



DESIGN & ACCESS STATEMENT

Incorporating Heritage Assessment

20 low-energy, affordable dwellings at High Street, Hebden Bridge

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For Applicant: Calder Valley Community Land Trust

Rev 4 - 29.06.22

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DRAWINGS

Bauman Lyons Architects have prepared this design and access statement on behalf of Calder Valley Community Land Trust along with these drawings (submitted with this full planning application):

- 0010-P01-Location Plan

- 0020-P01-Existing Topographical Plan

- 0050-P01-Site Section Existing

- 0051-P01-Site Section 2 Existing

- 0100-P05-Proposed Site Plan

- 0101-P05-Proposed Landscape Plan

- 0102-P02-Proposed Access and Service Strategy

- 0110-P04-Proposed Layouts

- 0111-P04-Proposed Layouts GF-1F

- 0112-P04-Proposed Layouts 2F-3F

- 0200-P04-Proposed South Elevation

- 0201-P04-Proposed North Elevation

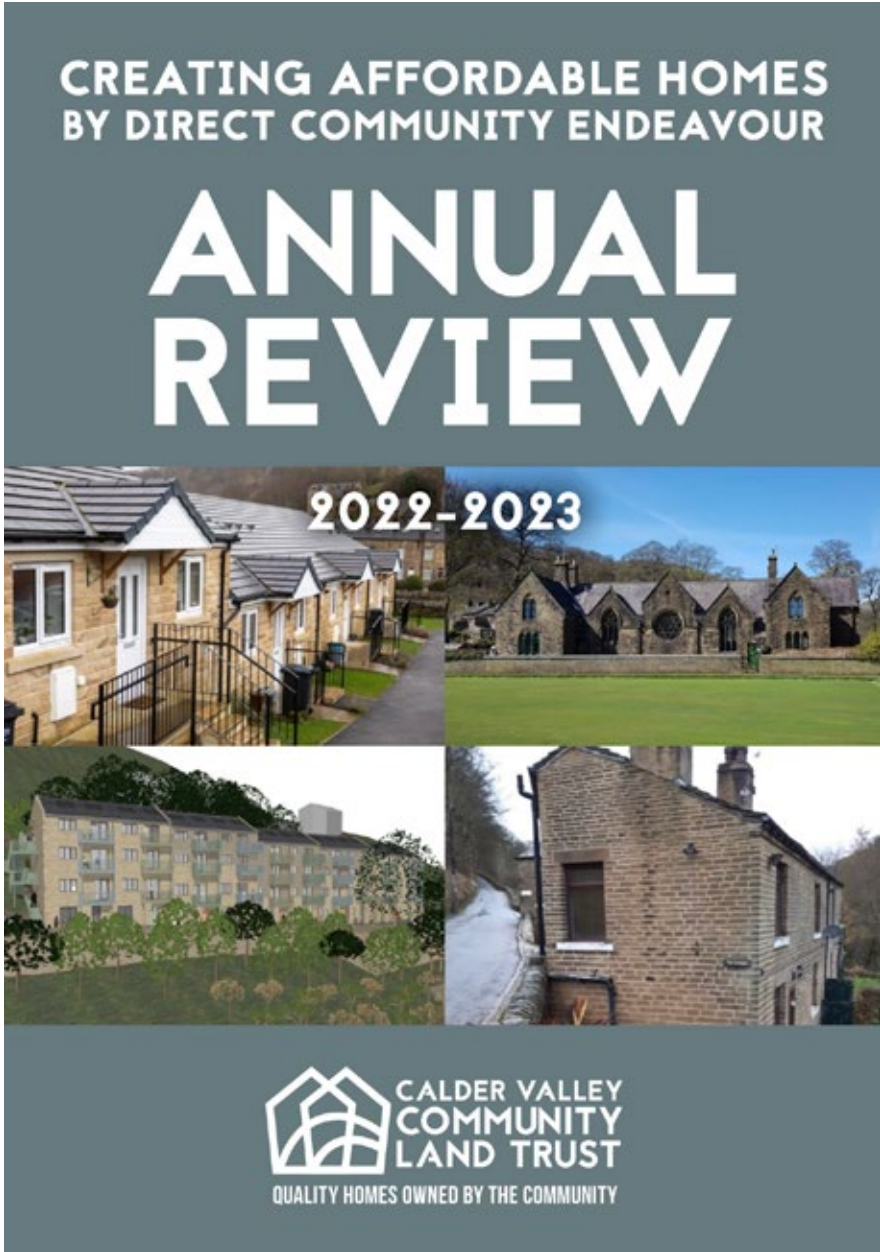
- 0202-P01-Proposed East and West Elevation

- 0250-P03-Site Section Proposed

- 0251-P02-Site Section 2 Proposed

- 0601-P02-Axonometric Site Overview

Calder Valley Community Land Trust (CVCLT) is a member led community benefit society with charitable status which has been established to help address and meet housing needs in our part of Calderdale.



Aerial image showing existing brownfield site in wider Hebden Bridge context



1.0 INTRODUCTION

Executive Summary

1.1

This Design & Access Statement accompanies the Full Planning Application to Calderdale Council for the construction of 20 no. new low energy homes for affordable rent on land between Heptonstall Road and Bridge Lanes in Hebden Bridge (The High Street site, Reference: LP1503: Land at, Stoney Lane, Hebden Bridge in the Local Plan).

Surveys and reports have been prepared, commensurate with the requirements of the Calderdale Metropolitan Borough Council Planning Department for supporting investigation and evidence. These are appended to the end of this document.

The client - Calder Valley Community Land Trust - is a charitable body of volunteers formed to provide housing for the benefit of the local community.

A series of pre-planning consultations and engagements have been held with the local community over the course of the development of the proposals, with changes made in response to feedback, issues and ideas. Pre-application engagement has also been held with the Hebden Bridge Disability Access Forum and with Calderdale Council planning department. Details of these consultations and how comments have been addressed and helped to shape the proposals are included in the consultation section of this document.

This application concerns re-development of a brownfield site in a town centre location in Hebden Bridge, which was formerly occupied by densely arranged stone-built terraced housing until

demolition in the 1960s. The site sits within the Hebden Bridge Conservation Area. It is appropriate historically, in reference to nearby existing uses and amenities, and in reference to local housing need, that this site is brought back into residential use.

The proposals, which are the subject of this application, are to provide high quality housing for affordable rent, addressing a significant disparity between earnings for young people (in the 18-35 years age bracket) and cost of housing in Hebden Bridge, where young people and young families cannot afford to remain in Hebden Bridge to live and work.

