits.
						Make all landlords licenced. Vet prospective tenants. Clear and landscape ex-industrial sites.
X					Cycle tracks, pathways	The canal is a great resource that needs expanding. Need good quality 3 bed family social housing.
						Community Centre.
	X	X			All areas of the village can access the canal easily.	Rishton needs quality housing building on the former mill sites. The canal needs more maintenance.
	X	X			By linking to the proposed development of the land by Rishton United close to the SPD area for the mutual benefit of everyone.	

Summary Comments Table

A variety of views were put forward at the exhibition on 25th March on how to revitalise the canalside.

Those views are recorded in the table below.

Question 1: Additional areas to be addressed that have not been picked up on the exhibition boards	Question 2: Views on three options presented - preferences & why	Question 3: Views on the Illustrative Masterplan	Additional Comments / Concerns	Best / Worst Comments
Schools	Canal developing	Supermarket over bridge - good idea	No social housing	"Impressive, well displayed. Will definitely enhance the area."
Doctors Surgery	Widening paths	More onsite artists impressions of how the area may look rather than pictures of other places.	Strain on GP surgeries and schools if more houses built	"Very well drawn. All looks great. No concerns."
Substation	Play area for children	Be nice to see before and after development images	No empty properties on Spring Street	"Glad someone is trying to do something"
Road improvements	Supermarket	The immediate area up to the school and along Spring Street needs to be addressed	Concentration of social housing	"This will never happen. Not in my lifetime"
More people means will need more doctors surgeries, schools, nurseries	Residential	Plans for Spring Street are flawed. Area is crying out for shopping/retail.	Too much "to let" properties	What are your views on the illustrative Masterplan? "Are you day dreaming?"
Flats	Elderly bungalows & apartments, facilities to bring people into Rishton.	Doesn't need a pub	Volunteer coaches to help with different sports (Dominic Avison is a sport's coach 01254 987 942 / 07837 116 977 and would be keen to volunteer)	What are your views on the illustrative Masterplan? "Pie in the Sky."
New pub	Option 1 preferred but the area needs improving socially first.	Is a supermarket really essential? 20 min walk from bottom of Hermitage St to Co-op - exactly the same distance from the Little Reservoir to Co-op. Co-op is central for everyone.	Make things interesting - grass roots sport is at an all time low.	"Waste of money and time"
Sports Centre	Marina and Waterfront idea as it brings new things to the town and adds diversity of class, will bring in more affluent people. Unsure about strategy of moving business to "out of town". Goes against drive to have less travel. Could also turn Blackburn into a commuter village.	Housing needs to be high quality and mixed i.e. single persons/2/3 bed/detached. Would create a "community".	Modern housing on a street with bad reputation - won't sell	"We need to be visionary!"
Supermarket	Mixed housing - to facilitate single occupancy along with family accommodation.	Fine as a starting point	Mooring and a pub? Analyse the amount of boats that pass this part of the canal first	"Interesting - very good ideas"
Sheltered accommodation	Should be a mix of all three including private resi, some social, sheltered, improved green space/play parks		Canal needs cleaning first, not the path - the water!	"I've just spoken to a guy from Stockport working on the project. His main interest doesn't lie with Rishton. After his payout he'll never be back!"
Childrens play areas	Resi not necessary on all 5 sites		Policing on foot - lack off	"A LOGICAL THOUGHT PROCESS CAN DECIDE HOW TO RE-DEVELOP!!"
Public toilets	They all show lack of local knowledge and population		More money should be spent on the high street	"The area needs improving socially first. i.e. all the dead beats out."
Car parking	Area 6 seems to be an area that will lift that part of the town		Finance - where is the money coming from?	"Would a better class of occupants help to ease the area."
Footpath on both sides of the canal	Area 4 - retail development seems over-sized			

TABLE 3: Comments Table compiled from public exhibition 25th March

Planning Application Requirements

- Red line site location plan (1:1250 or 1:2500)
- Existing and proposed site layout plans
- Floor plans (Full planning applications)
- Existing and proposed elevations (Full planning applications)
- Section drawings (Full planning applications)
- Design & Access Statement
- Planning Statement
- Statement of Community Involvement
- Retail Assessment (for proposals including retail development)
- Flood Risk Assessment and Drainage Strategy
- Preliminary Ecological Appraisal
- Site Investigation/Contamination Report
- Section 106 Heads of Terms
- Archaeological Assessment
- Noise Impact Assessment
- Air Quality Assessment
- Affordable Housing Viability Assessment
- Crime Impact Assessment
- Heritage Assessment
- Transport Assessment and Green Travel Plan
- Landscape Plan

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**BARTON
WILLMORE**