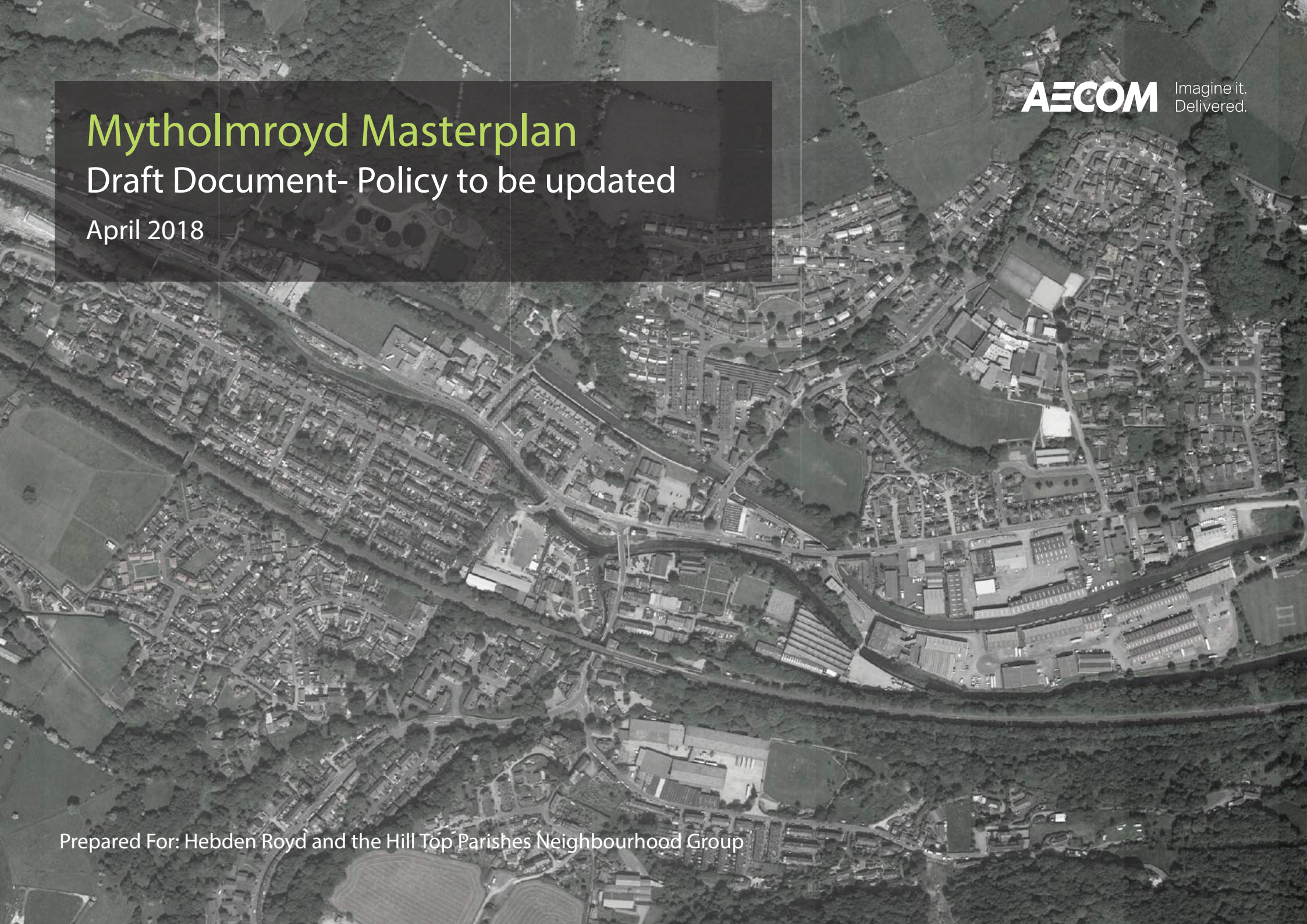


Mytholmroyd Masterplan

Draft Document- Policy to be updated

April 2018

AECOM Imagine it. Delivered.

Prepared For: Hebden Royd and the Hill Top Parishes Neighbourhood Group

Prepared by:

Created:

Lucy Sykes
Graduate Urban Designer

Checked by:

Verified:

Becky Mather
Regional Design Director

Approved:

Becky Mather
Regional Design Director

Rev	Comments	Checked	Verified	Approved	Date
-	Draft for Discussion/ Comment				

Tel 0161 601 1700
Fax 0161 601 1799
Web www.aecom.com

Job no. 60536145
Ref

This document is confidential and the copyright of AECOM Europe Limited. Any unauthorised reproduction or usage by any person other than the addressee is strictly prohibited.

CONTENTS

1 | Introduction

1.1 About the Document

1.2 The Brief

1.3 Locational Analysis

1.4 Historic Morphology

2 | Thematic Analysis

2.1 Components of Thematic Analysis

2.2 Connectivity

2.3 Townscape Experience

2.4 Facilities

2.5 Identity

3 | Current Development Context

3.1 Mytholmroyd Flood Alleviation Scheme

3.2 Other Developments

4 | Public Consultation

4.1 Community Feedback

4.2 Consultation Boards

5 | Thematic Responses

5.1 Connectivity Response

5.2 Facilities Response

5.3 Townscape Response

5.4 Identity Interventions

6 | Site Specific Interventions

6.1 Site Specific Interventions

6.2 Site 1- Leisure Centre Site

6.3 Site 2- Canal Access

6.4 Site 3- Village Core

6.5 Site 4 - Bridge to Station Car Park

Page intentionally left blank

01 INTRODUCTION

1.1 About the Document

This document presents a series of design proposals intended to help guide the future development of Mytholmroyd. The report will act as a supporting document to the emerging Neighbourhood Plan, as produced by the Hebden Royd and the Hilltop Parishes Neighbourhood Group.

Through the Department of Communities and Local Government Neighbourhood Planning Programme, AECOM has been commissioned to assist the Hebden Royd and Hilltop Parishes Neighbourhood Group to undertake an urban design analysis of Mytholmroyd and to deliver a series of recommended design interventions at various key sites.

1.2 The Brief

Given the location of Mytholmroyd, the settlement faces a series of geographical and transport complexities, including flooding, congestion and severance. As such, the Neighbourhood Group have identified Mytholmroyd as a settlement within their wider Neighbourhood Area which would greatly benefit from its own masterplanning document. For this reason, this report focusses only on Mytholmroyd rather than the whole Neighbourhood Area.

As such, the overarching objective of this report is to help with the regeneration of Mytholmroyd through an in-depth urban analysis of the space, and recommended site-specific proposals within the village centre.

As part of this commission, AECOM has undertaken the following tasks:

- A site visit to Mytholmroyd with representatives of the Neighbourhood Group;
- Urban analysis of Mytholmroyd centre at a strategic level;
- Integrated proposals with the emerging Environment Agency works along the River Calder;
- A public consultation event, from which feedback has been used to inform the design proposals;
- A design workshop with representatives of the Neighbourhood Group;
- Presentation of the report and proposals to Royd Regeneration stakeholder group; and
- Site-specific recommendations for various sites within Mytholmroyd.

1.3 Locational Analysis

The village of Mytholmroyd is located along the floor of the Calder Valley, West Yorkshire, at the confluence of Cragg Brook (Elphin Brook) and the River Calder. Hebden Bridge is approximately 1.5miles along the valley to the west, whilst Halifax Town Centre is approximately 6.0 miles to the east.

Despite being a small settlement, Mytholmroyd is served by a number of key transport routes, including the Manchester to Leeds rail line and the A646 Burnley Road. The Rochdale Canal and the River Calder also cut through the settlement and, as such, the majority of the village is located within Flood Zone 3. The culmination of these east-west linearity's along the floor of the valley contribute to a constrained settlement centre, contained further by the steep topography of the Calder Valley.

The core of the settlement centres on the A646 Burnley Road/ B6138 Cragg Road junction, with retail, civic and community functions dispersed along these routes. St Michael's Church and the Church hall are immediately to the east of Mytholmroyd Bridge and act as local landmarks, with the Memorial Garden acting as a village square. Employment and industrial sites exist to the east of the settlement, with areas of housing predominantly to the west and the north.

Figure 1.1: Mytholmroyd area

1.4 Historic Morphology

Human presence within the Calder Valley can be traced back to the Celtic Iron Age, where settlements would locate on the hillsides in order to avoid the poorly drained valley floor. The existing road pattern within Mytholmroyd is thought to represent an old packhorse trail and crossing point from these earlier settlement networks. The village experienced significant growth during the 18th Century when the Calder Valley became industrialised. The settlement began to expand on the flat land which was located alongside the River Calder, around the local transport routes and river crossing points.

The Calder Valley became heavily involved in the production of textiles, and access to the wider textile trading centres such as Leeds and Manchester was enhanced by the opening of the Rochdale Canal and the opening of the railway in 1840. Architectural remnants of this industrial legacy are still prevalent in the Valley and within Mytholmroyd.

The village grew dramatically from the middle of the twentieth century, as the expansion of large suburban housing estates spread out from the centre. The original farmsteads from the 16th to 18th Century which had prior been on the outskirts of the settlement have since been incorporated into the village core through the growth of this industrial and residential development.

The Rochdale Canal, completed in 1804, passes through Mytholmroyd and links the Calder and Hebble Navigation at Sowerby Bridge, across the Pennines, to the Bridgewater Canal at Manchester.

The village has abrupt edges to the north, east and west where, in many cases, domestic gardens abut onto fields and the wider countryside, or the settlement is tightly contained by the transport links and road network. To the south, the urban structure has a much looser definition, and it is more common for development to disperse further along the highways and at the end of access roads.

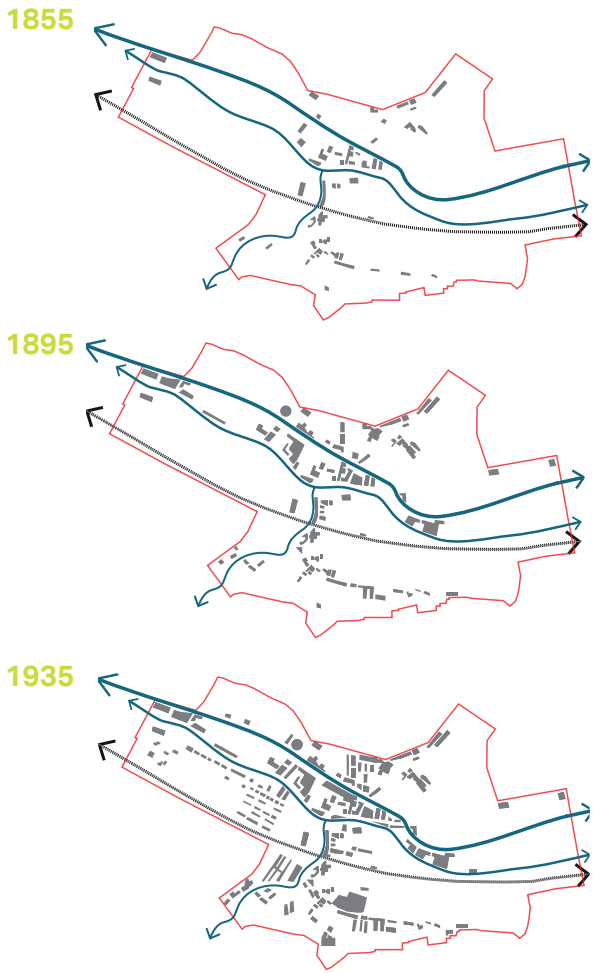


Figure 1.2: Historical morphology of Mytholmroyd

02 THEMATIC ANALYSIS

2.1 Components of Thematic Analysis

Urban Design Analysis

It was recognised by the Neighbourhood Group that the growth and experience of Mytholmroyd is constrained by various factors. These include physical constraints, but also less tangible constraints, such as a lack of identity and poor pedestrian experience. Upon analysis, four themes were identified as being of particular prominence to the understanding and experience of the settlement.

- Connectivity
- Townscape
- Facilities
- Identity

In addition to an urban design analysis, each theme is supported by comments received from the public consultation event. Relevant planning policy documentation is also signposted, highlighting how the theme is embedded within the local policy context.

Planning Policy Context

National Planning Policy Framework (NPPF) (2012)

The NPPF was published on 27th March 2012. It supersedes all previous planning policy statements, planning policy guidance and mineral planning guidance in England. It aims to make the planning system less complex and more accessible, as well as protecting the environment and prom¬¬oting sustainable growth. National policy guidance is also given in Circulars and White Papers and other Central Government Publications.

