

Dumfries and Galloway Council

LOCAL DEVELOPMENT PLAN 2

Annan Regeneration Masterplan Report

Planning Guidance - November 2019



This masterplan was first adopted as planning guidance to the Annandale and Eskdale Local Plan. That plan was replaced by the Council's first Local Development Plan (LDP) in 2014. The LDP has been reviewed and has been replaced by LDP2 in 2019. As the masterplan is considered, by the Council, to remain relevant to the implementation of LDP2 it has been readopted as planning guidance to LDP2.



ANNAN REGENERATION
MASTERPLAN REPORT

DUMFRIES AND
GALLOWAY COUNCIL

JULY 2010

TURLEYASSOCIATES



Contents

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The Annan Regeneration Masterplan has been supported and guided throughout by members of the Annan Regeneration Steering Group. Members include:

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EXECUTIVE SUMMARY

1. This report sets out an ambitious but realistic regeneration masterplan for the town of Annan. Its aim is to improve Annan as a place to live, work and visit. The team was led by Turley Associates and supported by Tom Langlands (Architects Plus), Peter McCaughey (WAVE) and Brown and Wallace as cost consultants.
2. Developed with support from the Annan Regeneration Steering Group and Dumfries and Galloway Council, the plan was underpinned by an extensive community engagement process. Local people made a significant contribution to the development of this strategy.
3. This plan is one of a series of studies that will identify regeneration solutions that minimise the local economic impact of the decommissioning of the Chapelcross Nuclear Power Plant. The decommissioning, currently underway, will result in the direct loss of 400 skilled local jobs and an indirect impact on local employment that is harder to predict. The closure of Chapelcross will have a significant and detrimental impact on Annan. Many skilled engineers and plant operatives are employed at the plant and live locally.
4. Many of the Chapelcross employees have skills that are valuable and transferable. This study also considered the broader employment statistics for Annan. These show a majority of local people employed in manufacturing and within that, a significant proportion employed in food processing and machine handling - relatively low paid and low skilled employment. These individuals are predominantly employed in large local businesses, all of which compete in a market where minimising the cost of labour is a business imperative.
6. In contrast to many small towns in southern Scotland, Annan has very low numbers of local people employed in the service and tourist sector. Commonly, it is this sector that provides employment to people with limited skills and educational attainment. The town also suffers from a very significant leakage of food and non food retail spend to Dumfries and Carlisle and out migration of young people (25 - 40).
7. The regeneration masterplan identifies a direct link between increasing service sector employment, the retail performance of the town centre, the retention of young people and the look and feel of the heart of the town. Analysis undertaken during the study uncovered a town rich in townscape, architectural quality, history and community infrastructure but one where these strengths were unrecognised. A high quality Town Centre will be a powerful vehicle in the Town's social and economic regeneration.
8. The analysis uncovered a High Street that was outstanding at one end but weak at the other; a lack of people living in the town centre creating a 'no go' area at night; historic development patterns that had stretched north and effectively dragged investment away from the town; and, a harbour that presented exciting opportunities but was quite a separate project from the overall regeneration of the town. Annan needs regeneration that is about a careful process of repair, reinvention and revitalisation focussed on its Town Centre.
9. The regeneration strategy recognises this focus and is based on simple concepts aimed at re-strengthening the structure of the town. It seeks to strengthen the core; extend the spine; improve the gateways; and, bring people and activity back into the heart of the town.
10. It is a flexible strategy that identifies a number of precise development, investment and community infrastructure projects; shows what they could look like and how much they might cost. Taken together these projects total £50 million of public and private investment over a 15 - 20 year action plan. The strategy is flexible and should always remain so. Local people demonstrated great imagination and passion throughout the process. New ideas should be encouraged and welcomed where they reflect the core development principles.
11. The report concludes with a chapter that identifies potential delivery mechanisms for the regeneration strategy. It recognises the role of Annan Regeneration Steering Group and identifies this organisation as the basis for any future delivery vehicle.



Introduction





Purpose of Report

- 1.1 This report, commissioned by Dumfries and Galloway Council, sets out an ambitious but realistic regeneration masterplan solution for the town of Annan. It will help inform investment decisions within the context of the Gretna, Lockerbie and Annan (GLA) Corridor and Corridor Regeneration Strategy (CoReS).
- 1.2 Although commissioned by Dumfries and Galloway Council, the masterplan team have reported throughout to the Annan Regeneration Steering Group which includes Dumfries and Galloway Councils Strategic planning service, elected members, representatives from the local and business community, Annan Initiative and Annan Community Council. A full list of all steering group members can be found in Appendix 1.
- 1.3 Ultimately the masterplan identifies a number of projects which are achievable in the short (next five years), medium (five to ten years) and long term (15 years). Its aim is to improve Annan as a place to live (housing, community facilities, services and infrastructure), work (sustain current employment and attract new investment) and visit (promotion of the town's unique attributes and provision for visitors, as well as local people, of suitable attractions / facilities).
- 1.4 The masterplan recognises the important interaction with the emerging Dumfries and Galloway Local Development Plan (LDP). The LDP process is necessarily independent but there will be opportunities for partnership working and continued engagement as the process moves forward.
- 1.5 This report also reflects and sits alongside other pieces of work currently in preparation. It is important that this work is not duplicated and where necessary reference is made to various documents and initiatives, which include:

- The Corridor Regeneration Strategy (CoReS)
- LDP Main Issues Report
- Local Housing Strategy (LHS)
- The Chapelcross Masterplan
- Townscape Heritage Initiative
- The Solway Energy Gateway feasibility study

Understanding the Brief

- 1.6 Annan has long been established as a strong industrial centre within Dumfries and Galloway. While other towns have developed significant service sector economies, Dumfries in particular, Annan has continued to attract and sustain a substantial industrial employment base (the largest in the region) thanks to employers such as:
 - Chapelcross (currently being decommissioned)
 - Young's Seafood
 - Pinney's
 - Cochran Boilers
 - Phoenix Chemicals
- 1.7 While unemployment levels are relatively low, Annan is dependent upon the fortunes of these large local businesses. Not only that, but once where there were companies that were once 'Annan born and bred' there are now large companies that are 'branch plants' and are subject to external decision making.



BACKGROUND

- 1.8 In comparison other towns have spent many years developing a more diverse employment base, particularly in the service sector. This process has been supported by theming initiatives, e.g. Gretna Gateway, Kirkcudbright 'Artist Town' and Castle Douglas 'Food Town'. Mapping a path toward greater diversification of employment is a key objective of the masterplan.
- 1.9 Growing the importance of the service and tourism industries will be critical in establishing this diversity. The attractiveness of Annan as a place to live will be a key parameter in increasing activity in these sectors.

A Flexible Masterplan

- 1.10 The process of regeneration and diversification will take time. The masterplan must remain relevant and flexible. For this reason it focuses upon a series of progressive development opportunities and investments in place and community. The result is a realistic document that can be used up until 2025.

Masterplan Aims

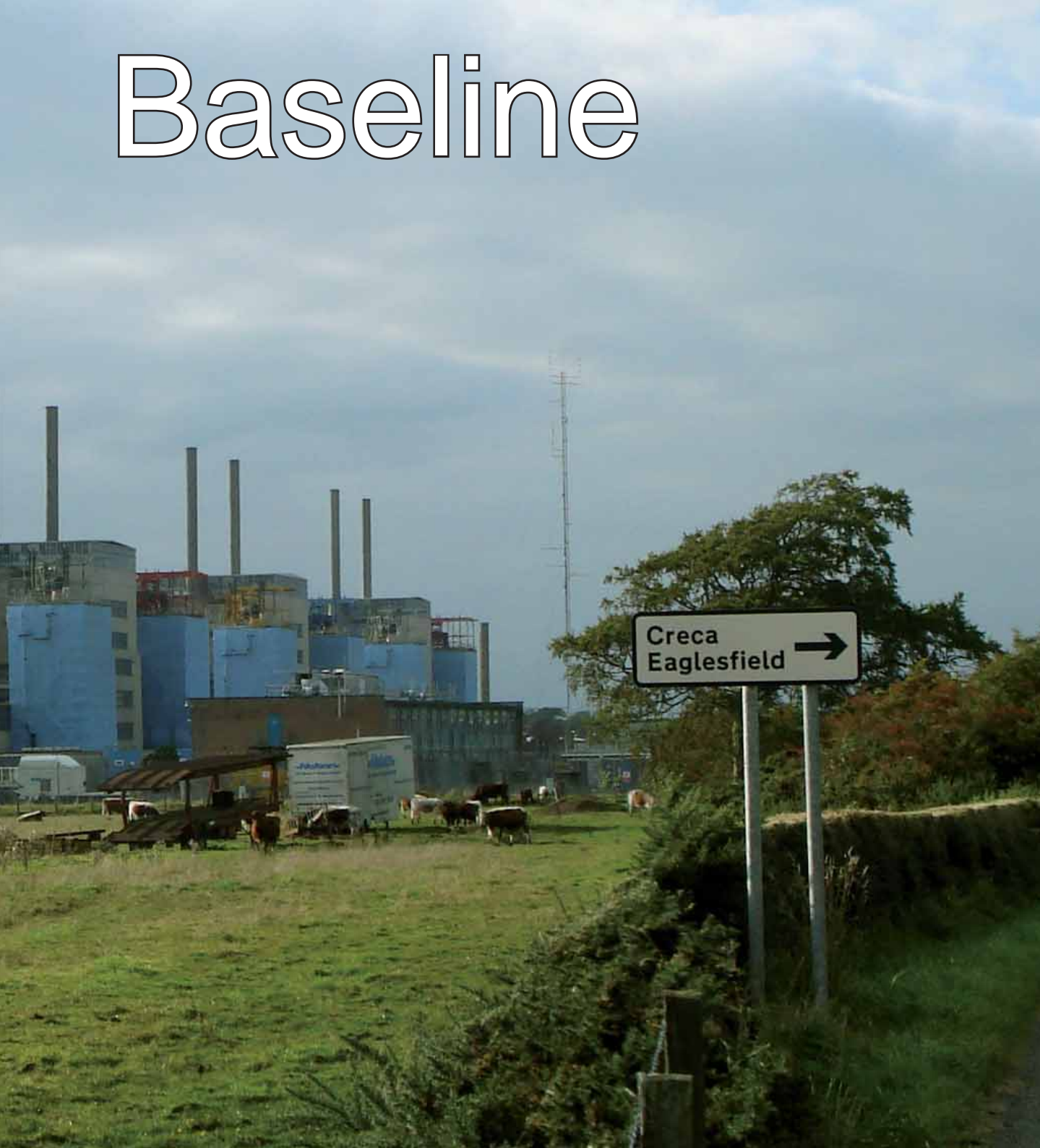
- Maximise the economic potential of Annan
- Secure sustainable economic development and employment opportunities
- Develop the profile of Annan
- Develop the event tourism potential
- Integrate enterprise, housing, commerce and leisure
- Identify development sites in locations that maximise their economic impact

Consultation and Consensus

- 1.11 Key to the development of the masterplan has been the unity and consistency of the Annan Regeneration Steering Group. From the outset the group emphasised the need to fully embrace extensive, inclusive and innovative consultation and engagement with local people in the process. The consultation framework has formed the back bone to the masterplanning process for Annan.
- 1.12 Local people have directly informed each masterplan stage and the development of all concepts and proposals. It is genuinely their masterplan for their town.



Baseline



	Scotland	Dumfries and Galloway	Annan	Dumfries	Gretna	Lockerbie
Population	5,062,011	147,765	8,389	31,146	2,705	4,009
Industry of employment						
Manufacturing	13.65 %	13.45 %	27.88 %	11.96 %	17.56 %	18.88 %
Wholesale and retail trades	13.30 %	14.62 %	12.48 %	16.55 %	17.74 %	15.23 %
Public administration	7.23 %	6.37 %	7.08 %	8.63 %	7.40 %	5.45 %
Health and social work	12.63 %	13.62 %	9.66 %	19.68 %	7.49 %	11.67 %
Occupation groups						
Managers and senior officials	12.63 %	10.54 %	6.57 %	10.06 %	7.49 %	10.37 %
Professional occupations	11.20 %	7.53 %	5.21 %	8.97 %	3.03 %	6.69 %

Figure 2.1 - Employment Comparisons (the figures are a percentage of the Scotland / region / settlement population and use the 2001 Census data, www.scrol.gov.uk)

Strategic Context

Regional

2.1 Dumfries and Galloway shares characteristics with many other rural communities and economies across Scotland. These include, but are not exclusive to:

- Large proportions of population living in small communities (i.e. less than 4,000 population) or in the countryside;
- Distinctive rural economy, with high economic activity rates (82%) and business start up rates;
- High employment and relatively low unemployment; leading to inherent shortage of available labour and skills for employers
- High self-employment, part-time and seasonal employment
- Less than average levels of household income and lower wage jobs;
- Declining birth rates in tandem with ageing population;
- Increased economic performance (and prosperity) but this remains below average – i.e. the productivity gap remains; and
- Imbalance between employment within private and public sectors, and as such this could be a future weakness and threat.

Sub-Regional

2.2 Within Dumfries and Galloway, Annandale and Eskdale is characterised by following key attributes:

- 37,000 population with Annan largest settlement (circa 9,000);
- Annan population itself declined by 2.8% during 1991 to 2001

- Migration patterns: youngest leaving to obtain higher education, and older population retiring or returning to area.
- Lower proportion of small children: reduced birth rate (national trend) and decline in female population of child-bearing age (local trend)
- Key transport routes: M74 (N/S); A75 Euro Route (to Stranraer) and A7 (tourist route Carlisle to Edinburgh); and
- Nith Valley railway – Carlisle to Dumfries, with station at Annan.

Jobs and Employment

Manufacturing

2.3 Annan is situated some 15 miles from the regional centre of Dumfries and to the west of the M74 and Gretna. The Town has developed from its historical roots in shipbuilding and agriculture to become a centre for engineering and manufacturing within the region.

2.4 The large employers identified earlier continue to provide employment for significant numbers of local people. However, the valuable engineering apprenticeships that helped develop Annan as a centre of excellence have been replaced by jobs that are focussed on processing and machine handling. While valuable locally, these jobs require less skill, are lower paid and as a consequence offer less opportunity for career development.

Small Businesses

2.5 Although there has been a reduction over the years in business associated with traditional engineering, Annan still maintains a strong element of small businesses and a continuous level of small business start ups (82 in 2009). These businesses should be nurtured and opportunities made available to support and grow them within the town.

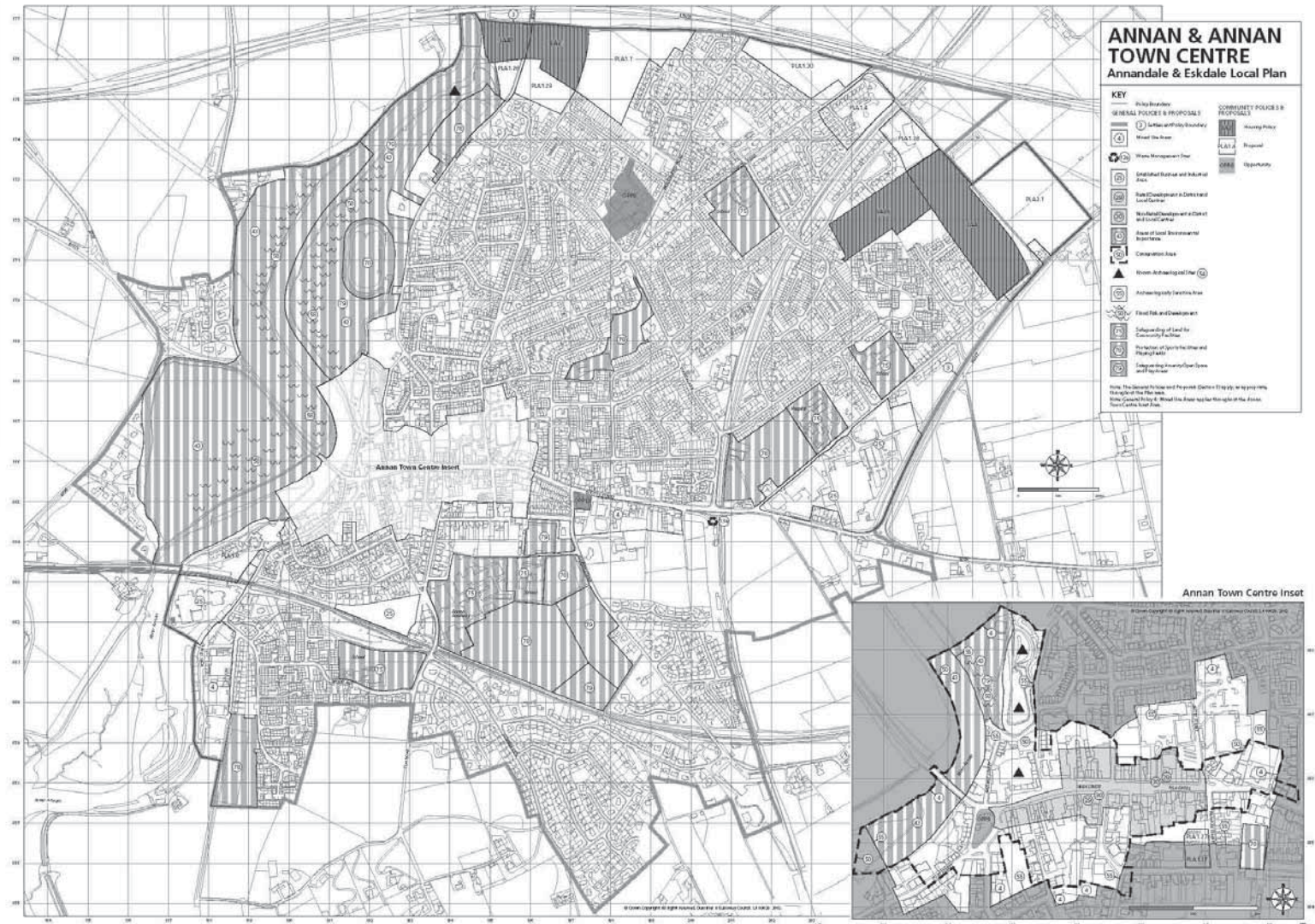
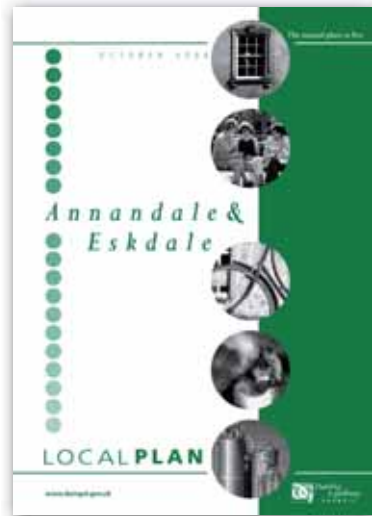


Figure 2.2 - Annandale and Eskdale Local Plan Proposals Map

Service Sector / Tourism

- 2.6 The service sector in Annan is generally limited to local shops, pubs and cafes. The arrival of Tesco in 2009 brought a further 180 service sector jobs to the town. However the numbers of people employed in this sector are statistically lower in Annan than the average across Dumfries and Galloway.
- 2.7 Annan is a beautiful Town and its natural setting, particularly its proximity to the Solway Firth, is of some note. Add to this its role at the start of the Annandale Way, the various leisure activities nearby (such as golf and mountain biking) and its rich history, and one would expect a better tourism potential. There is however little sign of a growing tourist market in the area.
- 2.8 In terms of tourism Annan has a number of hotels, Bed and Breakfast establishments and of course the nearby caravan parks, however the proportion of local people employed in tourism related activities is incomparable with other small towns nearby like Gretna or Kirkcudbright. Many local towns have invested heavily in developing their tourism potential through theming what the town offers.
- 2.9 Annan is not particularly well located for day visitors, most of whom use the M74 as the basis for planning their journey. Over the last few years Gretna has benefitted from its direct relationship with this important route. Annan is considered as a place to visit off the main route, it is not generally considered a place to spend time and therefore the Town fails to capture large numbers of over night visitors.

A Growing Need for Diversification

- 2.10 The Galloway Economic Review (2007); Regional Economic Strategy; and the Single Outcome Agreement identified a need for social and economic regeneration in Annan and the sub-region to address wider challenges,

and specifically those related to employment sectors of manufacturing, agriculture, forestry and tourism.

- 2.11 The Gretna Lockerbie Annan (GLA) Corridor Regeneration Strategy (CoReS) was established in June 2002, following the announcement by British Nuclear Fuels (BNFL) that its intention was to cease generating electricity at Chapelcross by March 2005.
- 2.12 It was estimated at the time that the closure would result in the loss of 430 high quality jobs at the site with potentially an additional 300 job losses in the area. While this is of concern it is not an isolated problem. There have been a number of recent closures and economic losses associated with some of the area's largest and most significant local businesses, e.g. Young's Seafood and Shasum Pharma amongst others. These difficulties have focussed discussions on the need to diversify Annan's economic base.
- 2.13 CoReS identifies four objectives for achieving economic regeneration:
 - Wealth – raise income and living standards;
 - Diversity – new / different economic opportunities for sustainable growth;
 - Inspiration – vision, common ownership and aspiration; and
 - Inclusion – residents much benefit from regeneration.
- 2.14 Annan and the wider sub-region have a number of clear challenges and opportunities to address. In short, the CoReS area is experiencing a decline in the working age population that in turn affects skilled labour availability. In addition, the area is perceived to suffer from peripherality to the major economic centres across the Scottish Central Belt.

Gretna-Lockerbie-Annan Economic Regeneration



GRETNA-LOCKERBIE-ANNAN
ECONOMIC REGENERATION STRATEGY

PROSPECTUS

A catalyst for economic regeneration



Together is better

A community plan for Dumfries and Galloway for 2009-2012

Our vision

Working together to create an ambitious, prosperous and confident Dumfries and Galloway where people achieve their potential.

Our principles

We have identified the following principles as being important to help our partners to achieve the vision.

Best value

- Providing the right services in the right place, at the right time and at the right price.

Engagement

- Listening to, speaking to and consulting individuals and communities, following National Standards and Compact guidance which says involving the public is a vital part of our work.

Diversity

- Treating people equally and respecting them, whatever their social or cultural differences.

Sustainability

- Making sure we will have a successful long-term future, economically, socially and environmentally.

Working together

- Finding ways to plan and provide services in a better way that makes a real difference to people's lives.

The Scottish Government has five '**strategic objectives**' that support its aim of creating a more successful country. These are as follows.

- Wealthier and fairer
- Healthier
- Safer and stronger
- Smarter
- Greener

The Government's aim is to work across all of these strategic objectives, to make sure the economy can grow over the long term and allow all of Scotland to flourish. These strategic objectives have been translated into '**outcomes**' which are local to Dumfries and Galloway. Our aim is to work across all of the outcomes to achieve a high quality of life for everyone.

Figure 2.3 - Community Plan extract

2.15 The masterplan process, and particularly the stakeholder sessions, highlighted a number of issues specific to the future of the Town. Broadly the population of Annan could be categorised into the following employment groups:

- i. Mobile and well educated, mainly working outwith the town in Carlisle and Dumfries etc. They have families and their children follow a similar pattern and leave following education.
- ii. Engineering background (e.g. Chapelcross), based and focused on Annan but who are also relatively mobile and with a transferable skill set. Some of those who left Chapelcross and other plants went on to become self employed.
- iii. Lower wage earners who are employed at local factories and processing plants. They have lower educational attainment, are less mobile and work locally.
- iv. Another workforce – shopkeepers etc and tourist based employment?

2.16 These groups are found in every town in Dumfries and Galloway. What is strikingly different in Annan is the high proportion of people employed in the third group engaged in unskilled process manufacturing compared with a very low number of professionals or people working in the service sector.

2.17 CoReS is focussed on the impact of Chapelcross, however the programme itself recognises the impact of the closure of one of the Town’s major employers. The third workforce group is particularly vulnerable in that they are less mobile, with fewer skills, lower educational attainment and therefore less adaptable to market change. Indeed this group is more vulnerable than many of the skilled engineers that are affected by the closure of Chapelcross. Interestingly this group are precisely the type of workforce that traditionally benefit from an increase in the availability of service sector / tourism jobs.

2.18 There are five key CoReS themes of most relevance to Annan:

- Diversifying beyond Chapelcross, which includes both existing workforce and also encouraging new uses for the site;
- Improving connectivity;
- Maximising return and value on natural resources and the impact of local business on the local economy;
- Attraction of new sector opportunities and associated investment; and
- Enhance and promote area distinctiveness and competitive advantage, e.g. build upon its attraction as place to live, work, visit and invest.

2.19 The re-use of Chapelcross as an employment use in the future would be hugely significant to the town as a whole. Currently a business use is being proposed on the eastern edge of the Chapelcross site which could include an upgrade of the B722 to an ‘A’ class road connecting Annan to the M74.

2.20 The Chapelcross masterplan is in final draft form. It proposes a series of employment uses across the site, including high spec business units. There is little doubt of the positive impact that large numbers of employment opportunities, particularly professional opportunities, would have in Annan but it is unclear whether the market would overlook the obvious locational disadvantages or the negativity surrounding the sites previous use.

Shopping - A District Centre

Annan's Role in Dumfries and Galloway

- 2.21 Within the Adopted Annandale and Eskdale Local Plan 2006 Annan is designated as a District Centre, and as such has an important role to play in terms of providing a significant volume of employment, retail and services to the town and its hinterland.
- 2.22 In recent years this role has been diminished, possibly prompted by the loss of the towns traditional markets in the mid 1990s. There has been an ongoing decline in footfall along the High Street. Indeed there seems to have been a specific reduction in visitors from outwith the immediate town boundaries. In turn this has had an affect on the quality, and on the range of shops, operating with the town centre.

Retail

- 2.23 The DPP (planning consultancy) research that supported the Tesco planning application, showed the levels of 'spend' leaving Annan for food and non-food shopping to be considerable:
- Non-food = 75% loss (50% Carlisle and 25% Dumfries)
 - Food = 62% loss (43% Carlisle and 19% Dumfries)
- 2.24 These figures illustrate a very significant leakage and its testament to the hard work of local shopkeepers that the High Street has remained as a retail force at all. The leakage of food retail is likely to decrease now that Tesco is based in the town, however the impact on food retailers along the High Street must also be considered.

- 2.25 Within the town there are a variety of small independent retailers and businesses. Increasingly over the last 10 to 15 years such businesses have struggled through a combination of the loss of traditional town markets, a shift in consumer shopping patterns and particularly and specifically within Annan is the issue of the limited availability of short term and / or affordable High Street leases as well as limited availability of High Street upper floors. These factors have resulted in a distinct lack of opportunity for both existing businesses to expand and also for new businesses to be able to afford to start up.
- 2.26 During the stakeholder sessions many people expressed the view that since Tesco opened in December 2009, that the High Street had become busier. The suggestion being that people from Annan's hinterland will use the Annan Tesco and then travel into the High Street to browse. Previously these same visitors would have simply travelled to Tesco (or equivalent supermarket) in towns such as Dumfries or Carlisle. These claims are unsubstantiated and will need to be tested further over a period of time. They do offer the possibility that strengthening physical links to Tesco could increase the numbers of shoppers visiting / staying in the Town.
- 2.27 Any retail capacity in Annan has been satisfied by the new Tesco store. Within the town Somerfield, Costcutter and Farmfoods form a 'food retail core' around Fish Cross and Butt Street. There might be the opportunity to convert one of these stores into a greater competitor for the new Tesco store and thus attract / retain more town centre shoppers. Alternatively, the site of one of these stores may become available should Tesco have a significantly adverse effect on the town centre food retail market.

A Place to Live - Housing

Background

2.28 Annan regeneration masterplan will feed into the preparation of the new Local Development Plan (LDP), and in the first instance it's Main Issues Report. The masterplan, with the anticipated 'buy-in' from the community through the extensive consultation strategy, identifies priorities for the area up to 2025. The Annan Regeneration Steering Group will be set the task of delivering the regeneration priorities over the development plan period in order for the town to prosper as a place to live, work and visit.

The Adopted Local Plan

2.29 Over the course of the adopted Local Plan the identified housing development sites, located by in large at the northern edge of the town adjacent to the A75, have been developed to the extent of approximately 150 units out of a total of 250 units identified between 2001 and 2009. The remaining 105 unit site (Policy LA4 – Upper Stapleton Road) and 'reserved housing land (Policy LA35 - Upper Stapleton Road) are considered available for housing development over the short term. It had been hoped that through the development of these sites a variety of housing types would be built to cater for the emerging 'affordable 'market'. This does not appear to have been the case.

2.30 Within the Local Plan there are other sites identified for business and industrial. Significantly site PLA2.1 Stapleton Road, as well as the adjoining land between PLA2.1 and the A75, has been granted planning permissions for housing, business and industry which will facilitate an upgrade of the local road network. This planning permission has been granted to Katalyst.

2.31 There a several opportunity sites also identified which will be considered for development within the masterplan:

- OPP8 - Silverlaw Industrial Estate
- OPP9 - Port Street (Bridge House)
- OPP13 - Scott's Street / Solway Street

Other Sites currently subject to active planning permissions

- Housing site Solway Street (09/P/4/0296) approved for 15 plots and road layout
- Ednam Street (07/P/4/0466, recently permitted for 10 flats and two houses

2.32 What seems to be happening is a very gradual transition between industrial land and its redevelopment for residential use.

Housing Need and Demand Assessment (HNDA)

2.33 The Housing (Scotland) Act places a duty on the Council to develop a Local Housing Strategy (LHS), informed by an assessment of housing need in the region. The Council commissioned a comprehensive analysis of housing need and demand in order to determine the range of housing need, demand and affordability issues within the area; and to provide a robust and credible evidence base to inform future strategic planning.

2.34 The study identified 6 distinct Housing Market Areas (HMA's) in Dumfries and Galloway. One of these is the Annan HMA which includes the main settlements of Annan, Eastriggs, Gretna/Gretna Green and Springfield. It is anticipated that the HNDA will be assessed as robust and credible by the Scottish Government which means the key findings will not normally be challenged at the Public Inquiry stage of the Council's emerging Local Development Plan (LDP).

- 2.35 The HNDA should be utilised as the local mechanism to address the national priority to increase housing supply across all tenures. The study identified significant current and future shortfalls in affordable housing as well as an under supply at the lower end of the housing market and an oversupply at the upper end of the housing market. To tackle these issues effectively it is vital that the outputs from the assessment should be utilised to integrate the Council's LHS and LDP. The LHS will set out the Council's key strategic housing priorities and, where appropriate, the LDP will make the housing land allocations to deliver them.
- 2.36 The Council proposes to consult on its LHS and Main Issues Report simultaneously and it is proposed this commences in November 2010. It is in this context the housing elements of the Annan Regeneration Masterplan will start to be prioritised and delivered.
- 2.37 The proposed housing sites identified in this Masterplan will be highlighted in the Council's Main Issues Report which should lead to Annan being identified as a priority for housing investment in the proposed LDP. The town has good road access, high public transport accessibility and a range of facilities which means it can achieve the key policy principle of delivering sustainable development within the Annan HMA.
- 2.38 The lack of affordable housing and the possible role it might be playing with regard to the out migration of young people from the town is an issue that must be considered and where possible addressed. It should also be recognised that there will be a growing need for affordable housing to meet the needs of the growing older population in Annan.
- 2.39 It is the view of Dumfries and Galloway Council that housing will play a major role in driving Annan forward in the course of the development plan period. What is unclear however is what form residential development might take. For example:

- Further green field release;
- Partial demolition of under performing stock and replacement with new build; or
- Intensification of repopulation in the town centre through re-use of upper floors and identification of brownfield sites for higher density development.

- 2.40 All these factors point to an important question, 'where does Annan extend to in the future?'. This is something that must be addressed by the masterplan through indicative mapping and development briefs. The outcome of that process will in turn inform the Main Issues Report (MIR) and LDP.

Townscape Heritage Initiative

- 2.41 The Heritage Lottery Fund (HLF), Dumfries and Galloway Council and Scottish Enterprise Dumfries and Galloway are jointly funding a restoration project in Annan as part of the Townscape Heritage Initiative. The project has been underway since 2008 and is due for completion in September 2010.
- 2.42 The scheme categorised buildings within the conservation area for priority grant funding. On the whole there has been a very successful take up from local businesses. There has also been improvements delivered to the public realm around Annan Town Hall and the War Memorial.

