

HINDLEY CENTREPLAN



Martin Kimber
Environmental Services Department
Civic Buildings, New Market Street, Wigan

HINDLEY CENTREPLAN



CONTENTS

	Page	
List of Plans and Illustrations	5	
List of Tables	7	
Chapter 1	Introduction	13
Chapter 2	Current Position	17
Chapter 3	Vision and Strategic Objectives	23
Chapter 4	Achieving the Vision	27
Chapter 5	Urban Design Framework	35
Chapter 6	Detailed Proposals and Opportunities	41
Appendix 1	Statement of Consultations and Representation	58
Appendix 2	Glossary of Terms and Abbreviations	59

HINDLEY CENTREPLAN



LIST OF PLANS AND ILLUSTRATIONS

		Page
Plan 1	The Locational Context	9
Plan 2	Centreplan Boundary and Sector Areas	11
Plan 3	Northern Sector - Detailed Proposals and Opportunities	43
Plan 4	Central Sector - Detailed Proposals and Opportunities	45
Plan 5	Southern Sector - Detailed Proposals and Opportunities	47

HINDLEY CENTREPLAN

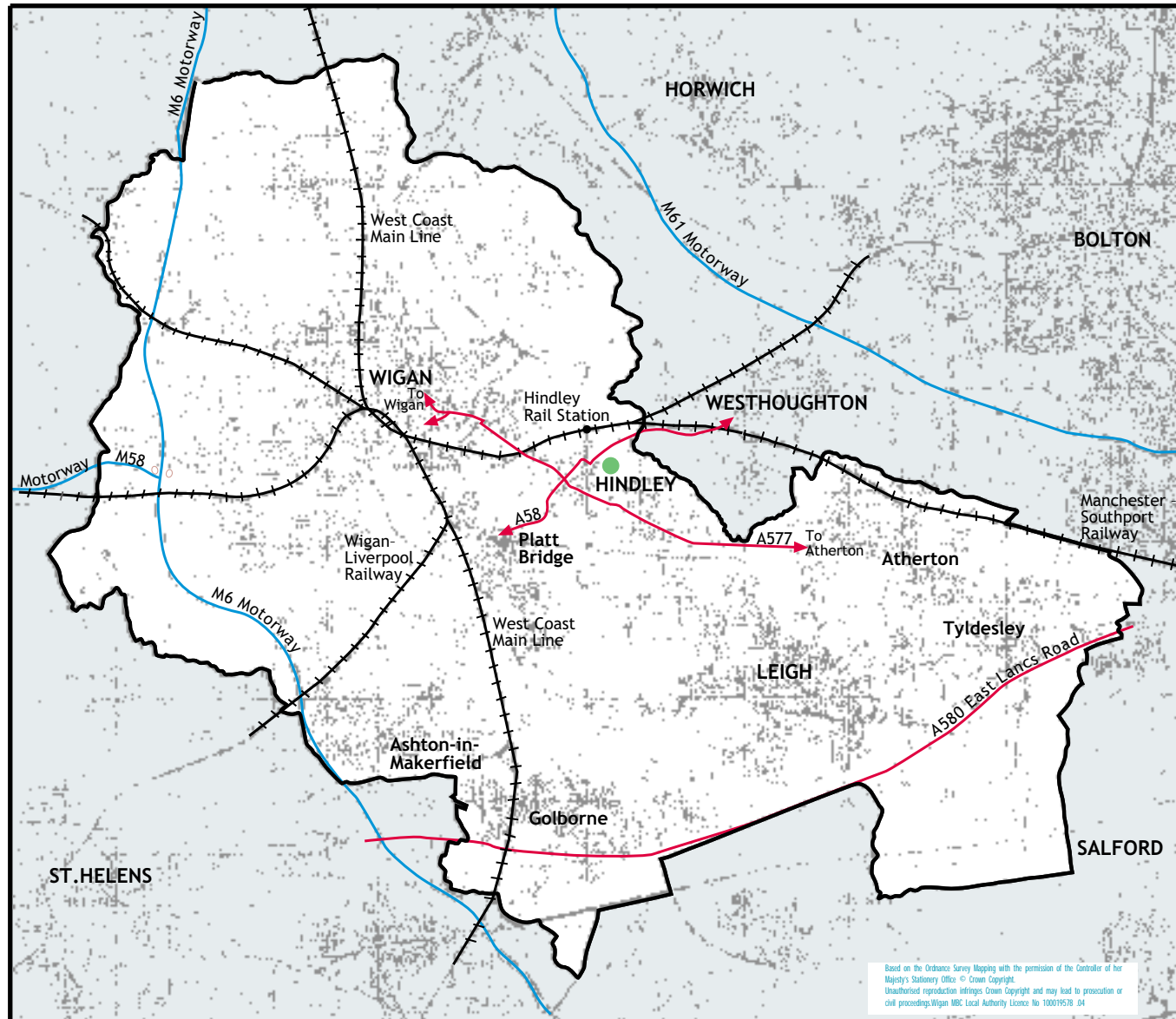


LIST OF TABLES

		Page
Table 1	Development and Investment Opportunities	48
Table 2	Traffic Management, Bus Priority Measures and Car Parking	50
Table 3	Pedestrian and Cycle Priority Measures	52
Table 4	Improving the Quality of the Environment	54
Table 5	Improving Community Safety	56