The NPPF is divided into a series of themes relating to delivering sustainable development. The paragraphs which are relevant to the themes discussed in this masterplanning document will be referenced throughout.

Replacement Calderdale Unitary Development Plan (RCUDP) 2006 (Amended 2009)

The RCUDP was adopted on 25th August 2006 and amended in August 2009. It provides a land-use strategy for Calderdale Metropolitan Borough Coucil and has a role in guiding investment decisions relating to development. Policies from this document will be identified in order to support design and intervention proposals.

Calderdale Local Plan Initial Draft (2017)

The Calder Local Plan is emerging as a new development plan for the Borough and, when approved, will replace the Replacement Calderdale Unitary development plan (RCUDP). The most recent consultation on the content of the emerging Local Plan took place from 4th August to 2nd October 2017.

Until the adoption of this new Local Plan, the RCUDP is the statutory document against which planning decisions are made within the Borough, alongside the NPPF. Despite its currently unadopted status, the document provides an insight into the emerging vision and priorities of the Council for the coming development period. As such, emerging policies will be identified which are of relevance to the analysis and design proposals of this masterplanning report.

Community Workshop Feedback

In order to discuss potential opportunities for Mytholmroyd, a community consultation event was arranged. During this session, the public were invited to comment on the urban analysis which had been undertaken by AECOM and to share their vision for the area.

The consultation took place on Saturday 28th October between 10:00 and 15:30. Posters were distributed around Mytholmroyd village centre, and the event was held in St Michaels Church Hall. Approximately 50 individuals attended the event. In addition to consultation boards, two presentations were given during the event in order to introduce the thematic analysis work which AECOM had undertaken. The attendees were then invited to sit at tables and were encouraged to make comments whilst referring to maps of the settlement.

The participant responses relevant to the four themes of the Thematic Analysis chapter have been included in the following pages. Further opportunities which were identified have been captured later in this masterplanning document.

2.2 Connectivity

Urban analysis

Vehicular

Transport routes within the Calder Valley have been dictated by the topography of the land, and often follow trajectories along the valley bottom in line with the River Calder and Rochdale Canal. The A646 corridor (together with the A6033) forms part of the West Yorkshire Key Route Network (KRN), and is a principal cross-boundary link along the valley floor between West Yorkshire, Lancashire and Greater Manchester.

East/west movement across Mytholmroyd is achieved primarily from this A646 route, which intersects the settlement. The B6138 New Road runs to the south of the A646 Burnley Road, whilst Midgley Road runs to the north.

The junctions where these routes meet the A646 Burnley road act as key vehicular pressure points, and catalyse congestion. The existing junction which leads from B6138 New Road to the train station car park is another pressure point within the settlement core, whilst where the school buses enter and egress from Brier Hey Lane onto A646 Burnley Road can cause congestion to the east of Mytholmroyd.

Given the location of these pressure points along the primary vehicle routes across the village core, congestion has been identified as a key issue within Mytholmroyd.

Recreational

Mytholmroyd is well served by recreational links, with numerous Public Rights of Way (PROW) permeating the village. Given the small size and compact nature of the village, the centre of Mytholmroyd is largely accessible by all of the settlement within a 15 minute walk, and there is easy accessibility to walking routes within the surrounding valley landscape.

In addition to the PROW, National Cycle Route 66 runs the length of the Calder Valley floor. In Mytholmroyd, it runs along the south of the River Calder in the west, before passing south under the railway arch to the south, and along the railway line in the east, where it also connects with National Cycle Route 68. The Rochdale Canal also offers opportunities for canalside walking. The volume of traffic on the A646 roads is considered to be a significant obstacle to cycling.

Bridge crossing points help to connect settlements located either side of the canal and the river, and allow for pedestrian permeability, especially in parts of the village which are north of the railway line. This permeability, however, is less successful to the south of the railway line, where only a few opportunities exist for pedestrians to connect to Mytholmroyd centre by walking underneath the railway arches. These crossing points underneath the railway line are even more limited in the eastern extents of the settlement.

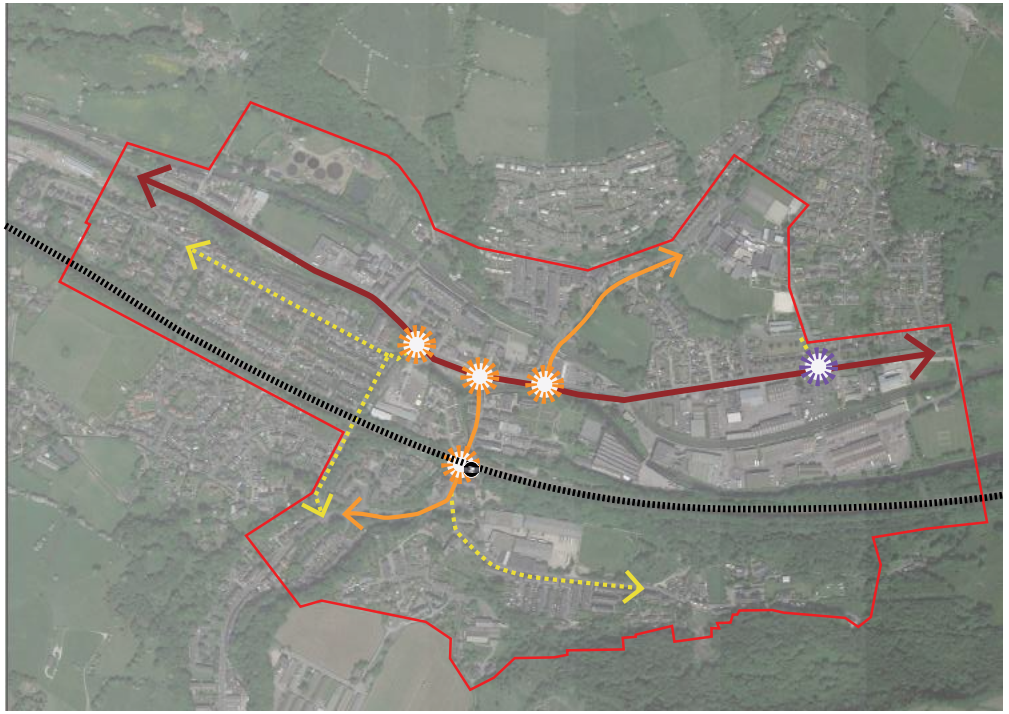
Conflict

Such is the prominence of transport routes across settlement core, the existing public realm feels vehicle, rather than pedestrian, orientated. The high traffic levels which are experienced along these primary routes undermine the environmental quality and enjoyment of the village and slow vehicle transition through the village, especially along the A646 Burnley Road. This is exacerbated by the narrow pavements, which leave little room for manoeuvrability, and the presence of metal fencing alongside some roads which separates pedestrian and vehicular activity. It is at these points that recreational and vehicle conflict occurs, as shown on Figure 2.3.

Opportunity

- To reduce conflict between vehicle and recreational routes
- To enhance the pedestrian/ cyclist experience of space
- To reduce the vehicle congestion and the pressure experienced at the vehicle pinch points

Figure 2.2: Vehicular connectivity and pressure points



Primary vehicle route

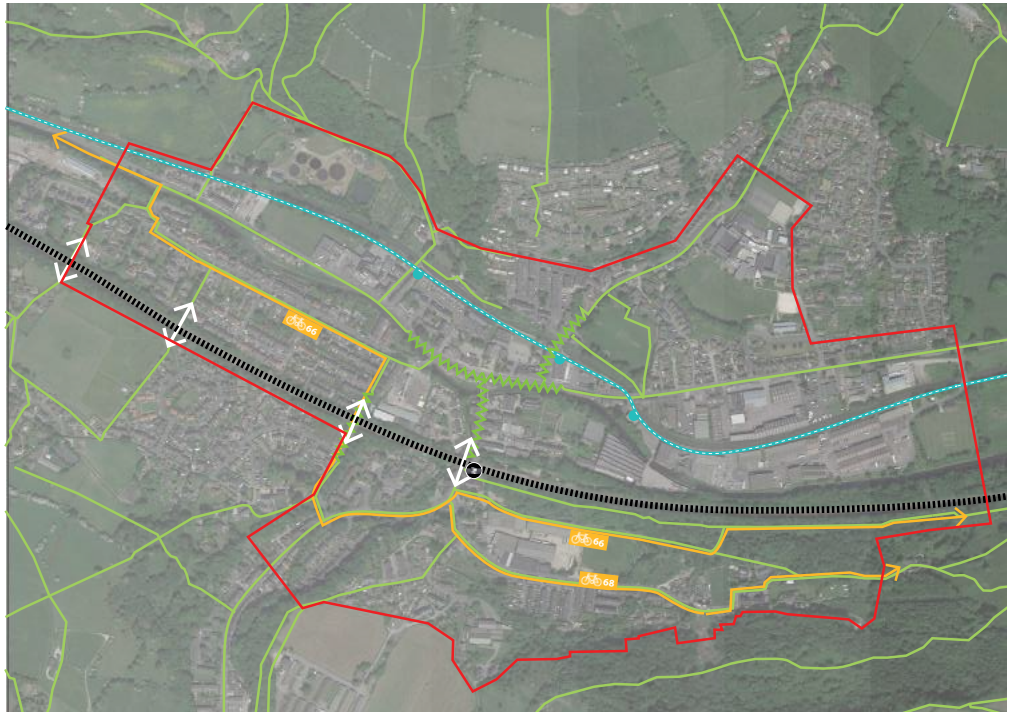
Secondary vehicle route

Tertiary vehicle route

Village core pressure points

School access pressure points

Figure 2.3: Recreational connectivity and areas of conflict



Cycle route

Pedestrian route

Area of Pedestrian conflict

Canal walkway

Crossing points underneath the railline

Planning Policy Context

The planning policies of relevance to this theme are as listed in Table 2.2, and will be considered within the design interventions.

Workshop Comments and Feedback

Comments made relating to connectivity during the workshop are summarised below:

- Danger and perceptions of pedestrian safety along the A646 Burnley Road. In particular, the experience of students on their commute to Calder High School was a common concern of participants
- Parking frustrations within Mytholmroyd
- The inaccessibility of Mytholmroyd in various senses, including reference to narrow pathways, lack of access to the river, and the distance between pedestrian crossing points. The current route connecting Mytholmroyd to Hebden Bridge was considered to be of a low quality and difficult for those with mobility impairments.

Table 2.2: Planning Policies relating to Connectivity

Policy Document	Relevant Policy	Policy Requirement
NPPF	Paragraph 23	Local authorities should define a network and hierarchy of centres that is resilient to anticipated future economic changes.
	Paragraph 29	The transport system needs to be balanced in favour of sustainable transport modes, giving people a choice about how they travel.
	Paragraph 30	Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
	Paragraph 31	Local authorities should work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.
	Paragraph 34	Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised, and the use of sustainable transport modes can be maximised.
	Paragraph 35	Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
	Paragraph 41	Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice
	Paragraph 65	Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design

Policy Document	Relevant Policy	Policy Requirement
NPPF	Paragraph 75	Planning policies should protect and enhance public rights of way and access.
	Paragraph 110	Development should seek to minimise pollution and other adverse effects on the local and natural environment
RCUDP	Policy GP1 (Encouraging Sustainable Development)	Traffic reduction and better public transport links are suggested as methods to promote sustainable development by making Calderdale a place where people want to live, work and visit.
	Policy GT4 (Hierarchy of Consideration)	Places priority on pedestrians, cyclists and public transport users above those who use private vehicles.
	Policy BE5 (The Design and Layout of Highways and Accesses)	Should ensure the safe and free flow of traffic in the interest of highway safety, and provide convenient pedestrian routes and connectivity within the site and with its surroundings. Traffic calming measures and speed management should be incorporated where appropriate.
	Policy T13 (Cycleway's)	The Calder Valley Cycleway is a designated cycleway.
Initial Draft Local Plan	Policy IM1 (Strategic Transport Interventions)	The A646 is identified as a strategic transport infrastructure intervention
	Policy IM2 (Transport Investment Decision)	Investment decisions across the local road network and Calder Valley Line should seek to minimise congestion, improve journey times, and improve opportunities for walking and cycling.
	Plan Policy IM4 (Sustainable Travel)	Decision makers will aim to reduce travel demand, traffic growth and congestion through the promotion of sustainable development and travel modes.
	Policy IM5 (Ensuring Development Supports Sustainable Travel)	As per the RCUDP, the policy places priority on pedestrians, cyclists and public transport users above those who use private vehicles.
	Policy BT4 (The Design and Layout of Highways and Accessess)	The design and layout of highways and accesses should ensure the safe and free flow of traffic (including provision for cyclists) in the interest of highway safety.