New Opportunities

Renewable Energy

- 2.43 The initial feasibility study for the Solway Energy Gateway was published in December 2009 (Mott MacDonald, RSK and Halcrow). The study considers a range of options for generating power at various locations on the Solway Firth. The study identifies the potential to generate from under 100MW to around 6GW of power. The selection process identified three options for generating the power. These were barrage, lagoons and tidal reef.
- 2.44 Due to the differences in tidal steam velocities and channel depth the study identified that the locations that would generate the most significant amount of energy would be towards the mouth of the Solway. However, all options would need to be considered against the criteria of technical, financial and environmental feasibility. The result of that feasibility was a traffic light system to identify what options were possible. The barrage option from Bowness to Annan was considered to be 'orange' across the three feasibility criteria. The most technically and financially feasible option (a barrage at Southernness Point to Beckfoot) would however be one of the most environmentally sensitive options.
- 2.45 The report concludes that the Solway is one of several key estuarine environments in the UK that could generate significant amounts of renewable tidal energy. However, there would be significant environmental impacts. The conflict arises as in order for energy generation to be worthwhile it would likely need one of the larger schemes which would inevitably have the greatest environmental impact. However, the report highlights that the conflict can be overcome to varying degrees through the application of different technologies, optimisation of operating regimes and by maximising the benefits of the specific physical characteristics.
- 2.46 The significance of such a project should not be underestimated. Not only would it provide a catalyst and focus on the Firth that could help the regeneration of the Port area, but the opportunity to use the existing infrastructure at Chapelcross and its links to the grid are enormous. A development of this nature could result in significant investment and job creation in the region, as well as providing opportunities for niche skills and knowledge development.
- 2.47 A project such as this could significantly add to the growing reputation that Dumfries and Galloway is embracing renewable energy and driving forward a new culture of sustainability. Adding to the SSCI Ladyfield project, the Crichton Carbon Centre and the proposed Harestanes wind farm (one of many proposals in Dumfries and Galloway), Dumfries and Galloway will be well on its way to being the most sustainable region of Scotland.
- 2.48 For the purpose of the masterplan the potential of these projects should be recognised but not considered as a fundamental element in the regeneration of Annan over the next 15 years.

Communications and Digital Infrastructure

- 2.49 Currently Annan suffers from poor internet connections with low bandwidth serving the town from an old DSL exchange (currently 1mb download speeds). In order for the town to develop, diversify and attract investment for any scale of business or industry, the digital infrastructure must be at least competitive with other similar settlements but a superior offer would set it apart from other rural Scottish towns.
- 2.50 Not only is this important for business, but it is also significant in terms of offering young people a 'modern quality of life' and providing an option to remain in the area and seek education or job opportunities while still based in Annan. The importance of continuing to attract young families to the area who have potentially become very accustomed to fast broadband in the larger towns and city's is also vital. In attracting young families this will help to maintain school roles in the town.
- 2.51 Annan currently has a fibre optic cable laid along the high street which offers tremendous potential and a basis for a number of suggested models of delivery.

The Problem

- 2.52 Annan, as with most of rural Scotland, is extremely unlikely to have fast broadband provided by the private sector, it simply is not commercially viable to lay the fibre optic infrastructure across the town. The public sector intends to wait to see what areas are left out before they consider how they might deliver the service. By this point, potentially 2017, towns like Annan will have been left far behind in terms of its technological capabilities and ability to attract business and retain and attract young people who's lives depend to a large extent on the internet.



Summary of Key Issues and Opportunities

Summary

2.53 The challenges facing Annan can best be outlined as:

Strengths

- High quality natural environment
- Good road networks
- Gateway to D&G and Scotland
- Strong sense of local community
- Low crime rates, low unemployment, growth of self-employment
- Loyalty and flexibility of workforce
- Thriving and wide ranging activity of voluntary sector
- Relatively low house prices
- Active experienced older population
- Social enterprises – ability to use external funding for development

Weaknesses

- Declining male employment
- Dependence on agriculture and key employers
- Low levels of educational attainment
- Low job mobility and lack of career structures
- Low levels of pay
- Low car ownership and dependence on public transport

- Rail networks restrict ability to commute to Central Belt
- Lack of recognition of social economy and rural poverty
- Dependence of voluntary sector on grant funding
- Lack of capacity (sewerage and water) to support new development
- Lack of broadband facilities

Opportunities

- Chapelcross closure
- Gateway to Dumfries and Galloway and Scotland
- Expansion of further and higher education
- Benefiting from skills of older population within communities
- External funding; Social economy development funding available

Threats

- Ageing population
- Decline traditional industries
- Speed of infrastructure development
- Chapelcross Decommissioning
- Globalisation and urbanisation of workforce
- Closure of rural schools and fragility of limited childcare facilities
- Leakage of economy to neighbouring regions
- Lack of capacity to access external funding – limits effectiveness of voluntary and community sectors



Taking Regeneration Forward

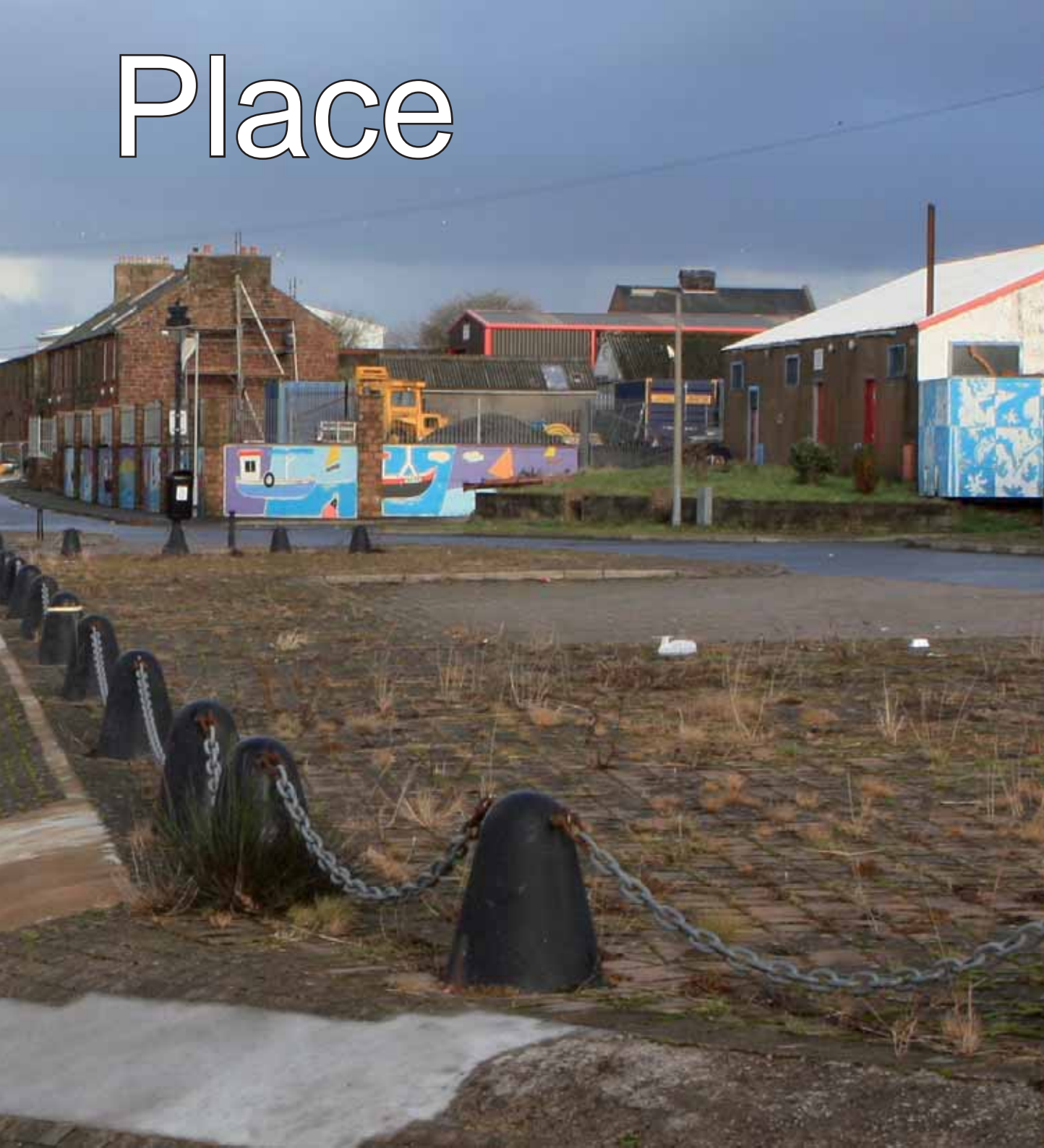
- 2.54 Annan is potentially vulnerable. It has many strengths and is without question a place with great potential, however it also faces a number of key challenges with regard to its employment profile, lack of economic diversification, loss of young people and locational disadvantage.
- 2.55 There is a growing need to put in place a dedicated initiative to drive forward the transformation of the Town and realise the natural strengths that the Town has. The Annan Regeneration Steering Group could form the core delivery mechanism for this regeneration masterplan.
- 2.56 The most recent indication of strategic policy and community planning is contained within the Dumfries and Galloway Council Single Outcome Agreement for 2009/11. Moving forward this identifies a number of regional outcomes that will be the thrust and direction of policy / action aspirations for the next few years.
- Innovative and prosperous rural economy;
 - Healthy and happy lives;
 - Feeling safe and respected within community (supporting communities);
 - Better equipped for adapting to evolving world and improved life chances; and
 - Providing an environment that is not only protected but enhanced.
- 2.57 In short, these are each of particular relevance to the delivery of a sustainable and all-inclusive approach to economic regeneration in Annan. In particular these outcomes seek to demonstrably build upon and further address the existing positive attributes and weaknesses of the locality.

The Key Challenge - Demographic

- 2.58 Annan is in line with the Scottish average (2001 census data) for the age group 0-16 year olds. There is then a significant drop in 16-29 year olds as young people migrate away from the town, however it levels back out with the Scottish average for 30-44 as many people return to the area to raise their families.
- 2.59 The figures remain level for 45-59 year olds but are significantly higher for 60-74 year olds. Annan is an attractive place for people to retire due to the relationship between manageable geographical size, range of facilities available and strategic road network connections.
- 2.60 Annan in the future has to be seen as a place where young and old have a unique quality of life, where the town centre can provide a living and retail environment that is genuinely exciting as opposed to functional. Annan needs to be transformed not physically but in terms of how it is perceived by locals and visitors alike.



Place



.03

PLACE - SURVEY



Figure 3.1 - Figure Ground



Figure 3.2 - Topography



Figure 3.3 - Flood Risk



Figure 3.4 - Landscape

Survey

- 3.1 The baseline section illustrates that the town has significant challenges over the next 10 - 15 years.
- 3.2 Diversification of the employment base, growth in the service sector and optimisation of tourism opportunities are by no means easily achieved but are important in terms of Annan achieving a balanced and robust economy with the potential to grow.
- 3.3 The existing situation as identified in the baseline would be all the more concerning if Annan did not have a natural strength to build upon.

Physical Place

- 3.4 Annan is blessed with a beautiful natural setting, two miles from the mouth of the River Annan and the Solway Firth. The town has a population of approximately 9,000 and is relatively well connected in terms of transport infrastructure to Dumfries, 15 miles away, and east to the M74 and Gretna. However, in comparison to Gretna for example, Annan is not as directly accessible by a large volume of people and in comparison to Kirkcudbright for example it does not currently represent a 'destination' to generate specific journeys.
- 3.5 The town benefits from its relative proximity and ease of access to the central belt as well as England. However, generally as house prices are below the national average, it attracts a significant number of people relocating within the age group of 65+, and not necessarily younger working age people. Added to this is the high proportion of young people leaving the area. The result is much lower proportion of wage earning adults in Annan.

Environment*Topography*

- 3.6 Annan is set within the generally flat landscape of the coastal flats of the Upper Solway. The River Annan and its shallow valley lies to the western edge of the town with the main bridging point located at the western edge of the towns east to west central highway. Land around the river is prone to flooding with substantial flood plains stretching into Everholm Park. The result of the open flood plains is that the town projects from the landscape when arriving from the west and provides a visually dramatic approach.
- 3.7 Within the town there are also a series of more locational drops, falls and high points. These include the motte and bailey and some areas of raised land north of the town towards the A75, and south towards the Solway.

Landscape

- 3.8 The landscape surrounding the town is very clearly agricultural in nature. For hundreds of years the lands have been extensively farmed with the result of little in the way of mature wooded areas. Instead field boundaries break up the landscape with several linear areas of tree planting alongside various vehicle routes.

Flooding

- 3.9 Areas at risk from flooding from the sea constitute the majority of land affected within the town (1 in 200 year event area). Of particular note is the harbour area of the town where buildings and infrastructure in and around Port Street are most adversely affected. Such issues will have a serious affect on any future proposals for redevelopment of the harbour area.

Environmental Protection

- 3.10 There are various environmental designations along the north coast of the Solway within the Lower Annandale and Eskdale Local Plan area between Priestside in the west and Gretna in the east. These include:

- One Regional Scenic Area
- Six Nature Conservation Sites of National Importance
- Five Nature Conservation Sites of International Importance

Infrastructure*Road*

- 3.11 In terms of connection to the rest of Dumfries and Galloway, the Borders and indeed England, Annan is extremely well situated and served by numerous strategic road links which have seen good levels of investment. The A75 (Annan bypass) was constructed in 1989 and further enhanced the connections east to Carlisle and the M74 / M6 linking north to Glasgow / Edinburgh and south towards England.

Rail

- 3.12 Annan is served by a single railway line which connects Carlisle to Glasgow via Annan, Dumfries and Kilmarnock. There has previously been a railway line running through Annan in a north to south direction which crossed the Solway on a viaduct, however, this line was dismantled in 1936 following the removal of the remains of the viaduct which collapsed in 1920s.

Water and Drainage

- 3.13 Annan's sewage treatment works is located to the south of the town where work has been carried out to improve the quality of the effluent so that it does not form a constraint on new development in the town. However, there may be localised network constraints within the sewage pipe system.

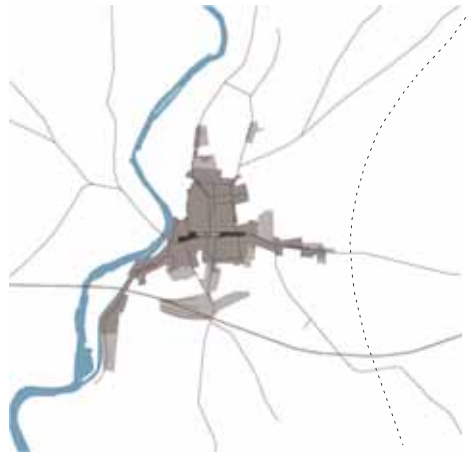
PLACE - SURVEY

Figure 3.5 - 1859



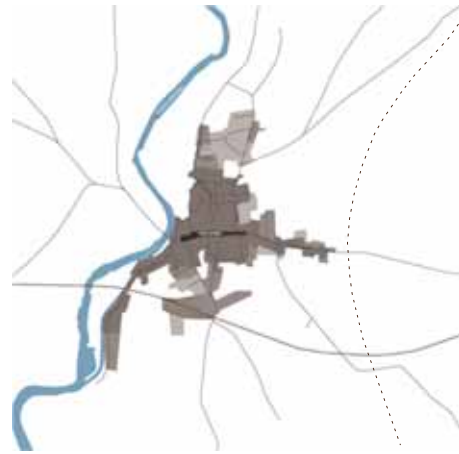
As a market town and port its physical growth was closely connected to the High Street and core

Figure 3.6 - 1899



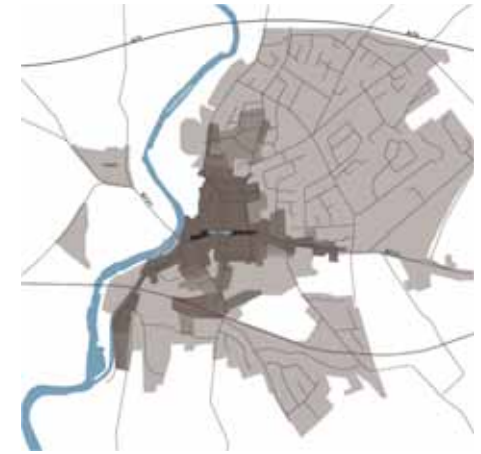
Infrastructure grew in close proximity to the core and strengthened it

Figure 3.7 - 1931

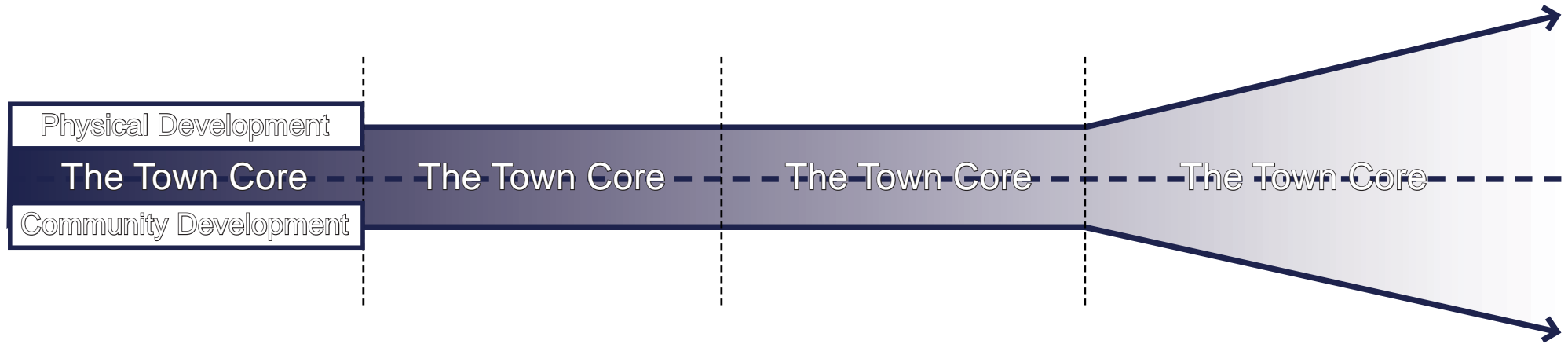


Physical development still focuses on the core with community facilities and development around it

Figure 3.8 - 1931 - Today



Rapidly physical growth skewed the town's form and created a disconnect between neighbourhoods, communities and the town core



Historical Development and Townscape

- 3.14 Annan is a town with an extremely rich history, some of which is common to many border towns and relates to its strategic location and resultant periods of destruction and rebuilding, but also relating to innovation and imagination. In the past Annan has been at the forefront of shipbuilding and intercontinental trade as well as the supply of high quality building materials from its local Corsehill Quarry. These more recent feats, over the last 200 years, has placed Annan at the centre of cutting edge ingenuity, craftsmanship, engineering and industry. In many regards Annan has been put on the map with a series of 'events' or 'steps' which have taken place and resulted in bursts of population growth and periods of physical development of the town.
- 3.15 Such 'events' include:
- River Annan bridging point
 - Market town, grain milling and cotton spinning
 - Corsehill quarry, stone shipped all over the world
 - Port industry (coastal brigs and schooners)
 - Port industry (including the construction of some of the largest Clipper ships in the world)
 - North American trade established
 - Port associated industry – rail infrastructure established
 - Chapelcross built and begins generating power in 1959
 - Modern industry including pharmaceutical and food processing plants
- 3.16 The towns growth was incremental and organic until the late 1950s and early 1960s when one of the most significant periods of Annan's physical growth occurred following the construction of Chapelcross nuclear power station. The housing estates of Newington, Kimmeter and Springbells comprise a large proportion of the northern part of the town and are generally bounded by the A75 to the north, B6357 to the east, B721 (Scott's Street) to the south and Hospital Road / Newington Road to the west.

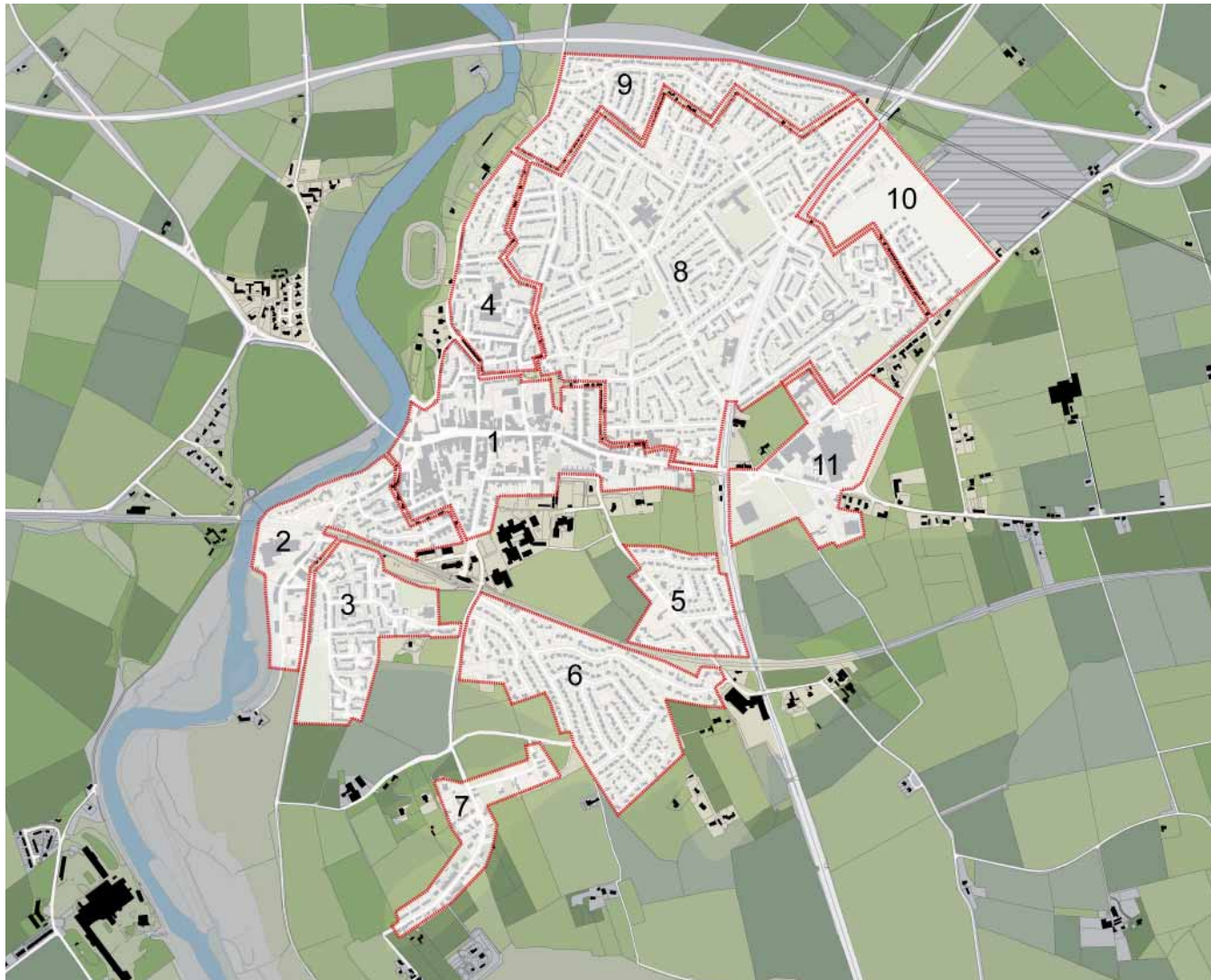
Diverging relationship between place and function

- 3.17 Unlike previous phases of growth, the 1950/60s saw housing developed with little regard to its relationship with the Town Centre or rest of the town, and no relationship with the River Annan. It could have been anywhere. Isolated even today, it is just as easy for people to drive to Dumfries or Carlisle from these areas as it is to get to Annan Town Centre.

Disconnected Housing Areas

- 3.18 Some housing areas in Annan can also be considered to be somewhat isolated. The northern half of the town has a lack of clear and permeable east west routes and there is limited penetration of public transport services. The areas of Kimmeter and Newington, in the north, as well as Longmeadow (Welldale), adjacent to the harbour, have been identified through consultation as being quite isolated and with a lower quality of environment. The Kimmeter / Newington area also features within the Scottish Index of Multiple Deprivation as 'Annan North' and ranked 484 in the current index (ranked 751 in 2006 and ranked 1,064 in 2004).
- 3.19 Although these areas are isolated there is still a high level of demand for affordable housing and currently all social rent stock is being upgraded in order that it satisfies Scottish Housing Quality Standards (SHQS) by 2015
- 3.20 The Harbour itself was subject to a feasibility study by Halcrow in 2004 which outlined a preferred option as a 'High Investment' model which aimed to restore key buildings, public realm improvements, establish the area as a visitor attraction, sustain local business and attract new businesses in order to make the area an attractive place to live and work. To date no significant investment has been attracted to the area with issues such as significant flooding risk and land ownership likely reasons. Extensive redevelopment of Annan Harbour represents an enormous project in itself but should also be considered in the context of improving the housing area of Longmeadow as well as a means to potentially increase land values and stimulate private investment.

PLACE - SURVEY



- 1 - The Town Centre
- 2 - The Harbour area
- 3 - Longmeadow
- 4 - Galabank
- 5 - Hecklegirth
- 6 - Summergate
- 7 - Back of the Hill
- 8 - Kimmeter / Springbells / Newington
- 9 - Northfield Park / Preston Gardens
- 10 - Stapleton Road
- 11 - Stapleton Road Industrial Estate

Figure 3.9 - Character Areas

Character Areas

3.21 Generally speaking there are areas within the town which function better than others. The areas which connect or respond to either the river or the town core tend to work better as places, and those that lack legibility tend to become more isolated and subsequently deteriorate. Below are a number of areas of particular note.

Town Centre (1)

3.22 Annan town centre has a rich built form, the legacy of wealth generated in the late 1800s and early 1900s through trade and industry. The stone used to construct the majority of the red sandstone buildings was quarried from the Corsehill quarry less than one mile from the town hall. The town contains several significant buildings at important junctions and beside traditional public spaces in the town.

3.23 Strung along the High Street are several important public spaces which have been used traditionally as meeting points and market areas. These spaces are formed along the northern side of the High Street so that they take greatest advantage of the streets south facing aspect.

3.24 The town's conservation area covers the majority of the town centre. This area encompasses a number of listed buildings with both local, regional and national importance. By and large this part of the town gives Annan its individuality and identity. As such it should be strengthened and celebrated as a major town asset.

The Harbour Area (2)

3.25 The Harbour has not functioned for many years. The general area is run down although some recent investment has seen resurfacing of the harbour car park. There is little or no evidence / record indicating the historic importance of this part of town.

3.26 There are a number of empty and semi-derelict warehouse buildings within the harbour area toward the end of Port Street. There is a considerable

issue with regard to flooding at certain times of the year, the prevention of which is likely to be a significant reason for the lack of investment and interest from the private sector.

3.27 There is some housing in the vicinity which mostly lines Port Street but there is also a mixture of industrial / commercial use nearer to the overhead railway crossing.

3.28 There has been some new residential development on the former 'common land' within the last 20 years which was intended as a catalyst for regeneration of the harbour area, this does not seem to have taken effect. There are also issues regarding anti-social behaviour relating to motor vehicle activity.

Longmeadow (Welldale) (3)

3.29 This consists of medium density housing comprising mostly of terraces with some semi-detached housing built in the 1950s. The area has seen some investment recently which has been lead by DGHP as they bring their housing stock up to Scottish Housing Quality Standards (SHQH) by 2015. Additional investment is however needed in the general environment and amenity spaces. The area benefits in terms of its proximity to the River Annan, Elmvale Primary School and the train station although there is a sense of isolation from the town centre.

Kimmeter / Springbells / Newington (8)

3.30 Constructed during the 1960s and 1970s, these areas lack legibility with no clear routes through and between the areas. Of particular note is the area of Kimmeter where the main route (Turnberry Crescent) meanders into the housing area but does not then connect with other streets beyond. This lack of permeability and legibility can be disorientating and a lack of through traffic causes the area to be isolated.

3.31 Within these areas there also appears to be a lack of amenity open space and any existing spaces are generally of a poor quality. Dumfries and Galloway Council will shortly be carrying out an open space audit across the town.

PLACE - SURVEY



Annan's Palette of Materials

- 3.32 Much of Annan's physical identity comes from a strong palette of local materials and a series of recognisable landmark buildings which help create a cohesive and legible town core.



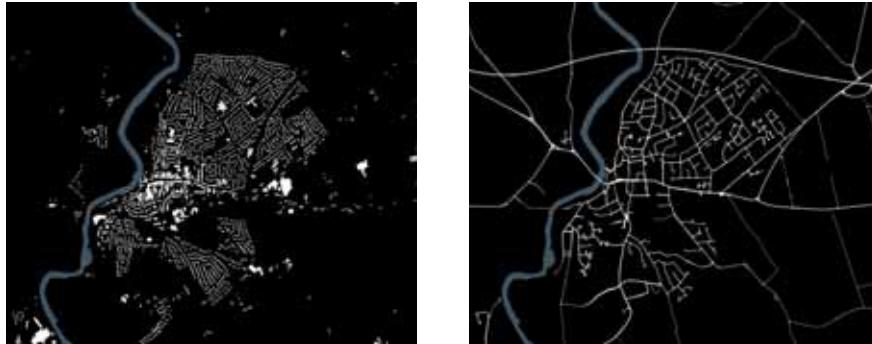


Figure 3.10 - Inverted Figure Ground Figure 3.11 - Inverted Road Infrastructure

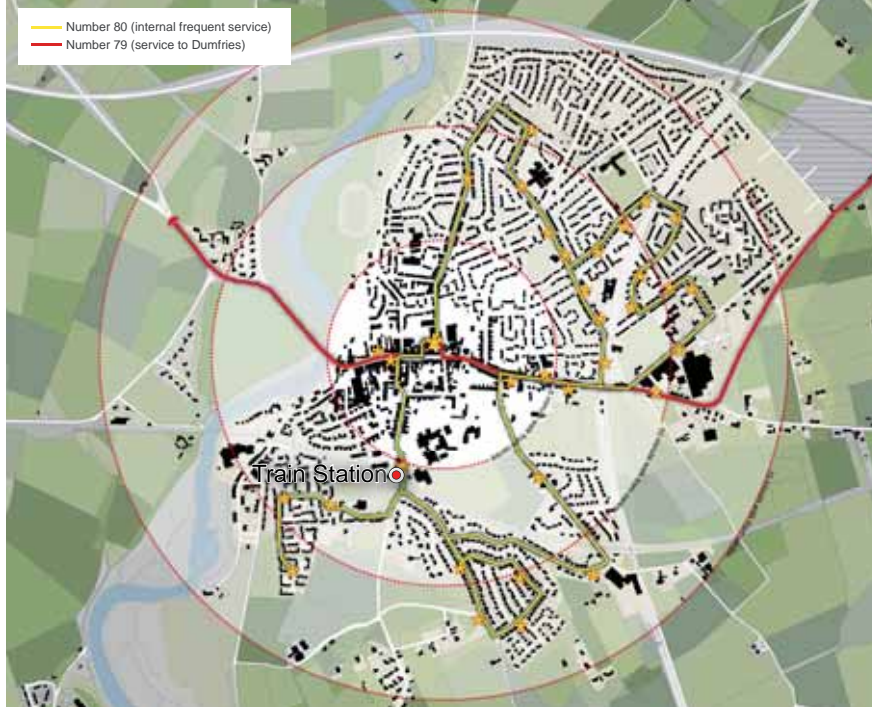


Figure 3.12 - Bus Routes and Walking Distances

Public Transport

3.33 Annan has a main local bus service (80) with a frequency of approximately every 35 minutes. At this frequency it may not provide a viable option to car use. Other less frequent services connect the town to Carlisle (79 with approximate frequency of every hour and a half), Lockerbie (383, twice daily), and Edinburgh (103, twice daily).