HINDLEY CENTREPLAN

HINDLEY CENTREPLAN

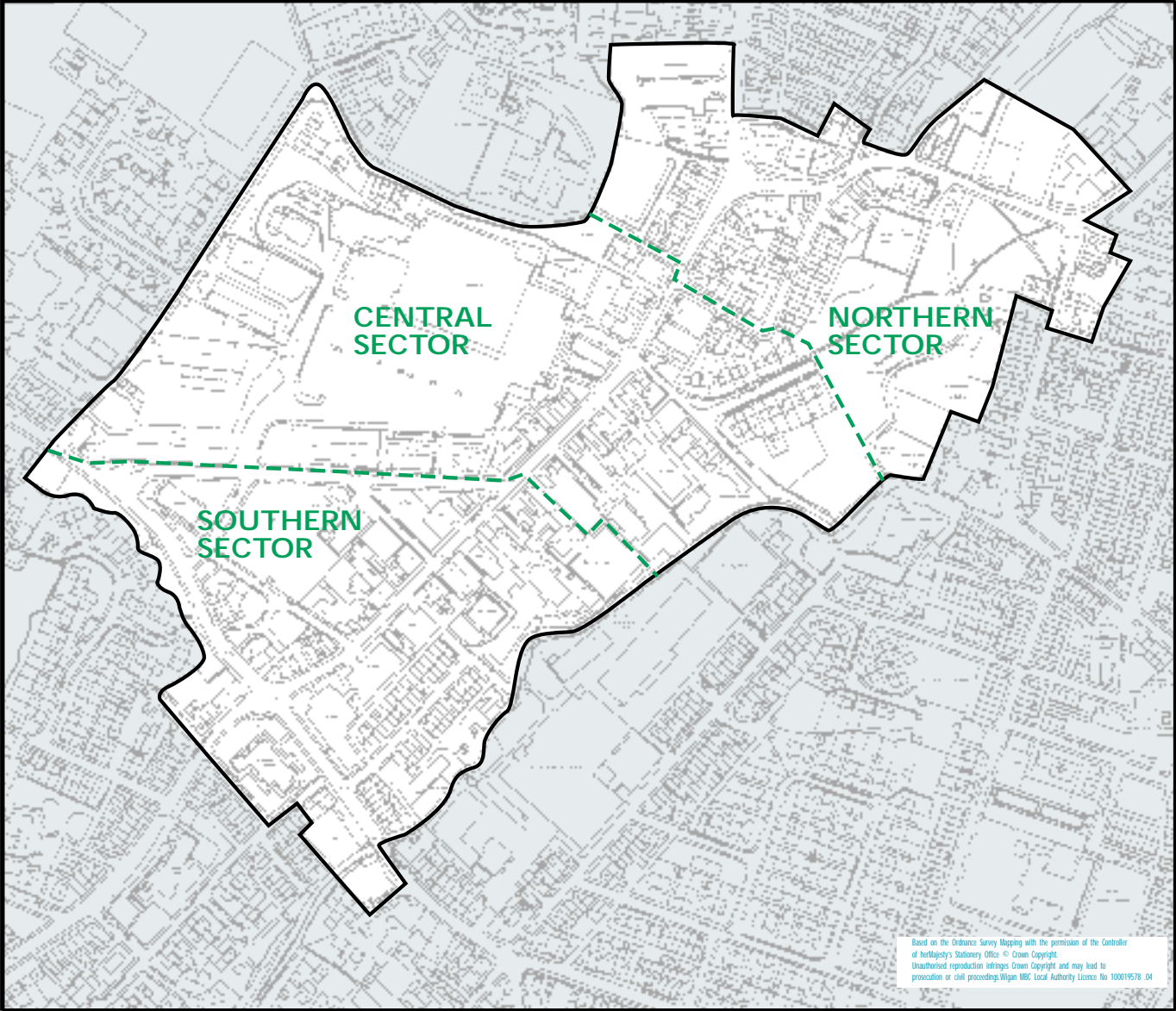


Plan 1

The Locational Context

— Wigan Borough Boundary

HINDLEY CENTREPLAN



Plan 2

Centreplan Boundary and Sector Areas

Based on the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Wigan MBC Local Authority Licence No 100019578_04

HINDLEY CENTREPLAN

1.
Introduction



HINDLEY CENTREPLAN

1. INTRODUCTION

- 1.1 Hindley town centre is situated approximately 3 miles east of Wigan town centre and around 4 miles to the north-west of Leigh town centre. The town centre has a valuable role acting as a district shopping centre for local residents and provides employment opportunities within its industrial, commercial, retail and other businesses. The centre also acts as a focus for a range of leisure and civic activities and contains a number of churches, together with a library, concert hall and former council offices.
- 1.2 A recent study commissioned by the Council concluded that Hindley's vitality and viability has declined over the past 10 years. This highlights the need for a positive plan of action to improve and regenerate the town centre area. The Hindley Centreplan forms part of a strategic policy to ensure that town centres throughout the borough are attractive, thriving and successful places.
- 1.3 The boundary for the Centreplan extends beyond the town centre area as identified within the Council's adopted Unitary Development Plan. This is to enable important 'gateway' sites around the edges of the town to be considered in detail. In particular, the approach to the town centre along Bridge Street from the Castle Hill area is unsatisfactory and requires a co-ordinated planned approach to improvement.
- 1.4 The plan takes full account of all relevant Government Guidance regarding town centres. In particular, Planning Policy Guidance No. 6 advises that town centre strategies and action plans should be prepared to encourage appropriate investment and to ensure that the centre meets the needs of all its users.
- In addition, Planning Policy Guidance No. 13 stresses the need to reduce reliance on the private car and to ensure that different uses are concentrated within town centres which are accessible to different modes of transport. The Greater Manchester Local Transport Plan 2001/02 – 2005/06 is also particularly relevant and a key element of this Strategy is to sustain town centres and to regenerate these areas by making them more accessible.
- 1.5 The Hindley Centreplan is intended to provide a detailed strategy for regenerating and improving the town centre area. The plan aims to translate the vision of the borough's Community Plan into action within the local area. The five key principles of the Community Plan which are carried forward into the Centreplan are:-
- developing a strong community
 - social inclusion
 - working in partnership
 - promoting sustainable development
 - learning from experience
- 1.6 The Centreplan will be afforded the status of Supplementary Planning Guidance. Such guidance provides a more detailed basis for applying and interpreting the policies of the adopted Unitary Development Plan (UDP). A replacement Unitary Development Plan is currently being prepared by the Council. Policies within the Centreplan are cross referenced with the policies of the adopted Unitary Development Plan and replacement UDP.

HINDLEY CENTREPLAN

- 1.6 The Centreplan proposals will be taken into account as a (contd)material consideration by the local authority in the assessment of planning applications and where necessary, detailed briefs will be prepared for significant sites to ensure they are treated in a sympathetic manner.
- 1.7 The plan will provide the framework for future investment in the town centre by public bodies and the private sector. It will also be used as a basis for future regeneration funding bids where appropriate.
- 1.8 Whilst the plan deals mainly with land use and transportation issues and physical measures to improve the environment, it is also expected to provide a framework for future management of the town centre.
- 1.9 The plan is based on a partnership approach and has been developed with input from a range of individuals and organisations who have a stake in the future of Hindley town centre. A partnership approach is vital in ensuring the successful regeneration of the area.
- 1.10 In summary, the plan seeks to reverse the decline in Hindley's vitality and viability which has occurred over recent years. This will be achieved by promoting a co-ordinated plan of environmental improvements and identifying sites for development which will be beneficial to the town centre. The plan proposals aim to provide a high quality environment which encourages investment and which forms a source of pride for local people.

2.
Current Position



HINDLEY CENTREPLAN

2. THE CURRENT POSITION

- 2.1 Within the Wigan Borough, Hindley is the fifth largest centre in terms of the number of units within its retail core. Market Street (A58) forms the main focus of activity with mostly small shops and other commercial buildings, located along the street. The newly completed Tesco store (5,531 square metres) occupies a large site to the west of Market Street and is by far the largest retail unit within the town centre. To the north east of the centre, Rayner Park forms a valuable green space separating the town centre from adjacent residential developments. At the southern end of the town centre the junction of the A577/A58 forms a busy crossroads which suffers from traffic congestion at various times.
- 2.2 The Centreplan area occupies 20.4ha and has an estimated residential population of 325.
- 2.3 The main shopping street, Market Street, is characterised by relatively narrow footpaths and high levels of traffic which create an environment which is dominated by vehicles. Many properties have suffered from a lack of investment in recent years and in the majority of cases upper floors are vacant or underused. At the northern end of the town centre, along Bridge Street, the situation is most serious with a number of vacant properties in very poor condition.
- 2.4 The town centre contains a number of important and attractive buildings. These buildings and the important relationships between individual buildings, form the basis of the Hindley Town Centre Conservation Area, which was designated by Wigan Council in 1989.
- 2.5 Issues of traffic congestion and associated pedestrian safety are of particular importance within the town centre. In order to examine the problems and identify traffic management solutions the Council commissioned a consultants study in April 2002. The consultants Peter Brett Associates, recommended a revised traffic management system in the southern section of the town centre. This included a package of measures to improve pedestrian safety, improve access to public transport and provide more facilities for cyclists. As part of the works, new street furniture in a more sympathetic style is to be introduced.
- 2.6 A number of indicators, have been considered to assess the current vitality and health of the centre. The details of these are set out below:-
- (i) Vacancy levels**
- 2.7 The most recent survey carried out in summer 2003, identified a ground floor vacancy level of 17% within the town centre area. This is above the borough and national average and is a cause for concern.
- (ii) Diversification of Uses/Town Centre 'Offer'**
- 2.8 The main function of the central area is as a local shopping centre for locally generated 'top up' food shopping. Within the Centreplan area there are a number of other cultural, civic and leisure uses together with some terraced housing on the edge of the centre, and industrial buildings at Darby Lane.

