

***This document contains the set of 'key site' policy statements, and then 'area of interest' policy statements, at present available.***

The following paragraph from the draft neighbourhood plan establishes two key spatial designations by which the reuse and regeneration of individual sites, or wider areas, can be implemented.

5.5 “The Neighbourhood Plan has designated two types of spatial designations to direct and focus the processes of regeneration, development and improvement it seeks to encourage:

- **Key Sites:** Each of these sites is of local significance in relation to their size, context and potential, where their redevelopment presents the opportunity to fulfill a number of the core objectives and specific policies of the Neighbourhood Plan. They are all brownfield sites in the valley bottom; at risk of being sterilised by flood risk; and where the neighbourhood plan is able to identify or support preferred uses for each. The 3 sites identified at present are: Market Place, Hebden Bridge; the former Vale Centre site, Hebden Bridge; and the Mytholmroyd Community Centre site.

- **Areas of Interest:** these also require attention and improvement, but for them - unlike the key sites – their future use, and opportunities within, are not yet clear; whilst the proposed approach of the Neighbourhood Plan may not be focused on development, but rather a wider range of options.

The sites in both of these spatial designations will be the subject of a policy statement which sets out the issues confronting the area at present, and in the case of the Key Sites the type of uses that will (or will not) be supported. In the case of the ‘Areas of Interest’, the neighbourhood plan establishes a process which can be activated after it has been adopted: allowing a review of the area and possible proposals within it to be formally commenced at a future date, and then prepared for public consultation and subsequent determination - thus building greater and necessary flexibility into how the Plan can shape activity across its extended period.”

The proposed ‘key sites’ are established by policy 4, and the ‘areas of interest’ by policy 5.

The following pages provide the policy statements for the sites as currently drafted. The complete versions of each statement will be available for the second ‘regulation 16’ public consultation organised by Calderdale Council later this year.

# Hebden Royd & Hilltop Parishes draft neighbourhood plan

## 'Key Site' Policy Statements

### Background Context

The Hebden Royd and Hill Top Parishes Neighbourhood Plan will include a section identifying sensitive, important and generally large local sites where the plan will wish to see development encouraged. Each of these will be the subject of a 'site policy statement' which sets out the characteristics of possible future proposals the plan will support, the constraints they will need to work within, the opportunities they should capitalise upon and the way in which they will enable the ambitions, principles and policies of the Neighbourhood Plan to be put into place.

**Policy 4:** Key Sites – states that 'The development of the following Key Sites is supported and will be undertaken in accordance with the requirements of the policy statements, including their designation of preferred uses, which have either been prepared (or shall be prepared in the future, subject to a process of public consultation as set out in policy 36):

- Market Place, Hebden Bridge
- Former Vale Centre site, Stubbing Holme Road, Hebden Bridge
- Mytholmroyd Community Centre site, Mytholmroyd

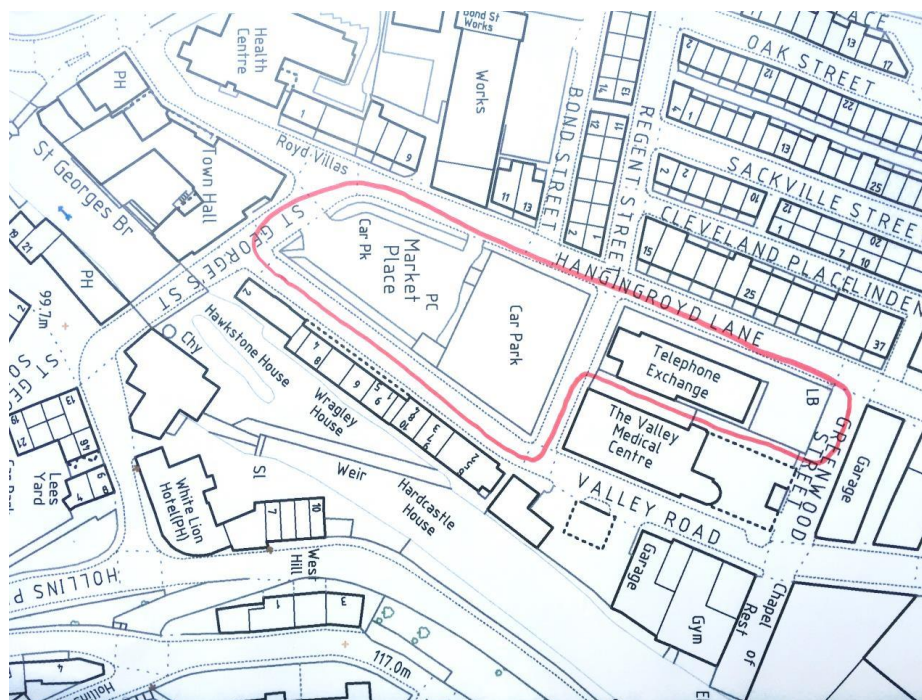
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### Key Site: Market Place, Valley Road Hebden Bridge

Preferred uses:: **Mixed-uses and public open space**

#### 1.0 The Site in its Context

**1.1** This site consists of three elements, the existing Market Place car park (owned and operated by Calderdale Council), the former Fire Station site (currently a surface car park) and the BT Exchange building. This is previously developed land, consisting of 'brownfield sites', with a small amount of landscaping/trees edging the Market Place car park. The site(s) are located within the Hebden Bridge Conservation Area, with the Victorian Town Hall and modern extension immediately adjacent. It is also visible from nearby positions on the valley sides. It is bounded by areas of housing to the west, small scale retail units (with employment uses above), and Hebden Water to the east (see Fig 1).



**Fig 1: The Valley Road Site as Existing**



**1.2** The principal road access is via Oldgate (one way northwards from the A646) and across St George's Bridge (from the Keighley Road junction only). The site is bounded to the east and west by Valley Road and Hangingroyd Lane, which give access to residential and mixed use/employment uses to the north. The site itself has not been subject to flooding in recent events.

**1.3** The buildings adjacent to the site are no higher than three storeys, with the Town Hall being the tallest. Both old and newer structures are constructed of local millstone grit with pitched slate roofs.