2.3 Townscape Experience

Urban Analysis

Active Frontages:

Important in the townscape experience is the presence of active frontages. Active frontages overlook the street and often contribute to more pleasant, safer pedestrian environments. Within Mytholmroyd, active frontages exist onto A646 Burnley Road and New Road, helping to connect destination features and create areas which is inviting to pedestrian use.

Riverside Experience:

Integral to the identity of Mytholmroyd is the relationship the settlement has with the water. A large proportion of the village falls within either Flood Zone 2 or Flood Zone 3. Despite the River Calder and the Calder Canal both running through the village, opportunities to view these water networks are often blocked by development and hidden from view. There are more opportunities for pedestrians to experience the Calder Canal given the presence of the canal towpath. With regards to the river, however, there are few properties with an active frontage onto the water, and opportunities for pedestrians to pause alongside the river are minimal and only achieved at bridge points.

Destination Features:

Destination features encompass both landmark features within the townscape, but also the more everyday features and facilities which are used on a daily basis (including schools, community services and other non-residential units). The analysis showed that these destination features are relatively dispersed across Mytholmroyd, and do not hold a critical mass within the village core as would be expected. Whilst St Michaels Church is located along the River Calder and is clearly present in the village, other landmark destination features, such as the Leisure Centre and Train Station, are not clear or prominently located. This contributes to a confused legibility and understanding of space.

Dwell Zone

Combined, the overlap between the destination features, which are overlooked by active frontages, and which offer riverside views create an area referred to as the dwell zone. The dwell zone represents an area where people are most likely to experience and engage with the village. Within Mytholmroyd, this currently only occupies a small space within the village core, and is centered on the A646 Burnley Road junction.

Opportunity

- To celebrate and increase the visibility of landmark destinations
- To bring the everyday destination features in closer proximity to each other
- To extend the dwell zone to encompass more of the village
- To enhance views onto the Calder Canal and the River Calder
- To use active frontages to create safer, more attractive routes which compliments the existing water features within the village.

Figure 2.4: Townscape Experience

Blocked views to the river and canal

Active frontage

Destination feature

Dwell zone

Views down the river and canal

Gateway points into Mytholmroyd

Planning Policy Context

The planning policies of relevance to this theme are as listed in Table 2.3, and will be considered within the design interventions.

Workshop Comments and Feedback

Comments made relating to the townscape experience during the workshop are summarised below:

- The canalside experience could be enhanced as it is currently described as being of a low quality. River side access (visual and physical) was wanted. There was concern that the Environment Agency works would limit the existing relationship people have with the river.
- It was suggested that Mytholmroyd lacks a strong sense of having a village centre.
- Participants celebrated access to the countryside and the relationship that the village has to the local landscape
- Social problems included litter, anti-social behaviour, poorly lit areas and a lack of evening activity
- With regards to movement throughout the village, various gateway points were identified. Walkleys Clogg was identified as being an eye sore on the western approach into Mytholmroyd

Table 2.3: Planning Policies relating to Townscape Experience

Policy Document	Relevant Policy	Policy Requirement
NPPF	Paragraph 23	Planning policies should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality
	Paragraph 56	The policy recognises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people
	Paragraph 58	Planning policies and decisions should aim to ensure that developments establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
	Paragraph 59	Design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.
	Paragraph 69	Planning policies should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity. It should also containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.
	Paragraph 94	Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.
	Paragraph 95	When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

Policy Document	Relevant Policy	Policy Requirement
	Policy E19 (Regeneration Priority Areas in the Upper Calder Valley)	Regeneration priority areas in the Upper Calder Valley are shown on the proposals map to stimulate vibrant mixed use developments. Initiatives for improvements to infrastructure, the environment and the stock of land and buildings will be supported in order to improve economic and social prospects in the area. Development proposals should be focussed towards benefitting the whole community and not solely on residential use.
	Policy BE6 (The Provision of Safe Pedestrian Environments)	All new developments should provide a safe and attractive environment for pedestrians accessing or traversing the site.
	Policy BE1 (General Design Criteria)	Establishes the high quality design standards expected within new developments
Initial Draft Local Plan	Policy CC1 (Climate Change)	Development proposals should to contribute to mitigating and adapting to the predicted impacts of climate and should protect and enhance Green and Blue Infrastructure Networks,, acknowledging the benefits these can bring;
	Policy BT1 (High quality inclusive design)	New developments will ensure high quality, inclusive design and demonstrate a holistic approach to design quality.

2.4 Facilities

Urban Analysis

Building Use

An analysis into the facilities of Mytholmroyd helps to identify the spatial arrangement of certain functions, and also to quantify the spread and accessibility of these units.

The diverse facilities as expected within a village centre are present to the north of the rail station between the River Calder and the Calder Canal. Retail uses are concentrated along the A646 Burnley Road, with some spread along New Road to the south. Car parking is also prominent within the village core and occupies a considerable amount of space. Community facilities are dispersed across Mytholmroyd and do not occupy one particular area, although there is concentration of these functions at the Grange Dean Medical Centre. Likewise, several community facilities are amalgamated within the Mytholmroyd Community and Leisure Centre, including a gym, squash court, multi-use hall, a dance studio, and a nursery. Other community facilities within the settlement include Mytholmroyd Library and Mytholmroyd Fire Station.

Employment functions, incorporating commercial and industrial activities, exist notably to the east. These adopt large scale, low density, detached warehousing structures and associated service yards. Access to these units is achieved from various points along the A646 Burnley Road where it meets both ends of the Moderna Way, and various other access roads.

Green Space

Several typologies of green space of varying quality exist across the village, although these exist as disconnected features. The lack of any street-side landscaping is countered to an extent by the enclosure of such a high volume of greenspace and surrounding countryside.

Opportunity

- To connect the green spaces by utilising the River Calder and the Calder Canal as green infrastructure assets
- To achieve further diversity within the village core, and to bring civic functions in closer proximity to each other.

Figure 2.5 Facilities within Mytholmroyd

Schools
Places of Worship
Community Facilities
Industrial/ Commercial
Business
Residential
Allotments
Cemetery
Amenity Greenspace
Recreational Greenspace

Planning Policy Context

The planning policies of relevance to this theme are as listed in Table 2.4, and will be considered within the design interventions.

Workshop Comments and Feedback

Comments made relating to facilities during the workshop are summarised below:

- The removal and relocation of retail facilities from Mytholmroyd has meant residents have had to travel elsewhere for certain goods
- The capacity of local car parks was raised as a concern
- There was a call for more benches within the village, an improved bus stop shelter, and continued access to toilet facilities within the centre
- Recreational facilities were welcomed, however the library was considered to be under-utilised.

Table 2.4: Planning Policies relating to Facilities

Policy Document	Relevant Policy	Policy Requirement
NPPF	Paragraph 20	To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century
	Paragraph 21	Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should : - plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; - facilitate flexible working practices such as the integration of residential and commercial uses within the same unit
	Paragraph 23	Local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres
	Paragraph 28	To promote a strong rural economy, local and neighbourhood plans should support the provision and expansion of tourist and visitor facilities in appropriate locations and promote the retention and development of local services and community facilities in villages
	Paragraph 50	Local planning authorities should plan for a mix of housing
	Paragraph 55	Housing should be located where it will enhance or maintain the vitality of rural communities
	Paragraph 63	Great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area when considering applications.
	Paragraph 73	Access to high quality open spaces and opportunities for sport and recreation is recognised as making an important contribution to the health and well-being of communities.

Policy Document	Relevant Policy	Policy Requirement
RCUDP	Policy GE1 (Meeting the economic needs of the district)	Employment needs of the districts mixed economy can be met by promoting tourism and related development, and accommodating the diversification of the rural economy.
	Policy OS4 (The provision of Sports and Recreation Facilities)	New or replacement sports and recreation facilities will be permitted provided that the development relates well in scale, character and function to the locality, and is accessible by good quality public transport
	Policy GS1 (Retail Strategy)	The benefits of a modern, competitive, environmentally attractive and sustainable retailing sector …will be sought to meet the needs of Calderdale residents. The vitality and viability of existing centres will be maintained to ensure that they remain attractive.
	Policy GP2 (Location of Development)	Development should be sited (within the smaller settlements like Mytholmroyd) on sites accessible by good quality public transport, well-related to the road network, accessible to job opportunities and close to services/ facilities, preference will be given to PDL before greenfield sites.
	Policy H12 (Living over shops and business premises)	The residential use of accommodation above shops …will be encouraged and supported.
Initial Draft Local Plan	Policy HW1 (Health impacts of development)	Development should provide good access to health facilities and services
	Local Plan Policy RT6 (Cultural and Leisure Provision)	Where new facilities are proposed, the use of space for both performing arts and exhibition space should be considered as an integral element of the design.

2.5 Identity

Urban Analysis

Mytholmroyd has a rich village character which is inseparable from its landscape setting. Its industrial heritage and architectural qualities contribute to the attractiveness of the town, as does its riverside location, despite this asset remaining largely hidden from view.

Architecture

The Mytholmroyd Conservation Area encapsulates the historic core of the village, and was designated in 2001. A number of listed buildings and structures are also within the village, including the Grade II Listed Church of St Michael's and Mytholmroyd Bridge (New Road/County Bridge) over the River Calder. Listed buildings are concentrated within a north-south arrangement across the settlement. The predominant building material is a local gritstone of a rich, golden brown colour, often weathered at the edges. This weathering has resulted in many of the bricks being much darker in appearance than their original state, and can be quite difficult to replicate in more recent developments.

As such, buildings within the core contribute to the rural character, however outside of this area the post-war residential style dominates. The common use of red brick and tile, or painted render, creates some disjuncture between the old and the new.

Landscape

Mytholmroyd is located within the Calder Landscape Character Area (LCA). This LCA consists of the main valley of the River Calder, running the breadth of Calderdale District from Todmorden in the west, to Sowerby Bridge in the east. Land to the south of Mytholmroyd centre is categorised under the Cragg Vale LCA, providing an attractive wooded setting to the settlement in this direction.

The steep sided valleys and areas of dense woodland cover contribute to a dramatic landscape, and provide a sense of enclosure to Mytholmroyd. The village is located on the flatter expanses of land along the valley bottom, and as such views to beyond the parish boundaries are limited due to the steep and enclosing topography. It is usually from the higher expanses of land, on the edges of Mytholmroyd village, where views are afforded down into the settlement. It is from these higher points in the landscape that the settlement and its layout become more legible. This understanding is otherwise difficult to achieve from down in the village centre.