HINDLEY CENTREPLAN

2.9 The majority of retail units are small scale (ie less than 100 square metres sales area), with the most notable exception being the new Tesco store at Cross Street (5,531 square metres).

The changing retail composition of Hindley Town Centre is summarised in the table below:

Sector	No. of outlets (2001)	No. of outlets (1993)	Change (1993-2001)
Convenience	12	19	- 7
Comparison	40	51	-11
Service (A1)	18	14	4
Vacant	40	14	26
Other/Inc.A2/A3	37	38	- 1
Total	147	136	11

Source – WhiteYoung Green Retail Survey – 2001

The statistics show that, although the total number of retail units has grown, the number of retailers trading has declined since 1993, with an increase of vacant properties. The greatest loss has been in the key comparison and convenience goods retail sectors.

2.10 The central area contains a number of pubs and clubs which attract people during the evenings and weekends. In particular, the Council owned Monaco Ballroom at Atherton Road is a popular venue which attracts large numbers of visitors to the town.

(iii) Accessibility / car parking

2.11 In terms of access by car and the availability of free car parking, the town centre is currently well served. However, the towns location at the junction of the A58/A577 leads to problems of congestion and the high levels of through traffic create a dangerous environment for pedestrians and cyclists.

2.12 Off street parking within the centre which is available to the public is summarised in the table below:-

1 Back Market Street	– 32 spaces
2 Chapel Street	– 25 spaces
3 Worthington Street	– 23 spaces
4 King Street	– 28 spaces
5 Tesco	– 413 spaces
6 Market Car Park	– Estimated approx 200 spaces on non market days
7 Albert Street	– 25 spaces
8 Frederick Street	– 7 spaces
9 Market Street/Wigan Road	– 27 spaces
10 Progress Street	– 30
11 Morris Street(Council offices)	– 18 spaces (restricted use)
Total	= 828 spaces

Source – Peter Brett Associates Parking Survey – 2003

2.13 Relative to retail floorspace, this represents a large amount of free town centre parking. However, many of these car parks are poorly located and are not well signposted. Many of these are in poor condition and with parking taking place in an unregulated manner. The poor condition of some of the car

parks creates some problems of on street parking in residential streets, particularly close to the Monaco Ballroom.

- 2.14 The town centre is relatively well served by buses using the A577/A58 routes. However, the different bus routes mean that interchanging is difficult and bus stops are not always well located in respect of town centre facilities. A Quality Bus Corridor initiative is proposed between Wigan and Leigh (A577) to encourage greater bus usage. Details are currently being developed in partnership with the Greater Manchester Passenger Transport Executive.
- 2.15 Whilst Hindley has a railway station on the Southport – Manchester line, it is located over 1/4 mile to the north of the town centre. Pedestrian links between the station and the centre are being improved as part of a traffic calming scheme. In addition, improvements to the station and provision of a park and ride facility are also proposed.

(iv) Housing Conditions

- 2.16 The Centreplan area contains small pockets of residential properties adjacent to the town centre shopping area. The vast majority of these are terraced blocks within private ownership, which are generally in a reasonable state of repair.
- 2.17 Whilst there are a small number of residential units at first floor level above commercial properties, there is significant potential for the greater re-use of upper floors, which will improve the vitality and viability of the centre. In recent times, some new sheltered housing has also been constructed at Bridge Street.

(v) Crime / Security

- 2.18 Problems of vandalism, security and anti-social behaviour are issues of concern to local residents and traders. As with other similar towns, the town centre does have some crime problems often linked to the use of licensed premises. In addition, the lack of street lighting on some of the public car parks increases the fear of crime for visitors and residents. The development of the Tesco supermarket created an opportunity to redesign the layout of the site to create a safer environment by removing narrow footpaths, securing the site and upgrading the lighting.
- 2.19 The Hindley Business Partnership meets regularly with Greater Manchester Police and the Town Centre Co-ordinator to discuss community safety issues.
- 2.20 A Closed Circuit Television system (CCTV) is currently operational within the main shopping and market areas. This system is linked to the Council's Central Watch Monitoring Station and is recorded 24 hours a day. There may be scope for increased CCTV coverage within the plan area, subject to available resources.

(vi) Environmental Quality

- 2.21 An environmental audit has been undertaken across the Centreplan area to assess the quality and amenity of the centre and to identify specific problems and opportunities for improvement.

HINDLEY CENTREPLAN

This audit has identified a number of issues which require addressing, namely:-

- **lack of a real 'focal point' for the town.**
 - **the central market area is bland and uninteresting.**
 - **a number of Victorian properties have had unsympathetic modern shopfronts or other modifications, including solid steel shutters to shopfronts and external flues or extraction systems.**
 - **high levels of through traffic and random on-street parking on Market Street create a dangerous environment.**
 - **pedestrian movement across the centre is difficult due to a lack of dropped kerbs and pedestrian crossing facilities.**
 - **several of the smaller car parks have poor quality surfaces and are not well lit.**
 - **street furniture is unattractive and outdated.**
 - **properties in Bridge Street and at the northern end of Market Street have suffered from a lack of investment and create a poor impression to visitors.**
- **The new Tesco store will bring additional visitors and benefits to the town.**
 - **Facilities such as the Monaco Ballroom also attract additional visitors during the evenings and weekends.**
 - **The centre contains a number of attractive landmark buildings which enhance the townscape.**
 - **The centre has a large amount of free car parking in various locations.**

2.22 Despite these issues, the town centre has a number of positive features which should be strengthened and enhanced:-

- **A successful market which attracts large numbers of visitors to the area on market days.**

3.
Vision and
Strategic Objectives



HINDLEY CENTREPLAN

3. VISION AND STRATEGIC OBJECTIVES

- 3.1 The vision for Hindley town centre is one of a busy, prosperous market town which is a source of pride for local people. It is envisaged that the centre will continue to provide a variety of facilities and activities. These will include retailing at a range of shops and the popular outdoor market, commercial, leisure, cultural and civic activities.
- 3.2 The environment of the town centre will be significantly improved through a range of traffic management works and environmental improvements, which will stimulate further investment and development within the area.
- 3.3 The centre will be managed by a partnership from the public and private sector bodies, with all town centre users able to contribute positively on town centre issues.