3.34 Other services include:

- Powfoot/Newbie 390 (3 daily)
- Back of the hill 388 (2 daily)
- Falford Bridge 384 (2 daily)
- Langholm 123 (1 daily)
- Carlisle 179 (9 daily)
- Carlisle 379 (3 daily)
- Dumfries 385 (6 daily)

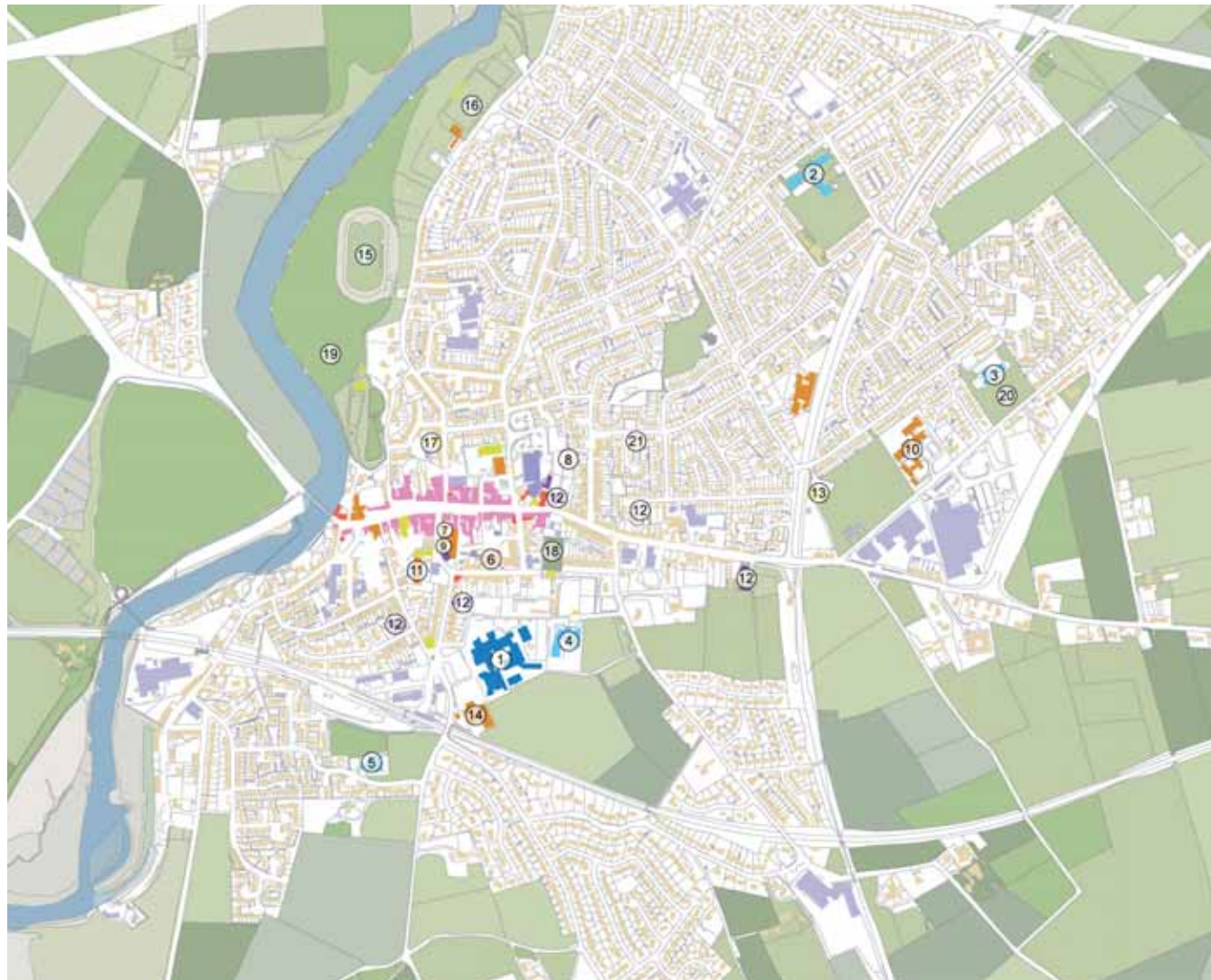
Rail

3.35 Regular connections to:

- Carlisle (1 service every 1/1.5 hours) via Gretna. Once at Carlisle connections are available north to Glasgow and Edinburgh, east to Newcastle and south toward Preston, Manchester and London.
- Glasgow (approximately 1 every hour) via Dumfries and Kilmarnock.

NB - Lockerbie railway station, located approximately 10 miles from Annan by road, is popular with Annan residents as there are additional routes served from here.

PLACE - SURVEY



- 1 - Annan Academy
- 2 - Newington PS
- 3 - St Columbas RC PS
- 4 - Hecklegirth PS
- 5 - Elmvale PS
- 6 - Adult training centre
- 7 - CLIP
- 8 - Library
- 9 - Museum
- 10 - Hospital
- 11 - Medical centre
- 12 - Churches and halls
- 13 - Leisure centre
- 14 - Swimming pool
- 15 - Athletics ground
- 16 - Annan Athletic FC
- 17 - Cinema
- 18 - Bowling green
- 19 - Everholm Park
- 20 - Seaforth Park
- 21 - Hecklegirth Park

Figure 3.13 - Land Use

Land Use

3.36 Annan benefits from a wide range of community facilities and indeed probably more than would be expected in relation to its size in terms of physical size and population. Although it may not contain a facility linked specifically to arts and culture (which some surrounding settlements can boast) the town can offer a diverse range of alternative facilities even though some may require investment and modernisation.

Community Infrastructure

Community Assets

3.37 Annan has traditionally been a wealthy town where industry and agriculture supported a reasonable sized population and service sector.

3.38 During the 1950s and 1960s there was rapid expansion of the town with large residential areas developed to cater mainly for incoming workers at Chapelcross and also to offer a 'modern' and lower density housing option within the town.

3.39 In response to this the towns facilities and services have at least matched this growth with the town supported by many facilities that other towns of relative size cannot boast (see figure 3.13 opposite), the likes of a swimming pool, cinema, large secondary school (with associated facilities) and shops.

Community Organisations

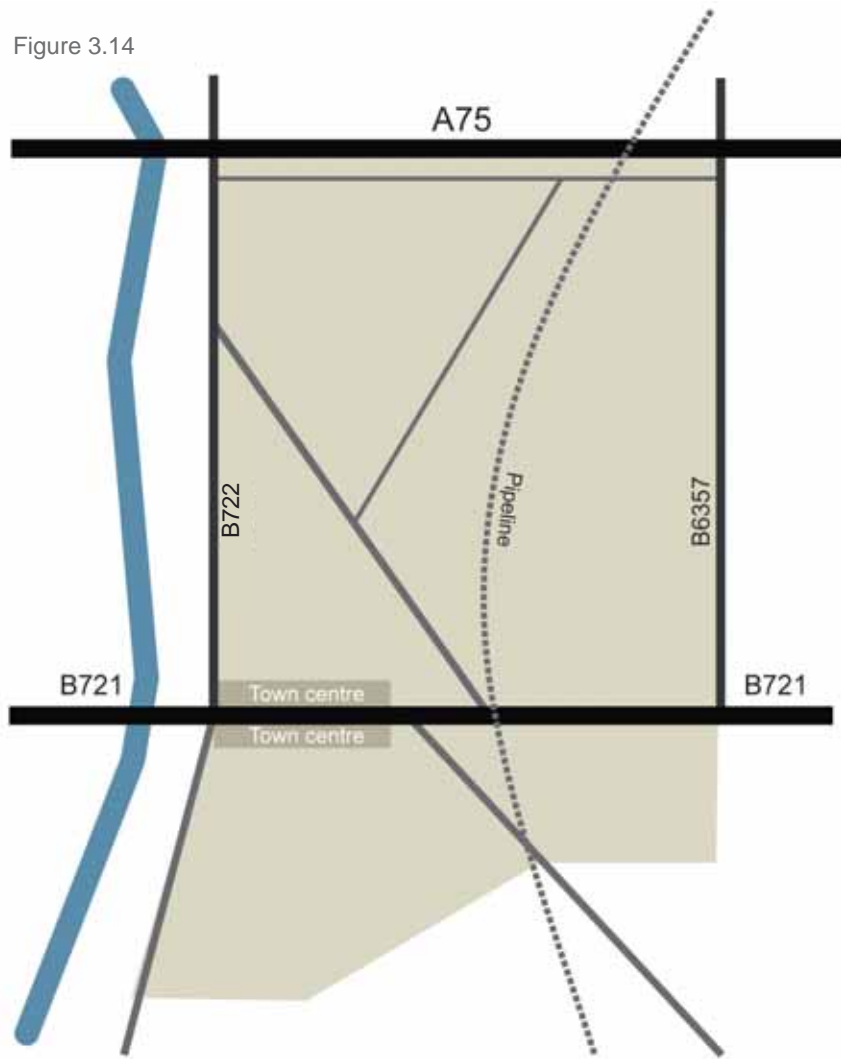
3.40 Annan has a well established network of sports clubs, societies and groups. However, the town lacks a central focus for these groups to either congregate or at least display notices.

Education

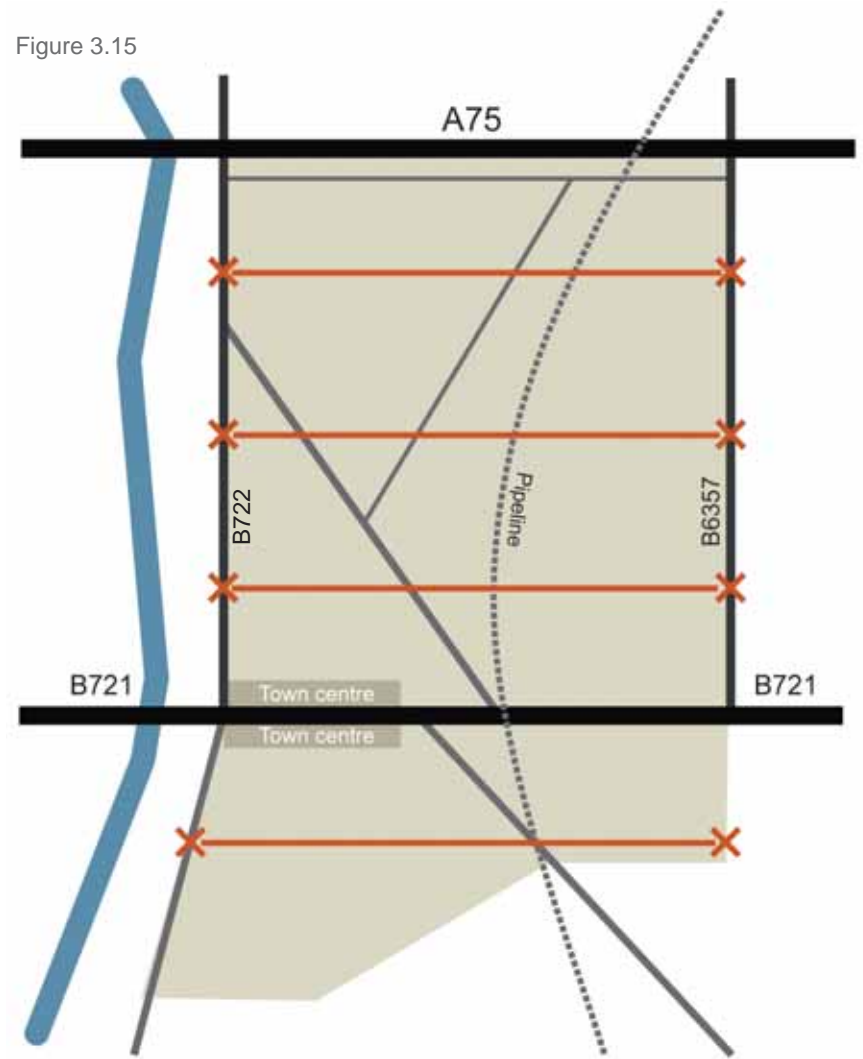
3.41 Within Annan there are four primary schools; Elmvale Primary School, Hecklegirth Primary School, Newington Primary School and St Columba's Primary School, and Annan Academy which serves a much larger catchment area taking in the settlements such as Gretna and Eaglesfield.

3.42 Annan Academy also provides facilities that can be used by the general population of Annan and is also in the process of investing in and upgrading the swimming pool which is an extremely well used facility by the community. Annan Academy is also on the verge of securing funding for a £5 million performing arts centre which will include a theatre, dance studio and sound recording studios.

PLACE - ANALYSIS

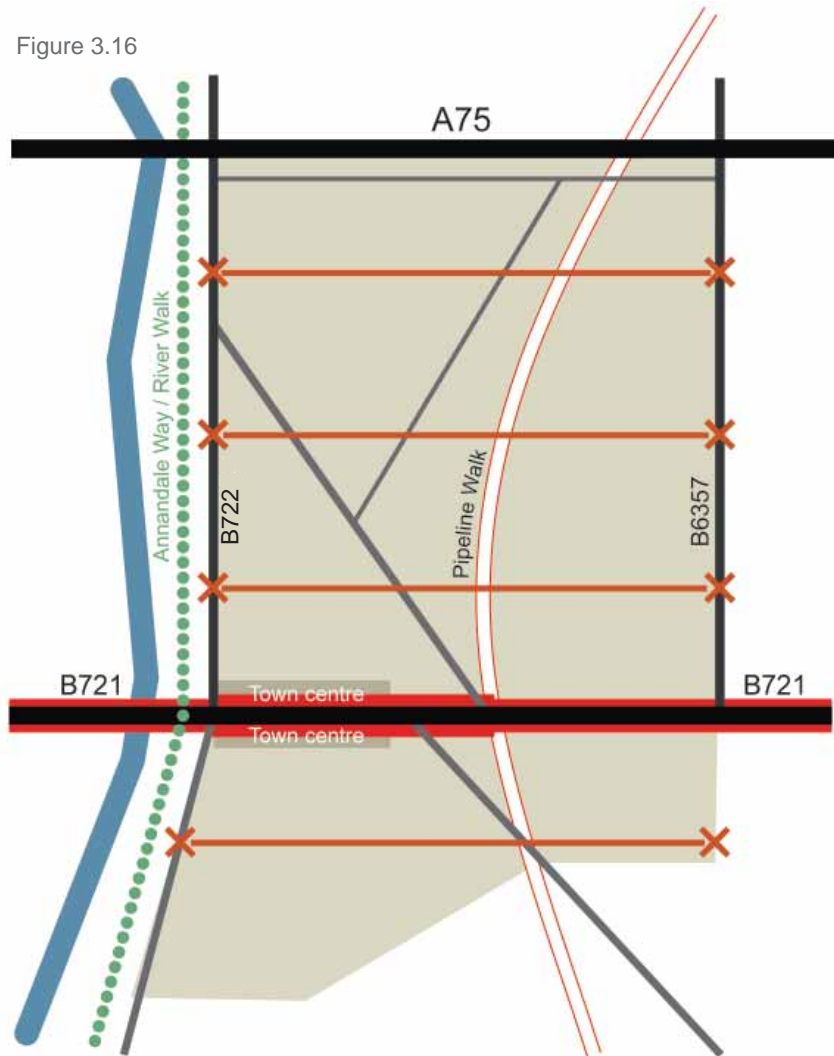


Annan High Street is the main east to west route **through** the town while the A75 is the main east to west route **past** the town



The Lack of clear east to west routes within the town reduces permeability and potentially contributes to the isolation of neighbourhoods

Figure 3.16



The importance of the High Street as a destination emphasised and major pedestrian corridor linking across the town and onto north south routes

Analysis

Permeability

- 3.43 Annan's street pattern has evolved in a similar fashion to many of Scotland's market towns. The traditional high street has been the focus for the town and contains a series of public spaces defined by important buildings and where the street edge is set back at points to create the spaces. The High Street represents the main route through the town. Beyond the High Street lanes and wynds stretch north and south from the town core, some of which have been established over time as strategic routes, most notably the B772 and the B6357.
- 3.44 Although Annan is well connected to its hinterland its internal roads infrastructure is less legible and in fact quite impermeable, caused primarily by a lack of east to west routes both north and south of the central spine. The central spine is formed by High Street, Church Street and Scott's Street and is effective in terms of orientation and traffic flow.
- 3.45 The two main north to south routes run either side of the town offering connections to either the A75 by-pass or to the central spine and the town centre. Improving these routes and connections to the town centre and focusing spend within the town centre will be important to discourage people and spend leaving the town via the A75. In addition, there is a distinct lack of signage on the major road network, in particular the A75, which forms a barrier to drawing in passing trade and tourism to Annan.
- 3.46 With a lack of permeability and potential difficulties with regard to easy access to the town centre, the north south routes, and the core itself, will have to be an attractive environment to continue to attract people and spend as an significant alternative to car journeys to other towns outwith Annan via the A75.

PLACE - ANALYSIS



Figure 3.17 - A Walkable Town

Annan: A Walkable Town

Walkable Environments

- 3.47 Annan is contained within a very walkable framework. The geography of the settlement lends itself well to journeys on foot where the town core is reachable by a large proportion of the population by a 10 - 15 minute walk.
- 3.48 Reducing the need to own and use a car and encouraging greater pedestrian movement within can have many benefits which include health, cost and increased social interaction.
- 3.49 There are numerous shops, services and facilities located around the town which can be accessed by foot. It is therefore important that the routes between these are safe and attractive so that the greatest opportunity is affordable to walking.

Importance of the High Street

- 3.50 Annan's High Street and 'spine' are a major asset and provide a substantial pedestrian route through the heart of the town.

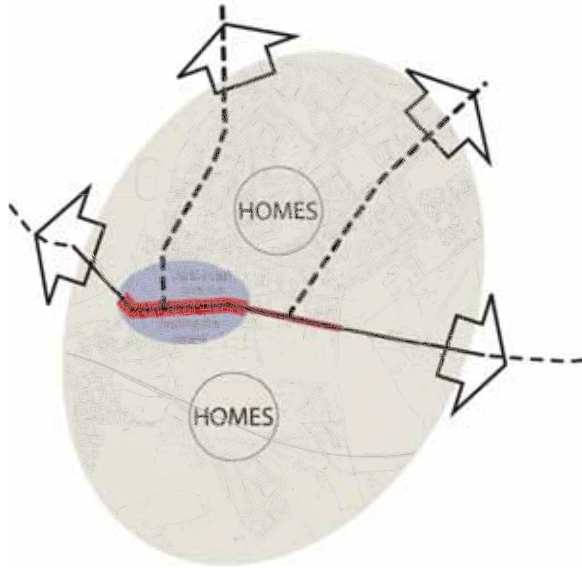


Figure 3.18 - Outward journeys

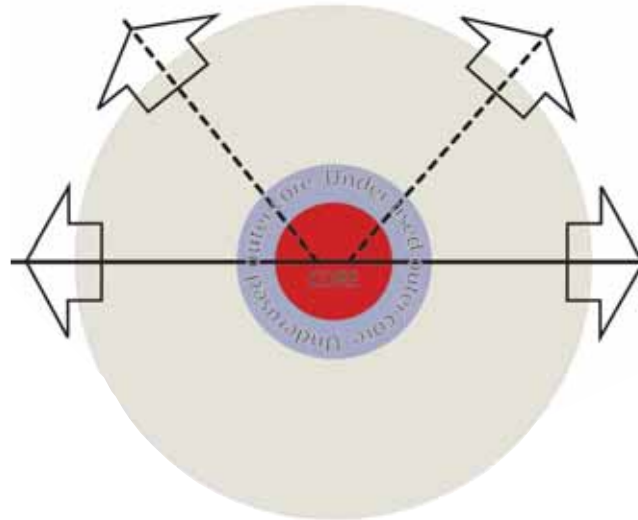


Figure 3.19 - Underused centre and core

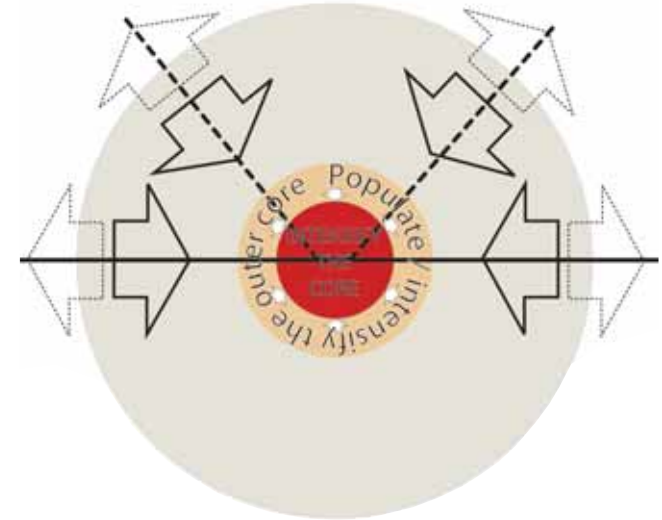


Figure 3.20 - Intensify the core

An Observation

3.51 In order that the town functions to its potential it is essential that the core of the town functions as well as it can, that it is a place where people will spend time and money and can be the focus for the community.

3.52 We have observed that the core of the town, centred on the high street, is surrounded by a number of under utilised sites. These potential sites along with some large single land use areas, such as Annan Academy, have an adverse effect on connecting the towns residential areas fully to the core.

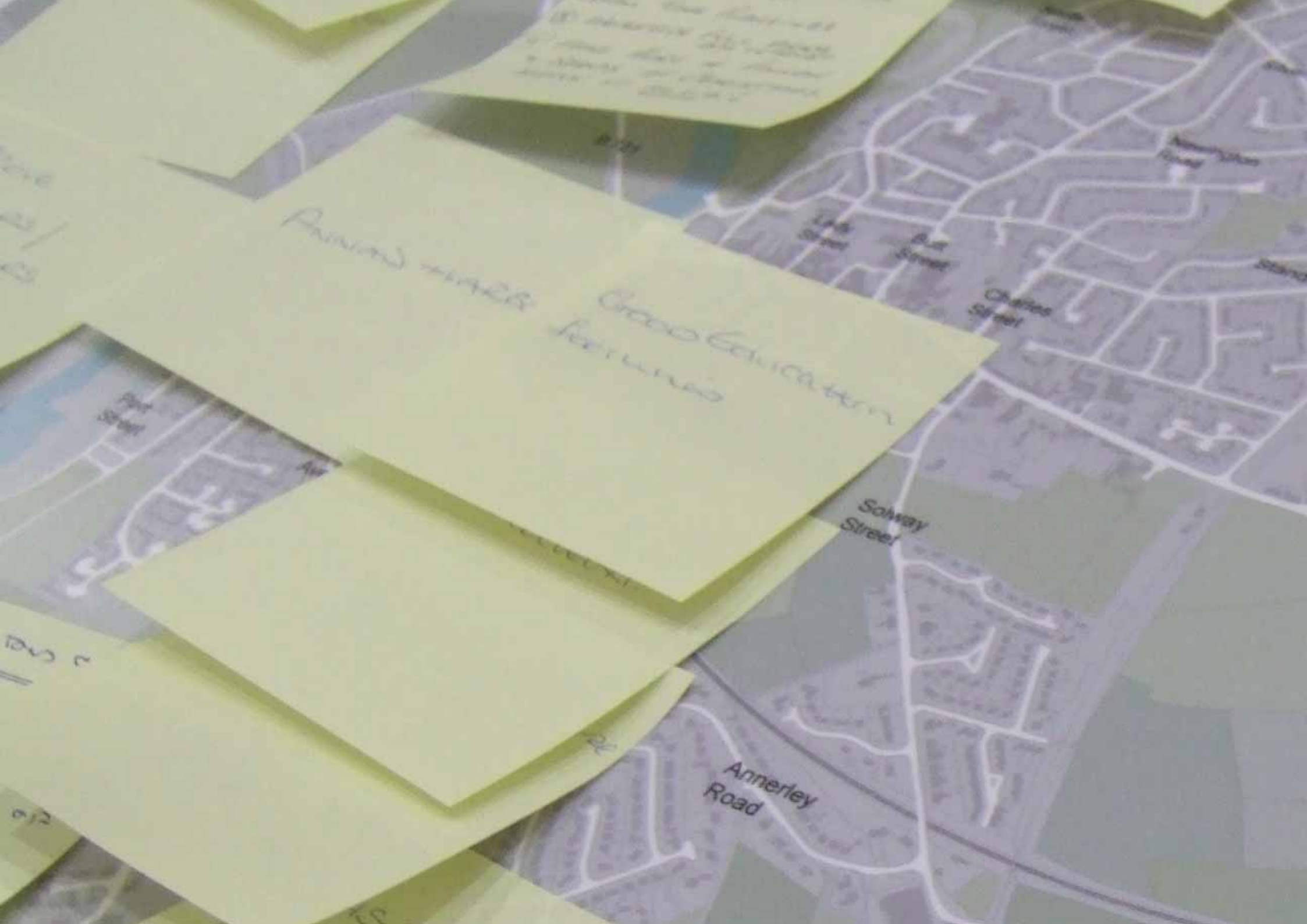
3.53 The result of this is that there is likely to be a larger number of journeys made outwith the town to shop. Therefore by 're-densifying' the core through better use of upper floors and by providing appropriate housing on under utilised sites there will be a greater concentration of people living in very close proximity to central shops and services. This can also help to better connect the core to adjacent residential neighbourhoods.

PLACE



Summary of Key Issues and Opportunities

- 3.54 Annan is clearly a great place to live. It has a beautiful natural setting, a rich history and a large range of shops, services and facilities relative to its size, all of which are within a very walkable environment.
- 3.55 However, due the towns unproportionate growth north, specifically in the second half of the 20th Century, it has effectively moved away from its core and relationship between form and function has been compromised.
- 3.56 The result of this has been that the core has been allowed to degrade and empty. A physical disconnection between a large proportion of the towns population and its core has contributed to a much greater proportion of spend leaving the town and less custom within the high street which in turn affects the viable range of shops as well as the quality of the environment.
- 3.57 The arrival of Tesco on the towns eastern edge has stretched the core east. In order that the positive benefits of the store (retaining spend that may have gone to supermarkets in Carlisle and Dumfries) the high street must both compliment Tesco's offer and provide a distinct and attractive alternative environment not just for shopping but for socialising and spending time.
- 3.58 In addition to this, and while holding an undoubted potential, the harbour area is a part of the town which is isolated and within the time scale of the next 10 years, does not offer the same opportunity to regenerate the town as a whole as the investment in the town core might.



10/10/2020
20/10/2020
Pensions

10/10

Pensions + 1928
Good Education
Pensions

10/10

10/10

10/10

Annerley Road

Solway Street

Charles Street

An aerial photograph of a residential neighborhood is shown on the left side of the image. The map features several streets, including Shawhill Road and Stapleton Road. A prominent orange sticky note is placed on the map, partially overlapping the text. The right side of the image is a blue-tinted overlay containing several blue sticky notes with handwritten text in white ink. The overall composition suggests a public consultation or planning process.

Consultation: What local people want to see

Improved Open
Space
to be
seen
to be
seen
to be
seen

.04



CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE

.04

- 4.1 The masterplan team believe that effective community participation plays a key role in the delivery of a masterplan that reflects the aspirations of the local community.
- 4.2 In line with best practice advice from the Scottish Government in Planning Advice Note 81: Community Engagement - Planning with People, we have undertaken extensive community engagement throughout this project. This has involved our client, Dumfries and Galloway Council and the Annan Regeneration Steering Group which consists of representatives from numerous local organisations, community council members and local Councillors. We have provided opportunities for key stakeholders and the wider community to become involved at various stages and by using a number of innovative techniques so that they could directly influence the developing masterplan.

1	06 October 2009	Household and schools post card drop
2	02 November 2009	Stakeholder and Local Businesses Workshops
3	14 & 15 November 2009	Mobile Community Engagement event
4	14 & 15 November 2009	Future Walks
5	04 December 2009	Projection Event
6	19 March	Masterplan 'Pull Out' in the Annandale Observer
7	08 April 2010	Final Stage Stakeholder and Local Businesses Workshops
8	09 & 10 April 2010	Final Masterplan community exhibition

Figure 4.1 - Consultation Timetable

Consultation Framework

- 4.3 The consultation framework is integral to good masterplanning and each stage of consultation has in turn informed the subsequent stage of the masterplans development.

Groups Involved

4.4 Through regular meetings with the client group and the stakeholder and local businesses workshops the following groups were consulted on the masterplan:

- DGC Planning
- DGC Community Learning and Development
- DGC Service/Transport
- DGC Conservation
- DGC Economic Development
- D&G Constabulary
- NHS
- Annan Community Council
- Lower Annan demonstration Project
- D&G Arts Association
- Sulwath Connections project
- Solway Heritage
- Annan Initiative
- DG Council Elected members
- Magnox North (Chapelcross)
- Annan Tenants and Residents Association
- DGHP
- Federation of small businesses
- Clip ICT
- Friends of Annandale and Eskdale Museums
- Katalyst
- Chamber of Commerce

CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE



Figure 4.2 - Consultation post card

Questions

Please take a couple of minutes to read and answer the questions below. Thank you.

- Q.1 - What are the key things to see and do in the town?
- Q.2 - What are the best and worst parts of town, and why?
- Q.3 - Where do children like to go?
- Q.4 - Where is your favourite place in Annan?
- Q.5 - What are the town's best and worst buildings?
- Q.6 - What would you most like to see change / improve in Annan?

Answers

0.1 _____

0.2 _____

0.3 _____

0.4 _____

0.5 _____

0.6 _____

Your Map of Annan

To help us understand the places people like to go in Annan and how they get there, we would like you to draw a very simple map of the route you would take from your house to your favourite place. Along the route please make some notes about what you see on the way, what you find interesting and / or attractive or indeed what you find less interesting and / or less attractive. Many thanks.



Figure 4.3 - Images generated through the consultation post card

Householder and Local Schools Post Cards

- 4.4 The post cards provided an opportunity for residents to answer specific questions on the town and to complete a 'mind map' exercise aimed at helping us understand how people use their town.
- 4.5 Being able to promote the masterplan process in this inclusive format at the start of the project was very important and provided us with a tool for gaining valuable early information which helped our understanding of the town greatly. With approximately 3,700 households in Annan it was hoped that around 5% – 10% of the post cards would be returned. The return of the post cards was either to the deposit boxes located at the Town Hall, Somerfield supermarket, Costcutter supermarket and Pinney's or by post. In total 100 post cards were returned which represented a limited response of 2.7%, not uncommon, and provided a great pool of information for the masterplan team to draw upon in terms of how people perceive and use the town.
- 4.6 The post cards themselves were hand delivered around Annan by the 1st Dumfriesshire Scouts and Adventures Scouts. The masterplan team also set up a dedicated e-mail address (Annanregeneration@turleyassociates.co.uk) for local people to either e-mail their responses to the questions posed on the card or provide more comprehensive views and opinions. The team received an additional 20 responses through this method of feedback.
- 4.7 A variation of the post card was delivered to each of Annan's schools in order for the children of Annan to have their say. A total of 2,000 post cards were distributed around Annan's five schools. There was tremendous response with over 400 cards completed and returned.

Response

- The town has fantastic buildings which are neglected
- The maintenance of the town is poor
- The town needs a better range of shops
- Parks and open spaces should be improved
- Good community facilities but there is a need for a focus of activities such as a Hub

Stakeholder and Local Businesses Workshops

- 4.8 From the outset of this project the masterplan team has sought to involve and engage key stakeholders and local businesses.
- 4.9 The masterplan must be deliverable and therefore the involvement of local stakeholders is vitally important with a need for 'sign up' to the resultant proposals. The masterplan is required to be both financially viable and robust in planning terms, influenced by local sentiment and also informed by sound commercial practice.

The Workshops

- 4.10 On the 2nd November 2009, 16 stakeholder representatives and 14 local business representatives took part in an afternoon and an evening workshop respectively, focussing on the regeneration of Annan. The aim of the events were twofold, to generate discussion on progress to date and to consider future opportunities for the town.
- 4.11 On the day of the event there were a series of presentations from the masterplan team which were used to stimulate group discussion. Attendees were seated in three groups where they each discussed the implications

CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE

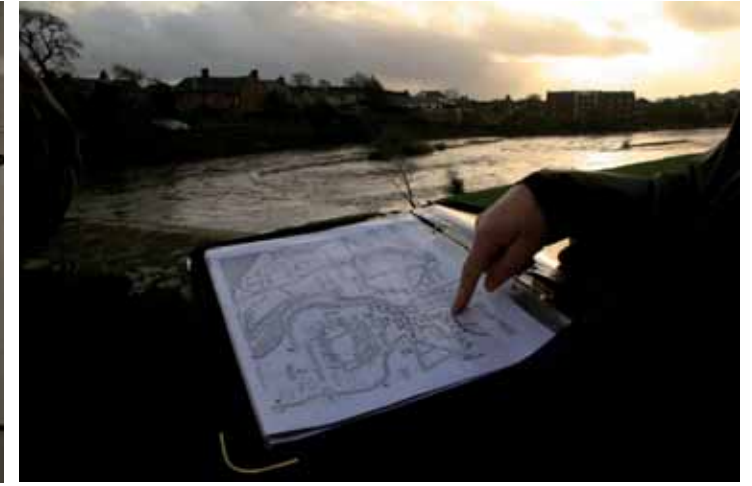


and opportunities relative to Annan as a place to live, work and visit. Each group also had an opportunity to discuss the more general issue of 'place making' throughout.