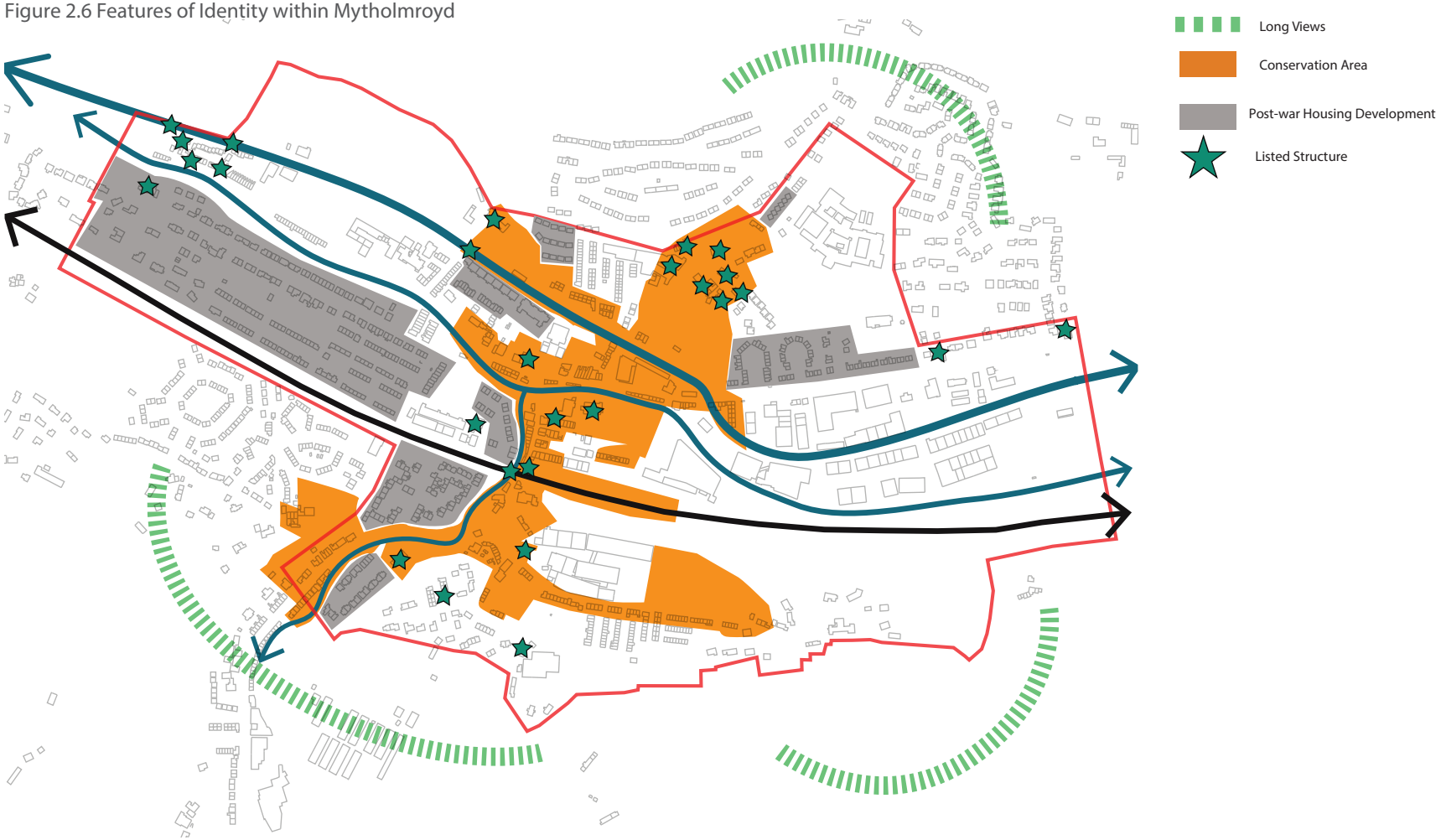
The countryside charm of the settlement is somewhat undermined by the presence of the A646 Burnley Road, which generates noise and traffic levels disproportionate to the size of the village. Despite this, the surrounding green hillsides and views to the countryside provide a contrast to the compact urban built-up environment of the settlement core, and contribute significantly to the character of the village.

Whilst the architectural and historic qualities of Mytholmroyd are rich across the settlement, the overriding character and layout of the village is derived from the complex relationship between the natural features and transport routes. The interruption of these features across the village core leaves the settlement difficult hard to distinguish and define. This illegibility is also exacerbated by the intimacy of the buildings and the narrowness of pedestrian footways which run alongside the key roads, leaving little opportunity to 'step back' and understand the place.

Opportunity

- To strengthen the identity of Mytholmroyd by enhancing awareness to the existing assets and associations of the village.

Figure 2.6 Features of Identity within Mytholmroyd



Planning Policy Context

The planning policies of relevance to this theme are as listed in Table 2.5, and will be considered within the design interventions.

Workshop Comments and Feedback

Comments made relating to Identity during the workshop are summarised below:

- The recreational offering of the village was often referred to, in particular its cycling and walking network and opportunities
- The strong sense of community and friendliness of the place was celebrated
- The industrial legacy, the history of the Coiners, and the villages relation to Ted Hughes were identified as being integral to the fabric of Mytholmroyd
- The relation to Hebden Bridge, and how Mytholmroyd should be strengthened in its own right, was also highlighted.

Table 2.5: Planning Policies relating to Identity

Policy Document	Relevant Policy	Policy Requirement
NPPF	Paragraph 60	Planning policies and decisions should not attempt to impose architectural styles or particular tastes. It is, however, proper to seek to promote or reinforce local distinctiveness.
	Paragraph 61	Planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
	Paragraph 109	The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.
RCUDP	Policy OS9 (Recreational use of waterways and open water)	Development proposals for the recreational use of waterways and water areas will be permitted provided proposals respects the importance of the area in terms of quality and character.
	Policy BE10 (Art in Public Places)	The creation and display of works of art in public areas including appropriate locations within the street scene will be supported, provided the work of art is of a high design quality, appropriate or complimentary to its location and doesn't create unacceptable environment amenity or traffic problems.
	Policy BE18 (Development within Conservation Areas)	The character or appearance of the conservation area will be enhanced. Important views within, into and out of the area are preserved and enhanced.
	Policy EP 20 (Protection from Flood Risk)	Development will not be permitted if it would increase the risk of flooding due to surface water run-off or obstruction
	Policy GBE1 (The Contribution of design to the quality of the built environment)	All new development will be required to achieve high standards of design that makes a positive contribution to the quality of the local environment. In particular development should promote community safety including crime prevention measures and create or retain a local sense of identity;

Policy Document	Relevant Policy	Policy Requirement
Initial Draft Local Plan	GN2 (A joined up green infrastructure network)	The Council will ensure that the Green Infrastructure network is joined up. Existing spaces should be interlinked allowing biodiversity and humans safe access to, and transit between, a range of valued spaces. Protecting and extending access and informal and formal recreational opportunities to meet current and future demands.
	Policy HW3 (Well Being)	Development should provide opportunities for healthy living and improve health and well-being through the encouragement of walking and cycling. It should protecting existing community infrastructure and ensure the provision of a network of community facilities, providing essential public services together with private and voluntary sector facilities, to meet the needs of the local community.
	Policy BT1 (High quality inclusive design)	The design style proposed in new developments should respect or enhance the character and appearance of existing buildings and surroundings, taking account of its local context and distinctiveness, in particular any heritage assets. Contemporary, innovative design will be encouraged where it can be demonstrated that this will not harm local distinctiveness or the significance of any designated heritage assets in its vicinity, including, where relevant, their setting.

03 CURRENT DEVELOPMENT CONTEXT

3.1 Mytholmroyd Flood Alleviation Scheme

Environment Agency

In May 2016, the Environment Agency announced plans to invest £10 million on improving the flood defences in Mytholmroyd as part of a wider scheme to reduce flood risk within the Calder Valley. This was in response to the historic flash flood events, most notably the Boxing Day flood of 2015, which caused considerable damage to buildings and properties across the valley-bottom settlements.

Preliminary plans for the Mytholmroyd include: repair to existing defences; development of new defences; the removal of Caldene Bridge and construction of a new bridge slightly upstream; widening of the River Calder channel; demolition of affected/ vulnerable buildings; flood proofing to several properties; and the creation of a public open space adjacent to the river.

The relationship between Mytholmroyd and the River Calder is undergoing a period of change in response to this EA investment. The initial stages of the improvement works have been ongoing throughout the production of this masterplanning document.

A high level indication of the works which are currently emerging is shown in Figure 3.1.

Several applications relate to the Mytholmroyd Flood Alleviation Scheme. These include the following:

- 17/01558/FUL Raising of existing and construction of new flood walls on the left and right bank of the River Calder; flood proof rendering at Hawksclough; the installation of an EA maintenance flood gate immediately downstream of Whitehouses. Application validated 9th January 2018- under determination.
- 17/01313/FUL Proposed removal of the existing Caldene bridge and the construction of a new bridge upstream on land within the gardens of numbers 2-10 Calder Grove and 3 Caldene Avenue; raising of existing and the construction of new flood walls on both banks of the River Calder; widening of the channel of the River Calder on the right bank; and the relocation of the EA's recorder building alongside associated landscaping as part of the Mytholmroyd Flood Alleviation Scheme. Application approved 15th January 2018
- 17/01155/FUL Construction of new flood walls on the left and right bank of Cragg Brook (Elphin Brook), replacement of the existing footbridge and associated landscaping as part of the Mytholmroyd Flood Alleviation Scheme. Approved on 7th December 2017
- 17/01121/FUL. Construction of culvert outfall in to the Rochdale Canal from White Lee Clough (Foster Clough) Culvert with associated maintenance access works as part of the Mytholmroyd Flood Alleviation Scheme. Approved on 7th December 2017
- 17/01115/FUL Construction of a canal overspill structure connecting the Rochdale Canal to the River Calder with improvements to the towpath and associated landscaping as part of the Mytholmroyd Flood Alleviation Scheme Approved on 7th December 2017
- 17/01087/FUL Construction of new flood walls on the left and right banks of Cragg Brook (Elphin Brook) and the River Calder to the rear of properties on Streamside Fold, New Road and Bridge End; flood proofing works to properties at Coiners Wharf and 2-16 New Road; demolition of properties at 18-22 New Road; and the installation of new speed cushions at Mytholmroyd Station access road as part of the Mytholmroyd Flood Alleviation Scheme. Approved on 15th January 2018.

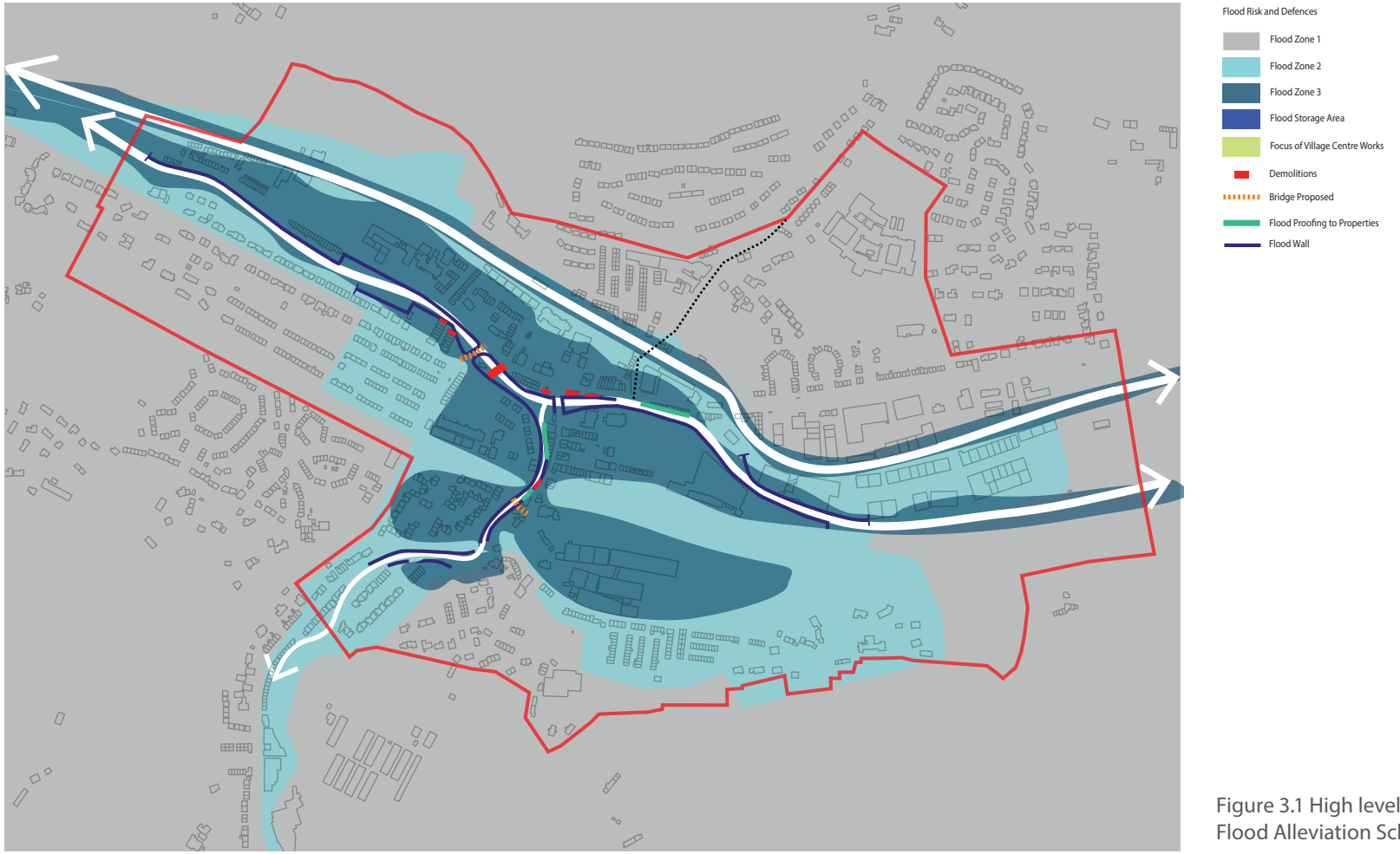


Figure 3.1 High level interpretation of the Mytholmroyd Flood Alleviation Scheme

3.2 Other Developments

A646 Burnley Road Applications and Developments

Two developments which are currently under construction are located along A646 Burnley Road, and are likely to impact the design quality of this route. These include the new Co-op Food Store located in the west, and the Russel Dean Furniture Store, located on the junction of Burnley Road and Midgeley Road:

Russel Dean: Application Reference 16/01537/FUL- Partial demolition of existing structure and construction of three storey A1 retail building (including basement parking and first floor link to retained area of existing A1 retail building). Approved 24th February 2017.