**Note:** *In the satellite view the component parts of the Marketplace Key Site are: the British Telecoms site at the top; the former fire station site in the centre; and the Calderdale Council car park towards the bottom. Hebden Bridge town hall is at the bottom of the view. All residential areas and the Hebden Bridge Doctors Practice at top right are excluded from the site area.*

**1.4** The Neighbourhood Plan recognises that the primary retail area of Hebden Bridge town centre is located to the south of this site, in the area bounded by Commercial Street, New Road, Market Street and Oldgate, and wishes to see new retail development predominantly concentrated in that area. In recent times new retail and leisure uses have come to occupy the ground floor premises along Valley Road, including, amongst others, a charity shop, a gym and café (see Fig 4) .

**1.5** In relation to the former Fire Station site planning permission for three commercial units with 9 apartments above and 5 townhouses was approved under delegated powers on 5th November 2007 (07/01868) but subsequently lapsed. An application for a two storey, mixed-use block consisting of retail to the ground floor and part of the first floor, with 3 flats to the remainder of the first floor, combined with a three storey block of 5 townhouses fronting onto Hangingroyd Lane was refused on Appeal in 2016 (13/01542).

## **2.0 The Key Findings of the Consultation**

**2.1** The public consultation on the future of Valley Road gave a clear steer as to what local people would like to see on the site(s) and how it should be developed. The exercise suggested strong support for a mixed use development consisting of a balance of open/green space, parking, housing (preferably with a large percentage of social and/or 'affordable' element), retail, employment and cultural/leisure/recreation uses. More than half of the respondents wanted to see all three of the sites developed in unison and as part of a single comprehensive application.

**2.2** There was strong support for a new scheme that 'respects' the Conservation Area within which it would sit. New development should enhance and add to the character of the existing townscape, reflect adjacent building heights and meet high quality, and energy efficient, design standards. It was considered that future development should reflect the current scale and density of the built environment of the immediate area, support the extension of the existing pedestrian-friendly town centre and its high quality public realm, with which it should be linked. Any new scheme should 'discourage' road traffic, whilst being designed in such a way as to ensure appropriate service access suitable to envisaged future uses.

### 3.0 A Development Brief for the Site

The future development of the site(s) should aim to put into place and practice the core policies outlined in the Neighbourhood Plan as a whole. The following recommendations are linked to the specific Neighbourhood Plan policies they relate to and address.

#### 3.1 The Neighbourhood Plan will *encourage*:

~ The development of the overall Valley Road site, or the separate development of its component parts, should each contribute to its incremental comprehensive development (NP 3.5. ). The principal features of a co-ordinated development of all of the sites would be a new public square in the southern part (see Fig. 3) and new development in the northern part, including the existing BT Exchange site, should this become available, together with increasing links to the existing pedestrianised area of the town centre (NP 3.4. ).

#### 3.2 The Neighbourhood Plan will *support*:

~ The provision of a new public space with its southerly edge bounded by the Town Hall frontage and its northerly edge defined by new development on the site. Innovative and high quality surface treatments and materials will be required in this new public realm (NP 3.5 ). The facade of the a new building should be designed so as to provide a high quality architectural frame for the new square, with active frontages on the ground floor animating the new space and acting as a counterpart to the facade of the Town Hall (NP. 3.5 ).

~ Close cooperation between the landowners and prospective developers of the wider site area, and the participation by public authorities and agencies, and community organisations, in order to facilitate and further comprehensive development and the provision of the new public space.

~ The extension of the pedestrianised area on Bridgegate/St George's Square into and around the Valley Road site in order to form part of the new public space, and the provision of a pedestrian friendly environment NP 3.4 ).

~ The provision of new housing with a significant percentage being within the 'affordable' category, as evidenced by Calderdale Strategic Housing Market Assessment November 2015 (NP3.2 ).

~ The provision of the existing number of parking spaces, and such additional capacity to the extent that this does not generate significant road traffic (NP3.4 ).

~ The mixed use of the site including a range of employment uses (NP3.1 ).

~ Small scale retail and bar/café uses to ground floors creating 'active frontages' with tables and seating occupying part of the new public square (NP3.1 ; NP3.5 ).

~ Cultural/recreation uses that do not generate significant road traffic (NP3.4. ;NP3.5 ).

~ The provision of quality landscaping for the new open space and any surface car park with, if possible, the retention of the existing trees (NP 3.3 ).

#### 3.3 The Neighbourhood Plan will *require that*:

~ Proposals for new development should demonstrate that they will not generate significant road traffic in the area (NP3.4 ).

~ The operational and delivery access requirements of proposals, and parking demand generated by site uses, should be met within its curtilage.

~ The new development is of a high design quality in order to enhance the Hebden Bridge Conservation Area, is fully consistent with the Conservation Area Statement, and respects the existing adjacent building heights, forms, scale and use of traditional materials (NP3.5 ).

~ Although the sites(s) have not been subject to flooding, all new development should be designed in such a way as to be as flood resilient as possible (NP3.6 ).

