



Public Realm Design Scheme - Mytholmroyd Village Centre

March - July 2019

Acknowledgements

Partners:



Historic England

Key Consultees:

WYCA, Canal & River Trust, Royd Regeneration, Hebden Royd Town Council, EA, VBA, Hebden Bridge and Mytholmroyd Town Board, Mytholmroyd Community Hub (The Station Building), Hebden Bridge Group Practice, Set Bray Ltd, The Dusty Miller & Sainsburys.

Design Team:

Landscape Architecture & Lead Consultants - XQLA
Highways Consultants - Martin Higgitt Associates
Artist Consultants - Working pArts



Working pArts

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1. Stakeholder presentation boards with Analysis / Local Precedent / Options
2. Road surface options
3. Progress meeting presentation
4. Bus stop options
5. Transport Note

File Notes

1. Progress Meeting - 3rd April
2. Stakeholder Workshop Summary – 9th April
3. Stakeholder Meeting- Sainsbury's - 8th May
4. Progress Meeting Minutes- 17th May
5. Progress Meeting Minutes- 5th June
6. Mytholmroyd Tree Suggestions -24th June

Introduction

Context

Why Does Mytholmroyd need a public realm strategy?

In establishing the context for this piece of work it is vital to understand the relationship between the involved bodies.

The Commissioning Client for the Public Realm Design Scheme is Calderdale Council but Hebden Royd Town Council is the body responsible for assembling a Neighbourhood Plan for the Hebden Royd area including Mytholmroyd and the Hill Top Parishes. The Neighbourhood Plan is a regulatory plan that will, together with the Local Plan, provide the framework against which all future planning applications are judged.

During the course of developing this Neighbourhood Plan it became evident that the changes that had taken place in Mytholmroyd as a consequence of the December 2015 flooding and subsequent EA Flood Alleviation Scheme would necessitate additional resources being deployed to deal with Mytholmroyd. There had already been pressure from elected members and community representatives and so HRTC secured assistance from AECOM for the development of a Mytholmroyd Masterplan, as

part of the Neighbourhood Plan. This Masterplan by AECOM was acknowledged as a valuable step forward but only offered general guidance and CMBC needed to move the process on to a formal, deliverable plan, hence the commissioning of this Public Realm Scheme.

Since the 2015 floods the village has been in a state of recovery and transition, with the current Environment Agency Flood Alleviation Scheme having a significant impact on the centre. A number of buildings have been lost to flood damage and some key businesses have been redeveloped, notably the Co-op and Russell Dean. Some buildings are being repaired and reused but anticipate needing to redevelop to become fully flood resilient, and further initiatives are being considered. These issues have already affected the design integrity of the village centre and will continue to do so unless work is undertaken to knit everything together. This current piece of work is focussed on this task of integration so that a coherent strategy for the future of Mytholmroyd can be agreed.