This broad vision is translated into a number of strategic objectives:-

- a) **Maintaining a viable centre and encouraging sustainable development which will strengthen its role.**
- b) **Reducing the environmental impacts of through traffic and improving facilities for public transport, pedestrians and cyclists.**
- c) **Improving the external appearance of buildings within the centre.**
- d) **Protecting and enhancing the environmental quality of the area.**
- e) **Creating a centre in which people feel comfortable and safe.**

f) **Developing and delivering action through partnership.**

- 3.4 The following chapters expand on what each of these means in practice, and sets out proposals to help achieve this vision.

HINDLEY CENTREPLAN

4.
Achieving the Vision



HINDLEY CENTREPLAN

4. ACHIEVING THE VISION

4.1 The following sections set out a clear strategy and a series of proposals and projects which will help to achieve the vision for Hindley town centre. The proposals within the plan are cross-referenced with policies within the Councils adopted Unitary Development Plan and the emerging Replacement UDP.

A. MAINTAINING A VIABLE CENTRE AND ENCOURAGING SUSTAINABLE DEVELOPMENT.

4.2 The success of the town centre will be largely dependent on the retention of a core of shops within the central area, supplemented by a broad mix of other activities which will support these shops and attract people into the centre at all times. The Centreplan objective is to get the right mix of uses and activities within the right places.

4.3 Centreplan Policies

A1 *The town centre, in preference to out of centre sites will be the preferred location for retail, office, commercial, service, leisure, civic and cultural uses.*

UDP Policy TCS1

Replacement Plan Policy S1B

A2 *As far as possible, retailing activity will be concentrated within the principal shopping area as shown on Plans 3-5.*

UDP Policy TCS1

Replacement Plan Policy S1A

A3 *Residential uses will normally be encouraged on sites and buildings within the Centreplan area but outside the principal*

shopping area. Development proposals will be considered against their impact on the vitality and viability of the centre and against other Unitary Development Plan Policies.

UDP Policy TCS1

Replacement Plan Policy S1B ; R1B

A4 *The plan identifies sites which provide short and medium term opportunities for development. These are expected to be developed by the private sector, but where appropriate, the Council may assist by using its compulsory purchase powers.*

UDP Policies TCS1c; H2A

Replacement Plan Policy S1B ; R1B

A5 *Plans 3-5 show buildings which are in need of substantial investment and improvement, several of which are vacant. The Council will, within the resources available, provide grant assistance towards the refurbishment and reuse of these properties.*

UDP Policy TCS1

Replacement Plan Policy S1B ; R1B

B. REDUCING THE IMPACTS OF TRAFFIC AND IMPROVING FACILITIES FOR PUBLIC TRANSPORT, PEDESTRIAN AND CYCLISTS.

4.4 Access to the town centre will be improved by introducing a new traffic management system with associated facilities for pedestrians, cyclists and public transport users. These works will shift the priority towards pedestrians, cyclists and buses, whilst still maintaining vehicle access to the town centre and its free car parks, several of which will be upgraded.

HINDLEY CENTREPLAN

4.5 A detailed public consultation exercise was carried out in March 2003. Following this consultation, a series of traffic management measures and associated improvements to the pedestrian environment have been put forward which are illustrated on Plans 3-6. The Centreplan objective shown is to reduce the impact of through traffic centre and to improve conditions for pedestrians, cyclists and public transport.

4.6 Centreplan Policies

B1 A gyratory traffic management system will be introduced within the southern part of the town centre, which will include new pedestrian crossing facilities.

UDP Policy T7

Replacement Plan Policy A1D

B2 Bus and cycle priority measures will be introduced as part of the Hindley gyratory scheme and the Wigan-Leigh Quality Bus Corridor initiative.

UDP Policies T3 and T8

Replacement Plan Policy A1E ; A1G

B3 A network of safe routes will be created to encourage walking and cycling into the town centre.

UDP Policy T1

Replacement Plan Policy Aid ; A1E

B4 Cycle parking provision will be provided at appropriate car parks and within the main shopping area.

UDP Policy T8

Replacement Plan Policy A1E

B5 Pedestrian links between the town centre and Hindley railway station will be improved as part of a traffic calming scheme.

UDP Policy T8

Replacement Plan Policy A1D

B6 Existing car parks within the town centre will be upgraded as necessary when resources become available.

UDP Policy T6A

No Replacement Plan Policy

C IMPROVING THE EXTERNAL APPEARANCE OF BUILDINGS.

4.7 Many buildings within the town centre have suffered from a lack of investment in recent years or inappropriate development or alteration. In particular, the installation of modern style shopfronts within historic buildings and the extensive use of solid metal roller shutters has had a negative effect on the area. The erection of large advertising hoardings on the side elevations of several properties has also had a negative effect on the streetscene.

4.8 The Centreplan objective is to dramatically improve the appearance and attractiveness of prominent buildings within the centre. This will improve the perception and image of the area to visitors and will encourage private investment.

4.9 Centreplan Policies

C1 Subject to available resources, a programme of grant aided improvements will be carried out to commercial buildings which are

in need of substantial refurbishment and improvement.

UDP Policy EN7A

Replacement Plan Policy EV3C

- C2 *Replacement shopfronts should use materials and design in sympathy with the whole façade of the building, or where more appropriate, satisfactory surrounding premises.*

UDP Policy EN7A

Replacement Plan Policy EV3C

- C3 *Within the Centreplan area the use of solid metal roller shutters will not be permitted. The Council will encourage the use of appropriate alternatives, such as removable grilles or internally fitted colour coated perforated shutters.*

UDP Policy EN7A

Replacement Plan Policy EV3C

- C4 *Within the Centreplan area the erection of advertising hoardings will not be permitted where these are of an inappropriate scale and design and where they will harm the character of the area.*

UDP Policy EN7B

Replacement Plan Policy EV3C

D PROTECTING AND ENHANCING THE ENVIRONMENTAL QUALITY OF THE AREA.

- 4.10 *Whilst many buildings have suffered from inappropriate alterations, the town centre contains a number of attractive historic buildings, groups of buildings and landmark structures. These are positive features of the centre and should be preserved and enhanced.*

- 4.11 *Public spaces within the town centre are generally of poor quality and do not provide a stimulating or welcoming environment for visitors to the town. Maintenance of these spaces, which includes the car park areas could also be improved.*

- 4.12 *The Centreplan objective is to protect and enhance the existing positive features such as the landmark buildings and to dramatically improve the quality and attractiveness of the public spaces within the centre.*

4.13 Centreplan Policies

- D1 *Buildings listed as being of historic or architectural importance and those identified as being of local interest will be protected against inappropriate development. The primary aim will be to encourage uses within these buildings which ensure they are safeguarded and which bring benefits to the town centre.*

UDP Policy EN8B

Replacement Plan Policy EV4b

- D2 *The character and quality of the Hindley Town Centre Conservation Area will be preserved and enhanced by the application of the relevant UDP Policies and the use of available funding to upgrade individual premises.*

UDP Policy EN8

Replacement Plan Policy EV4a

- D3 *Views of landmark buildings (as identified on Plans 3-5) will be protected. These buildings and their settings will be enhanced when opportunities arise.*

HINDLEY CENTREPLAN

D3 *UDP Policy EN7E*
Replacement Plan Policy EV3e

D4 *Refurbishment of the Hindley Market Square will be carried out following public consultation and subject to available resources. The general aim will be to improve the quality and appearance of the area whilst retaining the existing market and car parking functions and its current community use*

UDP Policy TCS1
Replacement Plan Policy EV4a

D5 *Improvements to council owned car parks will be carried out subject to available resources.*

UDP Policy T6A
No Replacement Plan Policy

E. CREATING A CENTRE IN WHICH PEOPLE FEEL COMFORTABLE AND SAFE.

4.14 The town centre must provide a safe, welcoming environment if it is to attract visitors, both during the day and in the evenings. In addition, the general comfort and ease of movement for all people, including people with disabilities, is a factor which affects the levels of visitors to the centre.