There is a recognised acute need for affordable housing in the Upper Calder Valley: CMBC has zoned the Calder Ward as 'red' indicating the highest need for affordable housing. Hebden Bridge is also categorised as 'very hot' in respect of house prices. This project provides a single, rare opportunity to address the shortage in Hebden Bridge, in a central sustainable location within walking distances of shops, transport and schools, therefore supporting active travel modes. The scheme includes two single storey homes to Part M4(3) standards, providing wheelchair adaptable accommodation, which is scarce in Hebden Bridge.

The site poses a number of challenges including steep topography, which is a characteristic feature of Hebden Bridge, extensive backfill created by demolitions (and remnants of basements and other construction from former uses), and being located in the base of the valley, which limits the duration and level of sunlight penetration.

At the same time, the site has a number of opportunities which are incorporated in these proposals - namely south facing aspect, lack of overshadowing, and areas of existing vegetation.

The site was subject to a planning application in 2018 which was recommended for approval by the planning officer but was subsequently refused at planning committee on the basis of proposed materials and massing, as well as the site location within an Air Quality Management Area (AQMA). Subsequently, the Land Trust has taken time to reflect on these comments and develop a revised scheme which addresses previous concerns whilst continuing with the aim to bring forward the benefits of providing affordable housing on the site.

The site is included within the allocated sites for new housing sites in the Council's Local Plan and is a part of the 5 year housing target proposals - site reference LP1503. The site allocation for 20 dwellings echoes that of the proposal to provide a 20 dwelling affordable housing scheme.

In 2019, Calderdale Council declared a climate emergency.

The proposed scheme reflects the importance of new housing being built with low energy approaches, in terms of embodied energy, reducing in use energy demand, and addressing affordability of energy costs for residents.

The proposals have been developed to follow fabric first principles of high levels of insulation, high levels of airtightness and good south facing orientation for solar gain. Low energy technologies are proposed to be incorporated including MVHR, air source heat pumps, and solar panels - all with the aim to reduce environmental impacts.

Where the scheme impacts on biodiversity, proposals have been developed for replacement native planting and existing habitat enhancement. In addition, contributions for off-site enhancements are proposed to ensure an overall biodiversity net gain.

Historic photographs showing the dense street pattern and terraces consisting of the over and under dwellings
Credit: Pennine Horizons Digital Archive, Ronda Ashworth Collection, "Bridge Lanes, Hebden Bridge - RAW00130"



Approach from the junction at Bridge Lanes and Heptonstall Road
Credit: Pennine Horizons Digital Archive, Alice Longstaff Gallery Collection



The current site following the 1960s demolition of the terraces and the subsequent self-seeded, unmanaged vegetation growth



Current approach - Bridge Lanes terrace remains but High Street terraces have been cleared



1.0 INTRODUCTION

Background

1.2

Calder Valley Community Land Trust

Calder Valley Community Land Trust (CVCLT) is a member-led charitable community organisation, originally brought into being through the efforts of the two local ‘town teams’ Todmorden Pride and Hebden Bridge Partnership, and launched in Autumn 2014. The spur was recognition locally of a significant shortage of housing, particularly affordable rental housing.

The CLT is incorporated as a community benefit society under the Co-operative and Community Benefit Societies Act, and has received exempt charitable status from HMRC. In common with other CLTs elsewhere, Calder Valley CLT aims to develop community-led housing (CLH) initiatives or in other words, seeking to demonstrate that our communities can make a real difference in helping create new homes – on our own terms, and not simply on terms imposed by external developers.

Calder Valley CLT’s charitable objects include the aim: ‘To carry on for the benefit of the community the business of providing housing and any associated amenities for persons in necessitous circumstances upon terms appropriate to their means’.

Membership is open to all living locally who support its aims; currently the CLT has over 250 members.

The CLT holds Registered Provider (RP) status from the Regulator of Social Housing. This status enables it to directly access grant finance from Homes England under the Affordable Homes Programme, to provide rental homes at affordable rents.

1.3

Other work by CVCLT

This planning application for 20 new-build low-energy homes on the High Street Site is the second new-build development CVCLT has undertaken since its formation.

The first development, for six independent living bungalows on land at Walsden, received planning permission in December 2017 and construction work was completed in February 2020 with tenants moving in early March 2020.

In addition to the land between Heptonstall Road and Bridge Lanes (The High Street Site), CVCLT has also been gifted the freehold of the Grade II Listed Fielden Hall (community centre) in Todmorden, for which it is the legal custodian on behalf of the community.

In 2021 the CLT acquired the two homes adjoining the Fielden Hall, securing the whole site for the community and ensuring that the two homes remain available for affordable rent in the long term. The purchase was funded by grant support from Homes England and by raising £270,000 in community shares, from 120 socially minded investors.

The Land Trust is also working with The Friends of Hebden Bridge Station and Network Rail to preserve and restore the Hebden Bridge Signal Box for the community. This project is well advanced, with Network Rail progressing the lease in mid-2022.

CVCLT is also working closely with Calderdale Council to lease three long-term empty properties and bring them back to a let-able standard with the aim of adding three more homes for affordable rent in the Calder Valley.

CVCLT is managed by its Board of Trustees (elected at Annual General Meetings). CVCLT is working actively towards a further Community Share Issue, with the aim of raising at least £300,000 in investment capital from within the community towards the capital costs of the High Street project.

1.4

Social and Economic background

Like other Community Land Trusts, the CLT is seeking to address through community-led initiatives those housing needs in our neighbourhoods which are not being met by market forces. The CLT’s focus is firmly on affordable housing to rent (‘affordable’ for us means genuinely affordable, and the CLT does not necessarily accept the HCA/Government definition that affordable rents are defined as 80% of market rents).

The CLT has researched affordable housing needs locally both through data collected by Calderdale Council and from an in-depth analysis of the current KeyChoice waiting list. Basing its strategy on the CMBC Strategic Housing Market Assessment (SHMA) published in 2018, the CLT has chosen to focus on the needs of elderly people in Walsden and Todmorden and on the needs of younger people, single person households and young families in Hebden Bridge, the primary target demographic for the current planning application.

1.5

The need for affordable housing

This scheme will support the delivery of the identified need for affordable homes, which is particularly acute in Hebden Bridge. The SHMA indicated a need for 1,000 dwellings per annum over 2016-2035, including 527 affordable new homes annually over

The opening of six independent living bungalows on land at Walsden in 2020



Recent visit by the Mayor of West Yorkshire, Tracy Brabin, to the bungalows at Walsden



The land trust is the legal custodian of the Grade II Listed Fielden Hall (community centre) on behalf of the community



The land trust is working with The Friends of HB Signal Box and Network Rail to preserve the signal box for the community



1.0 INTRODUCTION

the next five years to clear the backlog of demand and meet newly arising needs, and thereafter the level of need is likely to fall to 74 affordable new homes per year.