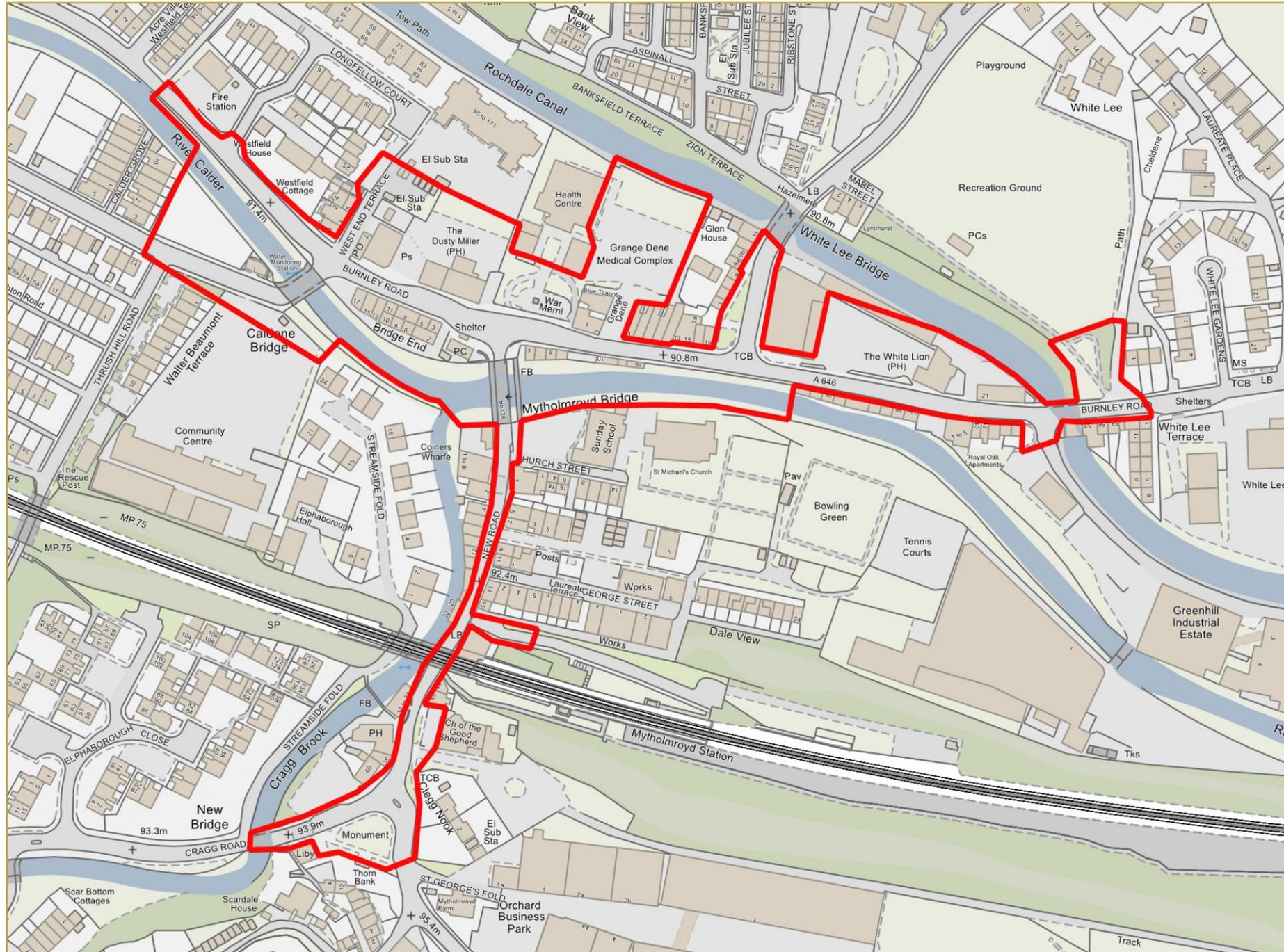
The Relationship with The Neighbourhood Plan

The Neighbourhood Plan is a separate initiative that will provide the regulatory framework that will govern future planning considerations. Whilst the Public Realm Scheme is a distinct piece of work from the Neighbourhood Plan, the two will be aligned, in that there will not be conflicting messages from the two plans. The Public Realm Scheme sets out the physical potential and aspirations for the village, related primarily to key sites in the village centre. The aim is to have an approach to these sites that can become the guidance for the creation of a thriving village centre over the next phase of development. The task of the Public Realm Scheme project is guiding the collaboration between CMBC and Historic England over the future of the physical fabric of the village and the quality of its public realm; and furthermore, influencing and integrating Highways' and WYCA's re-planning of future traffic, pedestrian and cycle movement and accessibility provision of the centre so that there is a coherent and deliverable vision for the centre. The scheme will focus on reshaping of the village, creating a palette of appropriate quality materials, workable public spaces, movement routes and development opportunities



A panoramic view from New Road Bridge

The Brief



Study Area

Aims of The Commission

As instructed by Calderdale Council are:

- To enhance Mytholmroyd's special character and reinforce its distinct identity and heritage.
- To review the existing Mytholmroyd Masterplan, Highways Corridor Improvement proposals and EA flood defences and agreement with Steering Group on the extent of detailed design work required.
- To create detailed public realm design for key areas.
- To engage in close collaboration with Highways design consultants on configuration and detailed design of Highways infrastructure improvements.
- Engage in close collaboration with designers of 'landmark' bus shelter.
- To review the existing street clutter and recommendations for palette of materials to include hard surfacing (with reference to CMBC's existing materials palette and materials used in the EA's Flood Alleviation scheme) street furniture, lighting, signage, seating, railings.
- The compilation of package of project proposals to feed into funding applications for Historic England and WYCA.