Key Issues

- Decline in cultural activities
- Parks are of insufficient quality
- Lack of professional jobs – young people leave
- Community centre far too small
- Fragmented facilities
- Important town buildings neglected
- There is a sense of segregation
- There is a lack of coach parking for tourists and visiting sports fans
- Not an attractive place to live or spend time
- The backs of buildings and backland areas of the High Street are very unsightly
- The bus station is in poor condition and isn't very welcoming
- Housing is too expensive for local people
- Absentee landlords of upper floors mean floor space in the town centre is not used to its potential
- Encourage growth within the town – community benefit clauses with redevelopment of Chapelcross for example...
- Business Gateway is ineffective
- Lack of business networks in the town
- Lack of civic pride
- There is no specific signposted visitor parking / lack of disabled parking / lack of long term parking
- Cafes and restaurants needed
- Poor choice of shops/lacks of variety
- Run down/disrepair
- Harbour area – antisocial behaviour etc.
- Library in the wrong place
- Harbour – great history – poor experience
- Too fragmented – too many things but not coherently related.
- Lacks a Buccleuch type centre
- Unlikely to attract repeat visits unless there is a family connection

CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE



Mobile Community Engagement Event

4.12 An important element within the consultation process was to have a series of publicised events at a number of locations within the town. These were held over the course of two days, Saturday 14th and Sunday 15th November. The consultant team set up a gazebo outside busy locations around the town in order to engage with local people face to face. The locations included:

- Queensbury Arms Hotel
- Galabank Football Club
- Somerfield supermarket
- Costcutter supermarket

4.13 Over the course of the two days the team spoke to over 200 people and through interviews recorded more than 50 peoples thoughts, opinions and ideas. This process would form the basis for the subsequent projection event as a forum to directly air peoples thoughts and ideas.

Responses

- A focal point for tourists and visitors
- An arts and culture centre
- Improve and do more with the High Street
- 'Start-up' retail units in the town centre
- Better use of upper floors in the town centre – intensify the town centre

Futurewalks

4.14 The team arranged two Future Walk tours (14th and 15th November) which were designed to give a brief background to the history of the town, imagine it at its most affluent and consider what lessons can be learnt to imagine future opportunities for development and how to make the most of the town's rich heritage.

4.15 The tours involved 15 people from the town and some issues that were raised included:

- A focus for tourists and visitors
- A Community Hub

Projection Event

4.16 The innovative event took place on evening of Thursday 4th December and followed the annual Christmas procession on Annan High Street which includes the switching on of the Christmas lights. Following the lights the masterplan team subsequently projected a 10 minute film onto the façade of the Queensbury Arms Hotel on Annan's High Street.

4.17 The short film gathered together some of the baseline research of the masterplan and what the masterplan was trying to achieve and presenting it in audio visual manner. The film included information on the history of the town and its important role in the region, a section playing back to the community their opinions and ideas from the community event and also displaying some of the emerging concepts and ideas for the masterplan.

4.18 The event was advertised as a notice in the Annandale observer the week preceding the event. Approximately 50 spectators viewed the film on Annan High Street which in turn generated discussion and feedback on regeneration concepts and principles.

CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE



CONSULTATION: WHAT LOCAL PEOPLE WANT TO SEE

Further Consultation Exercises

4.19 Following the initial consultation the masterplan team developed the concepts and principles further, as well as specific projects. These are detailed over the next few chapters and were the subject of two final pieces of consultation:

- A masterplan 'pull out' in the Annandale Observer in order to identify priority regeneration projects; and
- Final stage exhibition which would detail the whole masterplan process and provide additional information and the series of potential regeneration projects. *(these are detailed in Chapter 7)*

Consensus

4.20 From the outset of this project the masterplan team has sought to involve and engage local communities and other stakeholders. Such an approach is encouraged in the 2006 Planning etc. Scotland Act but it is also a tremendously valuable method of learning from an informed local resource about the place where they live.

Developing Themes

4.21 It was clear that no radical changes to the town were identified, in fact the overwhelming view being carried forward was that the town was not performing to its potential, making the most of what it already had.

4.22 Indeed the idea to **Repair**, **Reinvent** and **Revitalise** began to emerge and was something that encompassed many of the opinions and aspirations of the people of Annan.

4.23 These themes should help deliver the developing objectives of:

- Diversify the town
- Reinstate pride
- Improve the visitor experience
- Improve the town's service economy
- Support existing and new businesses



Urban Design Framework

Concepts and Key
Principles

.05

URBAN DESIGN FRAMEWORK



- 5.1 From the initial stages of consultation it was clear that the masterplan needed to identify a number of concepts and key principles that would guide development in Annan over the next 10 to 15 years. Specific proposals and projects will need to demonstrate that they follow the concepts and principles and satisfy a number of project objectives.
- 5.2 Any identified projects need to be a delivery vehicle for diversification of the town. There will also be a need to prioritise projects so that the greatest benefit to the town as a whole can be achieved. They should be about using the town's strong skeleton, its assets, and begin to implement the processes of **repair**, **reinvention** and **revitalisation**.
- 5.3 Renewal of this kind needs an engine to drive it forward, in the case of Annan such a vehicle could be housing. Enabling the town to re-densify its centre and best use sites in close proximity to the vast majority of shops and services can help give the town a boost in the short to medium term. However, with a lack of available public money and a depressed housing market where developers are struggling, such a vehicle can neither be relied upon or used exclusively.
- 5.4 Stimulating housing development alone will not deliver the plan's strategic objectives. Complementary projects that improve the town's environment and improve it as a place to visit and spend time will help the town realise, to a greater degree, its tourism potential that could in turn provide additional jobs in a more diverse range of employment groups.
- 5.5 An approach aimed at achieving this is in line with the objectives of CoReS:
 - Wealth: to raise the income and living standards of residents in the corridor area;
 - Diversity: to provide new and different economic opportunities for sustainable growth in the area;

- Inspiration: to offer a vision for the area which everyone can aspire to and be part of; and
- Inclusion: to ensure that residents are included and benefit from regeneration.

5.6 CoReS themes as key drivers for economic change:

- Diversifying the existing Chapelcross base;
- Connectivity;
- Greater value business and resources;
- New sector opportunities; and
- Image.

5.7 Any proposals identified within this masterplan should give Dumfries and Galloway Council or other organisations the opportunity to approach sources of finance to test if there is the potential to secure the investment required to fund this economic regeneration. It should also be recognised that private sector investment will also play a role.

Concepts

5.8 Regeneration is very much about working with what you've got. Annan is a fantastic town and this has come across very clearly from all areas of consultation.

5.9 The town has a skeleton of assets that can be maximised to stand it in good stead for a prosperous future. In order for the town to do this it should consider its assets and apply the following:

Repair: Maximise its assets: High Street, walkable environments and community infrastructure.

Reinvent: Provide opportunity for new business to compliment existing employment base.

Revitalise: Build upon its assets and create a vibrant town centre and community to retain and attract key workers and businesses.

Key Principles

5.10 When these themes are considered in practical terms the following actions have emerged:

1. Opportunity for some industrial and commercial businesses to relocate

- Potential to offer local industrial and commercial businesses purpose new built units with better access and opportunity to expand

2. Redevelop and intensify the town core

- Strengthen the Core: enhancing buildings and streets
- Extend the Spine: offer areas of activity all along the High Street
- Celebrate the Gateways: attractive entrance points to the town
- Introduce a Community Hub: a focus for residents and visitors
- Housing: introduce a range of homes close to shops and services

URBAN DESIGN FRAMEWORK

3. Strategic Interventions

Improvement to the housing areas of Longmeadow, Kimmeter, Newington and Springbells

- Some of the existing stock of social rented housing in parts of Annan is generally perceived as low quality. Demand for social rented stock in these areas far outstrips supply and that which is owned by Dumfries and Galloway Housing Partnership (DGHP) for example has extensive waiting lists. Social landlords are providing ongoing investment so their stock achieves the Scottish Government's Scottish Housing Quality Standard (SQHS) by 2015. In the longer term, opportunities will be explored to identify sources of funding that may allow more significant regeneration of this stock and open spaces.

Limited development of open space edges to define 'Southern Parkland'

- Some housing development overlooking park areas
- Creating attractive pedestrian connections from east to west, the pipeline to the river

Strategic Pedestrian and Cycle Routes - 'Circuits'

- Pipeline
 - » Potentially a key recreational resource with arts and heritage trails
 - » Connecting to the River Annan / Annandale Way either along the Solway coast or through a 'Southern Parkland' will help create a walking circuit
 - » Potentially a draw for tourism

- Southern Parkland (see page 79) routes
- The improved High Street as a pedestrian spine linking across the town

Signage and Interpretation Maps

'Ambassador Routes' - Approach roads to the town

- B722 (potential upgrade to A road): north west town approach
- B6357: north east town approach
- B731: eastern and western approach

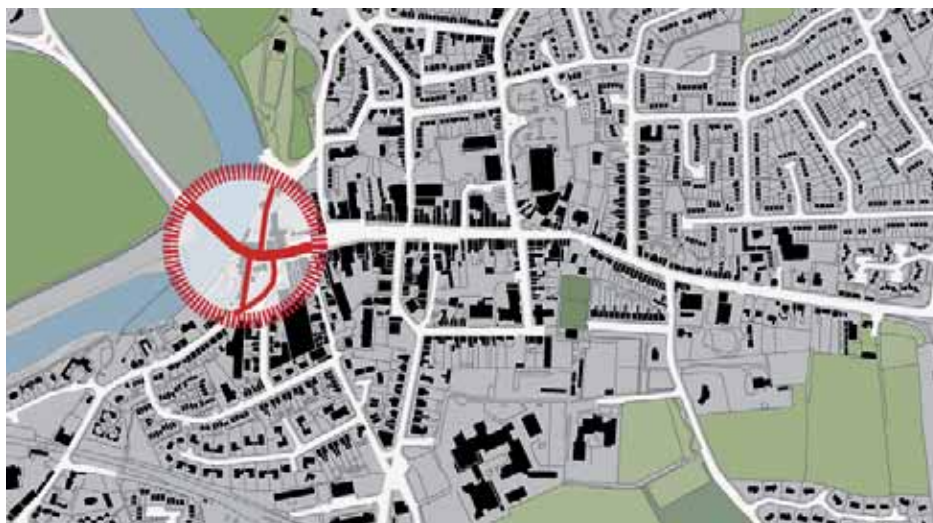


Fig 5.1 - Stunning western approach at the core: Bridge House and Town Hall

Strengthen the Core

- 5.11 There has been significant investment over the past 10 years, most recently through the THI project, in the core of the town focusing on the High Street. A key aspect of this investment has been at the western end of the High Street around the Town Hall. It is around this area, taking in Bridge House, the top of Port Street and Greencroft Wynd that the masterplan team has identified as ‘the core’.
- 5.12 The first step in the masterplan was to identify a number of key projects that would further strengthen this core and the investment which has already been made. The proposed projects will aim to celebrate what is one of Annan’s best assets, its western approach and entrance via the bridge. The re-development of a number of key buildings and sites include; Bridge House and potential new build within the curtilage, Carrs Billington (agricultural supplier, hereafter referred to as Carrs)¹ and also public realm investment around ‘old’ and ‘new’ Port Street.

The Bridge Gateway

- 5.13 Bridge House, built in the mid 18th Century, is one of the oldest buildings in Annan and certainly its most prominent. The building has been laying in a state of disrepair since the 1990s.
- 5.14 While the costs are significant, Bridge House is such an important building not only in its historical significance but in terms of its location at a gateway to the town, that we believe it is an extremely important aspect of the regeneration proposals. It has also become clear that the building is very important to the people of Annan with a huge majority insisting that it should be brought into productive use and preserved. Indeed, recently work has begun on the buildings restoration and redevelopment by David Smith which will bring the building back into residential use.
- 5.15 Like Bridge House, Carrs sits in a geographically important location. While there are tractors and various items in the street in front of the shop, in themselves they are not an unattractive entry point. However, Carrs themselves are interested in moving to a site outwith the town, to allow better access and expansion. The issue in the past has been the restrictive planning policies in the area.
- 5.16 This is an important opportunity to consolidate the core of the town and we advise strongly that the Carrs site is re-developed, probably for a housing development at an overall medium density.

Harbour Gateway

- 5.17 As has been identified the harbour area is relatively isolated from the town centre. Improvements to the area around ‘old’ and ‘new’ Port Street would serve as a much improved gateway to lower Port Street and the Harbour area. This would effectively begin to break down the distance between the High Street and the harbour and contribute to an improved pedestrian environment.
- 5.18 Any development proposals at the harbour would need to remedy flood risk which impacts a large proportion of the area.

1 - It should be noted that Carrs Billington is a well established and important business within the town. It is the intention of the masterplan team that the firm remains within Annan and that a suitable, alternative location is sought allows the firm to continue a prominent trade and that also fits with the key principles outlined in this document.

URBAN DESIGN FRAMEWORK



Figure 5.2 - Annan's traditional High Street with market spaces is a major asset



Figure 5.3 - Celebrating major crossing points and opportunities for development

Extend the Spine

5.19 Significant investment has already taken place on the High Street. Maximising the impact of this investment going forward requires the upgrading of materials, street furniture and lighting to extend east along High Street to at least Fish Cross and possible in terms of public realm and lighting slightly further to Annan Old Parish Church. Fish Cross itself should be considered to be a significant opportunity for not only public realm improvements and expansion of public space, but also some limited re-development and rehabilitation.

Lady Street / Bank Street

5.20 Where Lady Street and Bank Street cross High Street is an extremely important junction is formed which connecting two very important north south routes. This provides significant focus on the High Street and indeed is celebrated with a number of landmark buildings at its edges. The development of this route, and particularly Bank Street to the south, is intrinsically linked with the improvement of the train station arrival point or gateway and celebrating the link to the town centre.

5.21 Bank Street is interesting because there are a number of key public buildings along its length, some of them derelict or under utilised and which could be brought back into life. Rather than just attempting to improve the public realm or lighting on Bank Street, arguably it's more important to focus on the re-development and re-activation of some of these fantastic buildings, such as the Victoria Halls complex. We believe this is the priority for this particular route.

Fish Cross

5.22 Fish Cross itself has huge potential but the impact of public realm investment will be lost without some subsequent re-development of potential sites and refurbishment of key buildings. Improvements to shop fronts etc may help this but they will not solve the problem. There is the

potential that Farmfoods could be an issue in the regeneration of this space and this gateway to the town centre.

5.23 In particular the opportunity presented by the site currently occupied by Farmfoods, which sits as part of a triangular budget retail core, is untapped at this moment in time. While we accept that the car parking to the front of Farmfoods is important for their retail function we do not consider that the current layout is a positive element of townscape and actually contributes to a drop in quality at this point along the High Street.

5.24 The proposed solution would see the re-development of the area to the front of Farmfoods and an alternative parking solution being found elsewhere. This would provide a much stronger street edge to Fish Cross and would allow not only Farmfoods but other buildings including restaurants, pubs and cafes to spill onto the open space at Fish Cross. Potentially an outdoor entertainment space, perhaps for a bar or restaurant, could be created at this important point along the High Street and could effectively partner the investment that is taking place toward the west of the High Street.

5.25 On arrival at the High Street from the east, views of Fish Cross are relatively unattractive, particularly with regard to the bus station on Butt Street. The improvement of Fish Cross will form part of a broader strategy that involves improvement to the bus station and potentially also to the key buildings on Butt Street.

Interventions and Points of Interest on the Spine

5.26 There exists the potential to develop / redevelop a series of sites next to or in close proximity to the spine, these include the following:

- Scott's Street
- Solway Street
- Mafeking Place

URBAN DESIGN FRAMEWORK

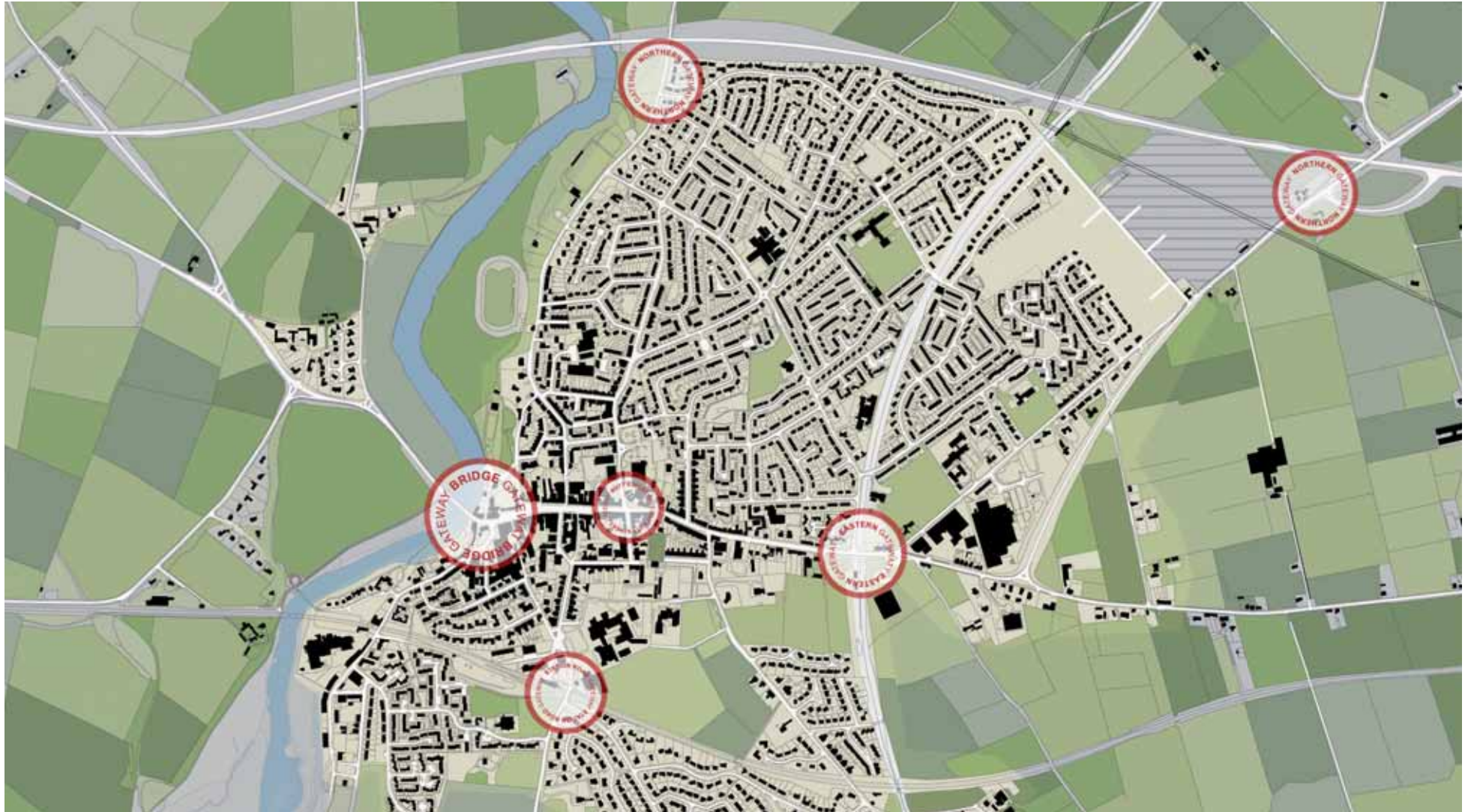


Figure 5.4 - Annan's Gateways and Arrival Points

Gateways and Arrival Points

- 5.27 Proposals for the towns Gateways include a combination of public realm improvements and lighting schemes as well as public art and in some case development and restoration and redevelopment of existing buildings.

Bridge Gateway

- 5.28 As discussed previously the bridge affords a very dramatic entrance to the town from the west. This should be celebrated through the Bridge Gateway investment scheme identified in Chapter 6.

Butt Street / Bus Station Gateway

- 5.29 Although a prominent arrival point by visitors to the town, the bus station is hampered by facing into the back of the High Street and also by the fact that Fish Cross, the key gateway to the town from the bus station, is not of a particularly high standard.
- 5.30 The opportunity to link the development of the bus station with the redevelopment of Fish Cross is significant and we believe realistic. This should be pursued as a priority.
- 5.31 Butt Street as it enters the core of the town has the disadvantage of running past Costcutter and Somerfield supermarkets and an unused and boarded up number 6 Butt Street (B listed). Similarly as it crosses Fish Cross and runs south it is not particularly attractive. A combination or redevelopment, improvement and public realm improvement could complete this picture.

Railway Station Gateway

- 5.32 Currently the train station fails to be a successful arrival point for the town. At this arrival point visitors and residents of the town enter and face the back of industrial premises, such as the Post Office sorting office, which

are historical legacies from the development of the town. Current footway provision is unsatisfactory and there is a clear disconnect in terms of footways from the station to the town centre.

- 5.33 Unlike arriving to the town by bus where visitors can orientate themselves as they travel through the town before alighting, arriving by train can be quite disorientating if there are no clear routes when exiting the station. Indeed, this is the case at Annan railway station. Therefore an opportunity exists to not only improve the public realm leading from this area towards the town, but also to provide more sympathetic and attractive development to frame views towards the Central Hotel which then implies a route further north towards the High Street.

Eastern Gateway

- 5.34 Following the development of Tesco at the eastern edge of the town there could be further efforts made to contribute to a more significant Eastern Gateway to the town. In addition to Tesco, the development of the site south of Scott' Street and encompassing the existing scrap yard would help provide a more attractive gateway for the towns central spine.

Northern Gateways

- 5.35 On approach from the north east along the B6357 (Stapleton Road), and on exiting the A75, there is certainly an opportunity to provide either a landscape or artistic feature, potentially as part of the Stapleton Road development, that could not only serve as a welcoming point but also signage to attract visitors off the by-pass.
- 5.36 The B722 provides an important route to the Town's northern hinterland. This route could also be improved in the future to aid vehicle movement between the town and the future redeveloped Chaplecross site. Therefore improvements such as improved lighting and potential art work could provide a sufficient gateway feature.

URBAN DESIGN FRAMEWORK

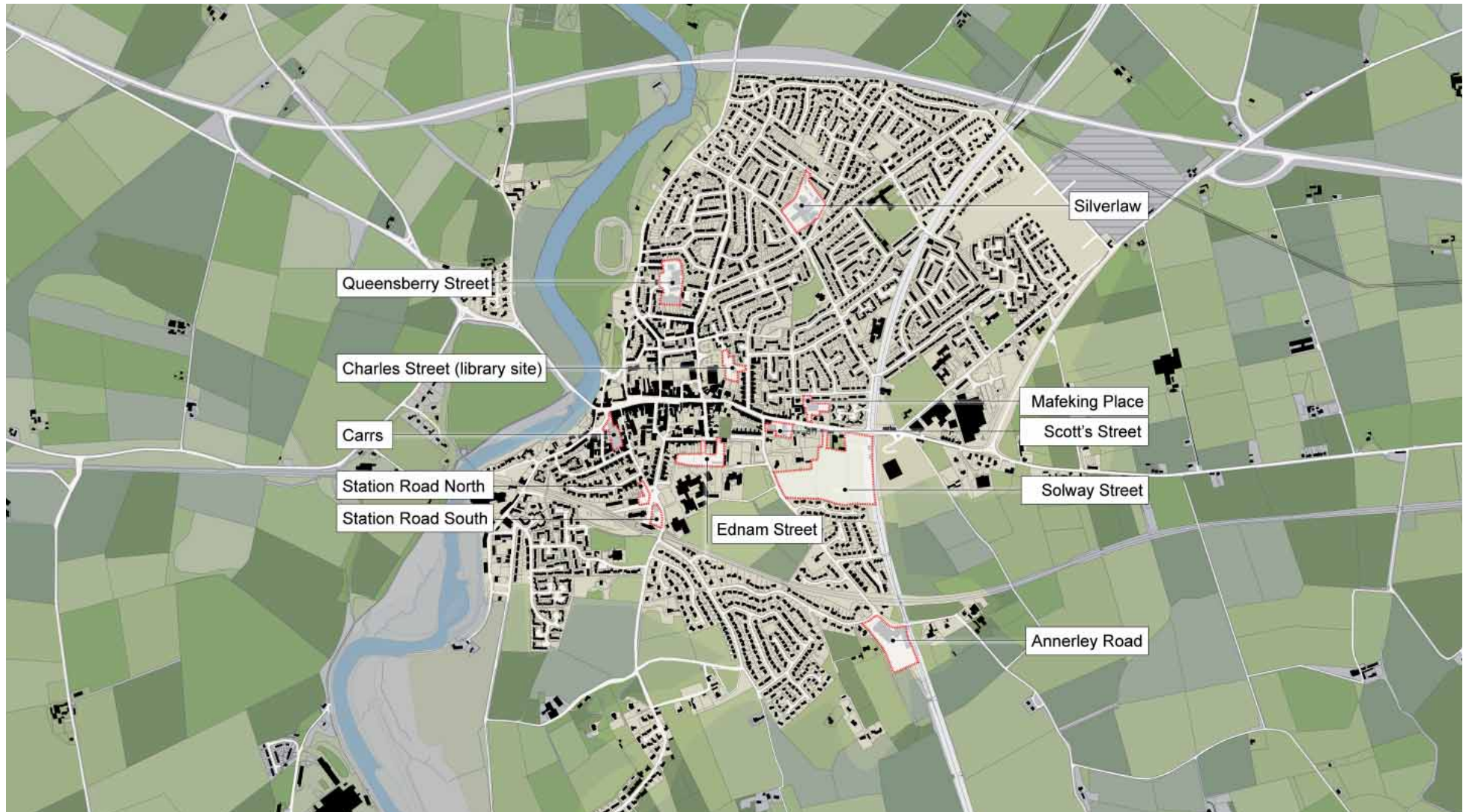


Figure 5.5 - Potential Development Sites

Intensify the Town - Potential Sites Close to the Spine

- 5.37 In our research of Annan to date we feel there is a significant amount of land that sits to the north and south of the High Street that is currently covered by back land development. Much of this is of value, particularly sites which comprise unsuitable town centre uses or buildings / uses that could be better served in a different location. These sites are relatively isolated, divided, poorly connected and not exploited to anywhere near its potential.
- 5.38 Given the market of the town and its economic profile it is questionable whether we could see back land development anywhere near to the scale of mews type approaches in larger towns and cities. However we believe there are significant opportunities for re-development, for improvement and for better organisation of these back land spaces and possibly even connections between them. It is our view that there is a huge untapped resource directly on the edges of the High Street that could become a number of important projects in their own right.
- 5.39 The consideration of back land development is important in the context of the continued growth of the town. Annan is reaching a point where it cannot grow much further to the north and where for environmental reasons there is limited growth opportunity to the south that does not re-develop on greenfield land or potentially even safeguarded recreational space. Never-the-less there is a housing market in the town particularly for affordable housing and particularly for affordable housing for older people or for young couples, single households etc.
- 5.40 Terraced housing or some flatted accommodation is an ideal approach to the development of back land spaces. To the north of the High St there are also significant opportunities for back land development associated with the site of the currently 'dog eared' library. These could provide an ideal base for small local business units sitting in a high quality environment.

Parking

- 5.41 There has been a great deal of discussion throughout the community engagement phase on the limitations or apparent limitations of car parking in the town. From the outside we believe there is a significant amount of free car parking available in the town compared to many of the towns and villages we work and cities we work in. There is a good supply of free parking. The issue is that the parking is no longer directly in front of shops and people's tendency locally seems to be to park very close to the shops that they are going to use and for the shopkeepers obviously this has been a source of much concern.
- 5.42 The parking strategy going forward very much depends on whether parking is located to address this concern or perhaps to address the potential of the site as a visitor attraction. Visitor parking and retail parking are quite different animals with quite different requirements. Any parking strategy therefore must emerge from the overall masterplan approach.

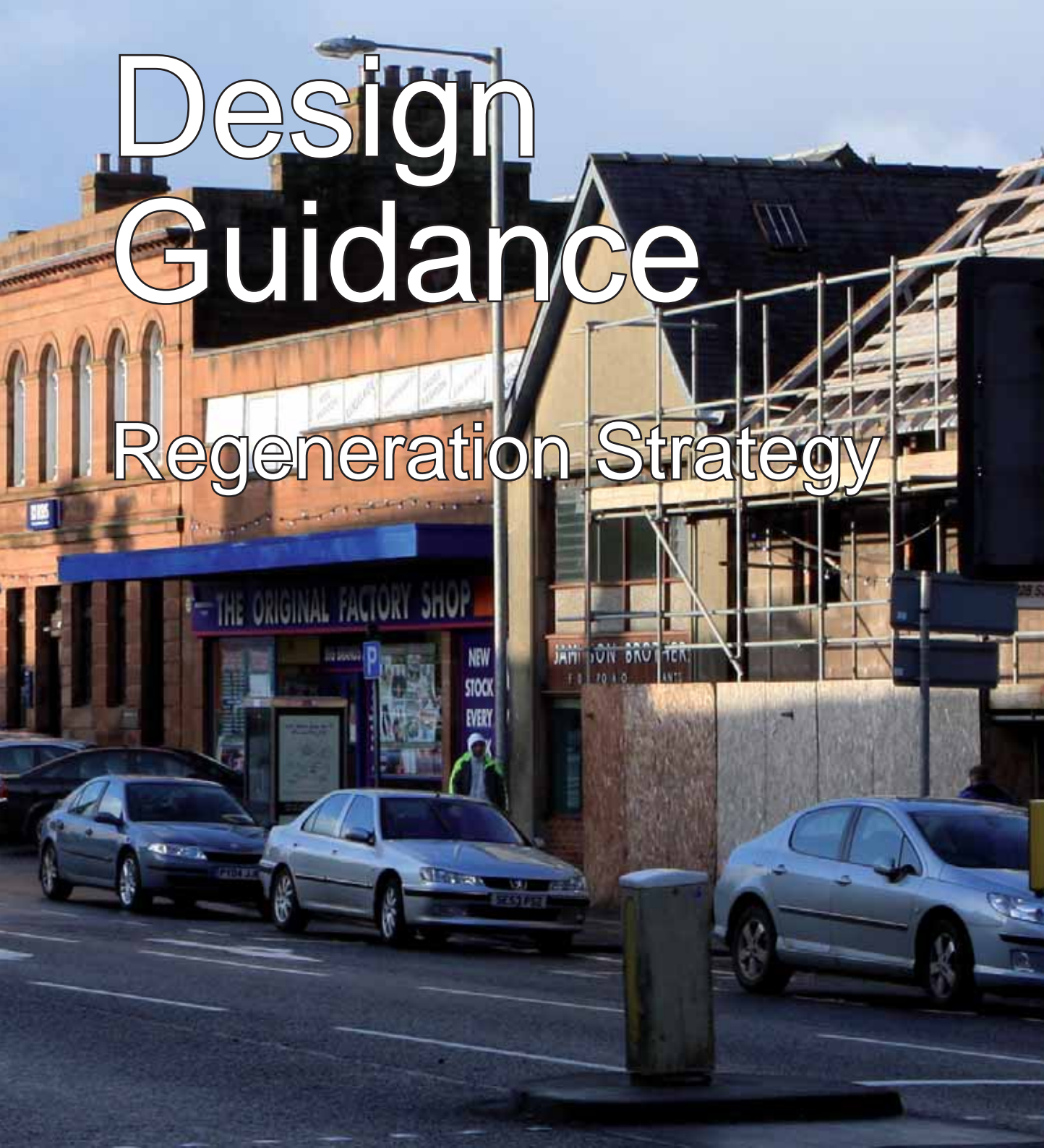
Coach and Overspill Parking at The John Bell Playing field

- 5.43 This 100 place car-park is less than 400m from the High Street junction with Bank Street and Lady Street, between five and 10 minutes walk. The car-park in question is on the John Bell Playing Field and seems to be used exclusively by Hecklegirth Primary School. When not used by the school the gate to the car-park is usually closed and locked.
- 5.44 The land comprising the John Bell Playing Field and car-park is a Common Good asset and while it is used for particular events including the twice yearly Fairs in May and October and the Riding of the Marches, there is the potential for this car park to be better used throughout the year as either overspill car parking for the town centre and potentially for coach parking after dropping tourists in the town centre.