The SHMA estimated that 193 affordable homes were required per year in Calderdale from all sources to meet need. However, this level of supply has only been exceeded once (195 affordable houses were built) in the years between 2008/9 and 2018/19, and these came mainly from grant funded RP development rather than S106 on private development. In the four-year period from 2015/16 to 2018/19, a total of 152 were built (less than the recommended per annum total), and in two of these years the total built were 13 and 22. The Technical Housing Appendix, with data on the sources of housing supply by local plan area, shows that the total supply for Hebden Bridge is the lowest for all plan areas at 260 (1.7% of the Calderdale total supply).

1.6

Demographics in Hebden Bridge

There is a very clear indication that the proportion of young people in Calder Ward (the ward which includes Hebden Bridge) is significantly below that in Calderdale as a whole. Using data from the Office for National Statistics (ONS) 2020 mid-year population estimates, the information is as follows:

Calderdale

Population between 18-35 as proportion of whole population: 20.6%

Population between 18-30 as proportion of whole population: 14.1%

Calder Ward

Calder Ward has a resident population of 12,067.

Population between 18-35 as proportion of whole population: 14.6%

Population between 18-30 as proportion of whole population: 9.9%.

It is also the case that the proportion of young people in Calder Ward is significantly below that of neighbouring wards such as Todmorden.

Todmorden Ward

Population between 18-35 as proportion of whole population: 18.9%

Population between 18-30 as proportion of whole population: 12.6%

[source: Calderdale Ward Age profile charts 2020 using Annual Small Area Population Estimates, Office for National Statistics, September 2020]

Although there is no definitive evidence to link this demographic trend with housing issues, there is considerable anecdotal evidence locally that young people who have grown up in Hebden Bridge are being obliged to look for housing outside the town, being effectively priced out of the housing market.

House prices and rental prices are higher in Hebden Bridge than elsewhere in the upper Calder valley. According to Land Registry data in June 2022, the average house price in Hebden Bridge was £283,000 compared with £228,000 in Todmorden.

According to the CMBC Housing Market Statement January 2019, the average 2017 house price in Hebden Bridge was £198,000 compared with £143,000 in Todmorden and £167,000 in Sowerby Bridge. House purchase is therefore likely to be beyond the means of many people in the town, particularly young people with or without families. The proposed development at High Street seeks to help redress this problem.

There is also pressure on the supply of social housing: The Key Choice Social Housing "Waiting List" contained 203 applicants (1.43% of households)

in July 2018.

Analysis of the data by CVCLT showed that 116 (28%) of these were younger people, aged 30 years and under. Of those waiting, 58 (16%) are living with friends or family, in emergency accommodation or have no fixed abode, of which 28 (48%) are younger people. Younger people are also more likely to be renting privately with almost one-quarter of the 170 people on the waiting list in this category being aged under 30. Taken in the round, all the evidence points to a need for affordable housing for younger people in Hebden Bridge, which is why the High Street development is so important.

Hebden Bridge

Hebden Bridge has been identified in the Calderdale draft Local Plan (as approved by the Cabinet in June 2018) as one of the towns in Affordable Housing Zone A – ie, as having a ‘very hot’ requirement for affordable housing, in comparison with other parts of the borough.

[Source: Calderdale MBC Housing Market Statement August 2018]



Historical photograph taken along the High Street showing 4-storey dwellings above and below the street.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Gallery Collection



Current High Street view showing tarmac road surface, unmanaged self-seeded vegetation including trees and brambles. The remaining street is used as a throughroute between Heptonstall Road and the Cuckoo Steps.



1.0 INTRODUCTION

1.5

Hebden Bridge and the High Street site

CVCLT's initiative for the High Street site follows previous work undertaken by community groups in Hebden Bridge, which considered the town's housing needs and aspirations. The Hebden Bridge Partnership (the 'umbrella' organisation linking the community with the town council, parishes and Calderdale) produced an Action Plan: 2020 Vision for the town in 2013. This included a section on housing, which recommended that new housing be focused where possible on existing brown-field sites rather than greenfield sites. This is the current view of many local people, and is also the view particularly of members of the hilltop parish councils.

The early 1960s saw significant demolition of terraced housing in Hebden Bridge, including in the densely populated streets around High Street, Back High Street and Bridge Lanes.

Of the 'brown field' sites of former housing in Hebden Bridge, High Street (despite its challenging topography) is by far the most obvious area for new housing. Rebuilding on demolished streets such as Industrial Street in the Birchcliffe area, for example, would undoubtedly result in over-development and the loss of environmental amenities.

The Council's Local Plan includes the site as part of its allocation for the 5 year housing target proposals - site reference LP1503. The site allocation for 20 dwellings echoes that of the proposal to provide a 20 dwelling affordable housing scheme.

Although the Local Plan is not yet adopted, it is well progressed with Stage 4 hearings taking place at the end of last year and early this year. The Local Plan is

therefore a material planning consideration which identifies this site as being appropriate for the proposed number of dwellings.

In order to make community-led affordable housing financially viable, even with the opportunity to access Homes England grant funding, the value held in the development land has, if possible, to be removed from development costs. This means that in selection of land for affordable housing, CVCLT has sought to identify land where there is no cost incurred in acquiring land. The High Street site passed to ownership of Calderdale MBC following local government reorganisation, and Cabinet resolved in November 2016 to pass the land to CVCLT at nil cost. The land transfer was completed in 2018.

1.6

Physical Characteristics

The site is located to the West of Hebden Bridge town centre on a parcel of steeply sloped land between Heptonstall Road and Bridge Lanes. The site boundary forms a shallow triangle in plan, pointing West with the pinch point at a bullnose junction of the two roads named above. The slope is very much south facing, prevailing contours and the linear nature of the plot both aligned East-West, therefore presenting generous portions of the site to direct sun throughout the day.

As mentioned in the previous section, the site enjoys a wooded and green appearance. The vegetation on the site is self seeded. To the north half of the site are a dense area of trees of varying quality. To the south half of the site there is a mix of trees of varying quality, bramble scrub, and low-lying vegetation. A number of orchard trees have been planted to parts of the south slope.

The 'halves' of the site are indicative rather than calculated, but clearly demarcated by an existing access road also running East-West through the center. This is the former High Street. The site was home to a large number of Victorian terraced houses, maisonettes, flats and bedsits; all demolished in the 1960s. The spoil was left on site within the footprints of former buildings, filling up basements and voids, and the site has seen much self-propagated planting since.

The site fronts two busy roads and as such noise and air pollution are also constraints we are aware of. Surveys have been undertaken for both to ensure suitability of the proposals.