Engagement

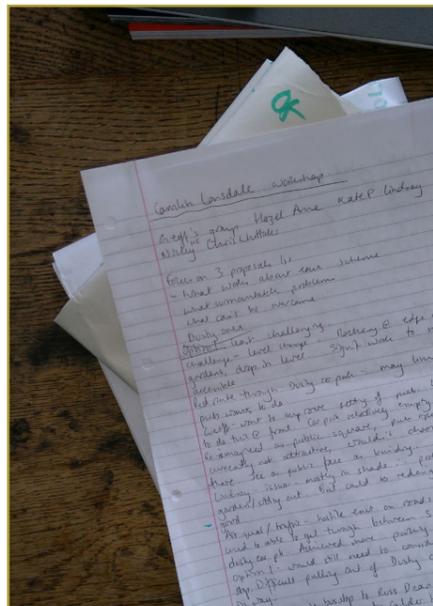
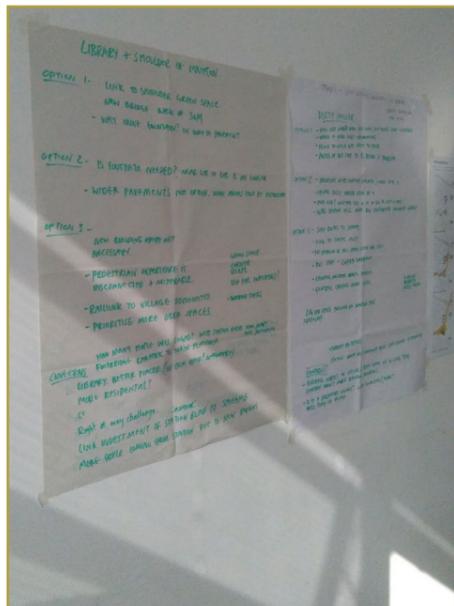
Community Engagement

The community engagement has been with specific stakeholders both in person and at a key stakeholders' Workshop held in St Michael's Church Hall on April 9th, 2019.

The driving principles for this strategy emerged from the meetings and workshop, to ensure that the proposals truly represent the views of members of the community, business owners and residents as well as officers of the local authority.

During second phase consultation stakeholders have been introduced to the Design Proposals for comments and to assess the value of the proposals to the working life of the village.

Calderdale Council will now test the project principles incrementally with an expanding group of stakeholders and opinion formers, so that as the project gets greater exposure it is also subtly responding to these local influences. If further adjustments are requested, they can be addressed in the next phase of development. Attendees at the Workshop are listed in the Appendices and there are File Notes in the Appendices related to each individual Stakeholder Meeting.



Recordings of Stakeholder feedback

Vision Statement



We are aiming for a village reconfigured around a re-landscaped centre, with a strengthened sense of place derived from buildings and public realm of high quality, locally relevant materials, treated sensitively and with respect for the needs of the residents.

Sense of arrival will be enhanced by the immediate openness of the village centre and the improved presentation of key buildings, the visibility of the river and the clarity of the whole arrangement.

This is a working village which supports a lot of employment and has an active and engaged population, so the Strategy Document will exhibit that engagement in the way it demonstrates cohesion and consideration.

We acknowledge that there are significant 'givens' in the village that are beyond change, but we also believe that there are aspects that can be reconsidered and modified to improve the character and workability of the place.

The village has been 'opened up' by the loss of buildings and the removal of trees and whilst this has enhanced visibility and views, it has removed much of the sense of enclosure, shelter and compartmentalisation of the village. This has resulted in the reduction of 'critical mass' of the core. The Strategy will demonstrate how this can be combated and how a greater sense of solidity and sustainability can be restored to the remaining centre of settlement.

Mytholmroyd Masterplan



The Principles

- The scheme will create a series of well-connected, accessible and adaptable public spaces
- People can be sheltered from the excesses of traffic noise, hazard and pollution because of the new configuration and the routes they are being offered.
- The setting for key buildings will be enhanced 'in the round' and more will be made of the centre of the village.
- The village can have greater flexibility to host events and activities and be generally more welcoming
- Traffic will be slowed through reconfigured kerblines and carriageway narrowing
- There will be a strong 'Rural' flavour to the village. Urban detailing and street furniture will be avoided, but the scheme will still be fresh and sophisticated.
- A Materials palette of natural stone, slatted timber and painted and/or Corten steel with a 'Light Blue Accent' will be deployed across the scheme.