Design Guidance

Regeneration Strategy



.06

Regeneration Strategy

- 6.1 The concepts outlined in the previous section respond to the masterplan teams survey and analysis and the views expressed through an extensive programme of community and stakeholder engagement. All of the concepts are underpinned by a realisation that more needs to be made of Annan as a place, and particularly, the area around its High Street.
- 6.2 Annan is a beautiful town that needs repair, reinvention and revitalisation to help make it a more attractive place to live, work and visit. The team were overwhelmed by local people's passion for their community but also their frustration that not enough was being done to improve the fabric of their Town.
- 6.3 There is only a limited amount of public funding available to repair the many fine buildings and spaces that exist, particularly given the increasingly desperate nature of public capital and revenue funding. The future regeneration strategy has to be an integrated package of projects, some public, some hopefully taken forward by the private sector, that share a common vision and are delivered and phased in a complementary manner. In recognition of this fact, the strategy has three parts:
- Development Strategy
 - Investment Strategy
 - Community Strategy

Development Strategy

- 6.4 The teams analysis of Annan demonstrates a growing disconnection between the Town and its hinterland in part due to a disproportionate growth northwards. In the 1950/60s this growth was led by municipal housing in Newington and Kimmeter but significant expansion came through suburban development post 1970. These estates are not

particularly well integrated with each other, let alone the Town Centre, and most new housing from this period feels quite disassociated from the traditional Town and High Street.

- 6.5 The outflow of people and investment from the Town Centre has resulted in a process of decline that has had a self-perpetuating impact upon the High Street and its adjoining land. Many people from Annan shop outwith the Town and while this happened across Dumfries and Galloway the proportion of spend outwith the Annan is particularly high. Shops in Annan have resultantly declined to the point where they struggle to stock goods or offer services that can match those available in Dumfries or Carlisle. Instead many stock essentials rather than specialist goods. This retail offer does not compare well with other small towns nearby that use their retail offer to attract a greater proportion of the tourist market.
- 6.6 Many people who live on the northern edge of the Town have to drive to shop. They face an obvious and understandable choice between driving into Town or staying in the car and travelling further afield where the retail offer is better. Those who do travel into Town, increase demand for parking behind the shops. Large areas of land immediately behind the High Street are either unused or dominated by car parking. This should be amongst the most valuable land in the Town.
- 6.7 Low land values in the Town Centre mean that it's just as valuable for spaces above shops to be used for storage and office use as to be redeveloped for residential. The combination of relatively low population density and vacant land means that there is little activity in the centre after 5pm. Shops and cafes shut early and there is a sense of a town centre where no one wants to be after dark.
- 6.8 The masterplan proposes a reversal of this process. It targets a series of sites currently in use by industry and business uses or underused / vacant, for redevelopment of housing. It aims to increase population density within the Town Centre and specifically at key points along the High Street through this redevelopment programme.

DESIGN GUIDANCE

6.9 The form and type of housing shown is indicative however it is likely that this would respond to the need for more affordable housing in Annan. As a result new housing would be ideal for young people and young families to establish themselves on the property ladder. Taken together with a programme for the reuse of space above shops for living accommodation the team see the potential to create up to 500 new units in or around the Town Centre. This would have a significant impact upon retail activity along the High Street and could provide a catalyst for retail diversification that would in time improve the Town's offer to visitors.

6.10 The projects shown include the redevelopment of the following sites:

- Carrs agricultural
- Queensberry Street
- Ednam Street
- Station Road Sites
- Charles Street
- Mafeking Place
- Scott's Street
- Solway Street
- Silverlaw
- Annerley Road

All total development cost figures presented in this section include site acquisition, demolition / construction costs, professional fees, development management costs, contingency / miscellaneous costs and VAT.

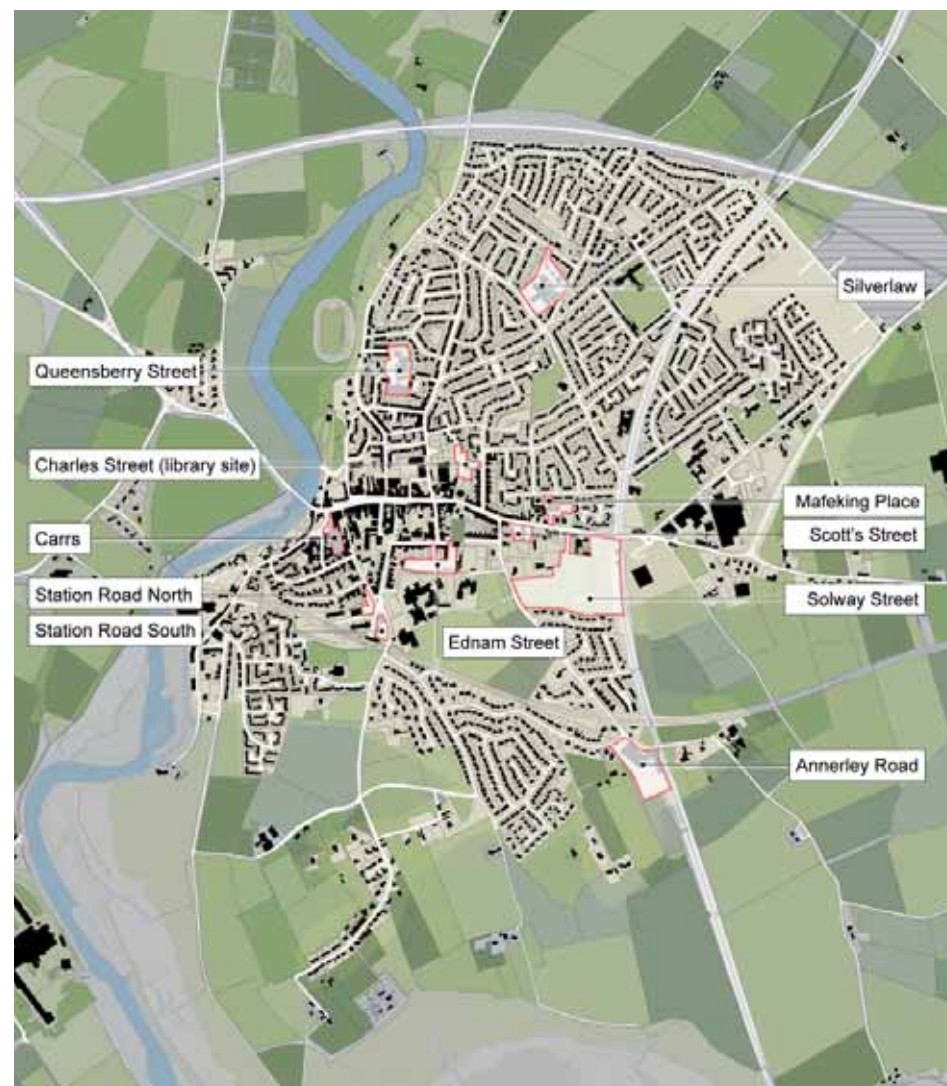


Figure 6.1 - Potential Redevelopment Sites

DESIGN GUIDANCE

Development Project 1 - Carrs Billington

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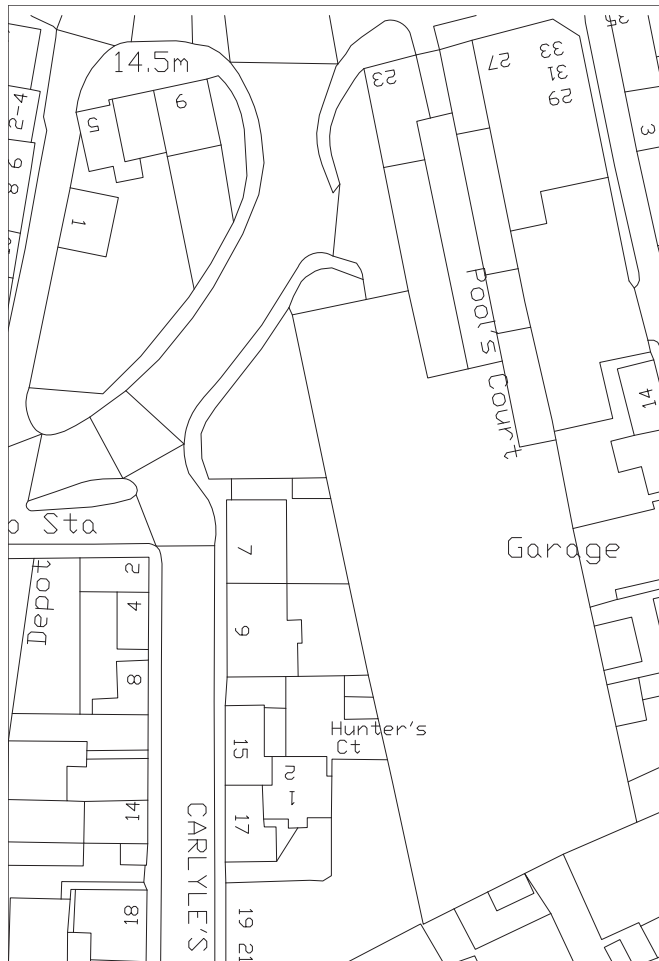


Figure 6.2 - Carrs Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.3 - Indicative Carrs Site Layout

1	CARRS
Site area	0.5 Ha
Number of units	27
Density	54 dph
Unit types	flats / terraced / townhouse / semi-detached
Total development cost	£3,142,744
Cost per unit	£116,399

Description

The proposals for the Carrs site offers the opportunity to for medium density residential development at close proximity to shops and services.

The slight realignment of 'new' Port Street allows the creation of a public space in front of Albert Hall which is further defined on its northern edge by development with the curtilage of Bridge House and eastern edge by an extension of Carlyle's Place which then turns to create a point of focus when turning into 'new' Port Street from High Street.

Within the development site itself, two interconnecting courtyards are bounded by terraced housing.

There is also the potential for Live / Work units to be accommodated at this site. Specific dwellings would office spaces as well as digital infrastructure.

DESIGN GUIDANCE

Development Project 2 - Queensberry Street



Figure 6.4 - Queensberry Street Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.5 - Indicative Queensberry Street Site Layout

2	Queensberry Street
Site area	1 Ha
Number of units	35
Density	35 dph
Unit types	terraced / semi-detached / detached
Total development cost	£4,425,133
Cost per unit	£126,432

Description

The redevelopment of this commercial / industrial site will create an area of mixed density housing, potentially offering homes to single people, young couples or indeed families.

The development also creates a connection between Queensberry Street and Albert Place.

Existing business could likely be accommodated on new, more modern premises either at Scott's Street adjacent to the pipeline, the Stapleton Road business site or indeed at the redeveloped Chaplecross.

DESIGN GUIDANCE

Development Project 3 - Ednam Street

Description

This potential development site occupies disused / underused land in close proximity to both the town centre, bus and railway stations and also Annan Academy. Allotment gardens also occupy a proportion of the site which although well used, could potentially be relocated within the 'Southern Parkland' area (identified within the 'Community Strategy') and could include improved facilities.

The development would also help create a more pleasant route between Solway Street and St Johns Street by overlooking what currently is a backland path.

Potential housing on the site could consist of small family homes.

3	Ednam Street
Site area	0.84 Ha
Number of units	24
Density	30 dph
Unit types	terraced / semi-detached / detached
Total development cost	£2,983,942
Cost per unit	£119,358

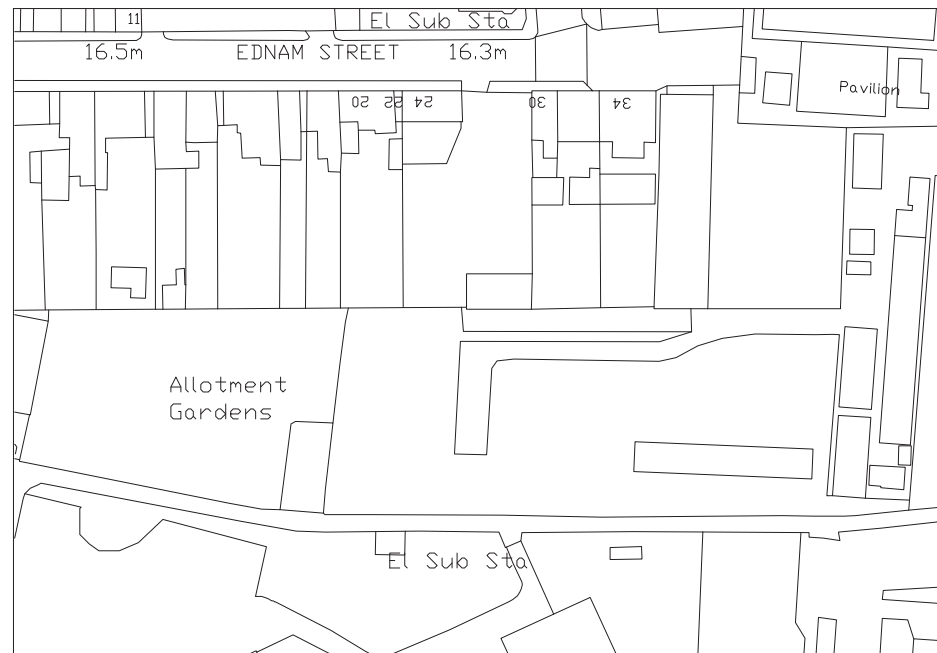


Figure 6.6 - Ednam Road Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.7 - Indicative Ednam Street Site Layout

DESIGN GUIDANCE

Development Project 4 - Station Road North and South

(Indicative layout for illustrative purposes only)



Figure 6.8 - Station Road Site Plan



Figure 6.9 - Indicative Station Road Site Layout

4	Station Road North
Site area	0.22 Ha
Number of units	21
Density	95 dph
Unit types	flats
Total development cost	£2,983,942
Cost per unit	£111,174

4	Station Road South
Site area	0.2 Ha
Number of units	18
Density	90 dph
Unit types	flats
Total development cost	£2,052,579
Cost per unit	£114,032

Description

These potential development sites will improve the arrival point for residents and visitors at the railway station. They will also frame views towards the handsome Central Hotel and with further public realm improvements can offer much greater legibility and clarity of routes towards the town.

The slight realignment of Station roads helps to tidy up what is currently a very messy junction and also creates a area of public realm in front of the Station Road North site.

Due to close proximity to the town centre and the railway station there is also the potential for Live / Work units to be accommodated at this site. Specific dwellings would office spaces as well as digital infrastructure.

DESIGN GUIDANCE

Development Project 5 - Charles Street

.06

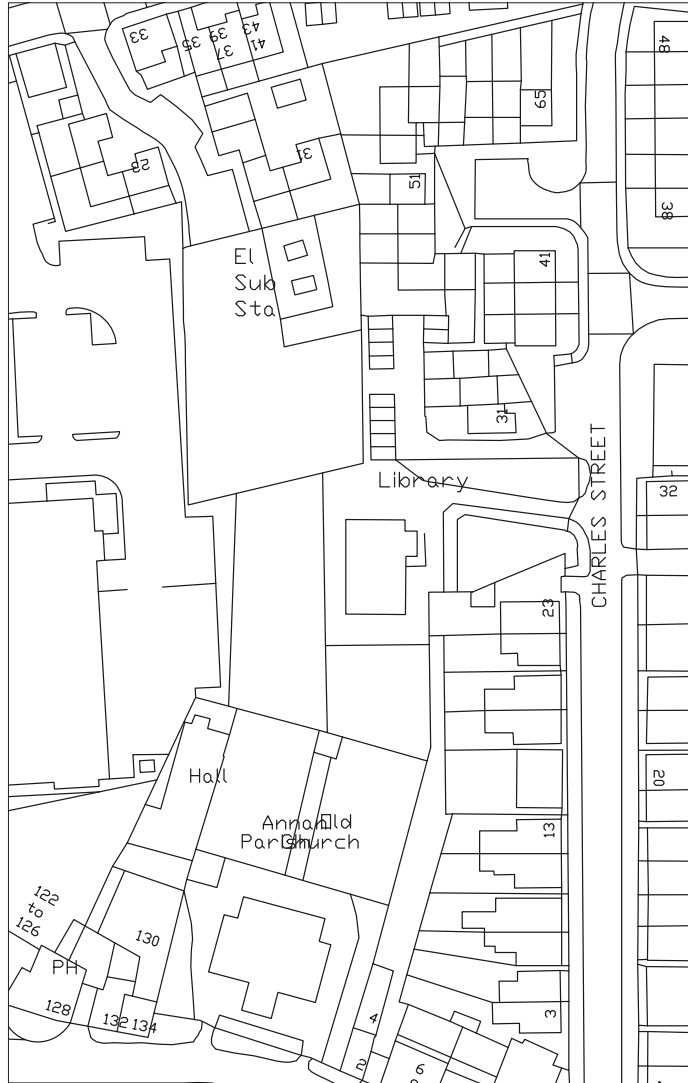


Figure 6.10 - Charles Street Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.11 - Indicative Charles Street Site Layout

5	Charles Street (library)
Site area	0.47 Ha
Number of units	11
Density	23 dph
Unit types	terraced
Total development cost	£1,291,577
Cost per unit	£117,416

Description

With the potential to reinstate the towns library at the Victoria Halls Complex the existing library site could provide a number of terraced houses in close proximity to Annan High Street.

An existing 'Scheduled Monument' would be left within open space in the south western corner of the site.

DESIGN GUIDANCE

Development Project 6 - Mafeking Place

Description

Should the site become available and the existing social club relocated then there exists the opportunity to develop the site at a medium density and deliver a number of small terraced and semi-detached family houses.

The housing would be located close to both the town centre as well as the Tesco store on Scott's Street.

6	Mafeking Place
Site area	0.38 Ha
Number of units	18
Density	47 dph
Unit types	terraced / semi-detached
Total development cost	£2,232,686
Cost per unit	£124,038



Figure 6.12 - Mafeking Place Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.13 - Indicative Mafeking Place Site Layout

DESIGN GUIDANCE

Development Project 7 - Scott's Street

Description

Recently the properties at 2 and 4 Scott's street were refurbished and with the potential development of adjacent land, including the existing Somerfield petrol filling station, an opportunity exists to give much greater definition to the southern edge of Scott's Street which will be visible from both Church Street and entering Scott's Street at the Eastern Gateway.

A courtyard arrangement will serve the dwellings in behind Scott's Street.

There is also the potential for Live / Work units to be accommodated at this site. Specific dwellings would incorporate office spaces as well as digital infrastructure.

.06

7	Scott's Street
Site area	0.39 Ha
Number of units	23
Density	58 dph
Unit types	terraced
Total development cost	£2,468,336
Cost per unit	£124,038

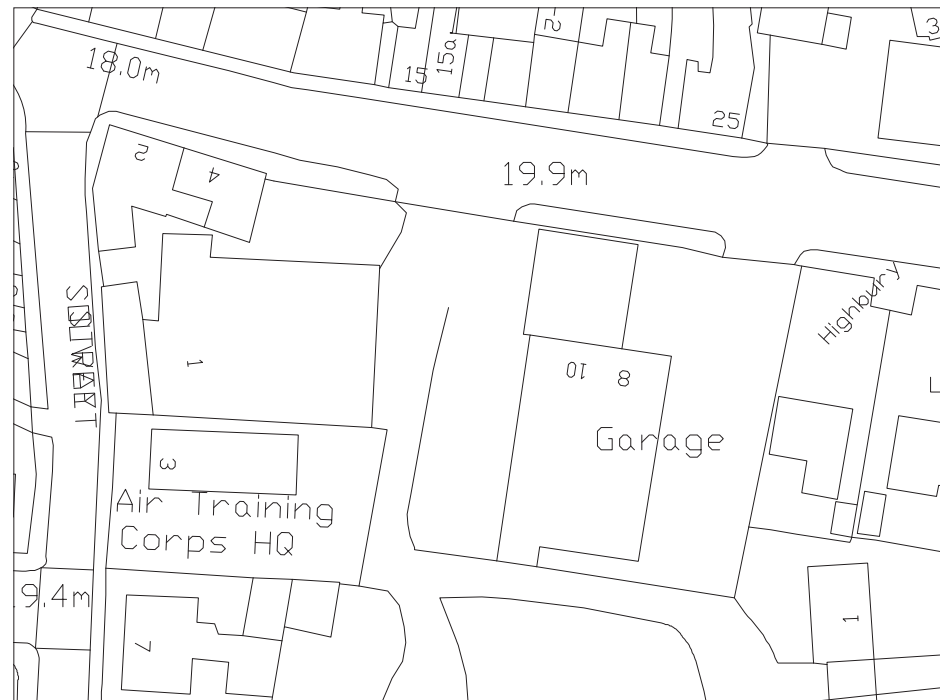


Figure 6.14 - Scott's Street Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.15 - Indicative Scott's Street Site Layout

DESIGN GUIDANCE

Development Project 8 - Solway Street Residential / Scott's Street Commercial

Description

This area consists both a commercial / industrial element (Scott's Street) and also a larger residential development (Solway Street).

The Scott's Street site could potentially rehouse businesses such as CARRS (road frontage display possible) or a number any number from Queensberry Street or Silverlaw.

The residential site has the potential to deliver a large number of family homes as well as open space so that green links are possible to west and through the 'Southern Parkland'.

Commercial Industrial	Scott's Street
Site area	0.95 Ha
Number of units	2
Unit types	sheds
Total development cost	£3,759,675
Cost per m ²	£1,074

8	Solway Street
Site area	4 Ha
Number of units	60
Density	15 dph
Unit types	detached
Total development cost	£8,471,424
Cost per unit	£141,190



Figure 6.16 - Solway Street Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.17 - Indicative Solway Street Site Layout

DESIGN GUIDANCE

Development Project 9 - Silverlaw

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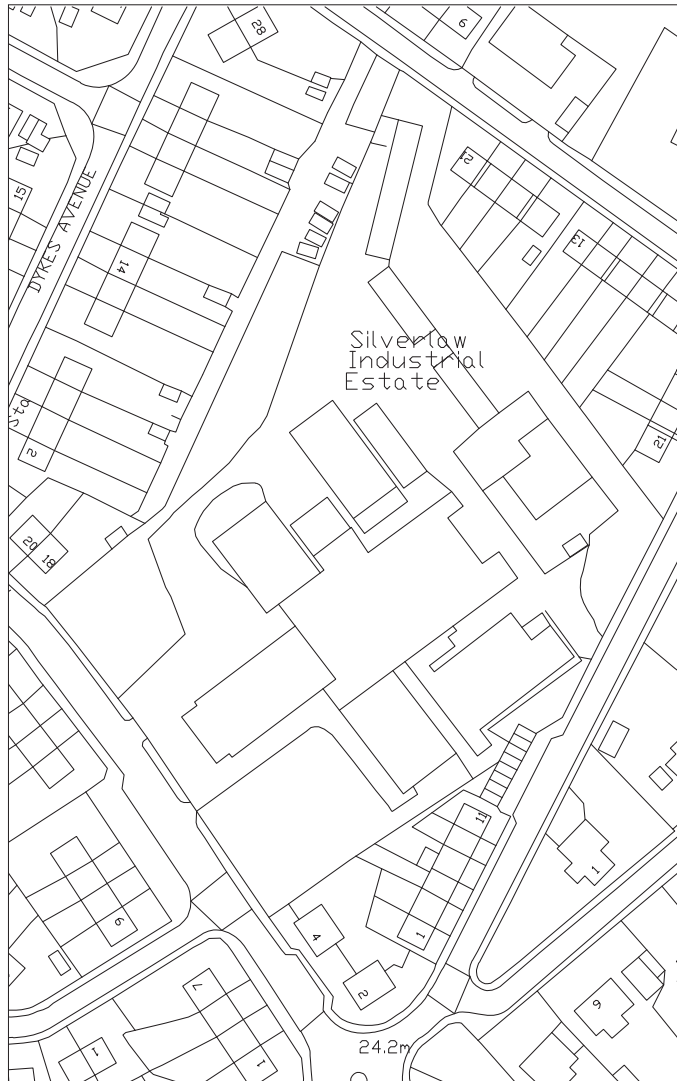


Figure 6.18 - Silverlaw Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.19 - Indicative Silverlaw Site Layout

9	Silverlaw
Site area	1.45 Ha
Number of units	55
Density	39 dph
Unit types	terraced / semi-detached
Total development cost	£6,554,052
Cost per unit	£119,165

Description

The existing Silverlaw industrial estate currently sits with a large residential area and to a certain degree detracts from residential amenity. The adopted local plan considers that the sites is suitable for residential development.

Surrounding residential densities are of a medium level and this is reflected in the number of potential dwelling suggested here.

There is also the potential for Live / Work units to be accommodated at this site. Specific dwellings would office spaces as well as digital infrastructure.

DESIGN GUIDANCE

Development Project 10 - Annerley Road

Description

The site is currently occupied by an active sawmill. It is considered that there may be more suitable locations within the town that could accommodate this use. This would not only improve localised residential amenity but also offer better access through a more robust road network. Potential sites could be found within the Chaplecross redevelopment area.

This site could accommodate a number of larger family houses in keeping within the surrounding character and context.

10	Annerley Road (Sawmill)
Site area	1.7 Ha
Number of units	33
Density	20 dph
Unit types	semi-detached / detached
Total development cost	£3,756,483
Cost per unit	£113,833

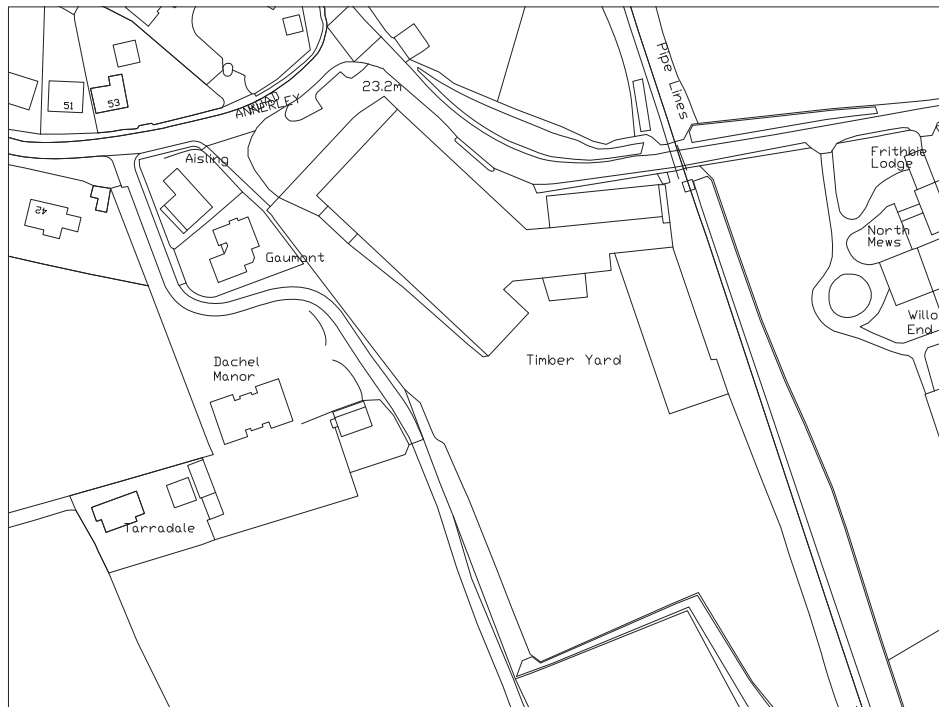


Figure 6.20 - Annerley Road Site Plan

(Indicative layout for illustrative purposes only)



Figure 6.21 - Indicative Annerley Road Site Layout

DESIGN GUIDANCE

Development Projects

.06

	Site	Area (Ha)	Use	Density / Capacity (dph) approx.	Unit type	No. of Units	Development Cost	Development Cost / unit
1	Carrs	0.39	Residential	70	Flats / Terraced / townhouses / semi-detached	27	£3,142,744	£116,399
2	Queensberry Street	1	Residential	35	Terraced / detached	35	£4,425,133	£126,432
3	Ednam Street	0.84	Residential	30	Terraced / semi-detached / detached	24	£2,983,942	£119,358
4	Station Road North	0.22	Residential	95	Flats	21	£2,334,648	£111,174
5	Station Road South	0.2	Residential	90	Flats	18	£2,052,579	£114,032
6	Charles Street (Library)	0.47	Residential	23	Terraced	11	£1,291,577	£117,416
7	Mafeking Place	0.38	Residential	47	Terraced	18	£2,232,686	£124,038
8	Scott's Street	0.39	Residential	58	Terraced	23	£2,468,336	£107,318
9	Solway Street	4	Residential	15	Detached	60	£8,471,424	£141,190
10	Silverlaw	1.45	Residential	39	Terraced / semi-detached	55	£6,554,052	£119,165
	Annerley Road (Sawmill)	1.7	Residential	20	Semi-detached / detached	33	£3,756,483	£113,833
	Totals	11.04	Residential	30		325	£39,713,604	£119,123 (average)
	High Street upper floors		Residential		Potential for up to 50 conversions	50	Not costed	Not costed
	Development edge to Southern Parkland	8.4	Residential	30	Semi-detached / detached	252	Not costed	Not costed
	Overall Totals		Residential			627		
	Scott's Street	0.95	Industrial / Commercial		Shed	1 – 2000m2 1 – 1500m2	£3,759,675	£1,074 / m2

Figure 6.22 - Development Strategy Capacities and Costs

Upper Floors

- 6.11 Through a high level calculation of upper floors along the Annan High Street, there would appear to be approximately 8,000 sq.m of floor space above shops and across two, three and some four storey buildings.
- 6.12 Through visual inspection the masterplan team has considered that up to 50% of this floorspace is either not used or is under utilised.
- 6.13 Assuming that 50%, 4,000 sq.m is potentially available for conversion to residential use, flats at an average of 80 sq.m per flat, then there is the potential for up to 50 units comprising a mix of one and two bedroom flats.

Development Edge to Southern Parkland

- 6.14 There exists the potential to develop along the edge of open space in the southern half of the town. Developing certain sites would introduce active edges to potentially improved southern park land.
- 6.15 Development on these sites is likely to be lower density family housing and may very well be more suited for deliver through the private sector where contributions can be made to improved parkland and pedestrian / cycle routes.