Due to the elevated position of the site it is not located within a flood risk area. We are aware of the effects of water run-off and flood in Hebden Bridge, and have been mindful not to worsen (and if possible, alleviate) the quantum of deluge water that flows over the hill down to the road.

As discussed more in following sections, the character of Hebden Bridge is very much defined by the dramatic topography and the architecture is dominated by its historical links to past industrial practices during the Victorian period, from mill buildings to terraces of worker housing. Scale, texture and grain are the most noticeable features, with a concentration of 2-5 storey pitched roof buildings, often conjoined or with intimate gaps and streets.

Existing entrance to High Street from Heptonstall Road.



View from Bridge Lanes looking along and up to the south slope of the High Street site with Grade II listed buildings bounding the site to the south and south-east.



View back along High Street towards Heptonstall Road junction, and down over the south slope, vegetation and Bridge Lanes road and Grade II listed terrace below.



View looking down High Street towards the east end of the site with the terrace of Melbourne Street in the distance.



2.0 HERITAGE ASSESSMENT

2.0

Heritage Assessment

The proposals for the site are built on an understanding of the historical development, predominant building typologies and materials of both the immediate site and the wider Hebden Bridge area. This ensures the proposals are a contextual response to the specific site.

The Hebden Bridge Conservation Area Appraisal and Management Plan by Calderdale Council is an excellent document that provides a good detailed overview of the history, characteristics and policies of the conservation area. This section does not seek to reproduce the level of detail of this document but rather to draw out the key points that are relevant to the application proposals.

In addition to the Conservation Area document, other source material consulted and utilised in this section includes, the excellent photographic records of the Pennine Horizons Digital Archive (individual collections credited for each image), and records held by the Calderdale Archive Service.

2.1

Development of Hebden Bridge

2.1.1 History

- Hebden Bridge is located within the Upper Calder Valley within the eastern slopes of the Pennines. The River Calder runs through the valley and through the centre of the town. Throughout its history water power from the river was used to support industry in the area.

- The Hebden Bridge Conservation Area Appraisal and Management Plan notes the early history of the town from Roman and Medieval roots.

- The Rochdale Canal was opened between 1798 and 1804 and was utilised for transport of goods including cotton, wool, coal, limestone, timber, salt and general merchandise (https://en.wikipedia.org/wiki/Rochdale_Canal).

- The Manchester and Leeds Railway opened in 1841 with a station in Hebden Bridge.

- The town underwent major development during the 19th Century and early 20th Century. Factories developed for spinning cotton and later weaving cotton goods and coal brought by canal and rail enabled mills to locate on the valley bottoms.

- This development led Hebden Bridge to grow and houses to be built to accommodate the workers that were needed in the mills.

2.1.2 Terrace typology

The Hebden Bridge Conservation Area Appraisal and Management Plan notes the following about the development of the terrace typology.

‘With the influx of workers needing to be housed and since the valley of Hebden Bridge is narrow, houses had to be built up the steep hillsides in terraces with many over and under-dwellings.’

‘The town is located on the valley bottom where possible, but is forced up the steep valley sides in every direction. The topography is a major feature

which contributes to the distinctive character and appearance of the town and its attractiveness.’

2.1.3 Under and over dwellings




The Hebden Bridge Conservation Area Appraisal and Management Plan, notes that the typology of ‘under and over-dwellings [are] a unique and highly distinctive architectural response to the Pennine landscape.’

‘Development in the town has been clearly shaped and formed by the steep topography. The most obvious example of this are the under and over-dwellings – four, five or even six storey terraces comprising one self-contained dwelling on top of another, the upper one reached from the higher land to the rear. These rows of tall terraces, so evident in views into, out of and across the conservation area, contribute enormously to the local identity and the special character of Hebden Bridge.’

Many of the residential terraced streets surrounding the site are made up of these under and over-dwellings. This includes the under and over-dwelling terraces of Melbourne Street, Bridge Lanes, and Garnett Street.

The principle of the under and over-dwellings is that there is a front door from the lower street that gives ground floor access to only the lower of the two dwellings and a front door at the upper level street that, due to the sloped topography, allows for ground level access to the separate over dwelling. The lower, under dwelling only has windows on a single side due to the other side being back to earth.

The application site is within character area 2 of the Hebden Bridge conservation area - Market Street and Bridge Lanes



Calderdale
Council

Hebden Bridge Conservation Area
Appraisal and Management Plan

April 2011

www.calderdale.gov.uk

Historical photograph showing the development of Hebden Bridge with rows of terraces built up the hillsides. The High Street site can be seen to the left of the chimney in the image.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



2.0 HERITAGE ASSESSMENT

2.1.4 Retaining walls

‘Tall stone retaining walls are a dominant feature linked with development on the steep slopes.’

2.1.5 Materials

‘There is a great consistency in the use of natural stone for most buildings with stone or blue slate roofs and very little use of alternative materials such as render, brick, red tiles or other cladding materials which might appear jarring.’ (Hebden Bridge Conservation Area Appraisal and Management Plan).

There are, however, examples of red brick and render having been used as materials, such as on Garnett Street and to a smaller extent on Melbourne Street and to the gables of surrounding streets.

2.2

History of the application site

2.2.1 Terraces

The site was historically densely developed with streets of stone terraces consisting of under and over-dwellings. The site accommodated 91 dwellings. There were predominately two main terraces of houses on the site with access from High Street, Back High Street and Croft Place.

The under and over-dwelling typology of the buildings on the site reflects that of the still existing surrounding dwellings on Melbourne Street, Garnett Street and Bridge Lanes and this site was very much a continuation and part of this historical character of the town. As with the remaining under and over-

dwellings of the town, the buildings on the High Street site formed tall rows of terraces which were very evident in views from around the town and the surrounding valley sides.

At this time there was no vegetation growth on the site which was very much a part of the urban grain and residential fabric of the town.

The typology of the under and over-dwellings was suited to the steep nature of the site. The images show a typical dwelling on the site in plan and section.

2.2.2 Demolition

‘During the 1960’s there was a trend for demolishing old property and rehousing people. This resulted in the demolition of Bridge Lanes, High Street and Buttress Brink.’ (Hebden Bridge Conservation Area Appraisal and Management Plan).

It was noted that there were 75 occupied dwellings at the time that the ‘slum clearances’ were proposed in 1957.

According to the Hebden Bridge Conservation Area Appraisal and Management Plan, Hebden Bridge has ‘very few gap sites where buildings have been demolished, or large scale car parks which can weaken the townscape and sense of enclosure.’