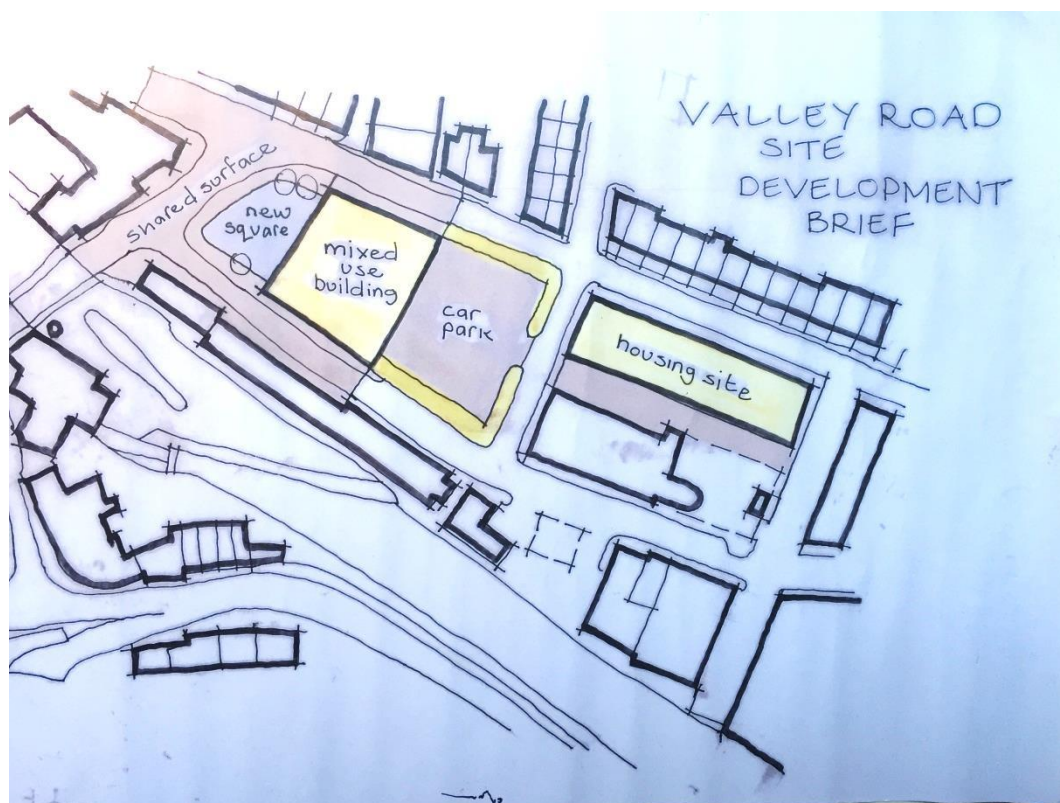


## 4.0 Indicative Development Footprint

4.1 Based on the above brief, the drawing in Fig 3. shows an indicative development footprint for the site. This layout addresses the aspirations local people have said they have for the site and could form the basis of an attractive scheme that would meet those aspirations. Alternatively developers might wish to suggest a rearrangement of the components ('new square', mixed use building', 'car park') in a different configuration across that main part of the Valley Road site in order to produce a development approach which is deliverable by them. This would need to involve cooperation and coordination between the respective landowners.

Proposals can relate either to that main part of the site, or also encompass the separate site alongside Hangingroyd Lane at present occupied by the telephone exchange, which in the indicative layout is identified as 'housing site'. Again alternative configurations for the entire site can be suggested, and again cooperation and coordination between the respective landowners would be required. It could be that the telephone exchange site may only come forward for redevelopment in the longer term but developers for any part of the Valley Road site should demonstrate that they have considered how it could be integrated with their proposals. The closure in due course of that section of Regent Street between Valley Road and Hangingroyd Lane could be considered if it can be demonstrated to be feasible in highways and access terms.

The Neighbourhood Plan will welcome imaginative schemes which respond to the policies and aspirations within this statement and which will bring about the redevelopment of this important site in Hebden Bridge town centre. Appropriate officers will be happy to discuss detailed aspects of a proposed scheme with any developer or landowner.



**Fig 3: An Indicative (Ground Floor) Footprint of Potential Future Development**

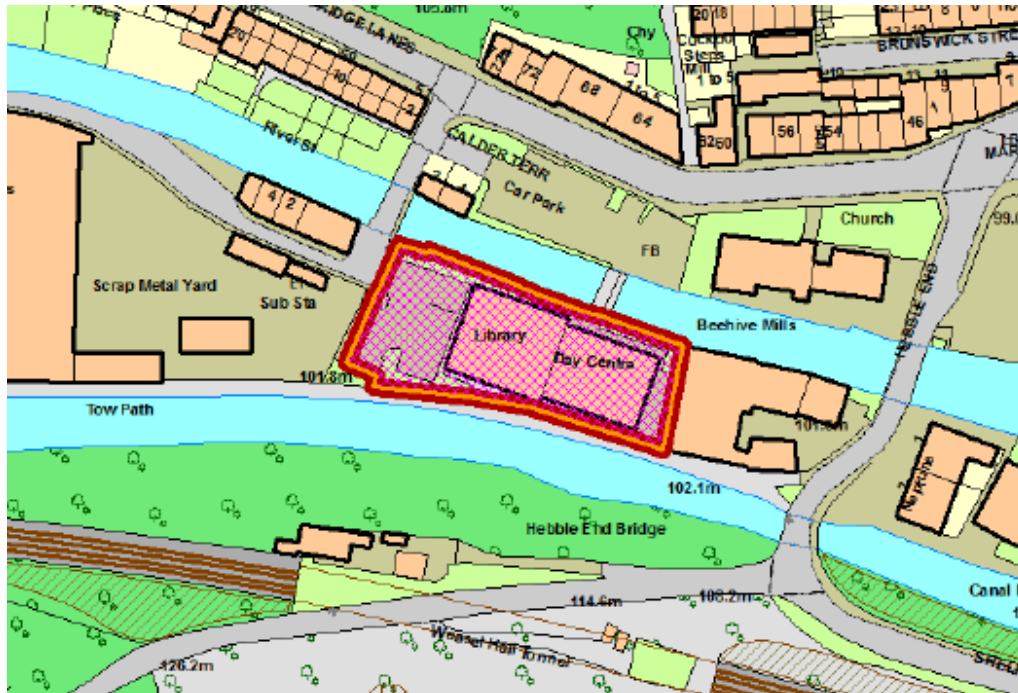


***Fig 4: Views of the Sites, Adjacent Streets and Existing Development***

###

**Key Site:** Former Vale Centre, Stubbing Holme Road, Hebden Bridge

Preferred use: **Housing**



*Note: site and locational context - River Calder to the top of the site, Rochdale Canal to the bottom. Access from Stubbing Holme Road over the river bridge is top left.*

**The Site in its Context**

The site extends to approximately 0.2 ha and is located between the Rochdale Canal and the River Calder. Access is via Stubbing Holme Road, which links to the A646 over a narrow single lane road bridge.



The site is roughly rectangular in shape and comprises a broadly flat area of land created following the demolition of the Hebden Vale Children's centre. To the eastern boundary is Beehive Mills, the southern boundary is formed by a wall separating the site from the Rochdale Canal Towpath, the western boundary is defined by a wall and in part by a metal paladin-style fence and gate. To the north is the River Calder

The site is accessed from the A646 (Bridge Lanes) via from Stubbing Holme Road. Stubbing Holme Road serves several industrial premises and residential properties, beyond the application site. There is a narrow footpath on the left side of the road as it passes over the River Calder.

The site is within the Hebden Bridge Conservation Area, it is abutted by the Grade II listed "Bridge Over River Calder".