4.15 A strong partnership approach is taken to community safety within the area. This partnership approach includes Greater Manchester Police, the Hindley Business Partnership, Wigan Council and the Town Centre Co-ordinator.

4.16 The general aim of the plan is to create a centre which is safe, well lit, busy at all times, accessible to people with disabilities and which is parent and child friendly.

4.17 Centreplan Policies

E1 *As part of the gyratory traffic proposals and associated works, brighter street lighting will be provided to improve personal safety and building security.*

No relevant UDP Policy
No Replacement Plan Policy

E2 *The existing closed circuit television system will be extended and improved subject to available resources.*

No relevant UDP Policy
No Replacement Plan Policy

E3 *A programme of physical improvements to assist movement for people with disabilities will be carried out as part of the town centre traffic gyratory scheme and associated works. This will include the provision of blister paving and drop kerbs where appropriate.*

UDP Policy TCS1
Replacement Plan Policy A1c

E4 *The needs of disabled people and others with particular access needs will continue to receive attention in the design of buildings and the provision of car parking.*

UDP Policy TCS1
Replacement Plan Policy A1c

E5 *Improvements will be made to the security, layout and appearance of car parks within the centre.*

No relevant UDP Policy

No Replacement Plan Policy

E6 *Partnership crime reduction schemes such as pubwatch will be operated within the area as appropriate.*

No relevant UDP Policy

No Replacement Plan Policy

4.22 Priorities for the future should include strengthening the existing partnership structures within the area and involving the wider Hindley Township in town centre issues. The Councils Township Manager for the Hindley area can play a key role in developing this partnership approach.

F. DEVELOPING AND DELIVERING ACTION THROUGH PARTNERSHIP.

4.18 A successful partnership is required to achieve a healthy and viable town centre. The support of town centre businesses and local residents is also required.

4.19 Hindley is served by a Town Centre Co-ordinator, who works closely with local businesses on a wide range of issues.

4.20 There is an established traders group, the Hindley Business Partnership who meet on a regular basis to discuss issues affecting the town centre.

4.21 The proposed traffic management works within the town centre have been developed as part of a partnership between Greater Manchester Police, GMPTE and the Council and its consultants. These proposals have been the subject of a major public consultation in spring 2003, which demonstrated strong public support for the works.

HINDLEY CENTREPLAN

Chapter 5
Urban Design
Framework



HINDLEY CENTREPLAN

5. URBAN DESIGN FRAMEWORK

- 5.1 The quality of the environment is vital in ensuring the continued success of the borough's town centres. In the case of Hindley the general environmental quality is felt to have declined over the past 10 years partly due to a lack of investment in town centre buildings.
- 5.2 To improve the quality in terms of both buildings and spaces the plan does not set out rigid design standards but emphasises key design objectives and principles.
- 5.3 **The key objectives or principles of Urban Design can be described as:**
- a) ensuring quality and a sympathetic choice in architectural materials and detail, and in other materials**
 - b) creating a place with its own character and identity;**
 - c) making places with attractive, successful and lively outdoor areas;**
 - d) ensuring ease of movement through the area and connecting people and places;**
 - e) creating a legible environment with recognisable routes and landmarks;**
 - f) promoting adaptability in buildings and areas;**
 - g) making places with variety and choice that respond to local needs.**
- 5.4 The adoption of these principles, which are taken from the Commission for Architecture and the Built Environments 'By Design' publication, will help to promote sustainable development, attract private investment and help to regain civic pride in the town. It is important that the local community has a sense of ownership of public spaces and the town centre in general.
- 5.5 The centre has a number of positive townscape features which help to create the area's own unique character and which should be retained and enhanced. These include:
- (i) A number of prominent local landmark buildings, including St John's Church, Hindley Library, St Peter's Church and Hindley Council Offices. The first 3 of these form an important series of towers along the main shopping street.
 - (ii) The curving line of Bridge Street and enclosure of Market Street by buildings which are built up to the back of footpath is an attractive and positive feature within the Town Centre Conservation Area.
 - (iii) Rayner Park, which follows the line of Borsdane Brook is an important green recreational space close to the town centre.
 - (iv) A small number of sympathetic Victorian style shopfronts and original window details remain within the shopping area.
- 5.6 The key design principles will have varying degrees of relevance to Hindley town centre. The following sections attempt to relate these principles to the Centreplan area and sets out a broad framework for urban design within the area

HINDLEY CENTRE PLAN

- 5.7 (a) There are several examples of inappropriate changes to historic buildings within the area which detract from the overall quality of the centre. Attention to detail and the use of high quality, sympathetic materials are particularly important within the area, where the appearance of buildings, individually or as a group, forms part of the overall quality of the town centre.
- (b) The character of the main shopping area is formed by predominantly domestic scale red brick properties with slate roofs at the northern end of Market Street and on Bridge Street. A mixture of domestic scale shops and larger commercial and former church buildings in a wider range of materials can be found at the southern end of Market Street.
- The Church towers of St Peters and St Johns, together with the smaller tower at the Leyland Library provide a unique series of landmarks along the main spine of the town centre. These features together with the curved street enclosure along Bridge Street and the northern end of Market Street help to form the essential character of the town centre. Any new developments should contribute to the character of the area and help to create a real 'sense of place'.
- (c) The current Market Square does not form an attractive public space, although the Friday market and regular car boot sales are busy and relatively successful. The objective in this particular location is to create a public space that is well used at all times, provides a human scale and uses materials and street furniture which are more sympathetic to the

locality. Improvements to this space should include the provision of clearer, safer pedestrian routes and the creation of a real focal point for the town centre.

The other major public space within the town centre is Rayner Park. This is an attractive and mature parkland area used for informal recreation. The strategy is to safeguard this resource and provide stronger links between the park and the main shopping streets.

The town's location at the crossroads of the A58/A577 has created a situation where traffic is dominant with high levels of congestion. Different parts of the town centre are not well connected for pedestrians.

- (d) The strengthening of pedestrian linkages is felt to be particularly important at the following locations:-
- Between the Tesco Store and the main shopping streets.
 - Across the busy A58/A577 Junction (Bird l'th Hand)
 - Through Rayner Park
 - Across the market square

Cyclists also have difficulty in getting around the centre and both highway designs and the design of public spaces should ensure that the needs of cyclists are met.

- (e) The important towers at St Peters Church, St Johns Church and the Leyland Library act as landmarks and help towards creating a legible town centre. Design of new developments and public areas should ensure that views of these buildings are retained and that clear, direct, safe pedestrian routes are created across the town centre.