In the Halifax Courier article ‘It’s the upstairs, downstairs town, 6 August 2011’ the site is discussed and the article notes that ‘Until the 1960s the whole area in the triangle between Bridge Lanes and Heptonstall Road consisted of similar houses [to Bridge Lanes] – not one but three giant, parallel

rows of top-and-bottom houses. But the two rows north of Bridge Lanes, including the now non-existent High Street, were deemed unfit for habitation and demolished. Many were, indeed, in poor condition, but today they would be refurbished.’

The demolition of the houses left a scar at the western entrance to Hebden Bridge. Many photos show the site at various stages of demolition. Following demolition, the spoil from the buildings (stone and other materials) was left on site within the footprints of the former buildings, filling up basements and voids.

2.2.3 Previous proposals for rebuilding

Proposals were considered in the 1960’s by Hebden Royd Urban District Council for rebuilding of new housing on the site following the demolition of the terraces. Records show that during this time the Council considered schemes including the building of blocks of flats from between five to twelve storeys, including blocks of standard designs similar to types built in surrounding locations including Leeds. In the end, the council determined not to build on the site.

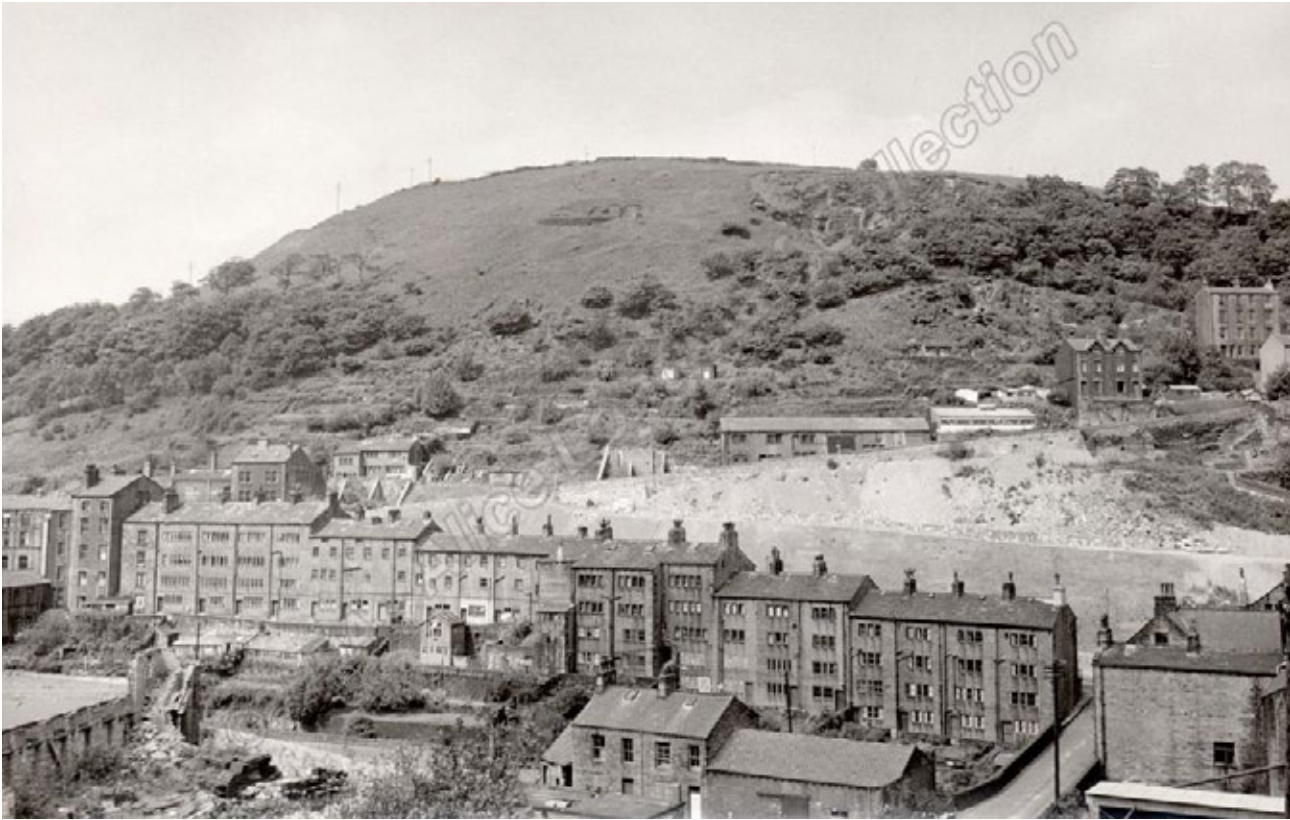
2.2.4 Landscaping

The site has subsequently developed with self-seeding vegetation, leading to much of the ‘greened’ nature of the site.

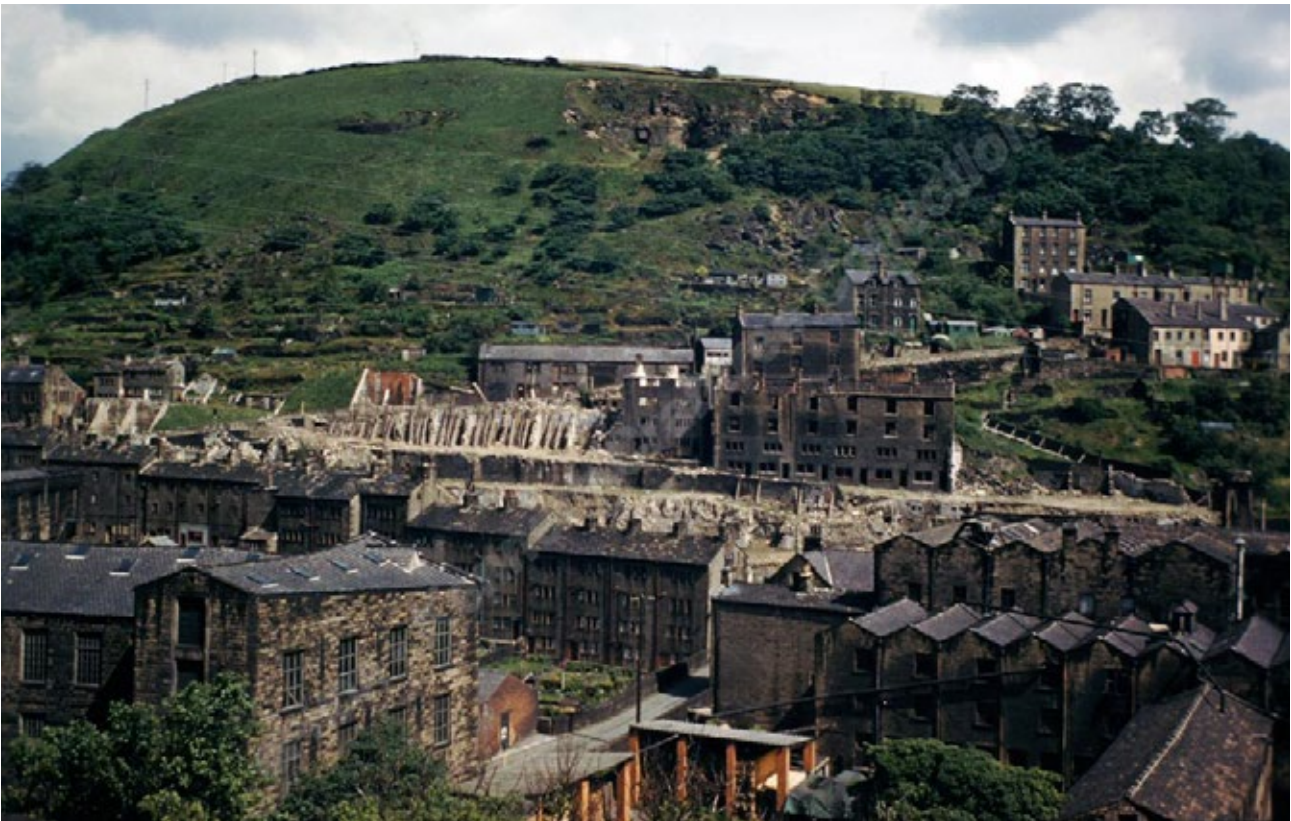
Photo from the south side of the valley showing the former dwellings of the site in the background behind Bridge Lanes.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