The site lies within Flood Zone 2 and 3. The eastern most part of the site has a high risk of surface water flooding and the south-western part has a medium risk of surface water flooding.

The site is within the Hebden Bridge Conservation area which is characterised by its stone buildings and the steep valley sides, set in a wooded setting. The linear waterways provide views of the generally low terraces, some of which are back to back housing, the landmark mills that drove the economy of the town and the various bridges. The site is open land and is not considered to contribute to the significance of the Conservation Area. However, the open nature of the site does allow for uninterrupted longer views

The adjacent Grade II Bridge over the River Calder dates from the 1800's and carries Stubbing Holme Road. The relationship with the open ground and, more importantly, with Calder Mill contribute to its significance as do the buildings on Market Street. However, its relationship with the River Calder and its banks, and the buildings on the waterway's north side make the greatest contribution to its significance, in terms of its setting. The views afforded from the open area of the site of these relationships helps to reveal their significance

### Key Findings of the Consultation

*This section will be completed once the results of the 2021 public consultation have been analysed, but that will only indicate the overall attitude towards the provision of housing on the site.*

### A Development Brief for the Site

*This section of the Key Site policy statement sets out the types of application and interventions that the neighbourhood plan will variously i) encourage ii) support or iii) require, as you can see on page 3 relating to the Marketplace site. At the moment that detailed analysis has not yet been undertaken, and would need to await at least the results of the regulation 14 consultation. However it is possible to identify some of the issues and approaches that the policy statement will need to incorporate.*

'The Neighbourhood Plan will **encourage**'

- The development of the site should contribute to the progressive implementation of the approach to the wider Stubbing Holme Road area, set out in its 'Area of Interest' statement - see policy 5. The building to be provided on this site should be regarded as the 'anchor use' which, as a result of its development, will have the effect of promoting additional future regeneration activity within the wider area. This site is located at the eastern end of a sequence of sites that over time are capable of contributing to significant improvement: immediately to the west is the existing scrapyards use, and beyond that is the large and presently disused Wireform building, both of which could have a number of potential future beneficial uses.

- The housing use that is supported (see next section) should if possible fulfil the desired requirements set out in paragraphs 9.9-10 of the neighbourhood plan: be affordable and social housing provision; with an emphasis on particular housing types (e.g. meeting the needs of younger or older people); and be at an appropriate density (consistent with the Victorian town centre surrounding) so as to make the maximum use of the site.

- reduced or zero parking for residents, taking account of the nearby location of the current community car club.

'The Neighbourhood Plan will **support**'

- A **housing** use on the site, in accordance with policies, 3, 4, 12,, and also 5 of the neighbourhood plan. This site is at present, the most important opportunity to provide new housing in a sustainable location within the NP area. It shares with the nearby high Street site - also allocated in the neighbourhood plan, as well as the local plan - the advantages of being located within Hebden town centre and therefore within



walking distance of all its facilities: for employment, shopping, health, education and recreation. It is located directly alongside the Rochdale canal towpath, recently improved by the WYCA city connect programme to provide a high-quality cycle and pedestrian East-West pathway; this also connects the site to Calder Holmes Park and the rail station. As a site with 'waterfront' on both sides it should be highly desirable from a commercial perspective, and attractive socially because of its views and location. It offers the prospect of providing an example of 'town centre living' which could then extend to other adjacent sites, at present inefficiently used, in the Stubbing Holme area, thereby providing further impetus to its regeneration.

- It might be possible, should at some future date the adjacent scrapyards site become vacant, to extend this housing use over a wider area, thus increasing its scale and the opportunity to mix commercial and affordable housing within the same development and funding approach.
- It is possible that **some elements of mixed use** could also be supported, particularly those which contributed to other activity in the immediate Stubbing Holme area. As an example: if the building design was required for flooding resilience reasons for its inhabited parts to be elevated above ground level, it might be possible for the resultant vacant space to provide for residential parking from the wider area.

'The Neighbourhood Plan will **require**' that

- The proposed development must first be submitted to a flooding assessment to a standard agreed by the Environment Agency and Calderdale Council. Its design must incorporate whatever flooding resilient measures required by those bodies that will protect the building and occupants from flooding events. The assessment and design must take account of flooding risk both from the River Calder to one side and the Rochdale Canal to the other. The design must also take account of whatever interventions have or will be required to be provided by the Environment Agency's flood alleviation scheme for the conveying of water away across the site.
- The development should not attract or generate a large volume of road traffic in view of i) the site's immediate access point onto Stubbing Holme Road at a right angle, also in close proximity to the access to the adjacent business site; ii) the difficult access to the A646 across the narrow Stubbing Holme Road bridge across the River Calder. It is anticipated that the pavement on this bridge, which is at present of substandard width (approximately 90 cm) will need to be widened so as to provide pedestrian accessibility at required standards iii) the site's proximity to the Hebden Bridge air quality management area, which at present still records unlawful exceedances of air pollution. Consequently this site cannot be a contributor to additional air pollution loadings iv) the intention of the wider Stubbing Holme Road 'area of interest' statement that traffic levels in the area should be reduced rather than increased, and that future uses - intended to make a contribution to regeneration that could generate road traffic in the wider area - should be discouraged.
- The development must have full regard to its heritage setting within the Hebden Bridge conservation area, and make a positive contribution to it by the quality of its design and sustainable construction. The requirements in this regard will be set within the Design Code for the neighbourhood plan, which must be complied with. Its heritage setting does not however preclude the possibility of considering a modern attractive design.

###

**Key Site: Mytholmroyd Community Centre site, Caldene Avenue, Mytholmroyd**

Preferred use: **Community Facilities/ Recreation/ Cultural (and other mixed uses)**

The policy statement for this key site has not yet been drafted and will be prepared once the feasibility studies and development options at present being considered by the Community Centre Trust have been completed, and the scoping of the site for the NP design code is available.



**Note:** none of the residential properties to the right of the community centre site are included in this area, but the pedestrian right of way from the rear right hand side of the site through to Streamside Fold and across the river bridge to the village centre is included. Also note the frontage to the River Calder at the top of the site.