- (f) Town centres are constantly changing environments. New developments and public spaces should be adaptable and flexible enough to accommodate a range of activities and uses. Properties around the fringe of the town centre are likely to accommodate new uses in the future as the retail core is consolidated. The Hindley Market Square area also needs to accommodate a range of uses, including the outdoor market. New developments and modifications to buildings should use high quality sympathetic materials and incorporate features which provide a high level of detail and visual interest. Modern features such as security measures or extraction equipment should be sensitively designed to ensure they do not harm the character of the building.
- (g) It is important that a lively mix of uses is created within the area which attract people at varying times. Planning proposals should seek to create the right mix of uses which increases evening activity, improves personal safety and creates a more sustainable pattern of development.

5.8 The following chapter translates the broad objectives of the plan and the key urban design principles into detailed proposals and opportunities within the plan area.

HINDLEY CENTREPLAN

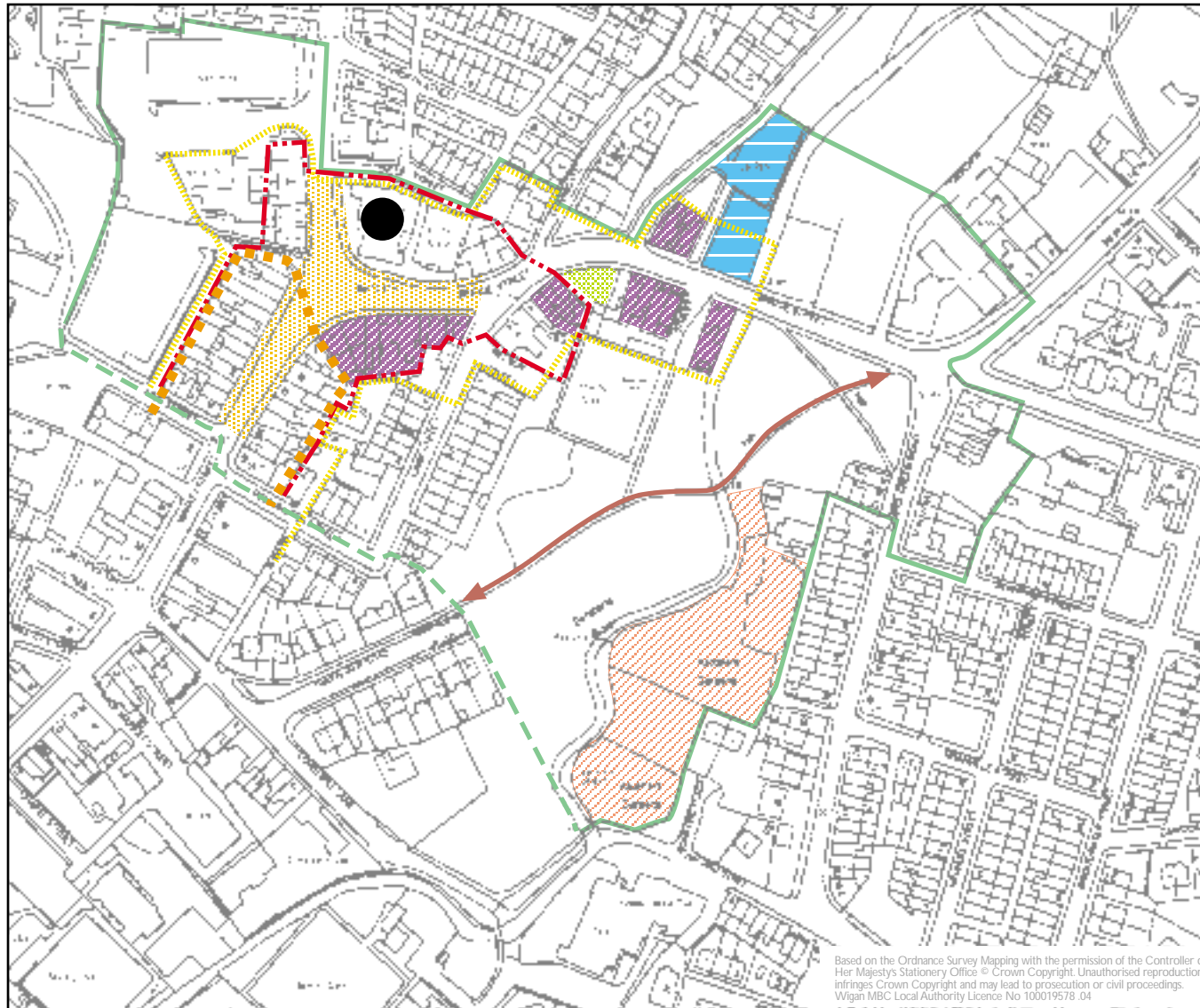
Chapter 6
Detailed Proposals
and Opportunities



HINDLEY CENTREPLAN

Plan 3

The Northern Sector



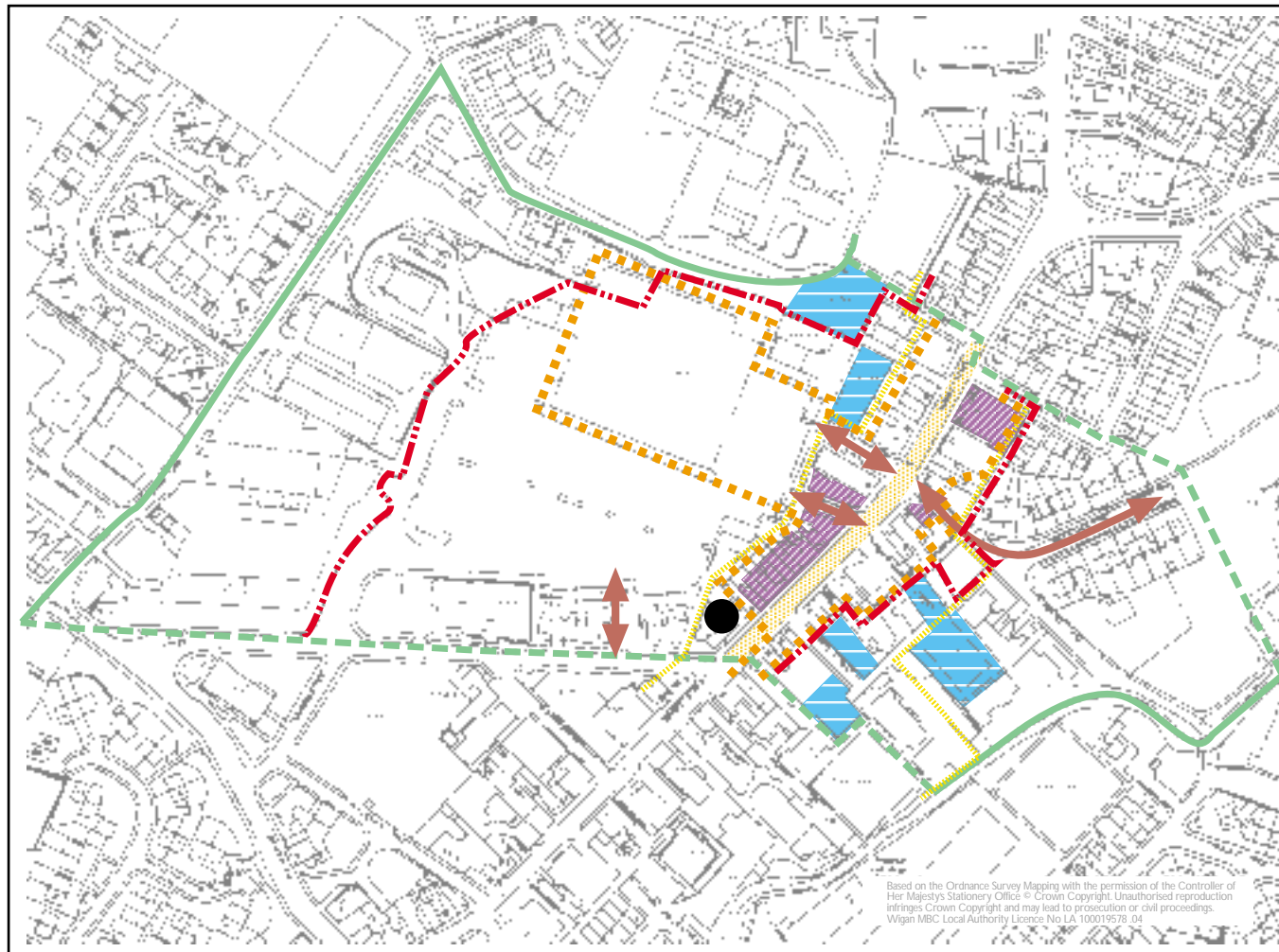
-  Sector Boundary
-  Adopted UDP Town Centre Boundary
-  Conservation Area Boundary
-  Principal Shopping Area
-  Street Scene Improvements (surfacing, new street lighting litter bins, bollards etc.)
-  Landscaping / environmental improvements
-  Buildings or sites in need of substantial refurbishment
-  New or improved car parks
-  Pedestrian linkages in need of strengthening or upgrading
-  Landmark Buildings – setting is to be preserved or enhanced
-  Development or Investment opportunities