The site shortly after the demolition of the 91 dwellings in 1964.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



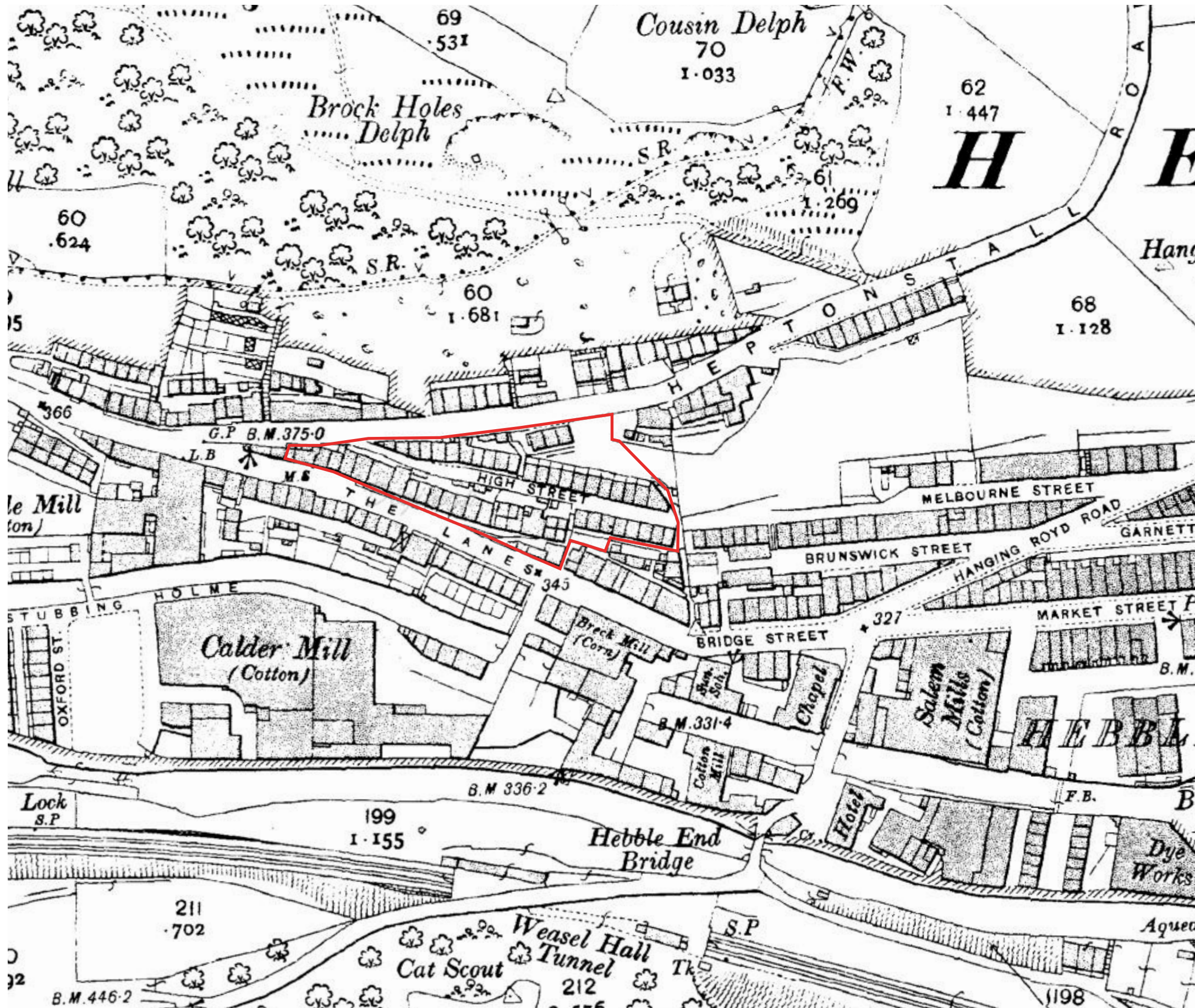
Buildings on the site in the course of being demolished in 1964. Buttresses and retaining structures remain visible.
Credit: Pennine Horizons Digital Archive, Hebden Bridge Local History Society



Photograph of the current condition of the site showing Bridge Lanes in the foreground and tree coverage on the hillside.



2.0 HERITAGE ASSESSMENT



The historical map, left, shows the site and surrounding area. The application site is shown with a red outline.

The site was predominately formed of two terraces, one accessed from High Street to the south and Back High Street to the north, and the other accessed from Bridge Lanes to the south and Croft Place to the north. An additional small terrace faced onto Heptonstall Road.

The map demonstrates how the historical development of the site formed part of a series of terraced streets alongside other under and over-dwellings that still remain including the terrace to the south of Bridge Lanes, as well as that of Brunswick Street and Melbourne Street.