Co-op Food Store: Application Reference 17/00449/FUL - Demolition of existing retail buildings, temporary kiosk and redevelopment of the existing site to create a new single storey retail foodstore (Use Class A1) and associated petrol filling station forecourt with car parking. Approved 29th September 2017

These emerging developments and applications have been considered within the design interventions and proposals of this masterplanning document.

Station Car Park Extension

It has been in discussion that Calderdale Borough Council are seeking to extend the Station Car Park capacity to 204 car parking spaces.

Figure 3.2- Russel Dean store- currently under construction

04 PUBLIC CONSULTATION

4.1 Community Feedback

Attendees commented on the four themes discussed in Section 2. In addition to the comments received in relation to the four themes, participants were also invited to identify some development opportunities for Mytholmroyd. These were grouped as follows:

Art and public realm opportunities

- The Coiners history
- Art works commemorating the flood events
- Public art which recognises the recreational opportunities of mytholmroyd and its countryside setting.

Community and social opportunities

- More events for older people were encourages
- Markets, such as Christmas markets, could be introduced
- Facilities for young teenagers were also attractive options.

Facilities and Service opportunities

- Participants would like to see the re-introduction of more shops and retail facilities in the core
- Participants welcomed opportunities for home working, or flexible working spaces within the village
- The want for more benches was frequently raised
- Pop-up food vendors, bistro cafes, tea shops, craft shops and restaurants were also frequently identified within the workshop exercise.

Canal and Riverside opportunities

- Enhanced river walk
- Interactive river and canal side features to engage with, such as gauges to signify the flood level
- Canal mooring opportunities and the development of 'Mytholmroyd Beach' were raised as ways of increasing the engagement with the river.

Recreational and Leisure opportunities

- Enhanced and extended walking routes into the countryside
- Ted Hughes Trail to celebrate his works and his relation to the village
- Educational features within Mytholmroyd relating to C02 emissions, global warming and flood risk
- A cricket club, and a community run caravanning club were also mentioned

4.2 Consultation Boards

1 Mytholmroyd Masterplan Public Consultation

Welcome....

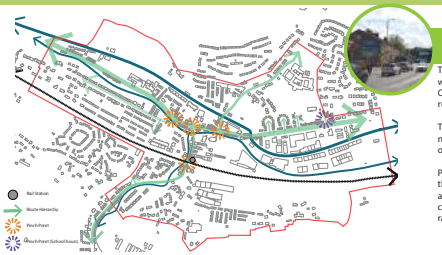
Hebden Royd and the Hilltop Parishes are in the process of developing their Neighbourhood Plan, due for submission to Calderdale Council early in 2018.

AECOM has been commissioned to assist Hebden Royd and the Hilltop Parishes to undertake an urban design analysis of Mytholmroyd. This analysis will help to inform a number of design options for the village which will be used to guide development into the future. The work will act as a supporting document within the Neighbourhood Plan when adopted.

This consultation workshop is a chance for you to have your say on our analysis of Mytholmroyd so far, and to help us identify opportunities for how the village could be developed.

AECOM

2 Connectivity

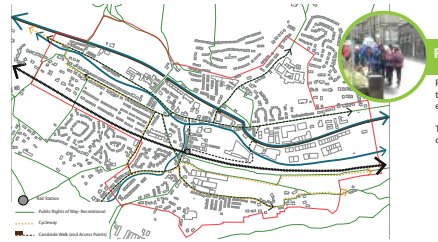


Vehicular Routes

The village is bisected by the A646 Burnley Road which runs along the floor of the Calder Valley, and Cragg Road, Scout Road and Midgeley Road which run up the valley sides.

The presence of the A646 Burnley Road generates noise and traffic levels disproportionate to the size of the village, and is a disruption to local tranquility.

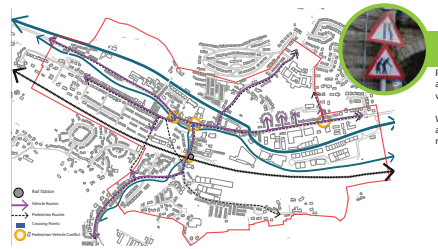
Pinch points exist at several junctions, especially at the village core. Calder High School presents another vehicular pressure point, although congestion here reflects the activity of the school rather than being constant.



Recreational Routes

Pedestrian and cycle routes offer more connectivity through the village than the vehicular routes, and enable permeability to the surrounding landscape.

They exist along Public Rights of Way, cycleroutes, a canalside walk, and other pedestrian footpaths.



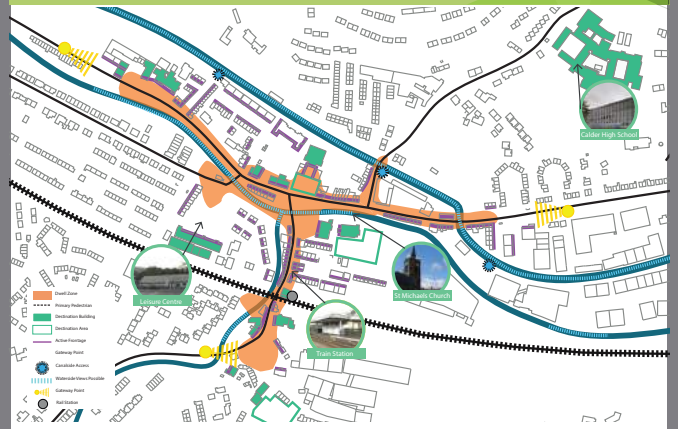
Conflict?

Plotting the vehicular against the primary pedestrian routes highlights potential conflicts within the village, especially at pedestrian crossing points.

We feel the experience of the recreational routes are undermined by the domination of the vehicle routes within Mytholmroyd.

AECOM

3 Invitation to Dwell/Experience



Destination Features

Destination features which are used on a daily basis by locals are relatively dispersed across Mytholmroyd, and do not especially hold a critical mass within the village core. These destination features do not always act as clear landmarks, and can confuse legibility and understanding of place.

Riverside Experience

There are more opportunities for experiencing the Calder Canal than the River Calder, both physically and visually. In many parts of the village, the watersystems are hidden from view, and cannot be engaged with.

Active Frontages

Active frontages provide overlooking and are usually more pleasant, safer pedestrian routes.

Active frontages exist onto the primary routes through the village, but also offer opportunities for extension along secondary streets. Many of the active frontages help to connect the destiantion features.

Dwell Zone

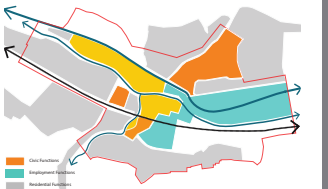
The dwell zone represents where we feel that people are most likely to experience and engage with the village. This exists predominatly along the A646 Burnley Road, and southwards along Cragg Road.

AECOM

4 Facilities

Building Uses

The village core encompasses a diversity of land and building uses. Commercial and Industrial units exist predominantly to the east of the village core, whilst Retail functions are concentrated along the A646 Burnley Road and Cragg Road.



Broad landuse areas

Green Spaces

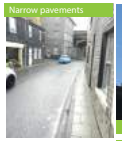
Several typologies of green space exist across the village. There is potential to connect these by using the Calder Canal and the River Calder as green infrastructure assets. This could potentially be used to improve pedestrian connectivity across Mytholmroyd. The quality and provision of open spaces within Mytholmroyd is variable.

AECOM

5 Design, Identity and Heart

Village Character

- Rich architectural and historic qualities within the Conservation Area and village core. Outside the core, post-war residential style dominates.
- Complex relationship between the village and the road network and water network.
- Narrow pedestrian footways contribute to local character, but also illegibility, and a poor pedestrian experience.
- Surrounding green hillsides and views to the countryside help to establish the rural village character.
- Predominant building material consists of a local gritstone of a rich, golden brown colour, often weathered at the edges.



Narrow pavements

Heritage assets

Recreational links

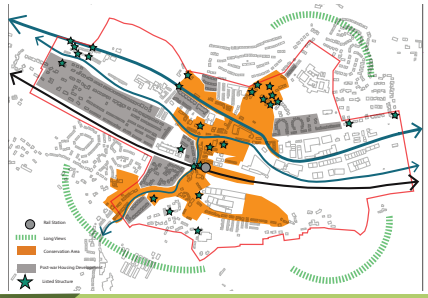
Recreational links

Industrial Heritage

Valley setting

Local gritstone

Waterside location



Ted Hughes

Walkleys Cloggs

Flood risk

AECOM

6 Active works

We are aware of a number of ongoing developments which are active within the village, and which are likely to shape the public realm. These will be considered within the masterplan and our design interventions.

16/01537/FUL- Partial demolition of existing structure and construction of three storey A1 retail building (including basement parking and first floor link to retained area of existing A1 retail building).

17/00222/FUL Demolition of single storey terrace properties and construction of temporary flood wall

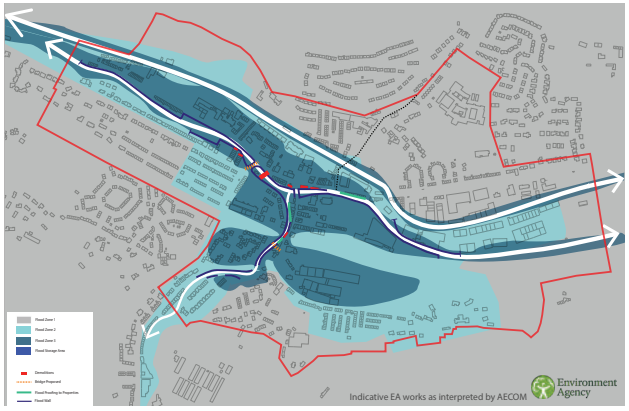
17/80001/DNO- The Village Garden Hut- Demolition of retail unit (Demolition Notification)

17/00575/FUL- Garage Site- Demolition of garages to facilitate residential development of 5 town houses

17/01087/FUL- Construction of new flood walls on the left and right banks of Cragg Brook (Elphin Brook) and the River Calder to the rear of properties on Streamside Fold, New Road and Bridge End; flood proofing works to properties at Coiners Wharf and 2-16 New Road; demolition of properties at 18-22 New Road; and the installation of new speed cushions at Mytholmroyd Station access road as part of the Mytholmroyd Flood Alleviation Scheme.

17/01155/FUL- Construction of new flood walls on the left and right bank of Cragg Brook (Elphin Brook), replacement of the existing footbridge and associated landscaping as part of the Mytholmroyd Flood Alleviation Scheme.

17/00449/FUL- Co-op Site- Demolition of existing retail buildings, temporary kiosk and redevelopment of the existing site to create a new single storey retail foodstore (Use Class A1) and associated petrol filling station forecourt with car parking.



AECOM

05 THEMATIC RESPONSES

5.1 Connectivity Response

The in-depth Thematic Analysis provided the basis from which interventions could be proposed. The high level plans within this chapter act as a response to these themes, and seek to address the collective issues identified within the village.