## Hebden Royd & Hilltop Parishes draft neighbourhood plan: 'Area of Interest' Policy Statements


### *Background Context*

In addition to the Key Sites that it designates - for which a preferred approach to development has been determined - the Hebden Royd and Hill Top Parishes Neighbourhood Plan also identifies 'Areas of Interest', the future use of which and opportunities within are not yet clear, and where the proposed approach of the Plan may not be focused on development, but rather a wider range of options. The Neighbourhood Plan establishes a process for these 'Areas of Interest' which can be activated after the Neighbourhood Plan has been adopted - allowing a review of the area and possible proposals within it to be formally commenced at a future date, and then prepared for public consultation and subsequent determination - thus building greater and necessary flexibility into how the Plan can shape activity across its extended period.

Each 'area of interest' will be the subject of a policy statement which sets out the issues confronting the area at present, and as these may emerge in the future, the types of uses that may be appropriate, the constraints they will need to work within, and the sorts of interventions that will assist their progress.

**Policy 5:** Areas of Interest – states that 'The continuing improvement of the following Areas of Interest - where specific proposals for development and regeneration have not yet been identified, but where these should be encouraged to evolve across the life of the neighbourhood plan - will be encouraged in accordance with the principles of the policy statements which have either been prepared, or shall be prepared in the future (subject to a process of public consultation):

- Stubbing Holme Road area, Hebden Bridge (detailed policy statement – prepared)
- The Western end of Victoria Road, Hebden Bridge (summary policy statement - prepared)
- King Street, Mytholm, Hebden Bridge (not yet prepared) 
- Green area, Buttress, Hebden Bridge (summary policy statement - prepared)
- Mayroyd, Hebden Bridge (summary policy statement - prepared)
- Mytholmroyd Canalside (summary policy statement - not yet prepared)
- Mytholmroyd 'Dusty Miller' area (summary policy statement - not yet prepared)
- Mytholmroyd 'St Michael's' area (summary policy statement - not yet prepared)

 At present this site is designated flood zone 3B 'functional floodplain' and is therefore not available for development. However, should the Environment Agency and Calderdale Council agreed to a change in designation permitting some form of development then either an Area of Interest or Key Site policy statement would be prepared reflecting its importance as a gateway site.

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## Stubbing Holme Area of Interest, Hebden Bridge: Policy Statement

*Note: some of the detailed content concerning Stubbing Holme area has not yet been included, e.g paragraphs 1.5-7, and photographs. This statement was prepared in 2017-18, and so may reflect the position at that date.*

### 1.0 The Area in its Context

1.1 The area is located within the Hebden Bridge Conservation Area, and bounded to the south by the Rochdale Canal, to the north by the River Calder, with less formal boundaries to its eastern and western extent. At present the eastern boundary is taken as the site of the former Vale Centre (demolished after the December 2015 floods), and the western boundary as the undeveloped brownfield site beyond Trinity Street. Vehicle access to the main area is obtained solely via Stubbing Holme Road, which has a constrained junction with the A646, and which crosses the river on a single track bridge. There is however an extension of the area on the northern side of the River Calder, which fronts directly onto the main road and is at present occupied by a car park (see Fig 1).



Fig 1: satellite view Stubbing Holme Road area

1.2 From east to west the existing uses are as follows: the former Vale Centre site, now vacant (0.2 hectares); a scrapyards and vehicle hire site (? ha.); a substantial 19th century industrial building, previously occupied by Wireform Ltd, but now vacant, with to its rear a number of smaller premises, now also mostly vacant (? ha.); six rows of terraced houses between Robertshaw Road and Trinity Street, with accesses on both sides (? ha.); and finally an area of vacant, previously developed land (? ha.). The total dimensions of the Stubbing Holme Area (SHA) are ? metres by ? metres, and its area is ? hectares

1.3 [the condition of the housing, and compatibility of the existing uses]

1.4 The SHA, and its housing and industrial buildings were the subject of severe flooding in December 2015 (and in previous Hebden Bridge floods) principally caused by the overtopping of the relatively low wall alongside the River Calder, in turn exacerbated by water backing up above the Stubbing Holme road bridge. Some flood damage also originated overflows from the canal on the opposite side. The vulnerability at present of the area to inundation is one of its principal features, consequently requiring a major intervention.

1.5 [physical description of the buildings].

1.6 [Any recent planning permissions; and also changes of ownership]

1.7 [relationship to adjacent areas]

### 2.0 Constraints, necessary interventions, and opportunities & possible uses

The future uses and regeneration of the SHA should aim to put into place and practice the core policies outlined in the Neighbourhood Plan as a whole. The following issues are specifically identified for consideration by existing residents and businesses, land/building owners and developers, as well as a range of public authorities and utilities.

## 2.1 The existing **constraints** are:

~ **Vulnerability to flooding:** The area has been identified as Flood zone 3? Since December 2015 the particular causes of flooding in the Stubbing Holme area have been subject to detailed analysis by the Environment Agency, in order to develop a set of intervention that will both reduce (but not necessarily eliminate) flood risk in the area itself and also contribute to a flood alleviation scheme for Hebden Bridge as a whole. [Summarise current EA analysis]. As a result, a scheme to better protect the area is now being prepared (see Interventions paragraph below).

~ **Constrained access & highway capacity:** Access to the area is constrained by the limitations of the junction of Stubbing Holme Road with the A646 (see picture), combining with the 1+ lane bridge across the River Calder, in relation to both the existing volume of traffic and then whatever type and volume of traffic that might be associated with possible future uses. With a significant proportion of the entire area at present occupied by vacant uses it will be important to avoid the situation where the early development of a relatively traffic intensive use on one site then acts to choke off regeneration opportunities across the area as a whole by overloading the local highway network and junction capacity.

Traffic accessing Stubbing home Road via the A646 junction has/will have five destinations to serve: the existing Council (uncharged) car park; the former Vale Centre site; the functioning scrapyards site; the vacant Wireform building; and the residential area to the west. There are three bottlenecks which in combination significantly limit access the accessibility of the SHA as a whole: the junction to the A646, with the potential for queueing behind vehicles executing a right hand turn into SH Road; the river bridge, which is effectively single lane only and with an inadequate pavement width; and then the 90° right hand turn at the confluence of three traffic streams (accesses to Vale Centre and scrapyards sites, and traffic further along SH Road).