Based on the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Wigan MBC Local Authority Licence No 100019578 .04

HINDLEY CENTREPLAN

Plan 4

The Central Sector



-  Sector Boundary
-  Adopted UDP Town Centre Boundary
-  Conservation Area Boundary
-  Principal Shopping Area
-  Street Scene Improvements (surfacing, new street lighting litter bins, bollards etc.)
-  Landscaping / environmental improvements
-  Buildings or sites in need of substantial refurbishment
-  New or improved car parks
-  Pedestrian linkages in need of strengthening or upgrading
-  Landmark Buildings – setting is to be preserved or enhanced

Based on the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Wigan MBC Local Authority Licence No LA 100019578_04

HINDLEY CENTREPLAN

Plan 5

The Southern Sector



-  Sector Boundary
-  Adopted UDP Town Centre Boundary
-  Conservation Area Boundary
-  Principal Shopping Area
-  Landscaping / environmental improvements
-  Buildings or sites in need of substantial refurbishment
-  New or improved car parks
-  Pedestrian linkages in need of strengthening or upgrading
-  Landmark Buildings – setting to be preserved or enhanced
-  Development or Investment opportunities
-  Extent of Traffic management measures

TABLE1: DEVELOPMENT AND INVESTMENT OPPORTUNITIES

	Opportunity	Action	Lead Agency	Partners	Resources	Timescale
6.1.1	Land at Atherton Road/ The Mews	Residential Development Site adjacent to Borsdane Brook	Private Developer		Private Funding	2003/2004
6.1.2	Land off Romford Street	Residential Development on former allotment site.	Private Developer		Private Funding	2003/2004
6.1.3	2-6 Atherton Road	Reuse and refurbishment of existing buildings	Private Developer		Private Funding	2004 onwards
6.1.4	134-138 Market Street (former Chapel)	Reuse and refurbishment of existing buildings and grounds	Private Developer		Private Funding	2003/2004

6. DETAILED PROPOSALS AND OPPORTUNITIES

6.1 Development and Investment Opportunities

With the recent completion of the new Tesco Store at Cross Street, opportunities for major redevelopment within the area are limited. Around the fringes of the town centre there are a number of sites with potential for development which would help to sustain activities within the centre. In addition, the centre has a number of vacant or underused buildings which have potential for refurbishment and reuse. These are detailed below:-

6.1.1 Land at Atherton Road/The Mews.

This cleared site adjacent to Borsdane Brook has planning consent for residential development.

6.1.2 Land off Romford Street.

Former allotment gardens site has planning consent for residential development. Access to the site is to be provided from Romford Street.

6.1.3 Numbers 2-6 Atherton Road.

Recently refurbished building has potential for re-use. Acceptable uses would include offices or residential.

6.1.4 Numbers 134-138 Market Street.

Former Chapel has planning permission for conversion to a restaurant, together with an extension to the rear. Sensitive refurbishment of the building, which is within the Town Centre Conservation Area is required.

HINDLEY CENTREPLAN

TABLE 2: TRAFFIC MANAGEMENT, BUS PRIORITY MEASURES AND CAR PARKING

	Project	Action	Lead Agency	Partners	Resources	Timescale
6.2.1a	Hindley Traffic Gyrotory Scheme	Finalise designs and carry out works	Wigan Council	GMPTE/GM Police/ Hindley Business Partnership	Local Transport Plan,	2003-2006
6.2.1b	Introduce Bus Priority and Bus Interchange facilities	Finalise designs and carry out scheme	Wigan Council	GMPTE	Local Transport Plan	2003-2006
6.2.2	Refurbishment of various car parks	Carry out resurfacing, improved signage landscaping etc. at various car parks	Wigan Council	GM Police/ Hindley Business Partnership	To be identified	2004-2006

6.2 Traffic Management, Bus Priority Measures and Car Parking

6.2.1 Congestion within the town centre is a major problem. This congestion affects journey times for all traffic, including buses. Improved management of traffic flows through the introduction of a local gyratory scheme is proposed. This scheme which has been the result of extensive survey work and of public consultation, will also enable bus, cycle and pedestrian facilities to be introduced. The main traffic management and bus priority features of the scheme are:

- A gyratory to be introduced on Wigan Road/Cross Street/Albert Street/Market Street.
- Linked traffic signals to manage traffic flows.
- Junction improvements at various locations to allow vehicular turning movement.
- New bus only lane linking Wigan Road – Morris Street- through to Cross Street.
- New and improved bus stops and bus lay-bys at various locations to create 'interchange' facilities.

These works will have the effect of managing traffic flows through the centre rather than reducing traffic levels. In the longer term the construction of the A5225 is expected to reduce the amount of traffic passing through the town centre.