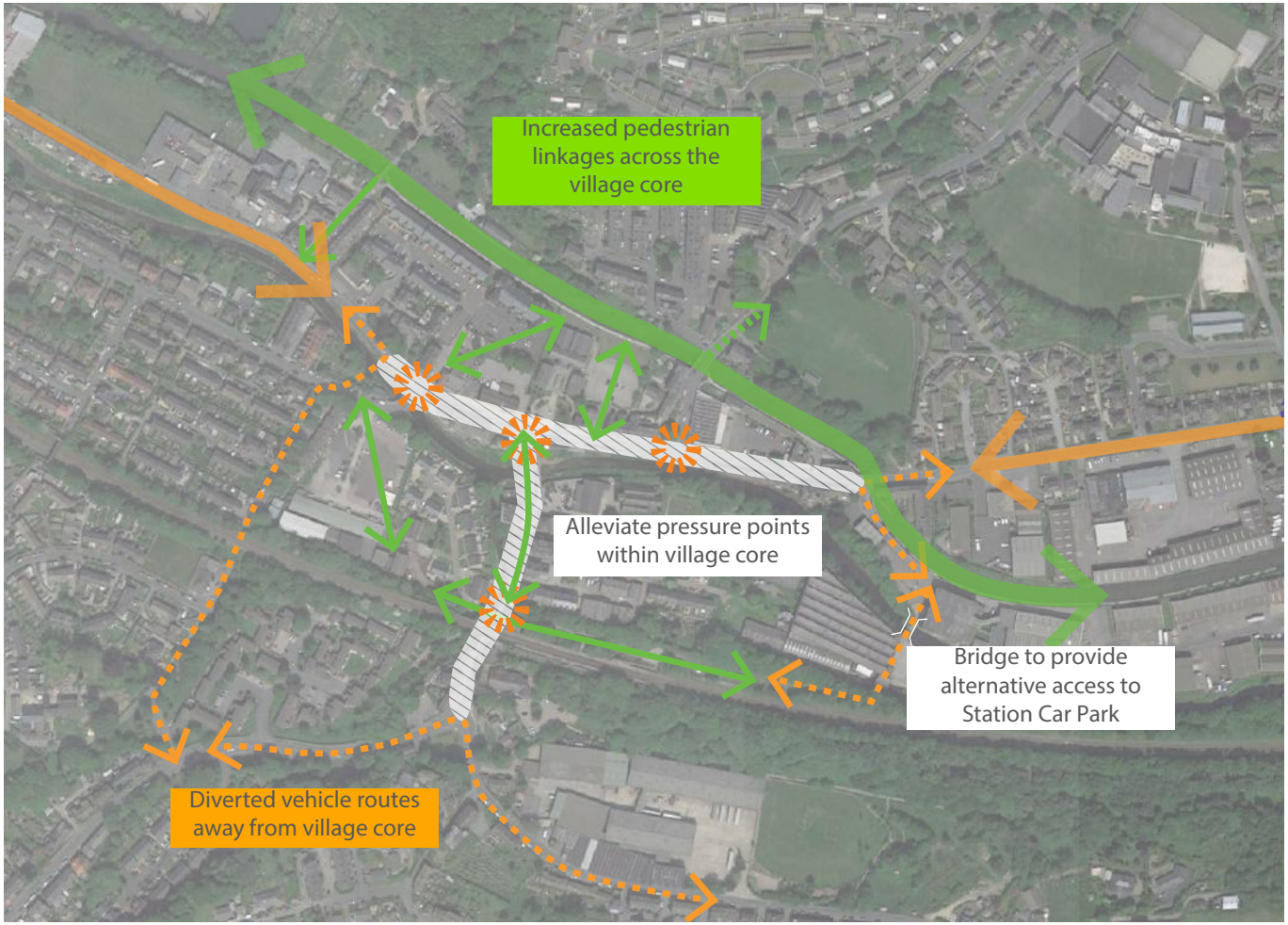
The main driver in terms of local connectivity is to enhance the pedestrian experience within the village core, and to reduce the conflict between pedestrians and vehicles. This response therefore seeks to reduce the pressure of vehicular movement along the A646 Burnley Road, in particular at the identified pinch points. This involves a redirection of traffice away from the village core. The connectivity interventions also seeks to increase pedestrian linkages across the village, and proposes an enhancement of the route along the Calder Canal.

This plan shows the following:

- Diverted vehicular routes to the Station, and a new bridge connection to the proposed Station car park. This could help to alleviate the congestion pressures of the pinch point on New Street, and reduce congestion experienced within the village core.

- Enhancements to the canal-side walking route with increased gateway points, allowing for attractive pedestrian permeability whilst avoiding proximity to vehicles on A646 Burnley Road. This also offers a safer walking route for students travelling to Calder High School.

Figure 5.1: High-level response to local connectivity



5.2 Facilities Response

The main driver in terms of local facilities is to increase the local offering in terms of density and choice, and to also consolidate these units in accessible locations within the village core. Increasing this density will help to generate linked trips and strengthen the service offering of Mytholmroyd village centre.

This plan shows the following:

- The sites and areas which currently provide the core village functions and facilities
- Sites and areas which could potentially contribute to this offering, either due to their size or their location within the village core. These are generally softer sites which are undeveloped, or which could be increased in terms of their village centre function.

Figure 5.2: High-level response to local facilities

5.3 Townscape Response

The main in terms of local townscape is to extend the dwell zone and the area within which pedestrians engage with the village streetscape. This response seeks to open up views to the river, and tighten the identified gateway points to create a more noticable entrance into the village.

This plan shows the following interventions:

- An extended dwell area to what currently exists
- Opportunitie for enhanced riverside and canalside experiences

This plan shows the following:

- An extended dwell zone which captures more of the village area, and acts as a driver as to where to guide the location of village centre facilities and investment.
- Opportunities to enhance riverside and canalside visual connectivity
- Points where the gateway experience could be maximised, signalling a clear entrance into the village core.

Figure 5.3: High-level response to local townscape

5.4 Identity Interventions

The identity of Mytholmroyd can be enhanced and established through the adoption of public art which responds to, and reinforces, the characteristics of the urban area.

It is recommended that the group adopt design briefs to help guide the location and artistic parameters of these pieces in order to ensure consistency with the aims of the group and their vision for the area.

Figure 5.4: Waterside responses to identity

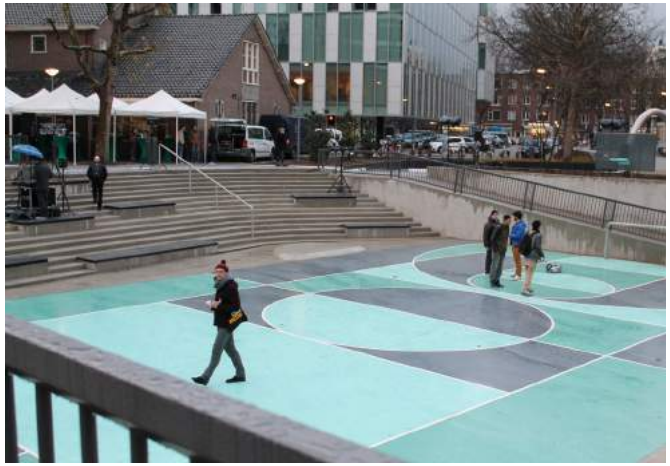


Figure 5.4: Recreational responses to identity

06 SITE SPECIFIC INTERVENTIONS

6.1 Site Specific Interventions

Four sites of focus have been identified within the Mytholmroyd Masterplan, based on their relationship to the themes discussed. This section presents a number of high level options for the sites based the analysis of this document, and provides recommendations in terms of functionality, orientation and massing. The outline nature of these recommendations will allow flexibility when taking development options forward.

Figure 6.1: Site specific interventions

6.2 Site 1- Mytholmroyd Leisure Centre Site

Site 1 has the potential to retain the sport, leisure and community facilities within Mytholmroyd, but also maximise the visual impact of this unit and its relationship to the river and the village core. It is proposed that the leisure centre consolidates various community facilities which may otherwise be dispersed around Mytholmroyd. This site specific proposal provides two options:

Option 1A maintains the current position of the leisure centre facility towards the rear of the site, but also incorporates mixed use units (ground floor retail and upper floor residential) which overlook the River Calder.

Option 1B incorporates a larger leisure centre site (approximately2,000m^2) which includes a community swimming pool. This has been informed by discussions with the Neighbourhood Group, who have suggested that such a facility is undergoing feasibility studies.

Option 1C proposes a smaller leisure centre site (approximately 1,500m^2) which could provide consolidated indoor leisure and community facilities alongside a larger outdoor recreational area (500m^2 approximately).

In both options, car parking has been maintained in order to serve the facility alongside other needs and uses within the local community.

The site relates to the identified themes in the following ways.

Connectivity

There is potential to strengthen pedestrian linkages to the rail station, helping to facilitate movement around the village and offer an alternative route away from the pressure points on the A646 Burnley Road and New Road.

Facilities

The existing Mytholmroyd community and leisure centre is currently located on the site. It was agreed with the group that these community and recreational facilities should remain, but should be enhanced through a new building. The size of the site means that it is possible to retain some of the car parking function, although car park surfacing could be improved to a higher quality. This would retain the flexibility of the space, and allow events, functions and meet-ups to continue. Within Option 1B, there is also potential to compliment the new community building with outdoor recreational uses, such as a Locally Equipped Area for Play (LEAP) facility or an allotment site, strengthening the area as a leisure destination point.

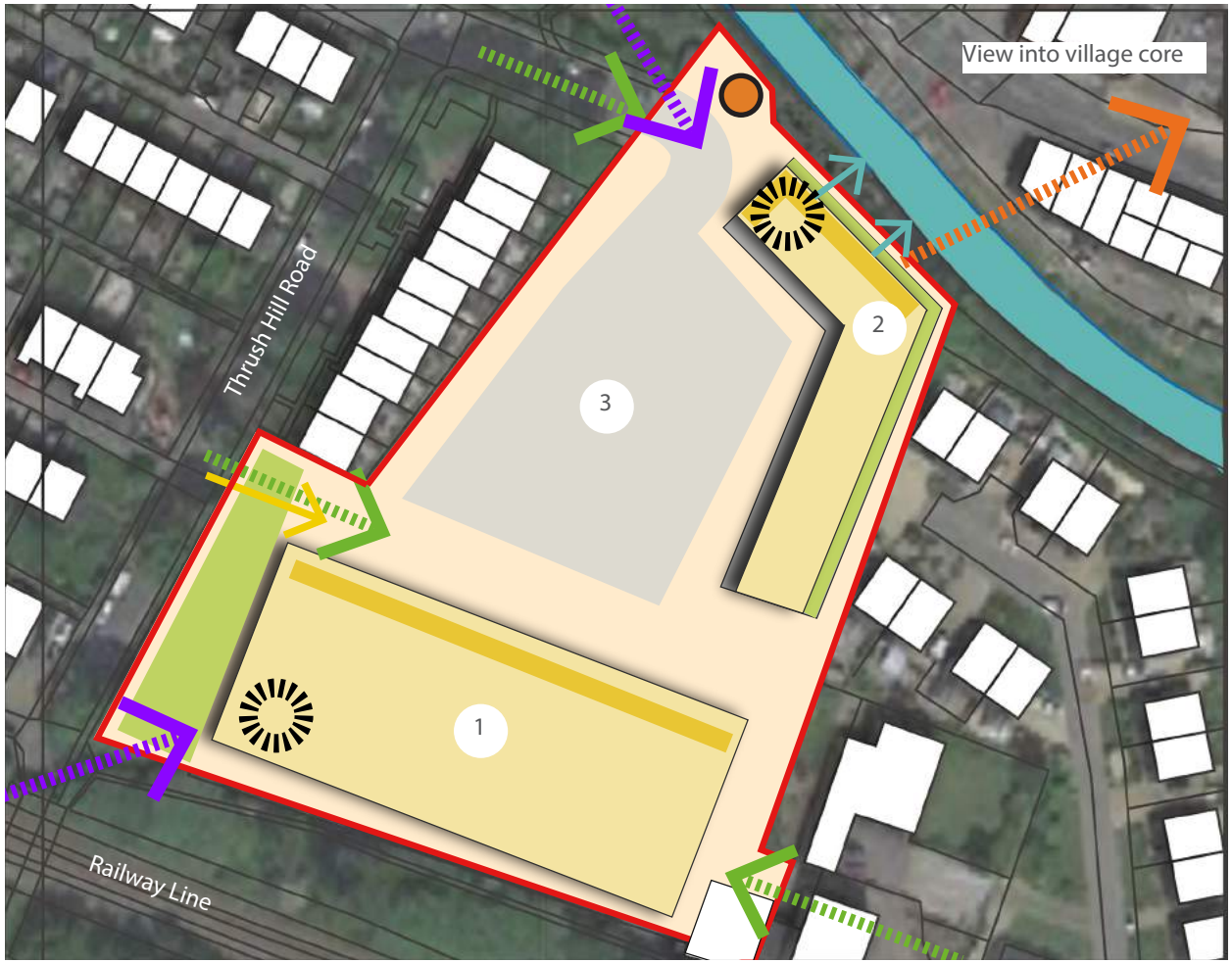
Townscape

The site has an attractive waterside location alongside the River Calder. Whilst the Environment Agency development works and the raising of the flood wall may restrict visual access to the river, there is an opportunity to create a two-storey landmark feature at this point which is oriented to overlook the water. This could help to establish the site as a gateway point into the village with clear visibility to those travelling by car or train.

