

## Hebden Royd and Hilltop Parishes Neighbourhood Plan

### **Draft Parish Specific Policies**

The statement of parish council and community views - and a small number of parish-specific policies - outlined below are founded on the results of the extensive community consultation process undertaken in the locality, and its constituent communities between 2015-2017.

Where appropriate the generic policies outlined in the Neighbourhood Plan are to be applied to help shape and guide new developments within the place specific contexts of the settlements of Hebden Bridge, Mytholmroyd, Heptonstall, Erringden, Blackshaw and Wadsworth. Where additional policies for each of these places are identified these are based on the findings of consultation events held in these localities throughout 2016.

### **Hebden Royd Town Council**

The key issues arising from the consultations on Hebden Bridge are those of economic development, shopping, transport, traffic, parking, walking and cycling, building design and accessibility, and community development.

**HRTC 1** All proposals and planning applications for development, for whatever use and whether they are new builds or conversions of existing buildings, are required to produce written evidence of an evaluation of the following attributes:

- *The extent to which they add to and complement the existing provision of similar facilities within the town, with emphasis upon preserving and enhancing its local distinctiveness and tradition of supporting independent businesses.*
- *How they will reduce the reliance upon the car and will be encouraging those who work, live in or use proposed new facilities to access them by public transport, cycle or on foot.*
- *The ways in which the scheme has been designed to positively enhance the physical accessibility of the new development for those with mobility problems.*
- *The manner in which the design of the scheme respects the local context, building traditions and scale of existing development, whilst also including the latest innovations in energy efficiency and self-reliant energy generation.*
- *The relative number of employment opportunities they will create for local residents and, if a retail outlet is being proposed, the percentage of their stock and goods that are to be sourced locally – from within 30 miles of the Neighbourhood Plan area.*

**HRTC 2** Priority will be given to planning applications which propose to re-use existing buildings and convert them to new uses.

**HRTC 3** Priority will be given to planning applications from independent, locally based businesses over large companies or those from national 'chain' retailers.

**HRTC 4** An audit of the existing 'walkability' of the town should be undertaken as the foundation for the production of a 'walkability strategy' that will significantly enhance the extent to which the whole settlement is positively planned, organised and designed to encourage

pedestrian accessibility and walking based activity. This should also include a detailed survey of the overall 'accessibility' of the public realm and the extent of the provision of dropped curbs and similar barrier-free elements.

**HRTC 5** As well as a detailed set of proposals for the sustainable creation of an 'integrated transport hub' at Hebden Bridge Railway Station, a 'park and walk' scheme should be created on the informal car park adjacent to the former Walkey's Mill site, which will allow visitors to park their cars on the perimeter of the town centre and walk, via an enhanced, wholly accessible footpath network towards and through Calder Homes Park.

**HRTC 6** A survey based audit should be undertaken of the extent of on-street parking in residential areas and innovative strategies put forward for the addressing this problem.

**HRTC 7** Better designed, higher quality and modern bus shelters should be provided at key roadside locations.

**HRTC 8** Support will be given to innovative proposals which introduce clearly delineated, high quality and well designed, road surface treatments with the aim of encouraging drivers to reduce their speed and be more thoughtful as to the impacts of their progress through the town centre.

**HRTC 9** Support will be given to proposals which increase the provision of visitor accommodation, including the building of a new hotel and innovative types of affordable lodgings.

**HRTC 10** Support will be given to proposals to develop facilities specifically aimed at providing venues for young people to meet and gather, such as 'dry' pubs.

## **Blackshaw**

The key issues for Blackshaw arising from the consultation process are speeding traffic, on street parking, reviewing the 'village envelope', the need to support carefully sited and well designed new residential development, to review the designation of surrounding greenspace as "Land Around Todmorden" and its possible reallocation as 'Greenbelt', and enhancements to the aesthetic character of the settlement. There is concern about the maintenance of local footpaths, access to and from The Steeps area, the siting of small scale wind turbines and the need to redevelop the Callis Mill site and the Woodman public house site.

**B1** The village envelope boundary should be reviewed and possibly adjusted so that the field at Davy Lane could be included within it.

**B2** The current designation of land in Blackshaw Parish as being "Land Around Todmorden" should be reviewed with a view to it becoming 'Green Belt'.

**B3** Introduce strategies for reducing the speeds of through traffic in Blackshawhead village, including the introduction of 'Automated Number Plate Recognition' (ANPR) facilities.

**B4** Undertake an audit of the visual character of Blackshawhead village and propose standards for enhancing the aesthetic quality of key sites, derelict buildings and temporary structures, including those located at key gateway entrances.

**B5** Improve the maintenance and accessibility of local footpaths, gates and stiles. Divert footpaths away from local residences to enhance privacy.

**B6** Mark and enhance the gateway entrances to Blackshawhead village through the introduction of 'welcome signs', review the location of existing street furniture and signage and provide new, higher quality, street furniture. Improvement of the visual appeal of Roadside features: at key junctions e.g at Blackshaw Head Methodist Chapel; at entrances to Blackshaw Village envelope; at entrances to other communities; and at entrances to the Parish.

**B7** Undertake an audit of local derelict buildings and sites, temporary structures, caravans and commercial trailers and their negative visual impacts and use CIL money to improve and enhance key sites and locations.