If the three vacant/industrial sites at the eastern end are to receive functioning uses in the future - the principal task of this Policy Statement - then both the choice of those new uses, and the need to prevent the early redevelopment of one of them pre-empting the access requirements of the others, will become crucial considerations.

At the western end of the area residents have so far been able to accommodate parking requirements within the pattern of the cul-de-sac streets, combining with parking on Stubbing Holme Road itself, which is sufficiently wide at that point.

~ **Compatibility of mixed uses:** At present there is not much incompatibility of uses; it's rather finding a future mix of uses that will work compatibility and sustainably with each other. As an example: if some of the existing industrial premises could be refurbished with a range of spaces suitable for start-up or small businesses, then such use would work in tandem with housing, either in the area itself or within the town.

~ **Heritage and Visual Impact:** The eastern section is substantially visible from the main road, and will be viewed against the backdrop of the green hillside to the south; and it's within the Hebden Bridge Conservation Area. Therefore any development proposals would need to be appropriate to this location; capable of being inserted within its architectural/landscape context; be of a high design standard; and innovative in relation to its response to flooding risk.

## 2.2 The **necessary interventions** are:

~ **Implementation of a flood alleviation scheme:** This intervention is critical because if flood risk cannot be reduced, then the flow of higher quality investment into the area and continued residential occupation will be undermined. At the moment (August 2017) the Environment Agency is completing its analysis of flood causation and possible measures for the town as a whole, including the SH area. So far their initial conclusions are: 'Modifying or removing Stubbing Holme Road bridge and New Road bridge has a significant benefit on reducing flooding when combined with the containment option. However, it would not be feasible to completely remove the bridges which would reduce access through the town. In addition they are protected for their heritage value and within a conservation area so any modification would be difficult and costly'; and 'Increase wall heights along Stubbing Holme Road in keeping with the visual characteristics of the town'. Whilst the latter proposal can be implemented without impinging on the Conservation Area, a decision as to whether or not to remodel the bridge may need further consideration because its central pier and narrow arches seems to be a significant cause of upstream overtopping of the riverside wall. Modelling will be required to demonstrate a significant overall reduction in flood vulnerability.

~ It's understood that some flooding did occur as a result of rising water tables within the cellars of houses originating from the canal. This will also require an appropriate intervention.

- **Improved public realm and access:** if the amount of activity in the SHA is to increase as a result of possible future uses (see next section) then the volume and type of future vehicle access will need to be carefully managed so as not to overload the limited capacity of the local highway network. The possible future uses for the eastern end of the site will require improved pedestrian access, achieved at the location of the road bridge by the widening of the pavement, effectively reducing that the potential for vehicle access a little further. The former Vale Centre site may need to be reconnected across the river to the north by a footbridge raised above flood levels. There are also potential for improvements to landscaping and the public realm throughout the residential part of the SHA.

### 2.3 The *opportunities & possible uses* could be:

~ The SHA can be divided broadly into two halves. The existing residential part to the west functions well and should remain the principal use, subject above all to its vulnerability to flooding being reduced. In that connection continued support in the implementation of flood resilience measures will be beneficial; whilst non-planning issues such as access to home insurance will be important.

~ The vacant brownfield site at the West End of the area beyond Trinity Street could be designated as a potential housing site, which would be consistent with the existing residential uses and the overall principle of the Neighbourhood Plan of seeking to locate new housing development across its area, principally on brownfield sites in sustainable town centre locations

~ The eastern part of the SHA, with its mixture of former and active industrial premises/sites, could provide considerable opportunities, but the choice of suitable uses will need to be carefully managed and controlled so that the area as a whole can operate within the access constraints previously described.

~ In terms of its three constituent sites: the Wireform building, now vacant (2017), has potential for conversion to a range of business, employment and cultural uses. The former Vale Centre site at the eastern end (now vacant), which is owned by Calderdale Council, has been allocated temporarily to act as an Environment Agency depot whilst they undertake various aspects of the Hebden Bridge flood alleviation scheme over the next 2-3 years. However it is a prime site, overlooking waterways on both sides, and in a sustainable location within the town centre. Principal uses in the longer term could be housing (with an innovative design raising lived-in areas above the level of flood risk), or alternatively mixed use - consistent with the existing/future uses on either side. Another (but only) temporary and flexible use could be for a limited amount of surface car parking, but this use should primarily be achieved by making the existing 33 space council car park available for short stays by applying charges, where it is well located to support the retail activity on Market Street.

~ The functioning scrapyards/vehicle sales site occupying the middle position between these two sites will continue, but its future should be understood in terms of its relationship to the new uses on either side. For example, the site could be combined with the former Vale Centre site to create a larger housing or mixed use development, but one with carefully controlled and limited access requirements.

~ **Preferred uses in the SHA:** These should be either housing, or mixed use (with the employment uses catering for small/starter/cultural businesses, and with limited access needs). Parking should continue on the existing car park well located adjacent to the A646, but otherwise a limited amount of additional surface parking only should be considered as a temporary use pending the development of a more comprehensive approach to the SHA's eastern section.

~ **Design aspects:** The eastern section is substantially visible from the main road, and will be viewed against the backdrop of the green hillside to the south; and it's within the Hebden Bridge Conservation Area. Therefore any proposed housing, or mixed use, development will need to be of a high design standard and innovative in relation to its response to flooding risk.

## 3.0 Timescale and future process

3.1 **Future process:** Activity to promote the Stubbing Holme Area of Interest will need to include: the completion and implementation of the Environment Agency flood alleviation scheme; a study of the accessibility and highway capacity of the area, thus defining the access constraints for future uses and individual sites; and the promotion of master planning or visual conceptualisations of a future SHA in order to prompt community discussion and developer interest. In terms of parking uses Calderdale Council should be asked to consider the redesignation of its existing Stubbing Holme car park as chargeable for short stay use.

3.2 **Timescale:** A first requirement will be for public consultation around the approach and proposals of



this Policy Statement. Then for the period of the next 1-3 years (to 2020) - whilst the Environment Agency flood alleviation scheme is implemented, also requiring their temporary occupation of the Vale Centre site - the emphasis should be on assessing and promoting possible longer term uses at the eastern end of SHA, whilst undertaking a continuing consultation process and dialogue with residents and businesses/landowners at the eastern end. If appropriate a more formal development brief might then emerge.