Identity

Mytholmroyd is renowned for its walking and recreational links. By enhancing the recreational function of the site, development here could help to strengthen the villages' identity as a destination for outdoor pursuits. An iconic development, supported by a high quality public realm, could also increase the attractiveness of the village for future investment.

Figure 6.2.1 Option 1A Enhanced leisure facilities and mixed residential/ retail use



Option 1A- Enhanced leisure facilities and mixed residential/ retail use

1- 2,000msq Leisure and Community Centre to the rear of the site, incorporating swimming pool facilities . Building to be of a high architectural quality and attractiveness.

2- Riverside residential units with retail ground floor uses. This would help to provide a sense of enclosure for the flexible car parking space, whilst increasing density within the village. Although not as prominent as a leisure centre landmark, these units could create a gateway feature into Mytholmroyd.

3- High quality car parking spaces to serve the Leisure and Community Centre but also offer space for activities and events.

Views to the River Calder

Cyclist connectivity into site

Pedestrian connectivity into site

Views to local landmarks

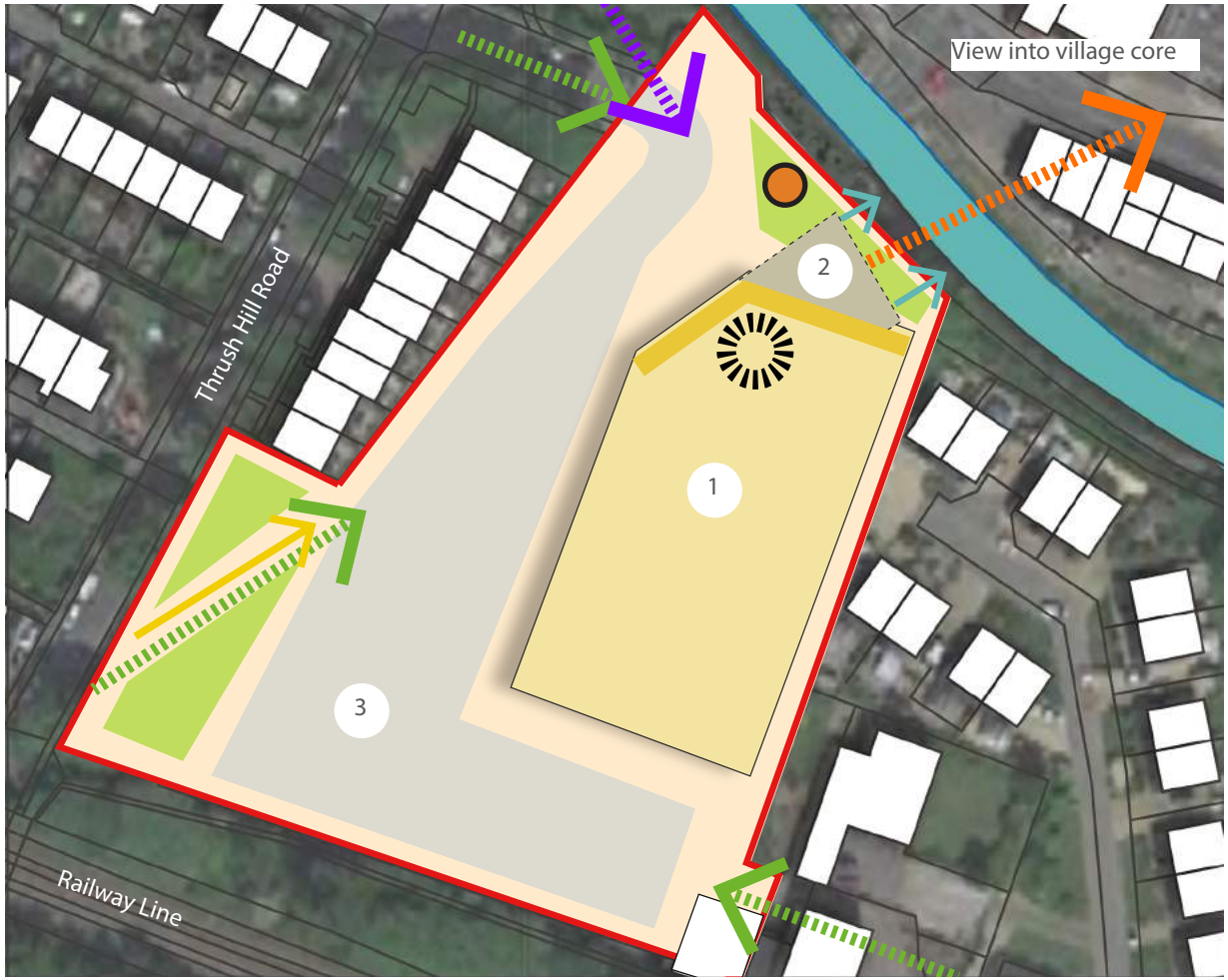
Gateway view into Mytholmroyd

High quality public realm/ landscaping

Landmark feature

Art feature

Figure 6.2.2: Option 1B- Leisure and community centre which incorporates a swimming pool facility



Option 1B

1- 2,000msq Leisure and Community Centre, incorporating swimming pool facilities. Building to be of a high architectural quality and attractiveness to secure it as a local landmark.

2- First floor terrace overlooking the River Calder, and offering views into Mytholmroyd village centre

3- High quality car parking spaces to serve the Leisure and Community Centre but also offer space for activities and events.

- Views to the River Calder
- Cyclist connectivity into site
- Pedestrian connectivity into site
- Views to local landmarks
- Gateway view into Mytholmroyd
- High quality public realm/ landscaping
- Landmark feature
- Art feature

Figure 6.2.3: Option 1C- Leisure and community centre without swimming pool facility but with increased outdoor recreational function

Option 1B

1- 1,500msq Leisure and Community Centre, without swimming pool facilities, but with increased active frontage which could potentially serves as ground level cafes, educational facilities or exercise rooms. As per Option 1A, the building is to be of a high architectural quality and attractiveness to secure it as a local landmark.

2- First floor terrace overlooking the River Calder, and offering views into Mytholmroyd village centre

3- High quality car parking spaces to serve the Leisure and Community Centre but also offer activity space for events

4- 5,000msq Community outdoor recreational space.

- Views to the River Calder
- Cyclist connectivity into site
- Pedestrian connectivity into site
- Views to local landmarks
- Gateway view into Mytholmroyd
- High quality public realm/ landscaping
- Landmark feature
- Art feature

Figure 6.2.4: High quality leisure and community-led developments

6. 3 Site 2- Canal Access

Site 2 has the potential to enhance the pedestrian experience within Mytholmroyd by creating a new link to the canal footpath. This would include removing the wall which currently separates the car parking from the canal. It is proposed that the car parking is to be resurfaced to a high quality, and able to function as a flexible space for various temporary uses and activities, such as markets, workshops and pop-up events. The visual connection this site has to both the river and the canal means it has a crucial location to act as a village nodal point for activity.

Connectivity

There is an opportunity to create an additional canal access point from Burnley Road across the current car park site. In doing so, students would have the option to access Calder High School without having to navigate the A646 Burnley Road/ Midgley Road junction. Visual connectivity could also be achieved between the river and the canal, and passing users of the Calder Canal would have an attractive view across the village to St Michaels Church.

Facilities

Shared-space paving, as incorporated outside the Sunday School, could enable flexibility of this space and enable markets, pop-up events, and street-side activities to take place. Bike workshops could serve those cycling along the canal, or an outdoor gym could compliment the Grange Dean Medical Facility through social prescription. The site could be confirmed as an area for markets and traders to gather, helping to enhance the density of retail activity within the village core..

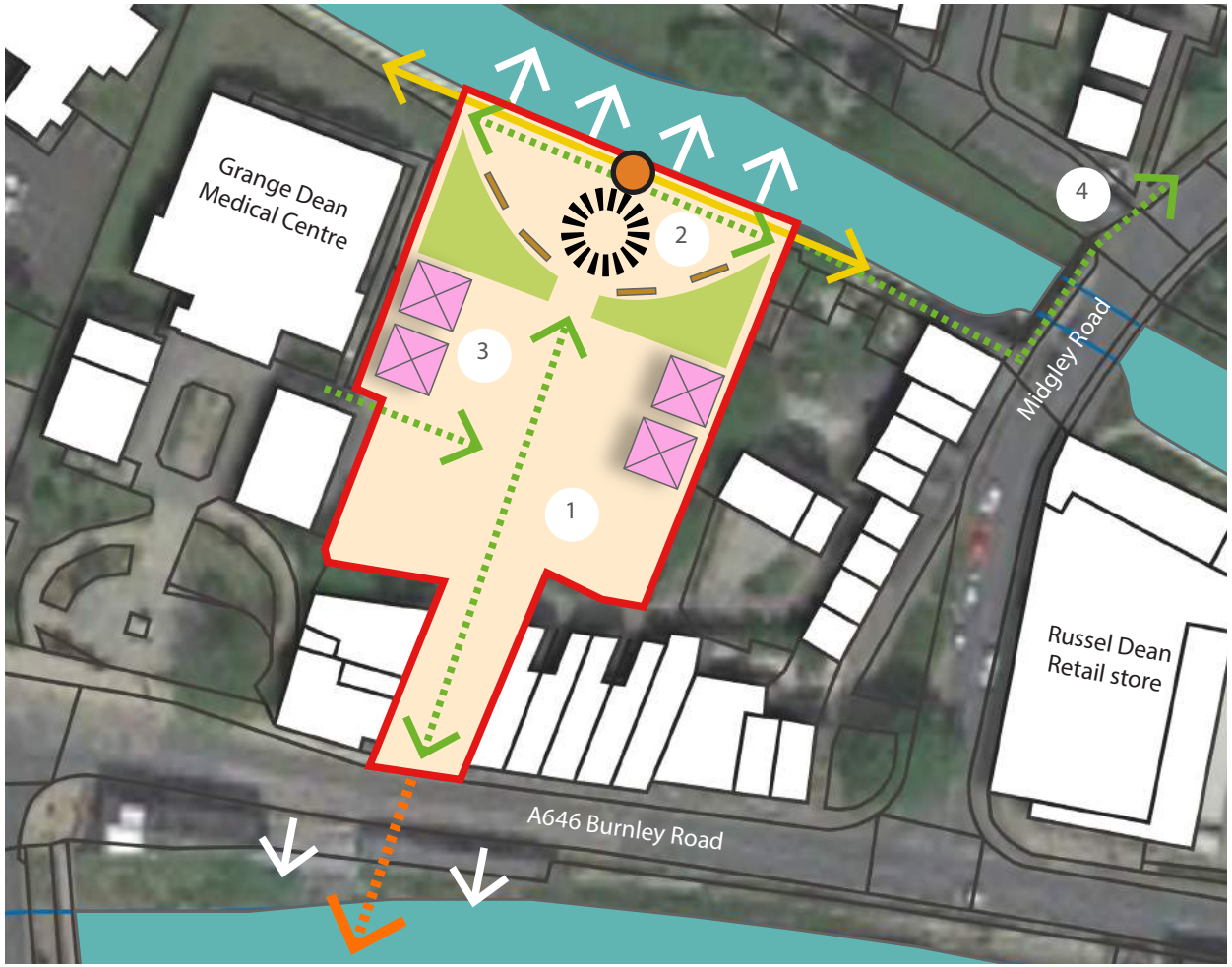
Townscape

The site has the potential to celebrate the relationship of Mytholmroyd and the canal whilst simultaneously providing a destination feature, which could help with local legibility. Designated activities to take place within this area could extend the dwell zone and engagement of pedestrians with the village.

Identity

Following the demolitions of the Environment Agency along A646 Burnley Road, the site has views both to the Calder Canal and the River Calder. When glimpsed, these provide an attractive visual connection to Mytholmroyd. This position could be celebrated with an accessible, attractive public space which reinforces the relationship with the water, whilst also strengthening local village character through temporary street-side activity.