Key Moves

Air Quality

Air quality is a key measure of quality of life and of future health prospects. In the short term the improvement of air quality in the village is contingent upon outside influences such as conversion of buses to electric power; reduction of car movements, and improvements in other technologies. We believe that action has to be taken more swiftly and have therefore proposed safe and accessible walking routes in key areas of the village, which, where possible, will be away from the main highways and in areas of better air quality.

Enhanced Crossings

We propose an increase in the number of dedicated pedestrian crossings as distinct from traffic-controlled crossings and, where possible, we propose the use ofwith a focus on safety and setting greater distances between vehicles and pedestrians crossing the highway.

Bus Shelters and Bus waiting areas

Currently the main, central, eastward bus stop and shelter generates conflicts between pedestrians, waiting bus passengers and pub patrons entering the Dusty Miller. Our proposals reconfigure the bus stop and shelter provision and remove these conflicts to provide a solution that respects the distances people can and will walk and restores dignity to the key buildings in the village's centre.

Materials Colours & Branding

We have analysed the current palette of materials and assessed the suitability of materials. Our proposals provide a coherent and locally derived palette of materials throughout the public realm so that there is a strong and unified look and feel to the village, but with a view to safe and robust surfaces and maintainable highways and pavements.

Whilst the main palette of materials and colours is organic and natural, we have added accents to enhance the branding possibilities so that, over time, the village centre can have dignity, coherence and an enhanced status in the retail and public service offer.

Green Infrastructure

The tree population has been severely affected both by the Flood Alleviation Scheme and the Works undertaken by Network Rail. This has dramatically affected the look and feel of the village centre, reducing the sense of enclosure and the strong 'rural' character of the village. Whilst replacing all the removed trees in their previous locations is not possible nor indeed desirable, we are proposing to restore the overall tree population in sympathy with the pre-flood configuration, but taking the opportunities to open up vistas and also respecting the views of stakeholder groups regarding tree placement, species, planting size and groupings.

The impact of the Future Development Potential

By working closely with the Neighbourhood Plan Team, we propose the setting of high aspirational standards for future architectural interventions in the village. In particular, we will describe possibilities that demonstrate sustainable and organic growth possibilities that will sit comfortably alongside the proposed new configuration, as set out in this Strategy

Public Seating

Since Mytholmroyd is a very tight community and lots of people know each other we want to ensure that seating facilitates sociability. So we propose longer group seating units that also occasionally enable people to face each other to accommodate frequent stop and chat. The intention is that seating will always face a prospect or view rather than traffic. Seating will also allow for personal dedications without design fragmentation. So people can remember a loved one and yet the scheme will retain its design integrity.

The Light Environment

We intend bringing the lit canopy down to townscape height rather than highway height to signal changed priorities. People will feel that they are in a pedestrian area rather than on the edge of a highway. We will also seek continuity with the best of existing lighting so that there is a strong sense of coherence to the centre.

Materiality



Safetrack surfacing



Yorkstone Kerb & Paving



Yorkstone with coloured accent

Mytholmroyd has a rich existing material palette that contributes to the unique character of the village (as show in appendix I) it is important going forward that proposals are sympathetic to and enhance the existing materiality. A cohesive choice of materials will bring the sense of a 'village' core and that feeling of arrival.

Hard Landscape

Yorkstone paving with various tones and grains should be used along improved pavements and in new public spaces, chunky kerbs raised and flush will be used to separate the carriageways and footways.

Yorkstone setts will mark points of entry in to the village when arriving from all points of entry.

The carriageway will be surface dressed in SAFETRACK to calm traffic and give a sense of 'core' and arrival.

Crossings will be marked by a change in material along the carriageway from macadam to Yorkstone setts.



Detailed Designs

The Dusty Miller & Memorial Gardens



At present these areas are severed from each other by level changes and prescribed routes which require pedestrians to return to the A646 pavements, and the most polluted air. The proposal is to create a step free connection between the spaces, and a large flexible space. This will set off the historic building and enable it to thrive, whilst elevating the memorial and creating a stronger sense of arrival in the village.