**B8** Improve Broadband access and the mobile phone service throughout the Parish.

**B9** Explore and support innovative local strategies for the generation of hydro electric power.

**B10** Support the redevelopment of the Callis Mill site as the location for 'resilient homes' resistant to flooding.

**B11** Introduce additional passing places on local roads and traffic speed/calming measures to the following: roads in and out of Blackshaw Head village; roads around Colden; A646 between Jumble Hole and Whitely Arches; and consider reviewing access through Mytholm Steeps in order to avoid using it as a 'rat run'.

**B12** Create a new recreational area/playground in Blackshawhead village for local children

**B13** Ensure that no further wind turbines are allowed within 500m of the village envelope and none are approved without detailed consideration of their potential aesthetic impact in adding to a cumulative visual effect already caused by the existing turbines within the area.

**B14** Investigate improving hilltop water retention and the feasibility of Hydro Electric Power within the locality, including: Colden Water - opposite the houses at Eaves the valley has been filled in to provide a recreation ground, the river running through a tunnel. Fitted with a suitable sluice a substantial amount of water could be held back. Also at Redmires Dam at Kebs; Staups Dam is currently drained but holds water and fitted with a valve; the Dam above Copley Holme on Hippins Water; the two dams at the bottom of Marsh Lane which are joined together with an underground culvert and could be used for Hydro Electric Power.

**B15** The local community should prepare a 'Village Design Statement' for the village (an advisory document showing how development can be carried out in harmony with a village and its setting and which can be adopted as a supplementary planning document).

## **Erringden**

**E1** With Erringden Parish not having a church, shops or public house it is essential that all access roads to the hill top communities are well maintained , with safety measures in place, and in winter are gritted and kept open to ensure that these communities can obtain essential services and supplies. For this reason the provision of available parking in Hebden Bridge is a priority. For Thistle bottom and Callis the A646 is the route that always must be kept open and well maintained.

**E2** The Council is aware of the importance of tourism and as such foot paths and rights of way must be in good order and well signed especially in the Callis area through which the Pennine way passes.

**E3** The Council has no objections to small private wind turbines but is opposed to large windfarm developments in this area.

## **Heptonstall**

The key issues for Heptonstall arising from the consultation process are the accessibility of existing roads and routes into and out of the village, the impacts of any new housing developments on the amount of local traffic and the character of the settlement, and the need to provide adequate and carefully sited parking facilities for residents and visitors.

**H1** Support will be given to carefully designed and sensitively located new housing developments, especially 'infill' schemes of between 2-8 dwellings. *[2021 note: this view was recorded before the Calderdale local plan and its Green Belt review completed their assessment of housing allocations and sites. As worded it may not be in conformity with the Local Plan].*

**H2** The existing Acres Lane Recreation Ground site should be retained and enhanced and not be developed for housing.

**H3** Any future housing developments on large sites, such as those adjacent to Acres Lane, must be evaluated as to the extent to which they impact on existing views, do not adversely affect vehicular access and local traffic loads, are well designed and include a significant element of affordable properties. *[see note to H1 above]*

**H4** Support will be given to the provision of new residential schemes which focus on accommodation for the elderly and the development of 'lifetime homes'.

**H5** A detailed review of the suitability of the Ogden Delph (former quarry) site as the location for a visitor parking facility should be undertaken and proposals for its future development put forward and reviewed by the local community.

**H6** Support will be given to proposals which re-use existing buildings, especially those which include small scale employment uses, such as craft based activities, and enhance the range of retail provision in the village.

**H7** A review should be undertaken of the accessibility and viability of key routes into and out of the village, including Church Lane and Eaves Road, and their enhancement and/or the creation of alternative routes to the village.

**H8** The opportunity to develop new housing, especially well designed terraced properties, along Slack Road is supported as, if carefully sited, they would serve to visually integrate this linear village and provide much needed additional residential accommodation. *[see note to H1 above]*

**H9** The local community should prepare a 'Village Design Statement' for the two villages (an advisory document showing how development can be carried out in harmony with a village and its setting and which can be adopted as a supplementary planning document).

## **Wadsworth**

The key issues for Wadsworth and Old Town arising from the consultation process are the need to preserve and enhance the existing rural and historic character of the settlements; support for small scale, well designed, infill housing schemes, but opposition to large scale housing developments; and the need to protect valued green open spaces, views and ecologies.

**W1** A systematic review should be undertaken of small scale sites within the village envelopes which would be good locations for well-designed infill schemes consisting of between 2-8 dwellings. Support would then be given for new schemes such as these, especially those which help to consolidate the existing villagescape and visual cohesion of the settlements.

**W2** Support is given to proposals to convert existing buildings into new uses, including the Old Mill into apartments. Any future redevelopment of Old Mill should be mixed use and include provision for the retention of premises for small scale local businesses and the possible introduction of new workplaces.

**W3** There is not support for large scale housing developments (of ten or more dwellings) in view of their effect on local traffic, site access issues, implications for surface water and run off, local ecologies, facilities – and schools, and their visual impact. There would need to be significant evidence of local community support for such schemes.

**W4** The local community should prepare a 'Village Design Statement' for the two villages (an advisory document showing how development can be carried out in harmony with a village and its setting and which can be adopted as a supplementary planning document).