Figure 6.3.1: Site 2- Flexible public space which enables access to the canal



Site 2

1- Retain car parking facility, but enhance quality and attractiveness so shared use is possible

2- A public space located along the canal could encourage access to this local asset and would encourage canal users to pause in Mytholmroyd.

3- Flexible area to allow for various public activities to take place.

4- Enhanced pedestrian linkage to Calder High School, avoiding the A646 Burnley Road/ Midgley Road Junction.

Views to the River Calder

Cyclist connectivity into site

Pedestrian connectivity into site

Views to local landmarks

Gateway view into Mytholmroyd

High quality public realm/ landscaping

Landmark feature

Art feature

Figure 6.3.2: A flexible and functional public space

6. 4 Site 3- Village Core

The A646 Burnley Road/ New Road junction has been identified as an area where highway improvements could be made. The proposal involves resurfacing the highway to be of a higher quality for both pedestrians and vehicles, helping to enhance the village character. A mixed retail and residential unit could increase density within the village core, and increased permeability around the Memorial Garden could help to increase pedestrian dwell time within Mytholmroyd.

Connectivity

There is an opportunity to enhance elements of the highway infrastructure to create an attractive, pedestrian friendly section of Burnley Road as it passes through the village core. Cobbles or enhanced paving would enhance the character of the settlement, and investment in pedestrian crossing points may allow improved pedestrian permeability. Land to the rear of the Dusty Miller pub could be reconfigured to allow parking which serves both the retail unit and the pub without separation, enabling pedestrian movement into the Memorial Garden. Removing the wall of the Memorial Garden along Burnley Road could also help to increase pedestrian fluidity around this space.

Facilities

The Sainsburys Local store is currently located within the Site,. As currently exists, this has a poor relationship to A646 Burnley Road, and is surrounded by a low quality, poorly accessible environment. Land to the north of the site is underutilized following the demolition of garage units. With an opportunity to expand, it is proposed that this ground-floor retail unit is extended in size (to approximately 2,000 m^2) to increase its functionality as a retail space. Residential units could be developed up to two storeys above, helping to increase residential density within the village. Improving the pedestrian experience of this space is likely to support the facilities which are currently located along Burnley Road.

Townscape

Despite its location within the village core, the site feels congested and narrow to move through with little consideration for pedestrian users. There is an opportunity to increase the attractiveness of this space through high quality paving and street furniture, the implementation of which could also strengthen the experience of entering the village. The New Road Bridge could be enhanced through new material use, and strengthened as a village landmark.

Identity

Following the Environment Agency demolitions, visual permeability to the river has been enabled, and could be complimented with an attractive pedestrian street-scape. Whilst the emerging river walls may prevent views in places, opportunities to capitalise on these new view-points should be engaged with. Making the Memorial Garden more permeable would help this junction to feel like a village centre with space for dwelling and meeting others.

Figure 5.4.1- Residential and retail development

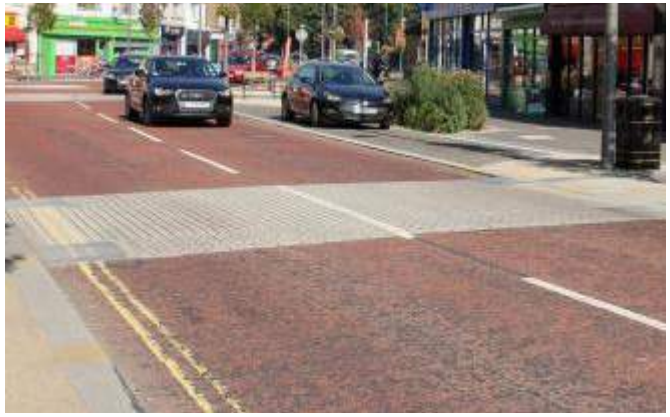
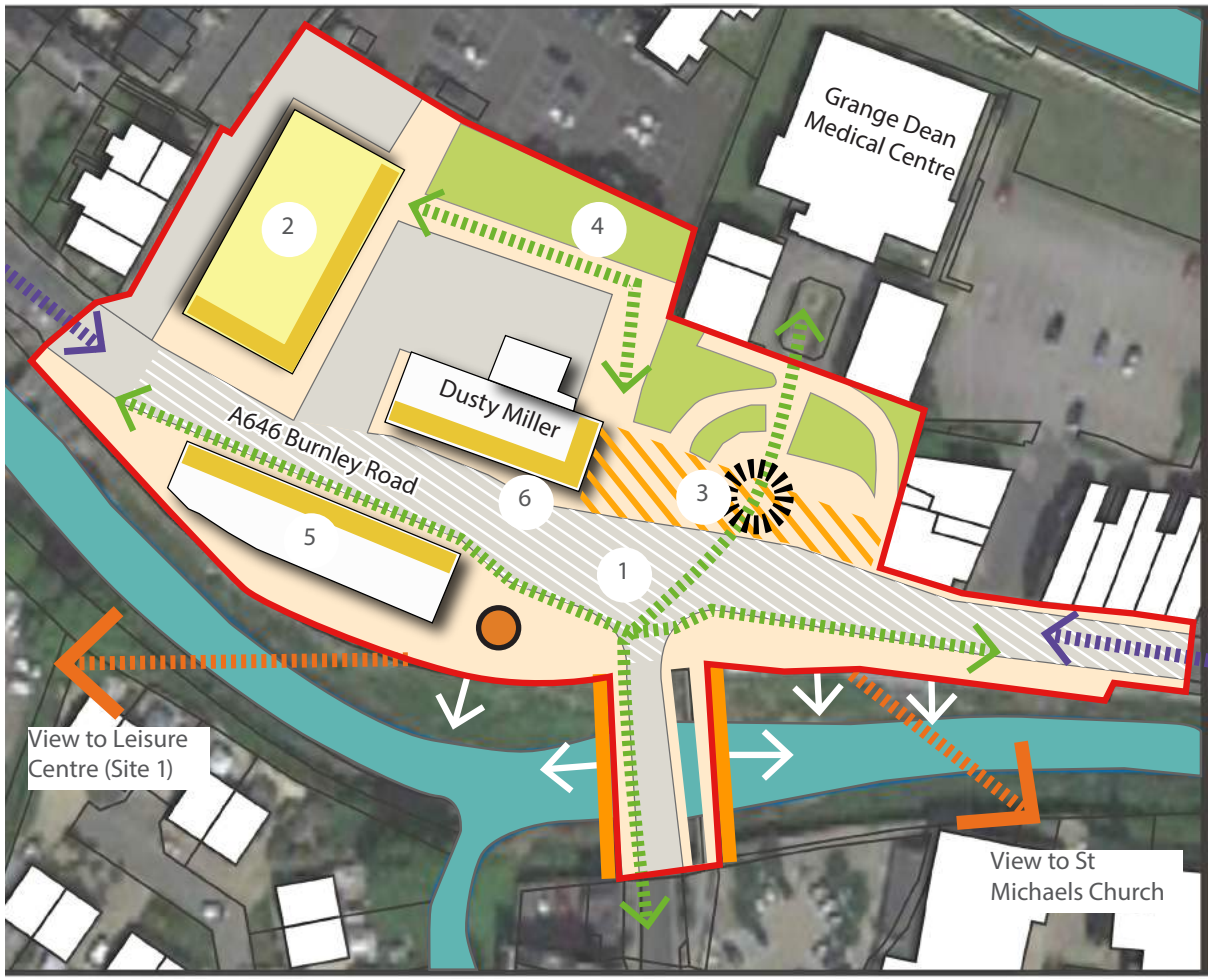


Figure 6.4.2- High quality highways resurfacing

Figure 6.4.3: Village Core Traffic Improvements



Site 3

1- Area of highway resurfacing or improvements.

2- Extension of the retail unit with additional residential units up to two storeys above

3- Memorial Garden made more permeable to create an attractive village core

4- The Dusty Miller beer garden and parking could be reconfigured with Sainsburys Local to merge their parking spaces and create a new link to the Memorial gardens.

5- Increasing the attractiveness of the core may increase footfall to the existing units on Burnley Road.

6- Relocation of bus stop to ease traffic flow

- Proposed residential units
- Views to the River Calder
- Cyclist connectivity into site
- Pedestrian connectivity into site
- Views to local landmarks
- Gateway view into Mytholmroyd
- High quality public realm/ landscaping
- Landmark feature
- Reconfigured pedestrian area
- Enhancements to Bridge
- Art feature

6.5 Site 4 - Bridge to Station Car Park

The Vale furniture Site has the potential to provide a connecting route to the proposed Station Car Park through the development of a new bridge linking to the Moderna Way Industrial Estate. It is thought that this new bridge can be supported by a variety of uses, as outlined within the Options below.

Option 4A- This option retains the current uses and facilities of the Site alongside the introduction of a new bridge to enable vehicular access to the extended Station car park.

Option 4B- This option maintains both employment and recreational functions on the site (as currently exists), albeit in a reconfigured layout.

Option 4C- This option achieves smaller levels of residential units than option 4A, but with an opportunity for more employment units.

Option 4D- This option achieves large levels of residential units in an attempt to increase residential density within the village core. Smaller scale employment units (and associated parking) could also be achieved with this option.

Connectivity

The new bridge is recommended as a method of diverting vehicular congestion away from the New Road pressure point in anticipation of the expected traffic increase as a result of the extended car park. It also offers an alternative vehicle route away from the village core, and responds to the consultation feedback in terms of making A646 Burnley Road safer to traverse.

Facilities

The size of this site means there is potential to significantly increase the density of facilities within the village core. Unlocking this large site means that local need could be addressed within a variety of ways, either through residential, community, retail or employment uses. There is an opportunity to utilise the Site for innovative, flood resilient development which responds to the flood risk, as shown in Figure 5.5.5 .The various arrangements of these facilities are explored through the following options.

Townscape

Although intended predominately for vehicular access, the new bridge would also offer a new pedestrian access onto the Calder canal, and also to the Station, helping to improve local legibility and permeability.

Identity

Units could be faced onto the River Calder to further enhance the relationship between the village and the waterside. The removal of congestion away from Burnley Road could also enhance the arrival experience into Mytholmroyd.

Figure 6.5.1

Site 4- Option 4A - Maintain existing facilities

1- Creation of new vehicular link bridge to allow access to the Station car park and to divert traffic away from the A646 Burnley Road. Access to the car park will need to respond to the topography of land adjacent to the Station Car Park.

2- Maintain Vale Furniture employment site

3- Maintain existing recreational facilities

New Vehicular link

Pedestrian connectivity

Recreational facilities

Art feature

Figure 6.5.2

Site 4- Option 4B- Recreation and employment

1- New bridge to allow access to the Station car park and divert traffic from the A646 Burnley Road

2- Development of small scale employment units (approximately 500m² and 1,000m²) with associated parking. Potential for units to be adopted as flexible working spaces, deliver co-working facilities, or be used by creative industries.

3- Maintain existing recreational facility, and incorporate vegetative screening

Proposed residential units

Proposed employment units

New vehicular link

Pedestrian connectivity

Vegetative screening

Recreational facilities

Figure 6.5.3

Site 4- Option 4C - Employment and small scale residential

1- New bridge to allow access to the Station car park and divert traffic from the A646 Burnley Road

2- Employment units (approximately 500m^2 and 1,000m^2). Site layout allows forlarger manufacturing industries to locate

3- Residential dwellings which overlook the River Calder and allow for permeability into the village core (approximately 800m^2 block size/ 12 units over 3 storeys)

Proposed residential units

Proposed employment units

Views to the River Calder

New Vehicular link

Pedestrian connectivity

Vegetative screening

Figure 6.5.4

Site 4- Option 4D- Employment and large scale residential

1- New bridge to allow access to the Station car park and divert traffic from the A646 Burnley Road

2- Employment units (approximately 500m^2 and 1,000m^2)

3- Residential dwellings which overlook the River Calder and allow for permeability into the village core (approximately 800m^2 block size/ 12 units over 3 storeys)

Proposed residential units

Proposed employment units

Views to the River Calder

New vehicular link

Pedestrian connectivity

Figure 6.5.5 Homes for All Seasons (JTP) as an example of well-suited, flood resilent residential design

Figure 5.5.6 High quality, small scale employment development

AECOM Imagine it. Delivered.