6.2.2. A detailed parking survey has recently been carried out within the town centre. The survey concluded that the level of car parking within Hindley is adequate and could be scaled down where space is required for other activities. The study made recommendations for improvements to be made at the following car parks:-

- Back Market Street
- Chapel Street
- Worthington Street
- King Street
- Market Place
- Albert Street
- Market Street
- Progress Street
- Former Council Offices, Cross Street

In addition, there may be scope to extend the existing Danes Avenue car park as shown on Plan 3. This would improve the visibility of the car park and may help to attract customers to properties on Bridge Street

TABLE 3: PEDESTRIAN AND CYCLE PRIORITY MEASURES

	Project	Action	Lead Agency	Partners	Resources	Timescale
6.3.1a	Provision of new pedestrian crossing facilities at various locations	Finalise designs and implement works as part of traffic management scheme	Wigan Council	Greater Manchester Urban Traffic Control	Local Transport Plan	2003-2006
6.3.1b	New and improved Pedestrian Routes	Creation of safe well-lit pedestrian routes into and across the town centre.	Wigan Council	GM Police	Local Transport Plan	2004-2006
6.3.2a	Cycle Priority Measures	Installation of cycle lanes and other priority measures	Wigan Council	Cycle Forum	Local Transport Plan	2004-2006
6.3.2b	Cycle Parking	Installation of cycle parking within town centre.	Wigan Council	Private landowners	Local Transport Plan	2004/2005

6.3 Pedestrian and Cycle Priority Measures

6.3.1 Pedestrian crossing and cycle facilities within the centre are currently very poor. The main objective within the area is to encourage safer pedestrian and cycle movements into and around the town centre and to connect different parts of the area together.

As part of the proposed traffic gyratory works, pedestrian crossing facilities are to be installed at the following locations:-

- Market Street/Albert Street Junction
- Cross Street/Morris Street/Tesco Entrance
- A58/A577 Crossroads (Bird i'th Hand)
- Cross Street/Wigan Road
- Wigan Road (Opposite Morris Street)

A new key pedestrian route is to be created across the Market Square area linking the southern part of the town centre to the Tesco Store and main shopping street.

6.3.2 A number of cycle priority measures are to be introduced as part of the traffic management scheme. These include:-

- A new cycle route from Wigan Road-Cross Street
- Joint pedestrian and cycle crossings on Cross Street/Albert Street and Wigan Road.

6.3.3 Cycle parking facilities are to be installed at appropriate locations within the area. These will include cycle stands on Market Street and the Market Square and within the Tesco car park.

TABLE 4 IMPROVING THE QUALITY OF THE ENVIRONMENT

	Project	Action	Lead Agency	Partners	Resources	Timescale
6.4.1	Market Square Improvements	Creation of an improved Public Space with seating areas	Wigan Council	GM Police / TEP / Public Artists	Coalfield Communities Campaign	2005 onwards
6.4.2	Improvements to Key Buildings and Sites	Programme of grant aided improvements to target buildings and vacant sites	Wigan Council	Private owners	Wigan Council / Coalfield Communities Campaign	2004-2006
6.4.3	Rayner Park Improvements	Improvements to street lighting, signage, seating etc. in consultation with park users	Wigan Council	Park Users	Wigan Council / Lottery Funding to be investigated	2004 onwards
6.4.4	Landscaping of vacant sites	Hard or soft landscaping to vacant sites and around existing car parks	Wigan Council	Private owners	Wigan Council	2004 onwards
6.4.5	Pedestrian Priority Works	Resurfacing and repaving of roads and footpaths, together with new street furniture	Wigan Council	Peter Brett Associates/ Hindley Business Partnership	Local Transport Plan	2004-2006

6.4 Improving the Quality of the Environment.

6.4.1 Hindley Market Square is currently a poor quality public space. Proposed works within this area include resurfacing, provision of seating, tree planting and better street lighting. Initial proposals also include the construction of a focal point such as a clock or public art work. The aim of the scheme is to create a high quality, well used public space whilst maintaining the market facility and car parking provision.

6.4.2 Buildings and sites which are in need of substantial refurbishment are identified on Plans 3-5. Subject to resources being available, these properties will be upgraded through a programme of grant aid over a number of years. The programme will help to retain and upgrade the best features of individual buildings and to encourage sensitive alterations to buildings which respect their local context.

6.4.3 Rayner Park is an attractive green space close to the heart of the town centre. It is relatively well used as an informal open space, but would benefit from better lighting, signage, seating and clearance of debris from Borsdane Brook. Consultation with park users will be carried out to identify priorities within the area.

6.4.4 Where resources allow, landscaping will be carried out to prominent gateway locations and on cleared sites. This will take the form of paving or hard landscaping, and the planting of trees and shrubs as appropriate.

6.4.5 Within the main shopping streets, extensive repaving and resurfacing of the road and footpaths will take place, together with the replacement of litter bins, street lighting, bollards and seating. These items will be designed to be sympathetic to the character of the area and will also provide a safer, more comfortable environment. Lay-bys for servicing and deliveries will also be created on Market Street.

HINDLEY CENTREPLAN

TABLE 5 IMPROVING COMMUNITY SAFETY

Ref.	Project	Action	Lead Agency	Partners	Resources	Timescale
6.5.1	Town Centre CCTV system	Continued monitoring of images with improvements as necessary	Wigan Council	GM Police / Hindley Business Partnership	Wigan Council	ongoing
6.5.2	Car Parking Security Improvements	Provision of street lighting and management of landscaped areas to individual carparks	Wigan Council	Wigan Council and Leisure Trust	To be investigated	2004 onwards
6.5.3	Street Lighting Improvements	Detailed design and erection of new street lighting columns	Wigan Council	Peter Brett Associates	Local Transport Plan	2004-2006
6.5.4	Town Centre Pubwatch	Promotion and support of Existing Pubwatch scheme	GM Police	Hindley Business Partnership	GM Police / Town Centre Management	ongoing

6.5 Improving Community Safety

- 6.5.1 The town centre has the benefit of a Closed Circuit Television System (CCTV) which is linked to the Council's Central Watch Station. These cameras provide coverage of the main commercial and public areas and the system provides an effective tool in helping to reduce crime. The Council will continue to monitor the CCTV pictures and will carry out improvements to the system where resources allow.
- 6.5.2 Several car parks within the centre are badly lit, with inappropriate, densely planted landscaping. These factors can create an unwelcoming environment for visitors. The installation of new street lighting and improved management of landscaped areas will be carried out, subject to available resources.
- 6.5.3 Street lighting will be upgraded on the main shopping streets and as part of the proposed traffic gyratory scheme. This will improve personal safety and building security.
- 6.5.4 The existing Pubwatch Scheme will be continued with support from the town's publicans and Greater Manchester Police.

APPENDIX 1

STATEMENT OF CONSULTATION AND REPRESENTATIONS

(to be added later)

APPENDIX 2

GLOSSARY OF TERMS AND ABBREVIATIONS

LTP	–	Investing in Excellence – Greater Manchester Local Transport Plan 2000/02 –2005/06
GMPTE	–	Greater Manchester Passenger Transport Executive
UDP	–	Unitary Development Plan (This sets out the General Planning Policies within Wigan Borough.)
Blister Paving	–	Tactile Paving blocks with “dimples’ to assist partially sighted people.
CCTV	–	Close Circuit Television System.
Material Consideration	–	relevant factors when considering Planning Applications.
Gyratory Scheme	–	A one-way traffic management scheme.
Legible environment	–	Places which are easy to understand and move around.
TRO's	–	Traffic Regulation Orders (Road closures, No Parking restrictions etc.)
Street Furniture	–	Lamp posts, bollards, litter bins, benches etc.
Quality Bus Corridor	–	Comprehensive improvements to important bus routes. Measures can include Bus Lanes, new bus shelters and raised action platforms.