DESIGN GUIDANCE

Investment Strategy

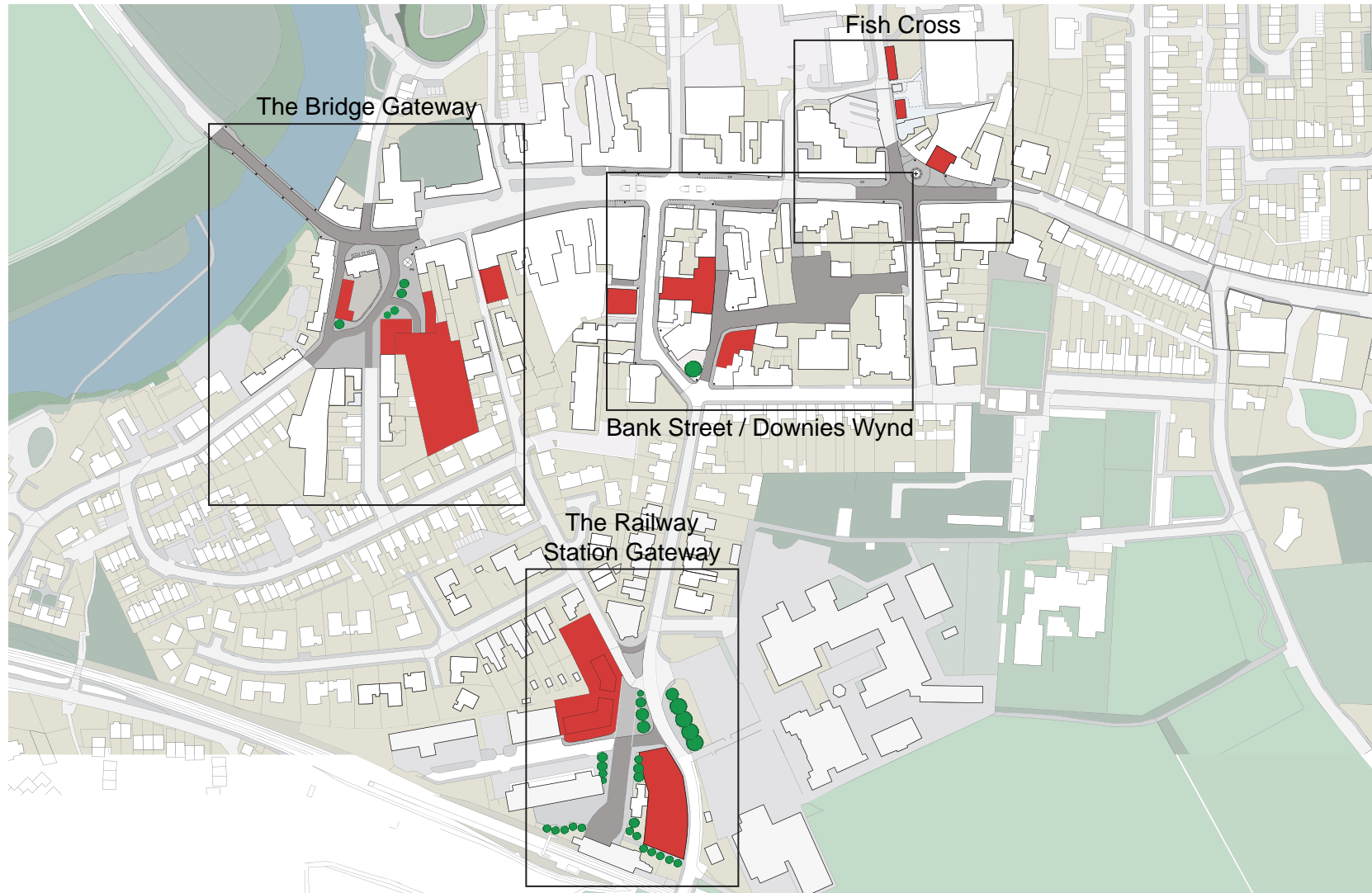


Figure 6.23 - Potential areas for public realm investment

DESIGN GUIDANCE

Investment Strategy

6.16 A key aspect in the improvement of Annan as a place to live and visit is the improvement of a number of key areas of public realm. This programme builds on the excellent THI programme that seen a number of key spaces along the High Street targeted for investment.

6.17 Projects include:

- The Bridge Gateway
- Fish Cross
- Bank Street / Downies Wynd (including the central car park)
- The Railway Station Gateway
- The Bus Station Gateway (work anticipated by Dumfries and Galloway 2010/2011)
- Longmeadow area housing renewal
- Kimmeter / Newington area housing renewal

Site / Area	Comprising	Development Cost
Bridge Gateway Public Realm	Public realm materials Lighting Public art	£1,317,175
Fish Cross Public Realm	Public realm materials Lighting Public art	£632,373
Railway Station Gateway	Public realm materials Lighting Public art	£771,975
Bank Street and Downies Wynd Public Realm	Public realm materials Lighting Public art	£1,461,935
Totals		£2,867,775

Figure 6.24 - Potential public realm costs



Granite whin setts



Caithness slab footpaths



Granite whin setts

DESIGN GUIDANCE

Investment Strategy

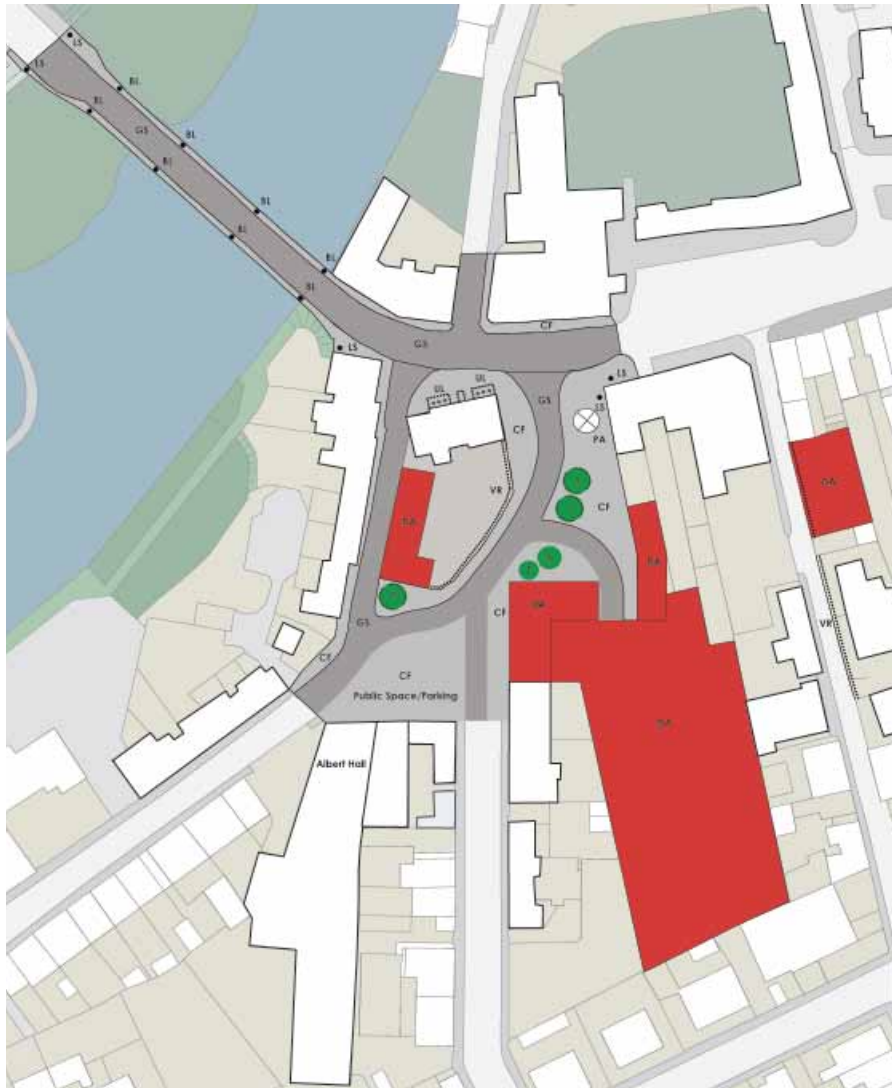


Figure 6.25 - The Bridge Gateway

KEY	
CF	Blue/grey Caithness flags in 600, 450 & 300 x random lengths with uniform natural riven finish
GS	Grey granite/ whin sets 100x100x100 cropped finish and edged with silver grey sets
DA	Potential housing redevelopment refurbishment area
LS	New street lighting columns in heritage style installed elsewhere
VR	New Victorian Railings to match existing
ER	Existing Victorian Railings
BL	8No. Purpose made traditionally styled lights to plinth positions on bridge
UL	70W cdm-td ground mounted quadrum uplighters to provide building illumination
PA	Public art piece or feature
T	Tree or planting feature
B	Existing building refurbished
BR	Existing Barrier

DESIGN GUIDANCE

Investment Strategy



Figure 6.27 - The Railway Station Gateway

KEY	
CF	Blue/grey Caithness flags in 600, 450 & 300 x random lengths with uniform natural riven finish
GS	Grey granite/ whin sets 100x100x100 cropped finish and edged with silver grey sets
DA	Potential housing redevelopment refurbishment area
LS	New street lighting columns in heritage style installed elsewhere
VR	New Victorian Railings to match existing
ER	Existing Victorian Railings
BL	8No. Purpose made traditionally styled lights to plinth positions on bridge
UL	70W cdm-td ground mounted quadrum uplighters to provide building illumination
PA	Public art piece or feature
T	Tree or planting feature
B	Existing building refurbished
BR	Existing Barrier

DESIGN GUIDANCE

Investment Strategy

.06



KEY

- CF Blue/grey Caithness flags in 600, 450 & 300 x random lengths with uniform natural riven finish
- GS Grey granite/ whin sets 100x100x100 cropped finish and edged with silver grey sets
- DA Potential housing redevelopment refurbishment area
- LS New street lighting columns in heritage style installed elsewhere
- VR New Victorian Railings to match existing
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- BL 8No. Purpose made traditionally styled lights to plinth positions on bridge
- UL 70W cdm-td ground mounted quadrum uplighters to provide building illumination
- PA Public art piece or feature
- T Tree or planting feature
- B Existing building refurbished
- BR Existing Barrier

Figure 6.28 - Bank Street / Downies Wynd

DESIGN GUIDANCE

Community Strategy

- 6.18 For its size Annan has a significant number of community, leisure and recreation facilities. The public affection for the swimming pool and cinema were both notable points in the community engagement process. There was however a sense that facilities were spread across the town and specific reference was made to the lack of a community hub, the poor library facility, the limitations in terms of digital infrastructure and low quality of some public spaces.
- 6.19 Given the limitations on public funding every effort has been made to consider ways of bringing a range of funding streams together, by maximising the complementarity of projects.
- 6.20 Projects include:
- Victoria Halls Complex
 - Southern Parkland: The Solway Meadows
 - Pipe line arts / heritage walk
 - Swimming pool improvements
 - Digital Infrastructure

DESIGN GUIDANCE

Community Strategy

.06

Victoria Halls Complex

6.21 One of the more popular ideas throughout the community engagement and stakeholder sessions was the concept of bringing a number of community uses together on one site in the heart of the Town. Victoria Halls and the adjoining Market Hall already play host to a variety of community uses and facilities. Victoria Halls houses Annan Museum and formerly the library before it was relocated to Charles Street approximately 30 years ago.

6.22 The proposals show four options for redevelopment. The first is a relatively limited repair and reuse of the two buildings, reinstating the library and creating a new atrium between Victoria and Market Halls. The ambition of the proposals grows toward Option Four, where a new entrance of High Street is proposed. The costs, shown in Fig. 6.29, are for Option 4.

ACQUISITION	
Site acquisition costs	56,000
Stamp duty	-
District Valuers fees	-
Legal fees & expenses	2,400
Home loss & disturbance	-
Decant costs	-
£	58,400
CONSTRUCTION WORKS COST	
Demolition works	40,000
Fabric Repair / Upgrading Costs	245,000
Glazed atrium roof	282,000
New Construction	2,790,000
£	3,357,000
PROFESSIONAL FEES	
Design Team	503,550
£	503,550
DEVELOPMENT CONTROL	
Planning fee	1,117
Building warrant fee	9,880
Demolition warrant fee	-
RES 3 Costs	-
Asbestos Survey	3,000
Topographical survey	-
Site investigation	2,000
Lighting design	5,000
CCTV survey of sewers	-
Scottish Water consent/ inspection fees	-
Roads construction consent/ inspection fees	-
Road stopping up orders	1,000
Sewer rebate	-
£	21,997
DEVELOPMENT/ADMINISTRATION	
Development Contingency / Misc Cost	13,424
£	13,424
CAPITALISED INTEREST	
No allowances	-
£	-
VAT	
17.5% on all costs	689,666
£	689,666
TOTAL DEVELOPMENT COST	
£	4,644,037
COST PER M2	
£	2,738



Figure 6.29 - Victoria Halls Cost Table for Option 4

DESIGN GUIDANCE

Community Strategy

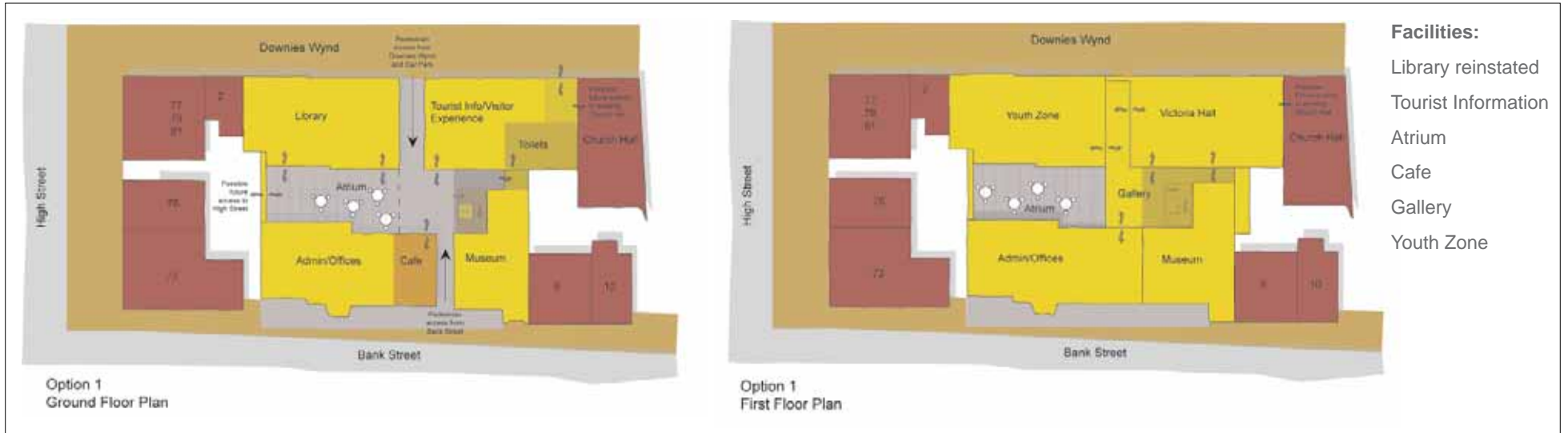


Figure 6.30 - Option 1

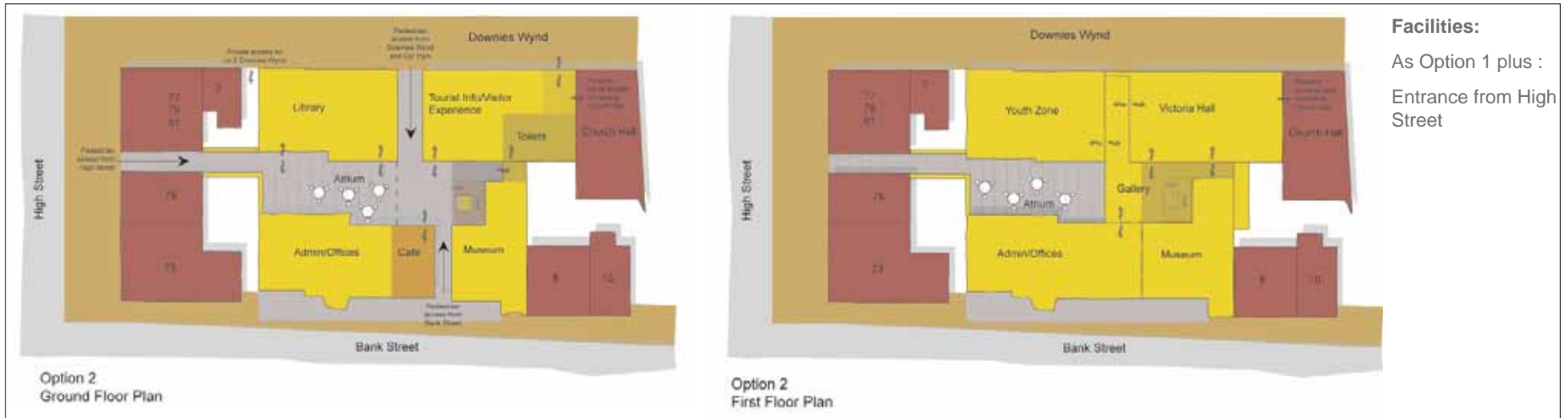
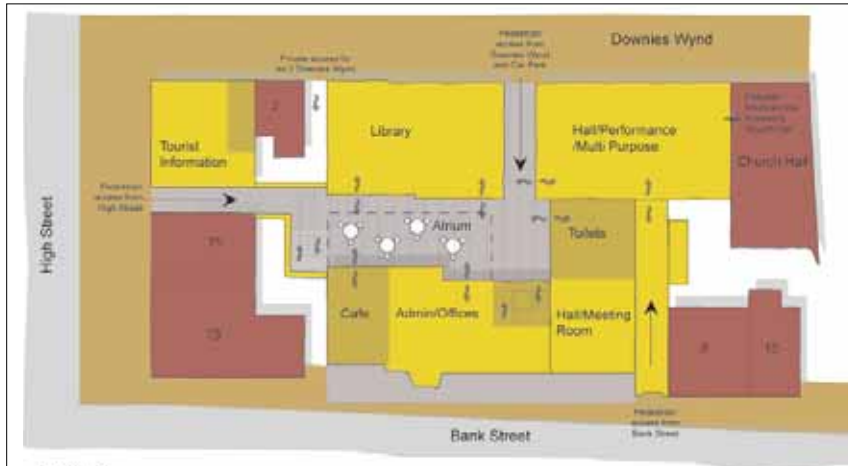


Figure 6.31 - Option 2

DESIGN GUIDANCE

Community Strategy

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Option 3
Ground Floor Plan

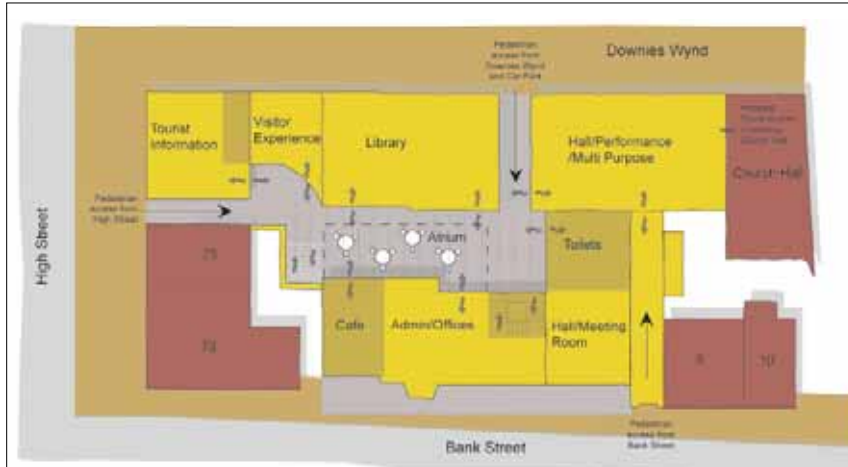


Option 3
First Floor Plan

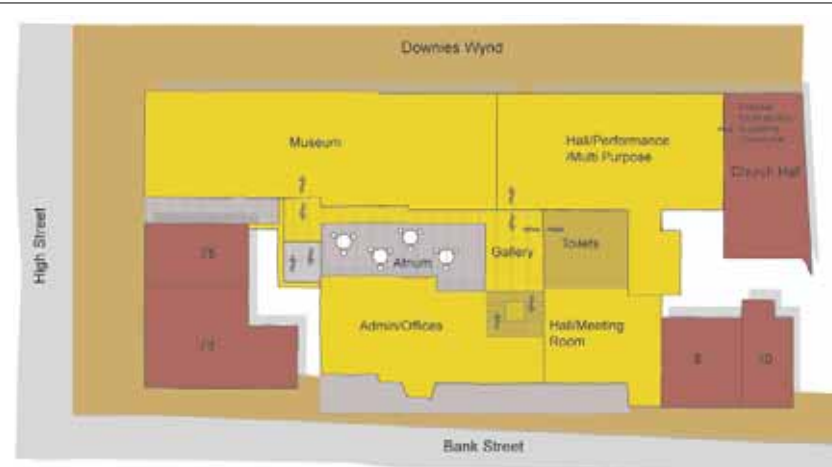
Facilities:

- As Option 2 plus :
- Tourist information moved to High Street unit
- Museum moved
- Additional meeting rooms
- Additional multi-purpose room
- Enlarged gallery space

Figure 6.32 - Option 3



Option 4
Ground Floor Plan



Option 4
First Floor Plan

Facilities:

- As Option 3 plus :
- Additional pedestrian access from Bank Street
- Additional pedestrian access through tourist information
- Tourist information enlarged
- Museum enlarged

Figure 6.33 - Option 4

DESIGN GUIDANCE

Community Strategy



Figure 6.34 - Southern Parkland

DESIGN GUIDANCE

Community Strategy

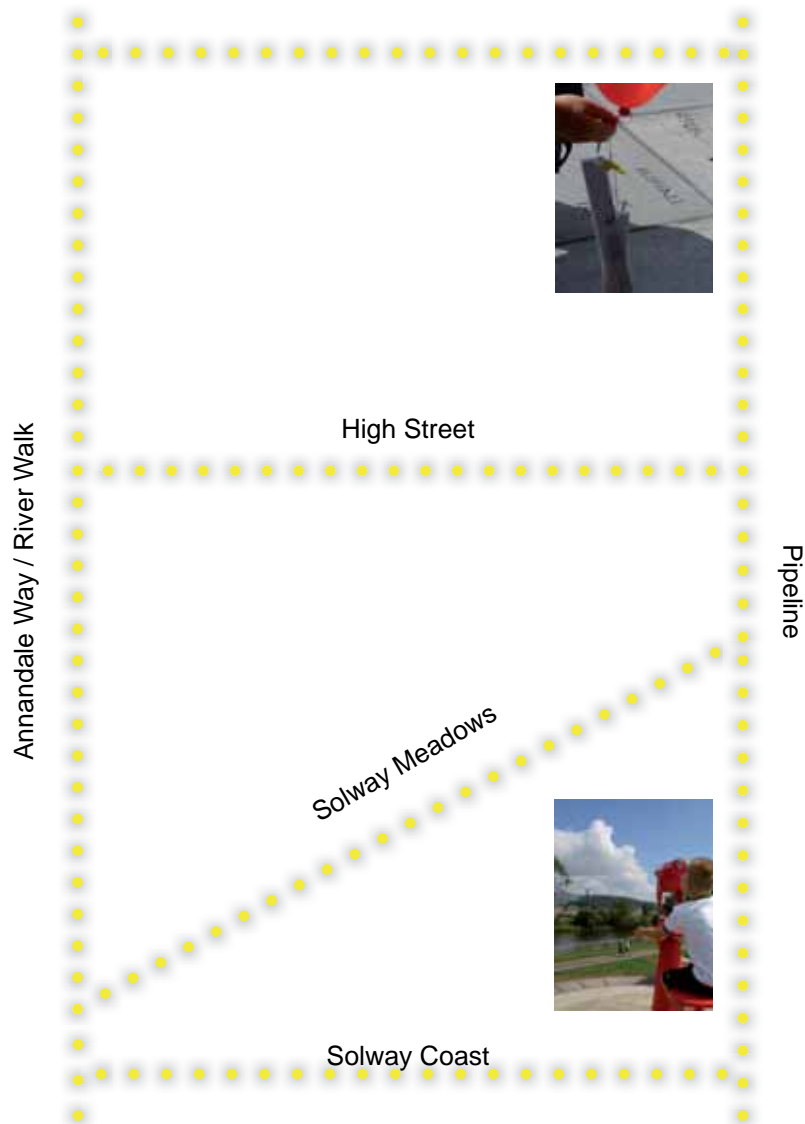


Figure 6.35 - Walking / Cycle Circuits

Southern Parkland: Solway Meadows

- 6.23 To the south of the town centre lie a number of open spaces. Some are in use by local schools and others are the focus of informal recreation. A number are simply in agricultural use. Taken together these spaces form a green spine that runs south of the High Street from the Pipeline to the Harbour. The masterplan team felt that this represented an unrealised opportunity to create a recreational resource of note and scale.
- 6.24 The proposal is for the creation of a series of formal open and recreational spaces and a link cycle / pedestrian route through limited redevelopment along their edges where they meet existing development. Development would overlook the new parks and would provide a finished edge to the town.
- 6.25 It is likely that the current proposal for a play / activity space could be accommodated within this package of improvements.
- 6.26 The potential route across the harbour is of particular note as it would complete a pedestrian / cycle circuit to the south of the Town and encourage passing visitors to the harbour, lending weight to the idea of a future heritage project in this area.

Pipe Line Arts / Heritage Walk

- 6.27 The Chapelcross Pipeline is currently a major and potentially divisive barrier in the Town. Access is informal and not encouraged albeit it is a popular route for dog walkers etc. With the closure and redevelopment of Chapelcross will come the opportunity for the reuse for the pipeline route and the possibility for greater public access. It offers an ideal route for pedestrians and cyclists to move quickly between the Town and the Solway.

DESIGN GUIDANCE

Community Strategy

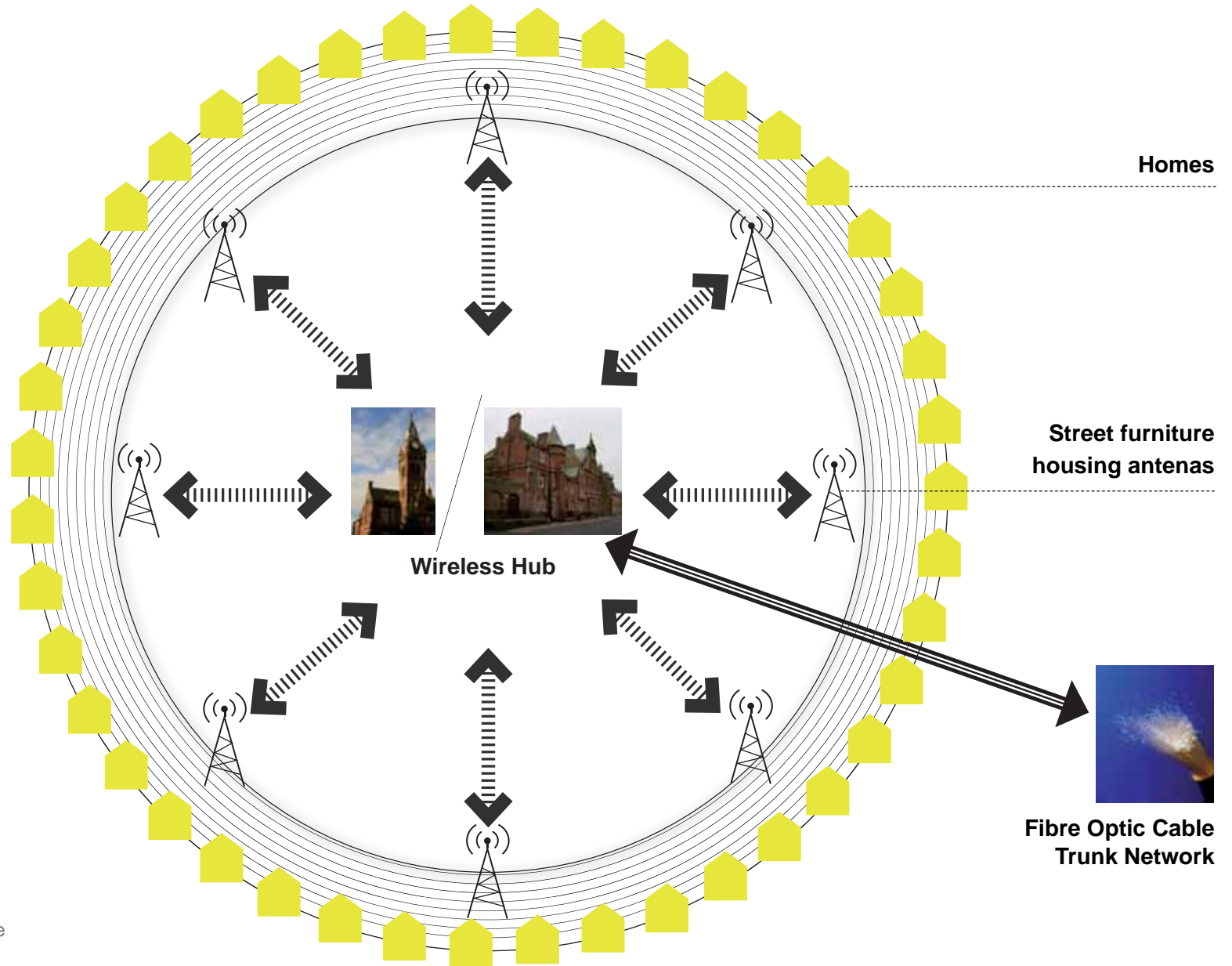


Figure 6.36 - Digital Infrastructure

Community Strategy

Digital Infrastructure

Alternative to Cables

- 6.28 One alternative could be to use the increased capacity of the radio spectrum following the 'switch over' (2012) from terrestrial analogue to digital services. This could allow mobile phone and wireless network technology to reach more rural areas. Through 3G and 4G networks and the installation of telecommunication masts, instead of laying cables, high broadband speeds can be delivered.
- 6.29 However, this is still subject to the commercial viability of installing the infrastructure in terms of masts and there is likely to be a need for some incentives for rural areas. OFCOM will also need to assess how it redistributes the radio spectrum but will be unlikely to want to do it on a piecemeal basis.

An Option for all of Annan

- 6.30 There is the potential to use a public building as a Wireless Hub. The fibre optic cable would connect into the building and then distribute a signal wirelessly through a mesh network around the town. There would be street furniture that would house antennas to distribute the signal to homes. The data traffic would then be aggregated back at the Hub and then travel on from there through the fibre network.
- 6.31 Commercially speaking this is difficult as the whole town would need to sign up to the same provider to make it viable and to get a return on the network investment. There is the potential for Annan to pilot such a scheme as it benefits for the following:
- Potentially the right population size to make it viable if everyone signs up
 - Still a relatively small geographical area to cover by new masts

- Public sector / Schools / industry as anchor users
- History of innovation

A Working Example

- 6.32 Lyddington, A UK village, raised £37,000 to offer 200 homes the super-fast broadband that BT could not deliver has launched its network. Other telecom firms had said it was not economical to provide fast services to the village.
- 6.33 Residents discovered that there was nothing to stop them becoming a telco (telephone / telecommunications company). Indeed, the Rutland Telecom scheme was a joint effort between villagers and will offer the residents of Lyddington speeds of up to 40Mbps (megabits per second).

Benefits to Annan

- 6.34 Such an approach would secure greatly increased download as well as upload speeds (upload speeds are important for businesses as larger file size documentation is often distributed by uploading and e-mailing, as well as for the updating and management web sites). These increased speeds would be beneficial for not only business but also within education, community facilities and for households within the town where a huge proportion of young people have an ever increasing reliance upon internet connect and high broadband speeds.
- 6.35 Delivering a digital infrastructure such as this would very likely give Annan a competitive advantage when it comes to the setting up of new businesses, the expansion of existing businesses, potentially retaining a greater number of young people and continuing to attract families to the area who will increasingly value the digital quality of life as well as the traditional quality of life in respect of community, education and environment.

DESIGN GUIDANCE

Community Strategy

Regeneration through Affordable Housing

- 6.36 Annan, as with most of Dumfries and Galloway, has a deficit of affordable homes (£120,000 and under). Development activity in the town has predominantly delivered lower density, larger family homes on the edge of the town. A small amount of private flatted accommodation has been developed within the town centre but although potentially being the right type of housing, it has generally proved not to be 'affordable'.
- 6.37 Identified within this masterplan is a reversal to current trends, a strategy that focuses housing development as close to the town core and spine as possible and also house types that are in line with demand and that are affordable for local people.

What types of homes are affordable?

- 6.38 Affordable homes could and should cover a variety of different house types. It is envisaged that these would range from flats either accommodated within converted upper floors along High Street or new build, through terraced houses, semi-detached and detached properties. Providing a variety will be essential in retaining a mixed community and providing an affordable choice for young, low earning and elderly people to live in Annan.

Types of Tenure

- 6.39 A variety of methods and approaches can be used to provide affordable housing. These can range from traditional social rent housing to a number of shared ownership and increased equity schemes.
- 6.40 'Staircasing' is the process of purchasing additional shares and increasing your ownership (equity) in a property when the lease is at least 12 months old.

Dumfries and Galloway Housing Partnership (DGHP)

- 6.41 We have been in close contact with DGHP with regard to the level and type of demand for housing within Annan. In 2009 there were 1,500 people on waiting lists for affordable homes in Annan (there will be some degree of duplication across waiting lists in terms of DGHP and local housing associations).
- 6.42 This information was considered when evaluating the capacity of sites and the types of homes that they could accommodate. The consultation with DGHP has directly informed this process.