Rest & Relax

- Open out access to the Memorial Gardens from Burnley Road and the Dusty Miller creating a flexible hard space which removes clutter from Burnley Road edge but retains the sense of intimacy.
- Relocate the much loved War Memorial to the upper tier of Memorial Gardens creating an improved and more dignified focal point within the space and enabling larger gatherings for key anniversaries and public events.
- Improve the rear setting of the Dusty Miller to create a spill-out public space instead of a car park.

Movement

- Pedestrian Priority Street Scene with generous wide inviting footways and a cohesive material palette and de-cluttered street scene to provide a legibility.
- Relocate eastbound bus stop with an enlarged and improved bus shelter to reveal the Dusty Miller front elevation
- Create a new cleaner, safer and quieter pedestrian thoroughfare away from traffic polluted air from Burnley Road to the Canal via the memorial gardens and the Grange Dene car park
- New road surface with traffic calming measures
- Crossings located at key points

Vehicle Access & Movement

- Relocation and expansion of a combined Sainsbury's and Dusty Miller car park, retaining disabled car parking bay with access through West End Terrace for customers and deliveries

Green Infrastructure Development

- Retention of established trees and vegetation with proposed vegetation sensitive to local species

The Dusty Miller & Memorial Gardens



The Dusty Miller & Memorial Gardens



Crossing over Burnely Road towards
Caldene Bridge

Bus stop relocated
with mobility point
facilities

Carriageway narrowed
with lane markings ration-
alised



Main pedestrian path behind
Dusty Miller

Movable seating sculptures

Statue relocated so the
memorial is on plinth

Shrubs strips

Improved signaled
crossing

Shoulder of Mutton & Library



At present there is a lack of purpose for the area and there are conflicts between vehicles and pedestrians which discourage freedom of movement. The proposal is to create more of a destination with the greenspace, whilst improving the walking conditions on both sides of New Road and accentuating safety and legibility at crossing points. The project aims to improve the setting of the library building, irrespective of future uses and create improved residential links to walks and cycle routes.

Legibility

- Use of a coherent material palette and de-cluttered street scene to improve access and straight forwardness for all
- Realign New Road around the junction to reduce the dominance of Scout Road, and reinstate the primacy of Cragg Road. This will improve legibility, pedestrian safety and the arrival sequence
- Relocate existing monument out of footway and potentially reanimate it for current audiences

Orientation

- Create a focal point using design themes that orientate visitors arriving/leaving by car, by train, on foot or by bicycle.

Rest, Relaxation and Playfulness

- Create a more playful and useful informal loose green space for local residents and passers-by, incorporating the embankment

Accentuation

- Reinforce the character of the embankment by incorporating it into the space
- Screen the substation to improve the visual aesthetic of the green space

Spill-Out

- Set and frame the library to enhance opportunity as a community building, whatever its future use.

Shoulder of Mutton & Library



Shoulder of Mutton & Library



Path widened

Reflective element on bespoke seating to hint at Coiners walks beyond

Informal crossing extended to outside Shoulder of Mutton to link with footbridge



Trees to screen residential buildings

Junction narrowed to inform road hierarchy and provide safer informal crossing

Bespoke sculpture seating with connection to coiners

Trees to screen substation

Informal play in-cooperating the embankment

Memorial moved back out of path way

Raised crossing that informs Southern Gateway

Furniture, lighting & Interpretation

Furniture & Lighting



Landscape capsules that can be moved to make room for public events and/or reconfigured to introduce variety into the space. The technical requirements of moving and locking in place would be secure.

Artworks



Artworks that can provide a spectacle and an enticement into the spaces but can also be moved to allow major public events. They would be of robust and low value materials such as cast iron and would have a secure mechanism for moving and locking securely

Wayfinding & Design Themes

This is a rural rather than an urban setting so everything proposed responds to that theme. We propose slatted bins and slatted seating that together lend some warmth and acknowledge the rural nature of the surroundings. Seating has a robust cross section, portraying strength, durability and warmth.