Historical photograph showing the four storey terrace of under and over-dwellings that faced directly onto Bridge Lanes.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



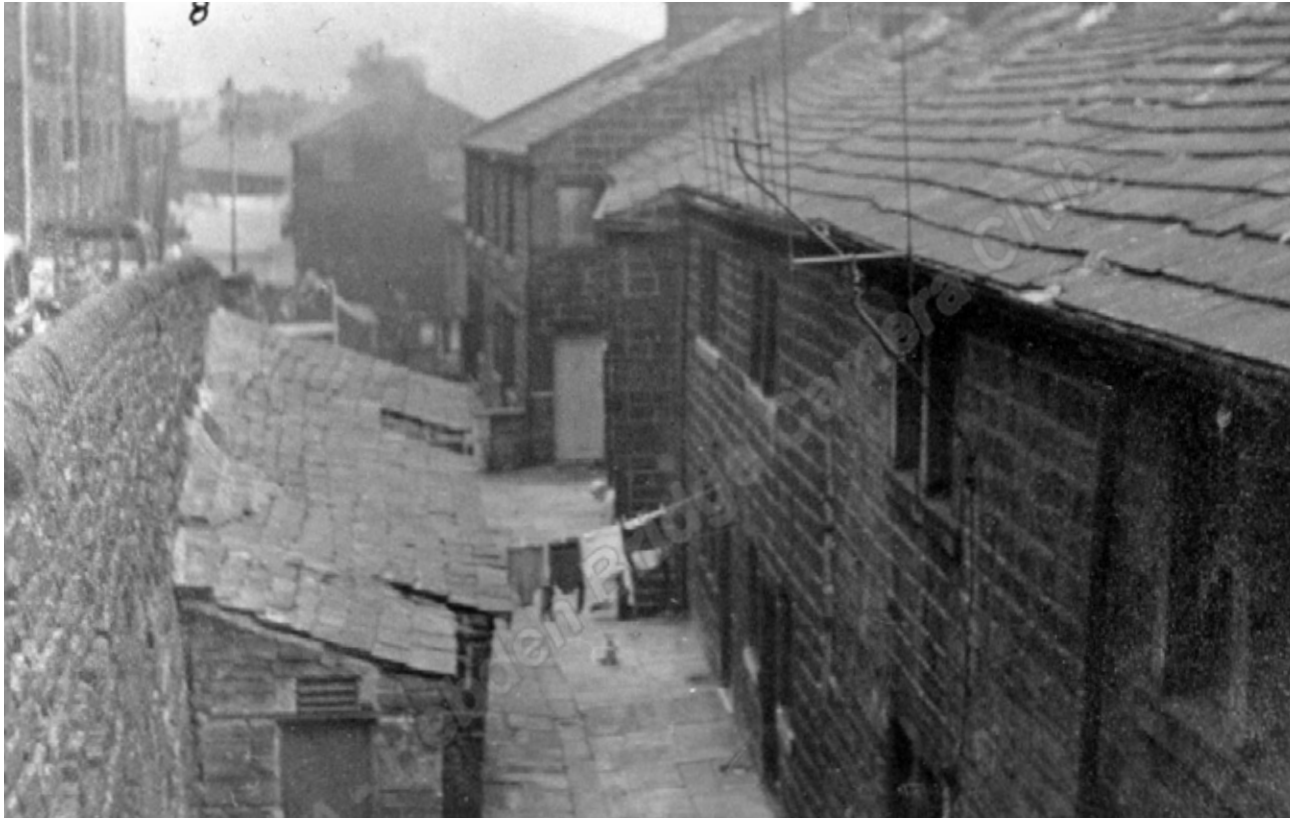
Historical photograph looking for Heptonstall Road to the cuckoo steps and the east end of the terraces on the application site.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



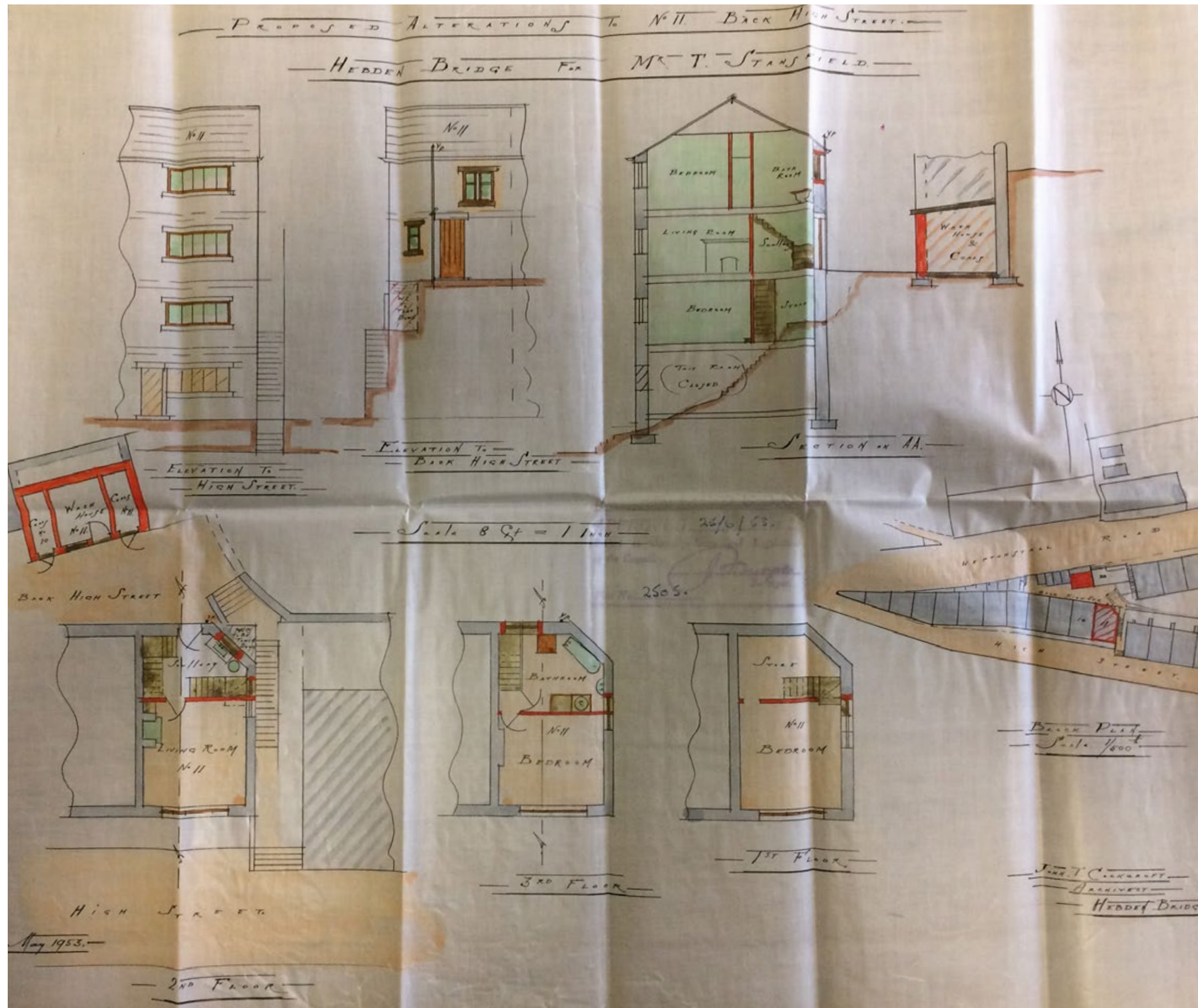
Historical view looking north up the cuckoo steps, showing the gable ends of the terraces that were located on the site.
Credit: Pennine Horizons Digital Archive, Ronda Ashworth Collection