Loreburn Housing Associations

- 6.43 Through consultation Loreburn have stated that they would be happy to consider the development of affordable housing in Annan subject to the support of the Council's Housing Services through the Local Housing Strategy, supported by the Housing Needs and Demands Assessment.
- 6.44 Loreburn stated that 'The development of Brownfield sites for new build housing will be subject to the assessment of financial viability within the Scottish Government's funding limits for affordable housing'.

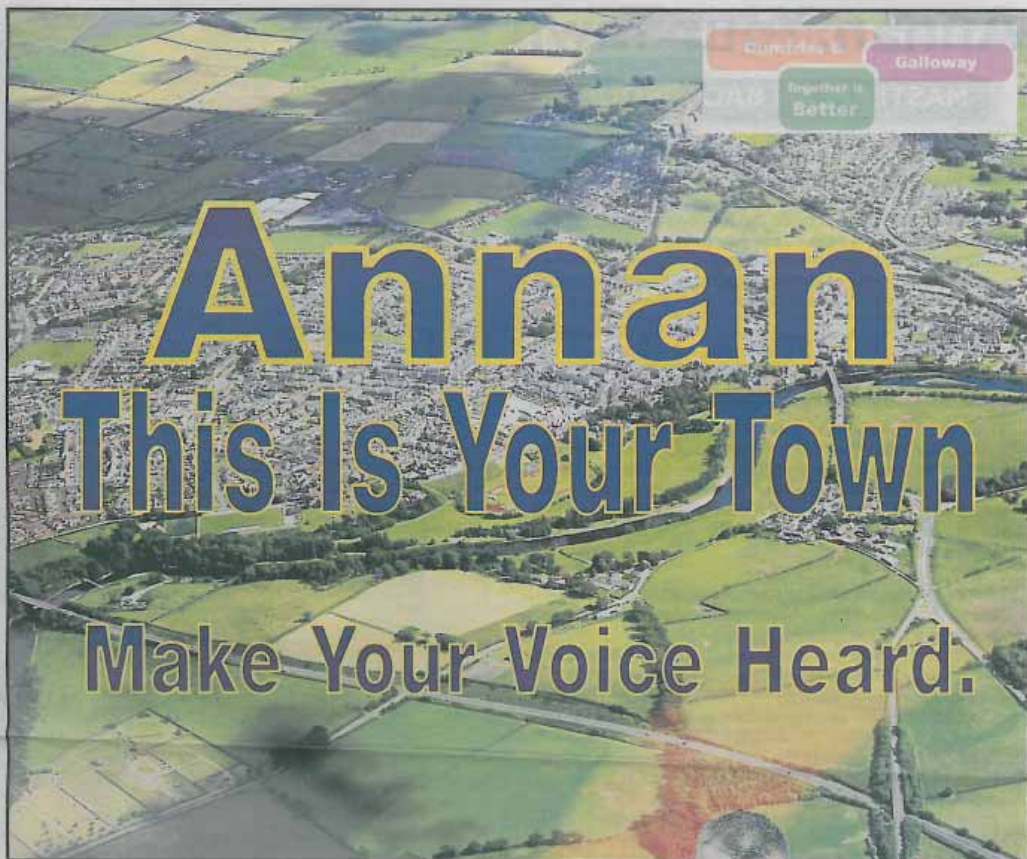
Community Strategy

Harbour and Longmeadow Regeneration

- 6.45 Although the harbour area has had an individual study carried out (Halcrow, 2004), with development options presented, no investment or development has been forthcoming. The options presented within the study, and in particular the preferred 'maximum investment' model, have ultimately proved undeliverable.
- 6.46 Some potential reasons why redevelopment and regeneration has not taken place may also be due to severe flood risk and issues relating to complex land ownership. These issues aside it still remains that huge investment would need to be made in an area where its former function has long since expired (a working port) and where potential future uses have not been able to attract either public or private investment.
- 6.47 It has been suggested that with investment in dredging the River Annan it would be possible to instate the area as a winter dock for pleasure boats and indeed this could be a catalyst for further regeneration but such development options would need to be considered and explored in far greater detail than is possible within this town wide regeneration study.
- 6.48 The team have also considered that future investment in the harbour area could be helped by increased investment in the residential area of Longmeadow and potential areas of new housing around its periphery. This investment may help to increase land value and potentially make redevelopment of the harbour more commercially viable.
- 6.49 This masterplan therefore considers that while there remains huge potential in the harbour area, the cost of investment to realise this would be far better served in areas of the town where there is a clear function and more realisable potential in the short to medium term.

Kimmeter / Newington / Springbells Regeneration

- 6.50 In addition to town centre housing, demand for social rented / affordable in the areas of Kimmeter, Newington and Springbells is high. Indeed, future investigation of stock post 2015 (SHQS) could identify the potential for further investment either in terms of additional refurbishment or replacement of any housing stock found not to be viable for SHQS investment.
- 6.51 In addition to this, and following Dumfries and Galloways Council's Open Space Audit (underway and due for completion in 2011), improvements could be possible to open space and the provision of improved recreational facilities / equipment within these residential areas. Investment of this type would be of great benefit to all residents.
- 6.52 Further detailed analysis of these residential areas, along with studies relating to stock condition, public realm and open space would be required to provide any regeneration proposals of worth within these areas.



Why we are creating a Masterplan

What is it?

A Masterplan is a plan for a town that includes a physical plan as well as projects that can improve the look and layout of the town, improve the facilities for people who live and work there and make the town more attractive to visitors. A Masterplan comprises images and text describing how an area is to be developed – it is based on an understanding of place and is aimed at providing a structured approach to creating a clear and consistent framework for development.

A Masterplan also acts as a document that clearly demonstrates and details community and business consultation – this is vital to enable internal and external funding to be sought and gained. Without such documents funding for project development cannot be achieved.

The Masterplan has been developed from a clear brief issued by the Annan Regeneration steering group – which is made up of elected members, council officers,

community council and initiative, business and key stakeholders such as DGHF. The group was formed involving representatives from all such groups to ensure that a broad representation from the communities within Annan was in place.

How do you develop a Masterplan?

A Masterplan has to be created by looking at existing planning documents and by consulting local people who live there as well as other agencies which offer services in the area. Consulting local people and businesses is really important because they are the ones who know their community best and who will know what can work. By consulting local people the finished Masterplan is then acceptable to funding bodies who need to be reassured that the Masterplan is in line with what local people would like to see in the future in their town.

The region's third largest town

Annan is the third largest town in Dumfries and Galloway and has, as the rest of the region, found employment challenging over the last twelve months.

By creating a Masterplan Dumfries and Galloway Council can together with the local and business communities improve the town to make it fit for businesses of the future and ensures that employment opportunities continue.

The town can also be improved so that it can make the most of tourism in the area and events such as the British Pipe Band Championships so that visitors stay longer and spend more! The Council can also make sure those organisations who deliver services work together to deliver the overall vision for the town as set out in the Masterplan. If there is no Masterplan this joined up working can be harder to achieve.



4 PAGE PULL-OUT
Advertiser's Announcement

Annan. Your Town

MASTERPLAN BACKGROUND

Work on the Annan Regeneration Masterplan began in September 2009 when Dumfries and Galloway Council and the Annan Regeneration steering group commissioned a team led by Turley Associates to produce an ambitious, yet practical, masterplan that would provide the framework for development in the town over the next fifteen years.

Central to the masterplan was engaging with the towns people to gauge perceptions of the town but also to record ambitions and ideas that could directly inform the emerging masterplan proposals.

WHAT YOU HAD TO SAY

Through the various consultation events which included householder and schools consultation post cards, key stakeholders, local businesses, gazebo days, future walks and the christmas projection event, the team heard a strong set of messages which the people of Annan considered important in making the town a better place to live, work and visit. The key messages included:

- Better maintenance of the town, especially in the town centre where there could be improvements to important buildings and streets;
- A Community and Visitor Hub, somewhere which provides a wide array of resources and can also could also act as a tourist information centre;
- Opportunities for existing businesses to grow and for new business to start up;
- Better range of shops in the town;
- More affordable housing, specifically for local younger and more elderly people;
- Better use of open space with activities within parks and better lighting;
- Improved digital infrastructure (faster broadband);
- Better parking arrangements; and
- Potential improvements to popular youth resources such as the swimming pool.



4 PAGE PULL-OUT
Advertiser's Announcement



INVESTMENT PROJECTS

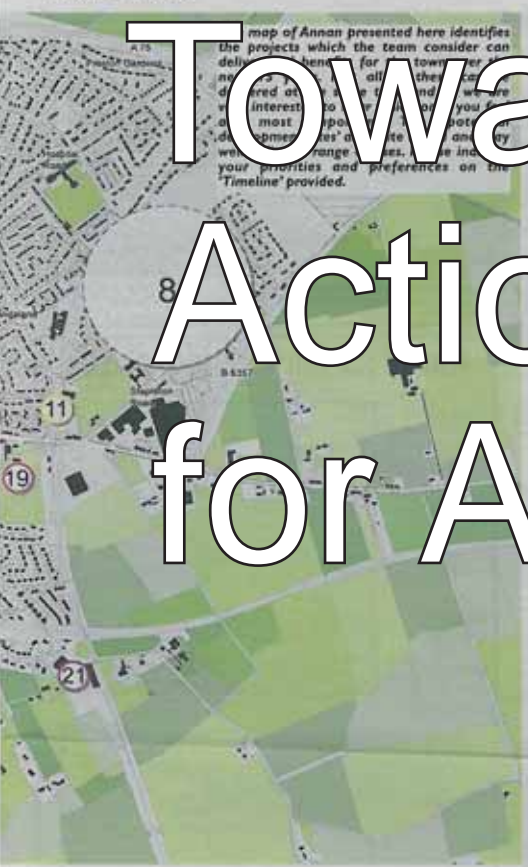
Project	Site	Potential Works
1	The Bridge Gateway (area around Bridge House including old and new Post Street)	Public realm improvements, public art and lighting strategy.
2	Fish Cross	Public realm improvements, public art and lighting strategy.
3	Bank Street and Downies Wynd	Public realm improvements and lighting strategy.
4	Train Station Gateway	Public realm improvements and lighting strategy.
5	Bus Station Gateway	Public realm improvements and lighting strategy.
6	Central Car Park	Rationalisation of space, potential increase in spaces, public realm treatment and lighting strategy.
7	Longmeadow area housing renewal	New homes and improvements to public realm and open spaces.
8	Himston/Newington area housing renewal	New homes and improvements to public realm and open spaces.

COMMUNITY PROJECTS

Project	Site	Existing Use	Potential
9	Victoria Hall Complex: Community Hub	Various	Library, leisure centre and cafe
10	Southern Parkland: The Solway Meadows	Open space	Walking and a landscaped area across the site of the
11	Pipe line heritage route	Unofficial footpath	Landscaped linear
12	Swimming pool improvements	Swimming pool	Improvements
13	Digital Infrastructure	Fiber broadband connections	Upgrade, super broadband, home business

Make Your Voice Heard

Towards an Action Plan for Annan



Make Your Voice Heard

THE MASTERPLAN RESPONSE

... from the town centre were important but people felt that it had been neglected for many years and it is in need of 'brightening up' at the very least. It was also suggested that there was lack of community focus or a community hub.

The concept which we would like to promote is one of **Repair, Invest and Revitalise**. Where these three actions have been targeted:

1. Opportunity for some industrial and commercial businesses to relocate. Potential to offer local industrial and commercial businesses support to help them with better access and opportunities to:
 - Potential to utilise identified business space for Business/Industrial units to improve employment opportunities
2. Redevelop and intensify the town core
 - Strengthen the Core: enhancing buildings and streets
 - Strengthen the Spine: areas between the town centre and the river
 - Celebrate the Gateway: attractive entrance into the town
 - Introduce a Community Hub: to bring residents and visitors together
 - Housing: to create a range of homes close to shops and services
3. Housing Renewal Areas
 - Specific regeneration projects could emerge to improve some housing areas in the town to provide better and more suitable housing as well as open space with greater amenity value
4. Limited development of open space edges to define 'Southern Parkland'
 - Some housing development over looking park areas
 - Creating attractive pedestrian connections from east to west, the pipeline to the river



DEVELOPMENT PROJECTS		
Project	Site	Potential Works
1	Curry	Agricultural products and services
11	Queensberry Street	Industry/business estate
13	Charles Street site	Library and surrounding area
14	Scott's Street site	Site adjacent to 4 Scott's Street and incorporating the existing Somerset dining station
16	Melking Place site	Social Club
20	Sally's & Scott's St	Vacant land and tennis court
21	Sherrin	Industrial Estate
22	Amberley Road	Industrial estate

Please could you take the time to review the potential project and then make a note of the relevant project numbers on the timeline below. This will indicate what you believe should be the priority projects for the Annan Regeneration Masterplan.

Once you have noted the number onto the timeline please cut out the slip where indicated and either post to **Michael Ward, Turley Associates, 80 St. Vincent Street, Glasgow, G2 5UB** or place in the deposit boxes located at either **Annan Council Offices, The Annandale Observer Office, Annan Library or Somerset Supermarket**. Alternatively you can e-mail comments to annanregeneration@turleyassociates.co.uk. **PLEASE PROVIDE YOUR RESPONSES BY WEDNESDAY 31 MARCH, 2010**

If there are any potential projects which you believe should be considered please make a note of them in the space provided on Page 4 on the rear of this slip.

What will happen once the Masterplan has been finished?

Once the Masterplan is finished the hard work begins to deliver the action plan. Council officers, elected members, business and community organisations will work to find funding and will work with community groups and the private sector to support them to take forward any projects they can.

The Masterplan being developed in Annan is a document that will have a lifespan of up to 15 years with projects being identified as short, medium and long-term. This feature is aimed at detailing the work to date and we actively welcome and encourage feedback from all areas of the local and business communities.



Consultant team architect and Annan resident Tim Langlands leads a 'Future Walk' around the town, looking at the town's history to generate discussion on its future potential.

Annan Masterplan - The Economic Case

THE ECONOMY in Annan like much of the region has been adversely affected by the Economic downturn, which in turn affects employment and job opportunities. According to the Annual Business Survey 2007 (the latest available), there were 4335 employees in employment (including the self-employed) in Annan. Since then there have been changes in the manufacturing sector with a number of highly prominent closures and reductions by major employers in the town which is reflected in the unemployment data.

As 2007 the structure of Annan's economy and the jobs available are radically different to the rest of the region - manufacturing is a much more significant employer in Annan than elsewhere in Dumfries and Galloway accounting for 34.8% of the town's employees. This proportion is ten and a half times the regional average. This clearly demonstrates the dependence that the town and surrounding area has on the manufacturing base employment which sadly is in decline.

The closure of Chapinross has and will continue to have significant impact on employees opportunities within the area - this is reflected in the statistics showing that in 2007 thanks to Chapinross, Annan had a higher proportion of employment recorded in the energy sector (16.8%) than elsewhere in the region where the proportion was (1.5%) upon a clear indicator of the challenges the area faces in developing a new skill base and employment opportunities.

The statistics also show that employment in the distribution, hospitality, food and restaurant sector in the area is significantly under-represented in Annan. Unemployment figures for July 2009 detail 265 claimants of job seekers allowance in Annan, equivalent to an unemployment rate of 4.5%, this percentage is higher than the rates for Dumfries and Galloway (3.5%) and Scotland as a whole (4.5%).

Until July 2007 the unemployment rate in Annan was in line with regional and national trends but in the last two years it has soared ahead by 1.9%.

Annan also has the highest unemployment figure for 18-24 year olds in Dumfries and Galloway.

The Annan Masterplan is being developed as both a social and economic report and it will identify areas of improvements within the town and area that will assist in supporting the start up of new business, diversification and expansion of existing businesses.

The Masterplan will also identify the potential locations that can be utilised to attract new businesses and will provide a strategy of how this can be achieved, through development of additional skills, potential links with further and higher education establishments to develop the workforce particularly young people.

Additionally the Masterplan will identify further areas of collaboration that can be developed between key agencies such as Dumfries and Galloway Council and Second Step Enterprise, particularly the potential links to the Chapinross Masterplan being developed by Scottish Enterprise.



Portraits of Annan residents who contributed to the Projection Event last year.

Annan ... our favourite place

Local school pupils submit their images of the town



Annan Gateway Sketch by Hayley



Now We Want To Hear From You ...

YOUR VIEWS ON POTENTIAL PROJECTS/Annan Masterplan

(For example we would like to hear from you about potential projects which may not have been mentioned here but you believe should be considered). To be returned by Wednesday, 31st March

CUT OUT THIS COUPON

(fill in slip on page 2 as well) and place in deposit boxes located at ANNAN COUNCIL OFFICES, ANNAN LIBRARY, SOMERSET SUPERMARKETS or post to MICHAEL WARD, TURLEY ASSOCIATES, 80 ST VINCENT STREET, GLASGOW, G2 5UB or email comments to annanregeneration@turleyassociates.co.uk

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ANNAN'S PRIORITY PROJECTS

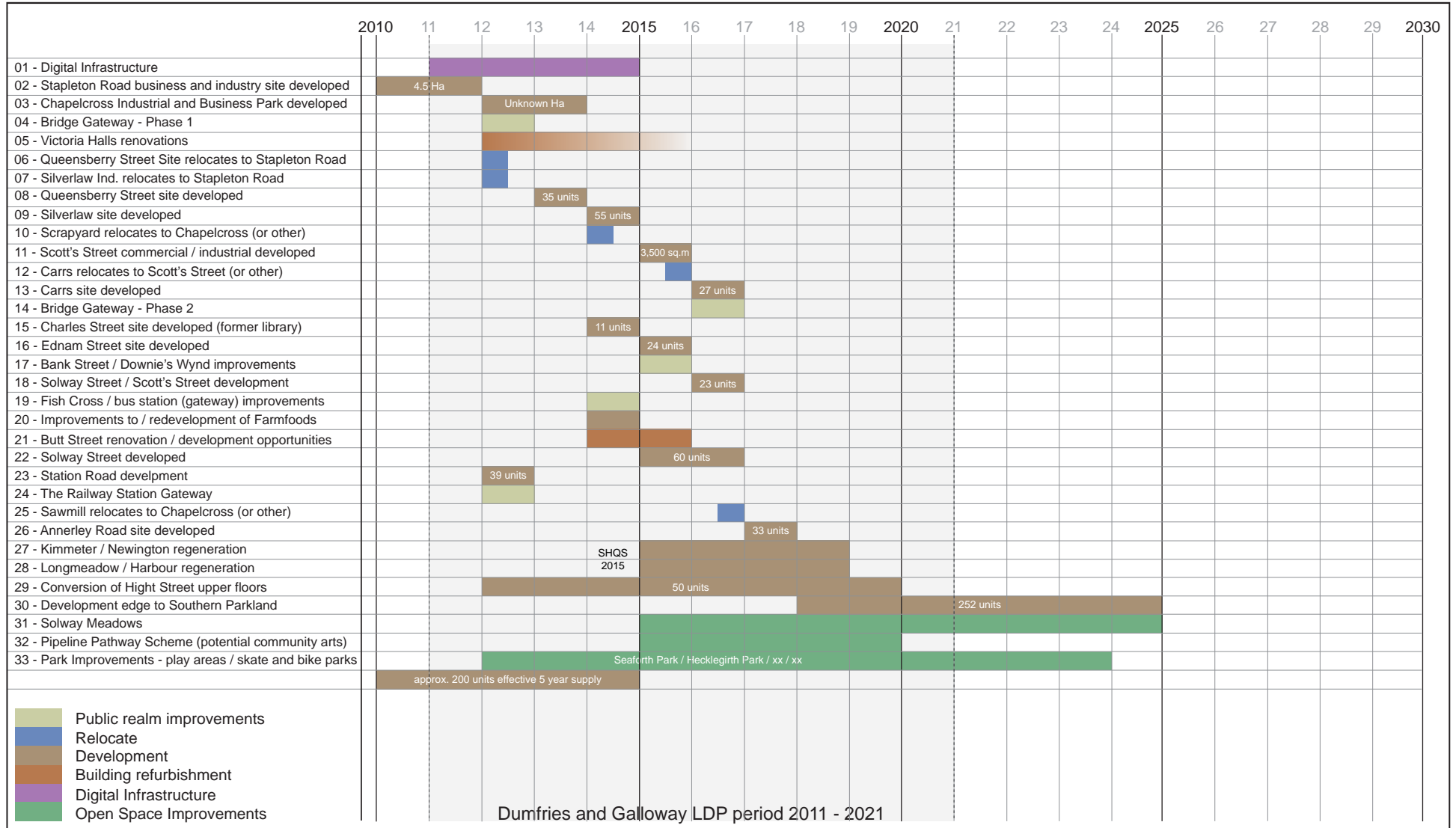


Figure 7.1 - Potential Action Plan

TOWARDS AN ACTION PLAN FOR ANNAN

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The Need for Prioritisation

- 7.1 Vital in delivering regeneration projects in the context of limited funding is agreement on a clear and robust action plan for change. The interaction between the three elements of the Action Plan is crucial to maximise the impact of public funding and to demonstrate to potential funding partners the availability of match funding for projects.
- 7.2 The outcome of an effective Action Plan is prioritisation. The process calls for difficult decisions from client bodies as all of the projects listed are attractive and important in their own right. In addition there will be projects that matter to local groups that do not feature in this Action Plan, where do they stand in this process?
- 7.3 The Action Plan is and must always remain flexible. It indicates where potential projects (some privately funded, some publicly supported), come together to achieve a fundamental change at key points in the town. The potential projects have been chosen because they all address the fundamental objectives of the regeneration strategy. In short all of the projects listed:
- Strengthen the Core;
 - Extend the Spine;
 - Improve one of the key gateways into the Town;
 - Intensify the Town Centre; and
 - Form one of the strategic interventions listed in the Concept section.
- 7.4 The strategy unashamedly focuses investment and energy upon the High Street and Town Centre. The masterplan team feel strongly that this is the spine of Annan and that therefore it is the priority area for limited funding over the next 10 years. Over time, other projects will emerge and as long as these also accord with the Key Principles above, there is no reason that they too cannot be included in the Action Plan.

Investment Projects

1. The Bridge Gateway
2. Fish Cross
3. Bank Street and Downies Wynd
4. Railway Station Gateway
5. Bus Station Gateway
6. Central car park
7. Longmeadow are housing renewal
8. Kimmeter / Newington are housing renewal

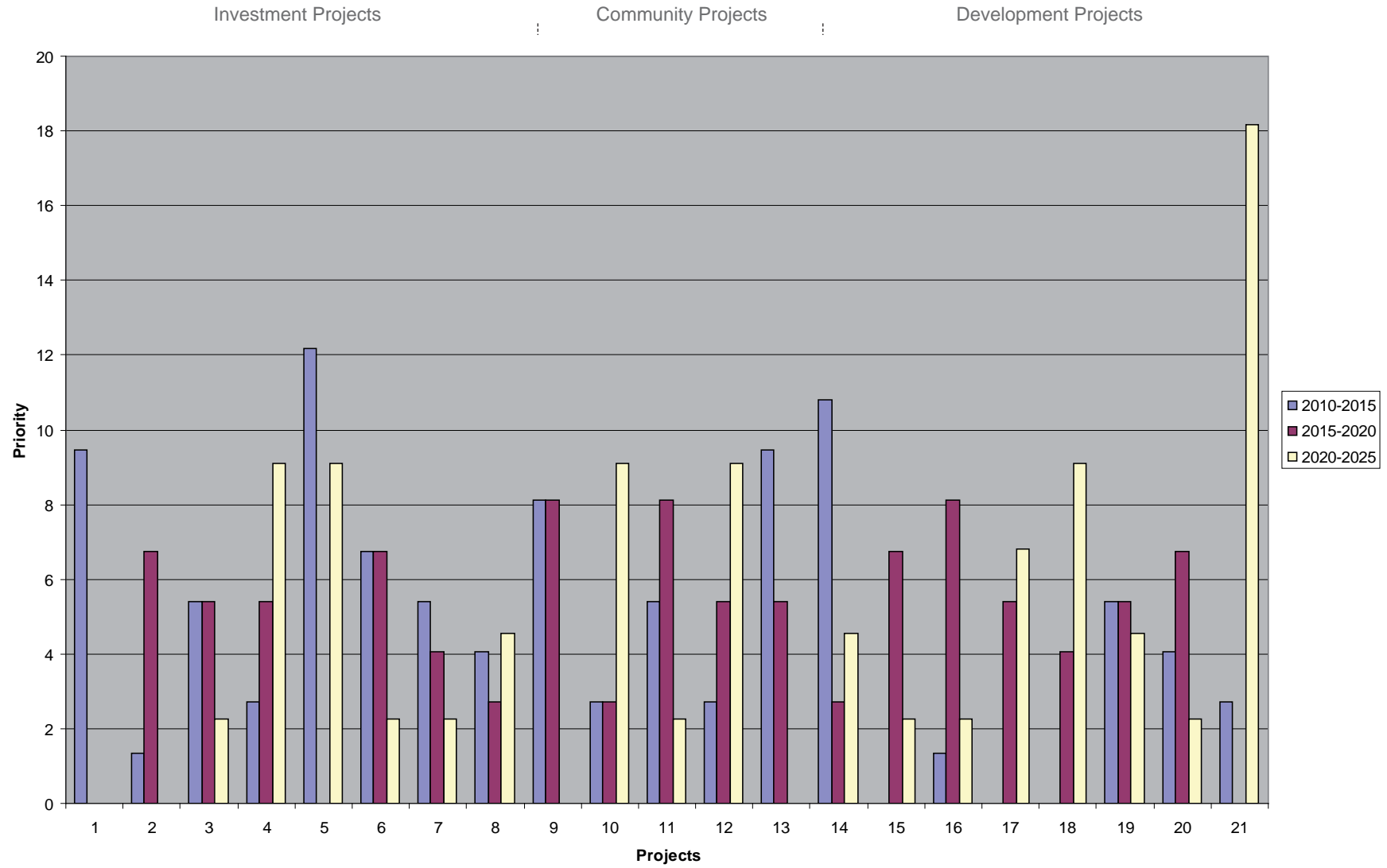
Community Projects

9. Victoria Halls Complex: Community Hub
10. Southern Parkland: The Solway Meadows
11. Pipeline arts / heritage route
12. Swimming pool improvements
13. Digital infrastructure

Development Projects

14. Carrs
15. Queensberry Street
16. Charles Street (Library)
17. Scott's Street
18. Mafeking Place
19. Solway Street
20. Silverlaw
21. Annerley Road

ANNAN'S PRIORITY PROJECTS



Your Masterplan

- 7.5 The process of master planning and agreeing priorities has been underpinned by community and stakeholder engagement at each key stage. Early engagement through the post cards, the Future Walk and Gazebo Days inspired many of the concepts and principles that shaped the masterplan. Further engagement sessions and detailed discussion with key stakeholders slowly transformed these principles into hard projects with costs and likely timescales.
- 7.6 On Friday 19 March 2010 the Annan Observer ran a pull out centre page spread that clearly laid out the purpose of the masterplan, tracked the process that led to its development, and identified a series of development, investment and community projects. It asked local people to state their views on the relative priorities of each of the projects and to suggest new ideas where they felt gaps existed.
- 7.7 The response to the newspaper advert was not overwhelming - only 20 people completed and returned the timeline. However, none of those responses disagreed with the key principles of strengthening the core of the Town. One response expressed some disappointment that the landowner did not play a more active part in the design process for their site.
- 7.8 Of the responses received there was very clear support for the investment and community infrastructure projects. The Community Hub was universally popular, a sentiment echoed in the community exhibition held at the beginning of April. Similarly the investment proposed in new digital infrastructure in the Town received much support.
- 7.9 The public realm investment projects also received a great deal of support. The most popular of these was the proposed investment at the Bridge and Bus Station gateways. Of the development projects the Carrs site, Solway Street and Silverlaw were all identified as short term priorities, mostly because of their visibility and poor state of repair.

The Final Workshops

- 7.10 On the 8th of April the Final exhibition started with a stakeholder workshop and a business workshop. These events gave the team an opportunity to thank individuals and organisations for their contribution and to test whether stakeholder views had been accurately recorded. There was full support for the masterplan approach, the principles that have emerged and for many of the projects that were identified.
- 7.11 Several people voiced concern that there is a lack of parking in Annan and suggested that there is a need to come up with a comprehensive travel plan post masterplan. Others countered that greater pedestrianisation might be more useful. The masterplan team reinforced the point that they were not proposing pedestrianisation but were keen to see widening of the pavements on the north side of the High Street.
- 7.12 The Western Gateway was highlighted as a key project. This gateway is not used as much as others in the Town and yet it is probably one of the most impressive. It was recognised that people need to want to visit Annan before they see the gateway - the gateway would be something to make them get out the car. At the moment the problem is getting people to come to Annan.
- 7.13 "Riding of the marches" takes place at the start of July and is a time when Annan is particularly busy. It was asked, "Why don't these people come all the time?". The general view was that tourists passing through Annan are far more likely to stop if they see activity on the streets or people sitting outside bars or cafes. All attendees agreed that something needs to be done to link up the main section of the High Street to Tesco.
- 7.14 There were some concerns re: the availability of retail floorspace in Annan. A retailer expressed their frustration at the difficulty in finding good and reasonably priced accommodation. Several people said that currently there is no incentive to start a business in Annan. There are no vacant shops on the High Street, there is a lack of retail space and there are a lot

ANNAN'S PRIORITY PROJECTS

of people looking for it. Any available space needs a lot of money spent on it which small businesses do not have.

- 7.15 The Community Hub was welcomed and everyone recognised the benefits that it could bring to the High Street alongside improvements to the retail frontage. Some participants recognised that there could be a retail function included within these proposals.
- 7.16 Representatives from the Townscape Heritage Initiative (THI) mentioned that they had been given £1million to restore buildings and spaces over the last three years. However, these monies are now spent. It is hoped that what has been done so far will stimulate people to continue this restoration.
- 7.17 In relation to the proposed library relocation to the community hub there was some concern regarding the change in location. While most people agreed that the library is not in a good condition, it does have good car parking and is in a residential area that's easy for local people to access. Conversely, it was recognised that the community hub principle is very similar to what they are trying to do at Moffat town hall.
- 7.18 Scottish Enterprise recognise that Annan will require a level of support to maximise its future digital connectivity. There are physical limitations to the current copper wire network and the cost of converting to fibre optic is hugely expensive. One suggestion would be for there to be a fibre optic connection to a Wireless Hub (in a location such as the community town hall) that distributes the wireless signal through a mesh network to certain points (antenna in street furniture) around the town and then on to homes.
- 7.19 The proposals to develop affordable housing in the Town Centre was warmly endorsed. DGHP's current waiting list for Annan stands at 1500 households. 65% of these people are of working age. The stumbling point may lie in converting the upper floors of existing stock in that there is often

one building with several owners. It was suggested that the Council may need to take hard line views. In the case of Project Vennel in Dumfries the Council has used Compulsory Purchase (CPOs) to achieve the comprehensive change required.

- 7.20 The Station Yard site was identified and has been considered for redevelopment (Station Road south). This site, at a gateway to the town was identified as a place which should be considered in the regeneration plans.
- 7.21 Another issue raised was whether the Council's planning policy / process was on side with the planning visions. There was concern that the plans would not be accepted by the Council. Dumfries and Galloway Council will consider the masterplan as part of the LDP statutory process. The Steering Group are content that the masterplan concepts and the regeneration strategy are in keeping with the broad objectives of the existing Development Plan and national planning policy.

The Final Exhibition

- 7.22 A final public exhibition was held over the two days 9th - 10th April 2010. The following additional suggestions emerged:
- The Hecklegirth school car park (John Bell playing fields) to be used for overflow visitor car parking;
 - Potential for 'wintering boat storage' at the harbour;
 - Cycle routes through and around the town;
 - All facilities are physically accessible but the problem is with opening times etc;
 - There is a problem with no ability to take a right turn from High Street onto Murray Street to gain access to the car park and there is no signage to access it via Bank Street and Round to Downies Wynd;

TOWARDS AN ACTION PLAN FOR ANNAN

.07

- There may be an issue with servicing an alternate food store at Farmfoods if the car parking is removed;
- A significant issues with Annan and Dumfries and Galloway is marketing and branding;
- Consider the redevelopment of the Ednam Street Allotment site; and
- There needs to be better illustration of areas of growth for businesses uses within the town.