The seating should be longer than normal standards to enable groups of people to meet and talk, which is commonplace in a village with such strong social groupings. We look to make seating more sociable, so in some cases there will be seats opposite each other. All seating should have a prospect, a view rather than looking at traffic.

Lighting will have a lower lit canopy within the central area and in pedestrian only areas we will extend the use of the reflecting luminaries as existing in St Michael's. This will provide continuity between all the pedestrian spaces in the village. We will combine this with selected uplighting in feature areas, such as uplighting key trees and illuminating the War Memorial.

This is a creative community with strong art and craft traditions so Art will be integrated into the public realm and will focus on themes of local history and culture.

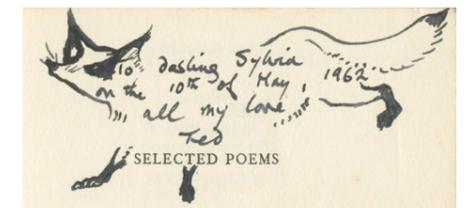
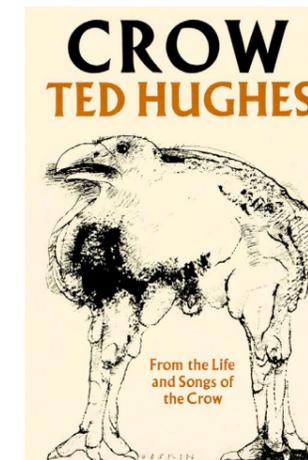
We propose to integrate a central map of the village that will also feature all the locations in Mytholmroyd that are referred to in the poems of Ted Hughes. Then we propose that there is a key sculptural artwork referencing imagery from Hughes's poetry.

Furthermore we propose additional interpretation referencing the Cragg Coiners and the huge impact that they had on the exchequer in the second half of the 18th C. We also propose referencing industrial history through working closely on the detail with local historians.

The Cragg Coiners



Ted Hughes



Transport Matters & Mobility Points

Sustainable Transport

To support the Masterplan objectives, the transport interventions seek to improve pedestrian connectivity and enhance opportunities for sustainable journeys.

These objectives will be achieved by:

- Widening footways to provide a generous (where possible) environment for pedestrians.
- Narrowing and resurfacing the carriageway to calm traffic.
- Improved crossings across Burnley Road
- New eastbound bus stop location and facilities to provide better waiting environment.
- Relocation of the carpark and Sainsbury's deliveries to enhance the public space behind the Dusty Miller.
- New pedestrian route through the heart of the village away from the main road, from Sainsbury's to Doctors surgeries with access onto the towpath.
- Narrowing of road junctions with informal pedestrian crossings provided for example at Midgley Road/Burnley Road and Scout Road/New Road.
- Additional cycle parking in the village centre and at the rail station.
- Mobility points at the rail station and village centre to enhance interchange and encourage multi-modal journeys.



An example of mobility point facilities

Mobility Points in Mythomlroyd

The primary mobility point should be at the railway station. The new station car park that is currently being built should include sheltered cycle parking stands, e-bike parking and charging, electric vehicle charging, and space for 2 car club vehicles.

The Station Building at the end of the eastbound platform has just been renovated and a Community Interest Organisation with charitable status has been set up to encourage and enable community use of the building. This building could provide waiting facilities, comprehensive travel information, toilets and refreshments.

Whilst we recommend the primary mobility facility to be at the railway station, information should be replicated in the village centre and along the primary bus corridor. The bus stops are to be significantly enhanced as part of the Public Realm Scheme and provide the ideal location for this information to be displayed. Sheltered cycle parking should be provided adjacent to the bus stops. Grange Dene car park could provide EV charging as well as a further car club parking bay as and when the car club expands

Moving Forward

Delivery Mechanisms

Elements of the Masterplan

Key	
	Carriageway / Footways & crossings
	EA completed
	Sainsbury's & The Dusty Miller car Park
	Bus Stop / Mobility Point
	The Dusty Miller garden
	The Dusty Miller spill-out
	Memorial Gardens
	Link to canal towpath
	Green Space



Indicative Costings

Elements expected to be funded through CIP

Changes to carriageway (alignment and surface)
 Crossing Improvements
 Link to canal through GD carpark
 Pedestrian footpaths and continuous pavements

Other elements of the Masterplan in m2.