3.3 The Neighbourhood Plan will welcome continuing dialogue with all parties about the future use of this important Area of Interest within Hebden Bridge town centre. Appropriate officers will be happy to discuss any aspects of this Policy Statement and its approach.

*Appendix - photographs of area*

## Victoria Road, Hebden Bridge 'Area of Interest': Policy Statement

The area of interest is located at the western end of Victoria Road, covering a quite defined area of around 100m in length, and then extending 50m in a southward direction to the banks of the Hebden Water. The eastern end of the area is defined by the new block of retirement homes (built by McCarthy & Stone in 2015) which occupy the site of previously demolished industrial buildings. The north side of Victoria Road almost to its end is occupied by housing, either victorian up to the junction with Windsor Road, or relatively newer build beyond (on the site of the former Foster Mill). Adjacent to the eastern end of the area is Nutclough Mill, occupied by Calrec, the largest single (and high-tech) manufacturer in the town.



Importantly the area is **not** included within the boundary of the Hebden Bridge Conservation Area (reviewed as recently as 2011), and has not been subject to flooding in recent years, despite the fact that its southern boundary is the Hebden Water.

This area is mostly in the ownership of a single landowner, and is occupied principally by two blocks of industrial buildings from the 1960s, which together provide a large number of individual units used for a variety of purposes, including manufacturing, wholesale retail, storage, smaller trades, and cultural purposes, and which therefore provide useful spaces of different size for these activities. Whilst there is some degree of vacancy they are at present well occupied. As just indicated the type of uses in the area are already evolving and will continue to do so.

At the far end of Victoria Road and on the opposite side is a smaller block of older Victorian buildings some showing a degree of dilapidation. There are also three houses. Highways in the area (i.e beyond the junction with Windsor Road) are not adopted, with no pavements, and therefore the public realm is of a poor standard, giving rise to some nuisance issues.

Immediately to the north of the area is the Greenbelt boundary, with access to footpath routes and the countryside being over a historic [and listed?] packhorse bridge (at the end of Spring Grove) across the Hebden water with an uneven surface. There are recreation facilities immediately adjacent and then the riverside path leads off in the direction of Hardcastle Crags.

The **existing constraints** are largely the area's overall location at the northern end of the town centre, with acceptable but not good access either along Valley Road (which provides the connection to the A646 and A6033) or down Foster Lane from the Nutclough junction. The absence of plans to adopt the highways means that there is at present no framework for the improvement of the public realm. Both of these factors will reduce development interest in the area. The area is also subject to an amount of

informal parking and irregular residential use by camper vehicles. The design of the two industry blocks does not enhance the area in its setting.

The **necessary interventions** would include proposals relating to the public realm and highways, so as to provide a better context for regeneration proposals. However, it should be borne in mind that increased development interest could reduce the availability of lower cost premises for uses that require lower rental levels. Therefore, any proposals for the area need to proceed via discussions with landowners and existing businesses/users. They must also be mindful of the surrounding residential areas.

The **opportunities and possible uses:** This area of interest has been undergoing evolution and transition over the last two decades, with some demolition making way for new retirement homes well located for the town centre and GPs, and important cultural uses joining more ordinary smaller-scale trades. This process will continue and the choice of 'preferred uses' does not need to be strongly directed by the Neighbourhood Plan itself. Residential, employment and mixed uses will all be acceptable, although those requiring large amounts of traffic access should not be encouraged. Opportunities to improve the public realm, and provide highways and pavements to proper standards, will undoubtedly assist its successful evolution.







## King Street, Mytholm, Hebden Bridge

*An area of interest outline statement has not been prepared at the moment whilst the flood zone and planning status of the site is determined.*



*Note: The residential properties to the left-hand side and the buildings on the right-hand side are not included in this site. Access to it is from the A646 at the bottom of the view.*

## Green Area (adjacent to the Buttress), Hebden Bridge 'Area of Interest': Policy Statement

This is an area of land bounded by The Buttress to the north, Heptonstall Road to the west, and Mason Street/Melbourne Street to the south; approximately 300 m in length, sloping to the south, and tapering towards the west. The 1907 OS map shows it as undeveloped at that time. It is believed to be in the ownership of Calderdale Council (although signs of ownership are not present) and is at present covered by a mixture of relatively mature trees and bushes, and intersected by informal paths. There is no evidence of regular management. On the other side of The Buttress it connects to a similar area of green space, believed to be in private ownership and with more evidence of management.



*NB In this satellite view the area of interest is bounded to the north by Heptonstall Road; land beyond this is not included, nor are any of the residential areas.*

In designating this an 'area of interest' it is strongly emphasised that the intention is **not** that it should be considered for any kind of built development; rather that its continuing role as a small 'green lung' adjacent to the town centre should be recognised with a view to better understanding how its management and use could possibly make it more accessible to and usable by residents, whilst at the same time conserving its ecological purpose and value.

**Existing constraints:** At the moment (spring 2018) the part of the site that has a frontage on Heptonstall Road is still proposed to be allocated for housing in the Calderdale Local Plan (LP 1509 Land adjacent to Albion Terrace), although its greenfield designation, the slope of the site and its difficult access onto the main road makes this undesirable. It is suggested that the possible housing allocation should be withdrawn.

**Necessary interventions:** The ownership of different parts of the site needs to be established; and a survey of the possible management needs of the trees and vegetation (to ensure that these remain healthy) undertaken. The possibility of greater involvement of volunteers in managing the vegetation in the area could be explored.

**Opportunities and possible uses:** Over time it may be possible, and desirable, to increase the accessibility to and through this site, whilst at the same time enhancing its benefits to wildlife. This should be set out in a survey and management plan report, for the purposes of public consultation, which could also be considered in the context of proposals for housing development on the adjacent site at the junction of the A646/ Heptonstall Road (LP1503 Land at Stoney Lane) which is supported.



## Mayroyd, Hebden Bridge 'Area of Interest': Policy Statement

This is an area of land bounded by Mayroyd Lane to the west, the A646 and Rochdale Canal to the north, the River Calder to the south and Walkey's Clogs Mill (one of the Neighbourhood Plan's Key Sites) to the east. It is some 800m in length, but averages only around 80m in width. The area immediately adjacent to the west (up to Station Road) is the edge of the Hebden Bridge Conservation Area. The path of the river channel means that, at its western end, there is a small length of Mayroyd (around 100m) on the south side of the Calder. It is understood that the entire Mayroyd site is in the ownership of a single landowner, who also owns Walkey's Clogs.