Please could you take the time to review the potential projects and then make a note of the relevant project numbers on the timeline below. This will indicate what you believe should be the priority projects for the Annan Regeneration Masterplan.

Once you have noted the number onto the time line please cut out the slip where indicated and either post to Michael Ward, Turley Associates, 80 St Vincent Street, Glasgow, G2 5UB, or place in the deposit boxes located at either Annan Council Offices, The Annandale Observer Office, Annan Library or Somerfield supermarket. Alternatively you can e-mail comments to annanregeneration@turleyassociates.co.uk

Please provided your responses by Wednesday 31st March

2010 2015 2020 2025

If there are any potential projects which you believe should be considered please make a note of them in the space provided on the Page 4 on the rear of this slip

Extract from Annandale Observer 'pull out' in order to record the publics project priorities





Delivering the Action Plan

.08



Figure 8.1 - Illustrative Regeneration Strategy

The Scale of Regeneration

- 8.1 If every element of the Regeneration Strategy was to be delivered as it is shown in the Action Plan, the Steering Group would require to identify some **£50 million** of funding. This significant figure must be seen in context. Regeneration expenditure would be delivered over at least 15 years - some £3.3 million per annum. The levels of funding are well below what an urban regeneration company (URC) of equivalent size would expect to spend in any given year. A proportion of this amount will be identified through informing and reshaping traditional public budgets and the amount includes a significant private sector investment. The remainder will require to be raised from funding bids.
- 8.2 The CoReS strategy reflects a recognition that a major opportunity exists to undertake restructuring and economic regeneration in a positive and sustainable manner. The NDA funding process allied to some reorganisation in existing budgets, places Annan (alongside Gretna and Lockerbie) in a unique position and provides a fresh source of funding to kick start the regeneration process.
- 8.3 The £4.5 million of available funding will be shared amongst the three towns of Annan, Gretna and Lockerbie and perhaps further afield. These funds, allocated in line with a strategic town masterplan and supported by an ongoing reorganisation in other public funds, will be a potent mix in support of other funding bids.
- 8.4 The key is making this limited package of funding go as far as it can, in particular maximising the leverage effect on private monies.

Delivering the Development Projects

- 8.5 The Action Plan identifies some 13 development sites and proposes a mix of uses from residential through live / work to industrial use. In total the

masterplan identifies a capacity for some 500 new homes including new affordable housing, the conversion of upper floors and some mid market houses for sale.

- 8.6 The indicative layouts in Chapter 6 are intended to offer some design guidance on the type and layout of new development. In the case of residential development, the relative density of each site is also shown. Guidance will remain flexible going forward, some of the sites for example have been identified as having potential for live / work units and small commercial premises. This should be left up to the market to decide albeit mixed use development will inevitably require a greater level of funding and coordination. The total capital costs for the delivery of these development sites (calculated on the basis of 2010 cost matrices) is £40 million.
- 8.7 The engagement process indicated widespread support for more affordable housing. However most people felt that it was important that some sites also accommodate employment related uses - particularly live / work units. The costs of developing a live / work unit will be slightly higher than a traditional residential system build but in terms of land take and layout they are broadly comparable with residential units. Specifically, the sites at Carrs, Silverlaw and Solway Street would represent ideal opportunities in this regard.
- 8.8 The new backland and post industrial sites are ideal for affordable units but the 500 homes also contain a significant proportion of private letting and mid market units. Development to let is a particularly useful vehicle to drive the conversion of upper floors along the High Street. Mid Market residential development is seen as the vehicle to open up the green routes and parkland to the south of the town. Taken together this continues a mixed tenure approach in Annan with a much greater emphasis upon affordable housing for young families, single and elderly people.

DELIVERING THE ACTION PLAN

Timing

- 8.9 These numbers are ambitious but should be seen in the context of the 15 year timescale and the current completion rates in the area. The current Structure Plan proposed up to 250 units in Annan between 2001 and 2009. More recent figures state that between 1998 and 2007 there was a target of 302 homes, some 295 were completed in that time. Its fair to say that development - particularly at North Street and Stapleton Road - has been affected by a general slow down in the residential markets.
- 8.10 The masterplan proposal for up to 500 units in 15 years would see an equivalent average of approximately 33 completion per year. It should be noted that much of the new housing proposed in the masterplan is affordable. Annan has never before been a target for affordable housing investment and much of the housing that was completed in the last ten years has taken the form of mid market accommodation. Agencies involved in the delivery of affordable housing will therefore be key players in this regeneration strategy.

Planning Policy

- 8.11 There has been discussion with DGC Planning throughout the masterplan project and some reflection that the Regeneration Strategy (and particularly the principles of infill development of previously brownfield sites) is in line with the emerging Development Plan. DGC are currently running a 'call for sites' process. It is important that the Regeneration Strategy is formally submitted to DGC to influence this process.
- 8.12 It is likely that only a proportion of the c.500 units would be considered in this process and allocated within the emerging Local Plan. While the Regeneration Strategy will be delivered over 15+ years the Local Plan will allocate sites for the next 10 years only.

Funding

- 8.13 The identification of Annan as a target area for affordable housing will for the first time encourage housing associations and others to become more involved in the residential market locally. The housing market generally is in flux and most developers are struggling to raise development finance even in proven and successful markets. Raising funding for live / work units or for housing above the shops will be even more difficult and it is important that a mechanism is put in place that can support these types of development.

The Challenges of Delivery

- 8.14 Outwith securing funding and planning consent for these sites, the single greatest challenge to delivery will lie in assembling the sites and / or in convincing land and building owners to play their part in the process.
- 8.15 Many of the affordable housing sites are in backland areas that are currently in use. An effective and sensitive relocation process will be a critical component in delivering the development strategy. Other sites are in multiple ownership so again there will be a need to consolidate ownership to encourage their development. These processes may require the ability to Compulsory Purchase (CPO) land.
- 8.16 The development of upper floors could be problematic from a planning policy and particularly a building control perspective. No accurate assessment can be made at this stage in terms of the capacity that conversion of upper floors can achieve. The masterplan indicates the potential for approximately 50 units coming through this route. Only a detailed design process will provide certainty in this regard. Similarly until certainty re: numbers and values is achieved it will be very difficult to assess whether landowners will support this initiative (see Appendix 2 'Living over the shop', an initiative in Derry, Northern Ireland).

8.17 The mid market sites identified along the edges of the southern parkland could represent a challenge in terms of planning policy. Again these sites are not immediate priorities in the timeline as there is currently an oversupply of private mid market housing across Dumfries and Galloway. In addition the Stapleton Road site is likely to take up any shortfall in the next few years. However, in the medium term there may be a requirement for more housing in this market sector. Further discussion with the Planning Authority and the landowners would be required.

Delivering the Investment Projects

8.18 The Action Plan identifies four main investment projects. Taken together these proposals require a total investment of some £3 million, assuming that SWES Trans would contribute the bulk of funding in the improvement of the Bus Station Gateway. In the context of the recent THI funding (£1 million committed over three years) and taking into account the successful fund raising for other recent projects like the Bruce Statue, securing this level of funding over 15 years is eminently possible.

8.19 The indicative layouts in Chapter 6 offer some thoughts as to what could be achieved on each site. A proportion of the anticipated funding would require to be spent on detailed design and statutory consents. It would be our advice to continue to involve local people and stakeholders (particularly the retail and business community) at the heart of this design process.

8.20 The indicative layouts also serve as the basis for preliminary costings. The shape of the current development market means competitive rates are available for this type of construction project. Further economies of scale could be available if projects were let in larger packages.

Timing

8.21 The engagement process indicated widespread support for investment in the public realm. Unsurprisingly the final engagement exercise indicated some community pressure to bring these projects forward on the indicative timeline.

8.22 Bearing in mind the need to change perceptions of the town and taking into account the positive impact of comparatively limited THI funding, these investments could potentially form part of a spearhead of projects that maintain the momentum of the master planning process.

Planning Policy

8.23 With large parts of the High Street identified as a Conservation Area and with a number of Listed Buildings closeby, it is likely that these projects will require a number of statutory consents. A discussion with the Dumfries and Galloway Council (Planning and Roads) is required to determine the extent of the consents required. Interestingly, on a similar and recent project in Argyle and Bute, significant streetscape works were considered Permitted Development by the Planning Authority and therefore did not require detailed planning consent.

The Challenges of Delivery

8.24 There is recent evidence that public realm works of this nature in Annan, particularly those that involve difficult decisions re: parking in front of shops, are of great interest and to some extent concern to local retailers. Care must be taken to involve businesses along the High Street in the future development of detailed designs.

8.25 These projects are a central part of the masterplan, reflecting the importance of encouraging pedestrian activity along the High Street. It is the view of the masterplan that pedestrian activity and high quality public realm on the High Street are more important than parking spaces directly outside shops. This will undoubtedly be a source of further debate.

DELIVERING THE ACTION PLAN

- 8.26 It is vital that the retail community play a central part in this design process alongside the community generally. No one is advocating pedestrianisation of the High Street and there is an understanding that even the few parking spaces that might be lost should be accommodated closeby - ideally through the re-organisation of the car park serving the Market Hall.
- 8.27 Most construction projects of this kind now dedicate a proportion of the tender evaluation process to securing Community Benefits in Procurement. In short, this is a clause within the final contract that stipulates the number of local employees that will receive direct and indirect employment from the job. Experience suggests that this is a hugely positive method of ensuring community support and long term care for these types of works.

Delivering the Community Projects

- 8.28 The Action Plan identifies four significant community infrastructure projects, among them the most ambitious single project advocated in this report, namely the Community Hub. Outwith the hub, for which a number of options were presented, it is very difficult to accurately identify a cost for these proposals as further detailed design work will be required.

Timing

- 8.29 The last engagement session indicated significant local enthusiasm for the idea of a Community Hub. In keeping with the obvious value in working up the public realm projects as a priority, thought should also be given to developing the Community Hub ideas at pace. This project is probably the single most important response to the key principles identified in Chapter 5.
- 8.30 The digital infrastructure project is technically interrelated with both the public realm works and / or the Community Hub. The choice of a wireless or hard wired network will require further discussion but the delivery of that solution has obvious implications for these other investments. Both the

Pipeline Arts project and the Southern Parklands and Solway Meadows are likely to be longer term investments.

Planning Policy

- 8.31 The Community Hub will involve the redevelopment of a series of Listed Buildings. It will require a significant investment of time and energy in a complicated and detailed design and consenting process. Similarly the Southern Parklands are currently identified as open space in the Local Plan. This project will therefore also require significant discussion with Dumfries and Galloway Council. The team do not foresee major planning issues with either the digital infrastructure project nor the Pipeline Arts project.

Funding

- 8.32 Only the Community Hub element has any indicative costs attached for the moment. The most radical plans would require some £4.5 million of funding and it likely that most of this would come from a reallocation of existing public funds, the sale of redundant property facilitated through the relocation of services to the Hub and successful funding bids.
- 8.33 Further work is required in identifying potential funding routes for the other projects however similar ideas have proven attractive propositions for organisations as diverse as Scottish Enterprise, the Scottish Arts Council and the National Lottery.

The Challenges of Delivery

- 8.34 The clear priority locally is the Victoria Halls Community Hub. It is probably worthwhile to convene a workshop of local stakeholders within the next few months that begins to identify exactly what services could relocate and what potential budgets exist that could be reallocated to help deliver this proposal.

- 8.35 This process would produce a detailed brief for the building allowing a series of more detailed architectural options for the building to be prepared. Further discussion around this outcome could firstly determine the appetite for each option and then be used as the basis for detailed costings. These steps will be essential to support any future funding bids.
- 8.36 The proposals for the Southern Parkland and Solway Meadows are a significant project in their own right. They will need to be developed in greater detail and with the full involvement of landowners, the local authority and the Steering Group. If significant sites can be identified then it is possible that much could be achieved by ring fencing planning gain from residential development and focussing this on the creation of a series of green spaces, routes and play spaces.
- 8.37 The Pipeline project will remain as a concept only until the decommissioning of Chapelcross is complete and the pipeline is declared redundant. The digital infrastructure idea was popular locally but there is a significant amount of further work required and indeed underway that will shape this proposal going forward.

A Delivery Vehicle

- 8.38 Delivering this collective regeneration effort and ensuring an inter connectedness of development, investment and community infrastructure projects will not happen by chance. It is essential that a regeneration delivery vehicle is established as soon as practical. It is also vital that this vehicle is representative of the many different groups that will be required to work together to deliver these proposals.

Capabilities

- 8.39 In producing this report it has become clear that any vehicle must be capable of:
- Assisting in the assembly of sites for development either through an ability to fund acquisition of sites or through working with partners to do same;
 - Working closely with Dumfries and Galloway Council to affect compulsory purchase procedures where required;
 - Include within its partner organisations one or more affordable housing provider/s capable of driving the redevelopment of key sites for housing and live / work;
 - Include within its partner organisations Scottish Enterprise (where appropriate projects emerge) and members of the local business community;
 - Direct access to funding to support project development, securing statutory consents and potentially acquisition,
 - Charitable status or has a subsidiary with charitable status capable of accessing a variety of funding regime; and
 - Forming a project management arm capable of commissioning and managing works such as the public realm projects and / or the digital infrastructure project.
- 8.40 The Annan Regeneration Steering Group is well established and representative of the town. Within its ranks there exists a balanced group of key stakeholders, local businesses and community groups. Throughout the duration of the project the partners demonstrated an extraordinary level of consensus on the emerging ideas and where there was disharmony, showed an ability for level and intelligent debate. The basis of any new regeneration vehicle should undoubtedly emerge from this group.



5

Appendix Funding Matrix



ONE

APPENDIX ONE: FUNDING MATRIX

Organisation	Contact Details	Area of Interest	Giving Capacity	Timings
Charitable Trust				
Robertson Trust	www.therobertsontrust.org.uk	<p>A wide range of organisations are supported each year, with grants of all sizes. There are four priority areas:</p> <ul style="list-style-type: none"> • health • care • education and training • community arts and sport. 	<p>Total annual funds £10 million. There is no set minimum or maximum grant size. Capital donations are between £10,000 and £100,000. Revenue grants rarely exceed £15,000 a year and may be for core or project funding for a maximum initial period of three years. Capital donations will be for a maximum of 10% of the total project cost.</p>	<p>Applications for major capital donations are considered three times a year in January, May and September.</p> <p>Small and main donations are assessed on a rolling programme</p>
Tudor Trust	www.tudortrust.org.uk	<p>The Trust meets a range of both capital and revenue needs, including related building costs, for voluntary and community groups. Grants can be of all sizes, very often to be paid over a period of two or three years.</p>	<p>In 2008/09 the trust had assets of £205 million and an income of £13.5 million.</p> <p>There is no maximum or minimum grant amount.</p>	<p>There are no deadlines for application. Applications are assessed on a rolling programme.</p>
Esmee Fairbairn Foundation	www.esmeefairbairn.org.uk	<p>One of the largest independent grant-making foundations in the UK. Their aim is to improve the quality of life for people and communities in the UK both now and in the future.</p> <p>The Main Fund distributes about two-thirds of their funding. It is responsive to requests for support across the broad range of their interests, which are: the cultural life of the UK, education and learning, the natural environment and enabling disadvantaged people to participate more fully in society.</p> <p>They also have 4 funding Strands, Biodiversity, Food, Museums and Heritage Collections, and New Approaches to Learning, and there is a separate application process for them.</p>	<p>In 2008 the foundation had assets of £725 million and an income of £32 million. Grants were made during the year totalling £21.5 million.</p>	<p>Applications to the Main Fund can be made at any time, since the Foundation makes funding decisions throughout the year.</p>

APPENDIX ONE: FUNDING MATRIX

Garfield Weston	www.garfieldweston.org	This huge foundation makes about 1,500 one-off grants a year, typically for amounts anywhere between £3,000 and £1 million. Awards are regularly made in almost all fields i.e. arts, community, education, environment, health, religion, welfare, youth	A grant-making income of £26.2 million. Probably more than 85% of the money, and an even higher proportion for the largest grants, is for capital or endowment projects. Grants range from £2k-£500k	Trustees meet monthly and there is no deadline for applications, which are considered in order of receipt. It normally takes three or four months for an application to be processed.
Gulbenkian Foundation	www.gulbenkian.org.uk	The foundation now has just one programme which is open to applications the Innovation Fund - a new fund to support genuinely innovative ideas and unusual partnerships across the foundation's cultural, educational and social interests.	Total annual funds £2million. There is no maximum or minimum grant	Outline ideas should be submitted by email using the Initial Enquiry Form available from the foundation's website. Initial enquiries can be sent in at any time of the year.
Architectural Heritage Fund	www.ahfund.org.uk	Helps voluntary and community groups to repair and regenerate historic buildings, with grants, loans, advice and publications. The building(s) must be listed, scheduled as an ancient monument or in a Conservation Area (if in a Conservation Area, it must be of acknowledged historic or architectural importance). If you are not sure whether a building is listed etc, call the planning department of the local authority concerned. The project must involve a change of ownership and/or a change of use. The project must be in the United Kingdom: England, Northern Ireland, Scotland or Wales.	Options Appraisal Grant The AHF offers grants of up to 75% of the cost of an initial options appraisal of a project likely to qualify for an AHF loan. The maximum grant is normally £7,500, but in exceptional circumstances this can be raised to £12,500. There is an additional AHF grant scheme which is only available to building preservation trusts.	Projects are considered by the Council of Management, which meets quarterly in March, June, September and December. Applications should be submitted no later than six weeks before the date of the meeting: the deadlines are published on the AHF's website.

APPENDIX ONE: FUNDING MATRIX

Scottish Arts Council Public Art Fund	www.scottisharts.org.uk	The aim of the Public Art Fund is to support the development and implementation of a diverse range of visionary public art projects that demonstrate imaginative and innovative approaches to public art in Scotland. Projects should be of the highest artistic quality and promote best practice in developing creative relationships with people.	Overall the SAC has a grant-making capacity of £58million Level of grants for the Public Art Fund: £1,000 - £100,000	There are two deadlines , June and October. For further information download application guidelines and form from the website.
Big Lottery Fund Awards for All	www.awardsforall.org.uk/scotland/	Awards for All supports people to take part in art, sport and community activities, and projects that promote education, the environment and health in the local community.	Awards for All gives grants of between £500 and £10,000.	Application can be made to Awards for All at any time. Application form and guidelines can be downloaded from the website.
Big Lottery Fund Investing in Ideas	www.biglotteryfund.org.uk	On 30 June 2010, the current Investing in Ideas programme will close to applications. From 12 July 2010 , a new Investing in Ideas application form and guidance material will be available.	Grants are normally between £500 and £10,000	
Biffaward	www.biffaward.org	Biffaward is one of the most respected Landfill Communities Fund schemes, and has awarded more than £100 million to worthwhile projects since 1997. Every year, Biffaward support a large number of projects across the UK which enhance communities and biodiversity. Projects must be within 10 miles of a Biffa operation and must be non-profit distributing. Organisations must be registered as an 'EB' (environmental body).	They offer 4 levels of funding. Main Grants Community £5k-£50K For projects that provide and improve community facilities. Main Grants Biodiversity £5k-£50k For projects that conserve wildlife species and habitats. Small Grants £250 -£5,000for projects that enable communities to improve local amenities and to conserve wildlife. Flagship Scheme £150,000 to £500,000 For regionally significant projects which improve biodiversity or cultural facilities.	There are no deadlines, initial application is via an Expression of Interest form which can be downloaded from the website.

APPENDIX ONE: FUNDING MATRIX

Veolia Trust	www.veoliatrust.org	<p>The Veolia Environmental Trust award grants under the Landfill Communities Fund to community and environmental projects in the UK that are near some of the landfills and facilities operated by Veolia Environmental Services</p> <p>The Trust has 5 categories, which are outlined on the website. Possibly the most relevant is Category D - projects which provide or maintain public amenities or parks</p>	It must be noted that a minimum of 20% of funding needs to be secured for projects with a total cost exceeding £25,000.	
Charles Hayward Foundation		<p>The funding categories are Heritage and Conservation; Criminal Justice; Hospices; Older People; Youth at risk</p> <p>The foundation predominantly fund capital costs.</p>	<p>Grant-making income is £2million.</p> <p>Grants are typically £1,000 to £20,000. From time to time, may make larger grants to fund projects of an exceptional nature which show outstanding potential.</p> <p>Where agreed, project funding may be for up to a maximum of three years in duration, and will be tapered downwards if appropriate.</p> <p>A Small Grant scheme makes grants of up to £5,000 but only to organisations with a turnover of less than £250,000 per annum.</p>	There is no application form. An initial application should be made in writing to the Administrator. There is often a waiting list, and as the trustees meet only four times a year to consider applications, there will be a wait of several months before a decision is received.
WREN	www.wren.org.uk	<p>Waste Recycling Environmental Limited (WREN).</p> <p>WREN is a not-for-profit business that helps benefit the lives of people who live close to landfill sites by awarding grants for environmental, heritage and community projects.</p> <p>The Main Grant Scheme offers funding to projects which fall within WREN policy and the Landfill Communities Fund.</p> <p>WREN is also able to fund the maintenance and repair of churches.</p>	The Main Grant Scheme offers funding of between £15,000 and £50,000	The Main Grant Scheme is assessed in competitive rounds throughout the year. To check deadlines and to download application forms and guidelines, visit the website.

APPENDIX ONE: FUNDING MATRIX

Scottish Natural Heritage	www.snh.gov.uk	<p>Community Action Grants - are aimed at promoting community action towards the natural heritage. They will be 1-year awards.</p> <p>Natural Projects Grants - seek to support delivery and implementation of natural heritage related projects running for more than 1 year (up to 3 years).</p> <p>Projects must meet one or more of the following priorities:</p> <ul style="list-style-type: none"> • Supporting opportunities for people to appreciate and enjoy the outdoors • Encouraging volunteering • Supporting opportunities to learn about the natural environment. 	<p>Community Action Grants from £1K up to £20,000.</p> <p>Natural Projects Grants up to £10,000.</p>	<p>Please note that the SNH grant programme is currently closed to new applications.</p> <p>Applicants are advised to contact their local SNH office to discuss any projects if further funding becomes available. Check the website for an update on the next submission date.</p>
Paul Hamlyn Foundation	www.phf.org	<p>The Foundation's funding programmes are: arts; education and learning; and social justice</p> <p>The foundation's strategic aims up to 2012 are:</p> <ul style="list-style-type: none"> • Enabling people to experience and enjoy the arts. • Developing people's education and learning. • Integrating marginalised young people who are at times of transition. 	<p>Grant making income £13.4 million.</p> <p>Can apply within the Open Grants programme. There is no maximum or minimum grant. Applicants are advised to apply for what is needed.</p>	<p>There is no deadline for applications. Initial outline applications are submitted online. The application process can take up to 6 months.</p>

APPENDIX ONE: FUNDING MATRIX

Clore Duffield Foundation	www.cloreduffield.org.uk	<p>The Foundation welcomes submissions to the Main Grants Programme for projects from the following sectors:</p> <ul style="list-style-type: none"> • The arts • Education • Health, social care and disability <p>The Foundation maintains a balance between supporting large-scale projects, with far-reaching effects, and small-scale community endeavours.</p>	<p>Grant-making income £4.3million Grants range from £5k to £1million.</p>	<p>There is no deadline for the Main Grants Programme and applications are accepted on a rolling basis.</p>
Event Scotland	www.eventscotland.org	<p>The National Events Programme complements Event Scotland's core activity and plays an integral role in developing domestic tourism across Scotland by supporting events which take place outside the cities of Edinburgh and Glasgow. The Programme assists sporting and cultural events that can demonstrate their potential to develop and grow.</p> <p>The National Funding Programme is a development programme therefore it does not provide long-term or core funding. It is designed to support additional elements or new activity specifically to help events grow.</p>	<p>Applicants can apply for between £4,000 and £25,000 as appropriate. The maximum funding requested should not exceed 25% of the whole event budget.</p>	<p>The National Events Programme is assessed in competitive rounds. The next deadline for Round 16 is Friday 1 October 2010 for events taking place from 1 May 2011 onwards.</p>
Scottish Community Foundation	www.scottishcf.org.uk	<p>The SCF supports a wide range of social welfare and community development activities through a number of different grant programmes which are outlined in detail on their website.</p>	<p>Can apply for up to £5,000.</p>	<p>Can apply at any time. Application forms and guidelines can be downloaded from the website.</p>

APPENDIX ONE: FUNDING MATRIX

Ernest Cook Trust	www.ernestcooktrust.org.uk	<p>The Ernest Cook Trust gives grants to registered charities, schools and not-for-profit organisations wishing to encourage young people's interest either in the countryside and the environment or the arts (in the broadest sense) or aiming to raise levels of literacy and numeracy.</p> <p>All applications are expected to link in with either the National Curriculum or with recognised qualifications.</p>	<p>In 2008/09, the ECT Trustees gave £1.7m to support over 450 educational projects.</p> <p>A large grants programme for awards of over £4,000 and a small grants programme for awards of under £4,000 operate throughout the year.</p>	<p>The full board of Trustees meets twice a year, in April and September, to consider grants in excess of £4,000.</p> <p>Meetings to consider applications for the small grants programme take place bi-monthly throughout the year.</p>
Marks and Spencer's Greener Living Spaces	www.groundwork.org.uk	<p>Greener Living Spaces is a major UK-wide programme of environmental improvement projects, funded by Marks & Spencer from 1.85 pence profits from their 5p food carrier bag charging scheme. This funding is invested in activity that will improve parks, play areas and public gardens in neighbourhoods around the UK.</p> <p>The programme is the most recent development in a 10-year partnership between M&S and Groundwork. Projects in Scotland are being delivered in partnership with the Federation of City Farms and Community Gardens. For more information see www.farmgarden.org.uk</p>	<p>In 2008 the sale of carrier bags raised £80,000 which was invested in 6 projects. Grants made are variable.</p>	<p>Contact Groundwork or the Federation of City Farms and Community Gardens for more information, application forms and deadlines.</p>
Steel Charitable Trust	www.steelcharitabletrust.org.uk	<p>The trust was established for general charitable purposes. Grants are made for social welfare, culture, recreation, health, medical research, environment, overseas aid and other general purposes.</p>	<p>The total level of grants income is approximately £1 million per annum. Grants are generally made as single payments between £1,000 and £25,000.</p>	<p>Grants are made at regular intervals during the year in Feb, May, Aug and Sept. Applicants must apply using the online application form.</p>

APPENDIX ONE: FUNDING MATRIX



HOTEL

AUBERGE

XTRA SPECIAL

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1975

Appendix

Living Over The Shops



TWO

Living over the shop



THE LOTS SCHEME

- Offers significant private sector investment opportunities
- Provides substantial grants and tax breaks (subject to criteria)
- Seeks to bring housing back to the City Centre
- Is set within broader strategies for the regeneration of the City Centre which will:-
 - provide clarity and direction for investors
 - provide user-friendly advice for **LOTS** schemes

WHAT IS THE LOTS SCHEME ABOUT?

The project is targeted at the Commercial Core, as defined in the Derry Area Plan 2011, where there is now an opportunity to provide housing in vacant or under-used upper floors above shops and other commercial premises. Generous financial assistance is available for LOTS schemes.

Properties likely to benefit should have the following characteristics:-

- be currently vacant or have under-used space on the first and / or second floors, sufficient to provide at least one self contained flat.
- have or could have separate access.

Private renting, particularly for the affordable market, is the main focus for the project.

THE BIGGER PICTURE

In promoting more residential uses, **LOTS** also contributes to the city's regeneration by providing greater vitality in the streets (especially at night), safer environments (through improved supervision), increased custom for local shops and services, a more positive image (through a reduction in vacancy and dereliction) and the enhanced protection of the city's heritage.

LOTS is part of the recent drive for City Centre Living and is a key element of the City Vision 2020 strategy objectives.

The City Centre has a rich heritage value which is recognised by designation of its core as a Conservation Area. By breathing life into the upper floors the **LOTS** scheme can play a vital role in the long term conservation of this historic fabric. Additional grant aid may be available under THI and advice is also available on how to process applications to the best overall benefit.

FINANCIAL ASSISTANCE

The main sources of assistance are:

1. HOUSING EXECUTIVE GRANTS

- for vacant or under-used space which has the potential to be converted to create flats
- also for the renovation of existing **LOTS** properties, if they are in poor condition
- an 80% grant of eligible expense is available, up to a maximum of £25k for 1 flat and up to £30k if more than 1 flat is created.

2. THI GRANTS (Townscape Heritage Initiative)

- to upgrade the property with particular attention to the heritage related elements of buildings. These relate to specific addresses. Advice is available from The Walled City Partnership.

3. 100% CAPITAL ALLOWANCES (Finance Act 2001)

- tax relief on capital expenditure for renovation or conversion of vacant or under-used space to provide flats for rental.
- through the scheme it may be possible to 'save' up to 40% of net costs, as tax relief.

4. VAT

- reduced rate VAT may be applicable. Please see HM Custom and Excise Notice 708 (sections 7 and 8).

Financial case studies have been prepared for two typical properties. These case studies demonstrate that it may be possible to recoup capital costs within 6-10 years.

MIXED USE SCHEMES

The Department for Social Development's **Urban Development Grant (UDG)** may be available for a balanced, mixed-use scheme to upgrade the shop below and renovate or create flats above, as long as a reasonable

proportion of the overall scheme is for commercial purposes.

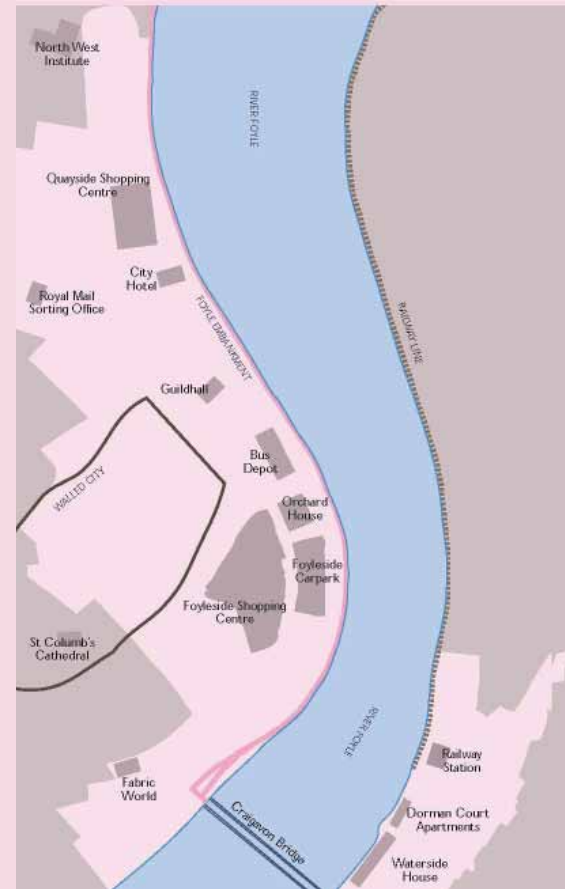
UDG grant aid may also be available for new-build, mixed-use schemes on 'brownfield' gap sites, for the creation of new commercial uses on the ground floor with accommodation above.



How can I progress a LOTS project?

The main steps in progressing a LOTS project are:-

- check if your property is within the LOTS area.
- establish overall technical feasibility
- evaluate broad costs, grants, rental returns and financial viability
- prepare proposals
- apply for all appropriate grants such as NIHE, UDG, THI
- apply for all relevant approvals such as Planning Permission, Building Control, Listed Building Consent
- receive all appropriate approvals
- commence scheme



A small team has been set up to provide user-friendly advice and assistance in the progressing of LOTS schemes. This advice will range across technical, grant, heritage and planning issues, including details of various criteria and conditions, although all developers should seek advice from their own professional advisors.

For further information please contact the team at:-

**Northern Ireland Housing Executive Grants Office,
Richmond Chambers,
The Diamond, L'derry,
BT48 6QP - Tel: (028) 7137 2000**

**N.W. Development Office,
Orchard House,
Foyle Street, L'derry - Tel: (028) 7131 9900**

**Walled City Partnership,
The Workhouse,
23 Glendernmott Rd,
Waterside,
BT47 6BG - Tel: (028) 7134 5400**

This document is available in alternative formats. Please contact the Housing Executive Grants Office.

www.nihe.gov.uk
August 2003

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GLASGOW 0141 248 9233

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LONDON 020 7851 4010

MANCHESTER 0161 831 1300

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