New carpark at Sainsbury's inc. West End Terrace -900m2
 Bus Stop (west bound outside DM) improvements – 390m2 (not including for a new bus shelter structure)
 Dusty Miller Gardens - 430m2
 Dusty Miler Spill-out - 610m2
 Memorial Gardens -960m2
 Green Space - 783m2

An estimated figure using other similar projects would be £250m2

The PSiCA budget of £150k would only allow for 600m2 of works and the Memorial gardens covers 960m2 so as expected that part of the scheme is not achievable with the PSiCA funding. These cost are indicative and clearly an estimate but if you need firmer figures we would be happy to approach BWA.

Phasing Strategy / Schedule of Projects

TBC

Funding Opportunities / Potential Partners

The funders will include Calderdale Council Highways Department via its Corridor Improvement Programme, Historic England via its Partnership Schemes in Conservation Areas programme, the Transforming Cities Fund, Leeds LEP, National Lottery Heritage Fund, local private supporters accessed via CFFC.

This project is most likely to be delivered as a series of steps dependent upon the support of multiple funders. Key players will be Historic England, The Transforming Cities Fund, Department for Transport, Environment Agency, Yorkshire Water, Canal and Rivers Trust.

However, one of the most important partnerships is with the Neighbourhood Plan Committee of Hebden Royd Town Council. The Neighbourhood Plan will ultimately become a regulatory document and the alignment of this project with principles of the Neighbourhood Plan will provide a clear mandate for delivery of parts of the Public Realm Strategy via planning conditions and the planning process.

Risks to Delivery / Next Steps / Timescales

Bus shelter

If the bus shelter is not moved from in front of the Dusty Miller then the pedestrian/passenger/patron conflict will remain in front of the Dusty Miller and the setting of the building will be compromised. Furthermore the aim of getting step free access to the bus stop will be compromised.

Finally, altering the nature of the space behind the Dusty Miller by moving all the car parking from Sainsbury's and the pub to the derelict garages site behind Sainsbury's will be far less effective and there is a risk of the integrated scheme becoming fragmented.

Next Steps – CMBC to consolidate approvals with Dusty Miller owners and engage with Sainsbury's over car park strategy.

Timescale – August/September 2019

Land behind Sainsbury's

If this land is not procured for new car parking for Sainsbury's and the Dusty Miller Pub then both will retain their existing car parking and so the bus stop cannot be moved and the safe pedestrian route through the Dusty Miller Car Park and the spill out space behind the pub all disappear.

Next Steps – CMBC to engage with landowners and commence exercise in land assembly. Identifying owners, assessing realistic costs.

Timescale – September/October 2019

Canal towpath breakthrough

If the breakthrough from the canal towpath to the Grange Dene Car Park is not achieved then the linkage from the Canal Towpath cannot be delivered. It would also be less likely that any future

development of land within the car park site would be achieved.

If the step free access to the rear of the Dusty Miller is not achieved then keeping pedestrians away from the worst polluted air adjacent to the A646 cannot be delivered and disabled people, those with pushchairs and those with other mobility issues would be pushed back onto the A646. This would be heavily discriminatory.

Next Steps – CMBC to engage with Canal & River Trust, Set Bray and Practice Partners to secure agreement and discuss long term prospects for peripheral development.

Timescale – September 2019

Integration with the Neighbourhood Plan

The neighbourhood plan is the future regulatory means of delivery enforcement and as such is the most powerful tool that CMBC has to ensure scheme achievement. If there is divergence between the neighbourhood plan and the Public Realm Scheme then the regulatory mechanism becomes less robust.

Next Steps – Collaborative workshop with HRTC Neighbourhood plan team, instigated by CMBC and Royd Regeneration, to secure

Timescale – August 2019

Community endorsement

Should be secured and whilst it is unusual for there to be no objection to change, in this instance the Council needs to beware of any adjustments early on so that there is minimal disruption to the delivery of the overall interlinked scheme.

Next Steps – CMBC to decide scale of further consultation and agree mechanisms

Timescale – August 2019

Funding

Funding needs to be sufficiently sequential to enable the scheme to be developed in full and any phasing acknowledges the interrelationship between all parts of the scheme.

Next Steps – CMBC to develop Funding Strategy

Timescale – August/September/October 2019