*NB In this satellite view the Mayroyd area of interest is bounded by the canal towpath to the north and the railway embankment to the south*

Mayroyd is designated Greenbelt, for the purposes of prevent the neighbouring towns of Hebden Bridge and Mytholmroyd merging into one another; it is Environment Agency flood zone 3b, making it least suitable for development; a situation reinforced by its former use as a victorian refuse tip for the town, resulting in soil instability and possible contamination. At present it is covered by unmanaged scrubby vegetation, without any paths across it; this also means that the River Calder frontage is inaccessible. However the canal towpath on its northern edge is well used for pedestrian traffic. Mayroyd's setting is the impressive treed slopes of Fallingroyd Wood to the north and Crows Nest Wood to the south.

Mayroyd also has very limited accessibility on all four sides: Mayroyd Lane is unadopted, single track, passing through a working stone yard, and is already sufficiently trafficked with access to the residential uses in Mayroyd Mill, and Fairfield over the river; Carr Lane Bridge at its east end is also single track with poor visibility onto the A646. Effectively the area of interest is 'landlocked' so far as road traffic is concerned. However it is bounded on both north and south sides by pedestrian and cycle routes, and is only 200m walk from Hebden Bridge station.

On the far side of the canal there is an established community of barge dwellers (numbering some ? boats) who are living on the northern fringe of the area.

**Existing constraints:** Mayroyd's very limited accessibility combined with its environmental designations means that most development uses can be ruled out. On the other hand activities which recognised these limitations, but took advantage of its location between the canal towpath corridor and the Calder frontage, and proximity to the station, might contribute in the future to the preparation of creative plans to bring this important green space into greater public use.

**Necessary interventions:** It is understood that at the moment (spring 2018) the Environment Agency has ruled out using Mayroyd as emergency flood plain to relieve pressures on the adjacent towns by cutting a channel to divert water from the river onto the site. The prerequisite for any planning would be a site survey that mapped the extent of ground conditions and contamination. Any proposals for the area would need to proceed via discussions with the landowner. The possibility of greater involvement of volunteers in managing the vegetation on the site could be explored.

**Opportunities and possible uses:** Dependent on the results of the site survey, informal recreational uses that did not involve more than low levels of vehicle access, and which can be serviced without permanent/larger facilities - such as a camping, or picnic, site; or a use linked with physical exercise, or to recreational use of the river - might be a possibility. This would capitalise upon the area's accessibility by *sustainable* means, in a high quality landscape at the eastern gateway to Hebden Bridge.

## Mytholmroyd 'Canalside' Area of Interest: Policy Statement

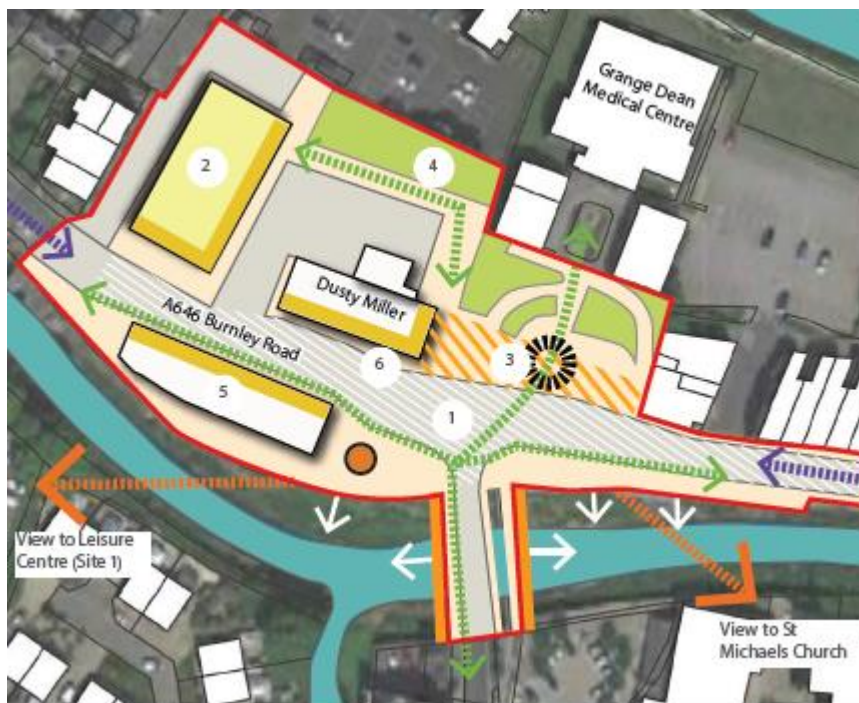
The opportunities at this site were reviewed within the AECOM Mytholmroyd Masterplan (Site 2 'Canal Access' page 49-51), but subsequent discussion with Setbray as landowner of part of the site (and the General Practice is also a lessee) indicated that they might wish to take a different approach to its future use and development, taking account of the medical facilities available immediately adjacent. The possible content of this 'area of interest' statement will therefore be reviewed after the regulation 14 public consultation.





## Mytholmroyd 'Dusty Miller' Area of Interest': Policy Statement

The opportunities at this site were reviewed within the AECOM Mytholmroyd Masterplan (Site 3 'Village Core' pages 52-3), and then within a second master-planning stage commissioned by Calderdale Council to improve Mytholmroyd' public realm ('The Dusty Miller & Memorial Gardens' pages 14-16). At present there is some way to go in narrowing down what might be the preferred options in relation to site consolidation and public realm improvement, so these will be reconsidered after the regulation 14 public consultation.



*Illustration from the AECOM Mytholmroyd masterplan for this site*



## **Mytholmroyd 'St Michael's area Area of Interest: Policy Statement**

Unfortunately neither the AECOM masterplan or the subsequent public realm study audited and analysed the opportunities to improve the public realm in this area. However these should be relatively straightforward, and so it should be possible to develop a policy statement for the area at an early stage of the plan. It should be noted that the public realm immediately adjacent to the River Calder has just received substantial investment within the flood alleviation scheme.