Historical photograph looking down from High Street to the rear access to the over dwellings facing Bridge Lanes.
Credit: Pennine Horizons Digital Archive, Hebden Bridge Camera Club



2.0 HERITAGE ASSESSMENT



Historical drawings show proposed alterations to a typical under and over dwelling on the High Street site, dated May 1953.

The drawings show the specific Hebden Bridge typology of two lower storeys back to earth accessed from High Street and the upper two storeys accessed above from Back High Street.

Credit: West Yorkshire Archive Service, accessed December 2016

Looking over the terrace south of High Street during demolition, showing the relationship to Bridge Lanes terrace below.
Credit: Pennine Horizons Digital Archive, Alice Longstaff Collection



Historical photograph showing the west end of the site with the rubble of the demolished buidlings collapsed in on the footprint.
Credit: Pennine Horizons Digital Archive, Alan Greenwood Collection



Grade II listed 74 Bridge Lanes is visible in the background of this image which shows the historical proximity of the terrace.
Credit: Pennine Horizons Digital Archive, Hebden Bridge Camera Club



Grade II listed 74 Bridge Lanes remains next to the application site as the most westerly remaining property of the former North terrace of Bridge Lanes.



2.0 HERITAGE ASSESSMENT

2.3

The current site condition

2.3.1 Conservation Area

The site is on the edge of the Hebden Bridge Conservation Area. The boundary includes the town centre and surrounding housing areas together with adjoining open land.

The Conservation Area is subdivided into distinctive character areas. The site is within character area 2 of the conservation area – ‘Market Street & Bridge Lanes’.

‘This area developed, largely during the nineteenth century, along the route west out of Hebden Bridge. However there are a number of much older properties here including the former Ebenezer Chapel and 4 and 4a Market Street and some of the double-decker weavers cottages at Bridge Lanes.’

Characterised by tight-knit terraced streets with most buildings built to the back of the pavement. Some of the residential terraces include four-storey under and over-dwellings. This includes the under and over-dwelling terraces, which are the nearby context of the current site, of Melbourne Street and Garnett Street – with generally two storeys to the north and four storeys to the south. The under and over-dwelling terrace to the south side of Bridge Lanes is generally formed of two storeys to the north and four to five storeys to the south elevation.

The High Street site is currently a narrow tarmacked lane accessed from Heptonstall Road, which leads to a widened area at the east end of the site with a remaining connection to the Cuckoo Steps. As a

result of this, it is used by a number of people as a cut through pedestrian route, including by dog walkers. The areas of vegetation to the north and south of the High Street are unmanaged, consisting of trees of varying quality as well as bramble scrub and shrubs. This current tree cover and green nature of the site does provide some positive visual amenity to the conservation area. The hillside to the north of the site has also seen a significant increase in tree cover compared to that shown in the historical photographs of the site. This adds to the current ‘green’ nature and visual amenity of this area of town and the hillside in long views from various locations.

It is important to note that this aspect is far more recent change to the area compared to the historical character of the area which was of densely arranged terraced housing. Nevertheless, this current character of the site has importance which the application proposals seeks to retain and enhance where possible alongside the new dwellings.

2.3.2 Suitability for development

Calderdale Metropolitan Borough Council (CMBC) has identified the current site as being suitable for a housing development with a residential capacity of 20 dwellings (Local Plan Site reference LP1503). This is a material planning consideration which suggests that the site is suitable for a contextual and sensitively designed development.

The LP1503 site assessment identifies the site a greenfield, though the history of previous densely developed housing and site clearance would suggest a ‘brownfield’ nature to the site, i.e. a site that has been previously built upon.

There are no Tree Preservation Orders in place on the site, however all trees on the site are afforded protected by Hebden Bridge Conservation Area. Therefore, an arboricultural impact statement has been prepared to accompany the application proposals which notes the specific trees that are proposed to be removed.

2.3.3 Surrounding listed buildings

There are a number of Grade II listed buildings in proximity to the site boundary.

- 74 Bridge Lanes is a Grade II listed building to the south-east boundary of the site.

Listing description: G.V.II Single-bay cottage, early C19. Hammer dressed stone, stone slate roof. 2 storeys. Double-pile. Quoins. Doorway to left of 2-light flat faced mullioned window with projecting sill, probably mid C19. Over, to 1st floor, original 5-light thin flat faced mullioned window with a wider centre light for sash. Left hand return wall is gable with doorway to rear room and two 2-light windows with 4-light window over. Right hand return wall has gable stack.

- 71-95 Bridge Lanes are a row of under and over-dwellings to the south of the Bridge Lanes site boundary and noted as being prominent in the landscape.

Listing description: GVII. Also known as Nos 1 to 19 Calder Place (q.v.). Row of single bay-cottages, early C19, nos. 89-95 refronted mid C19. Dressed stone, stone slate roof. Two storeys to road and three and four storeys to rear. Quoined angles to either side of No 81 which was an infill between two separate ranges under different roof levels. Nos 71 and 81 have single light sashes and doorway with tie stone jambs. The rest have two broad sash windows to ground

Two-storey over dwellings accessed from Melbourne Street with the lower two-storeys accessed below from Brunswick Street. Melbourne Street connects to the application site with access across the Cuckoo Steps.



Adjacent to the application site, Brunswick Street is lined by four-storey buildings to the north side. Access to the back-to-earth under dwellings is gained from Brunswick Street with the over dwellings accessed above from Melbourne Street.



Garnett Street, nearby to the site, shows an example of a terrace where materials including brick and render are used to the north facing, rear elevations.



59-69 and 71-95 Bridge Lanes - tall four and five storey south elevations are a dominant feature in the landscape with access for the lower under dwellings. Shorter two-storey elevations of the over dwellings face on to Bridge Lanes.



2.0 HERITAGE ASSESSMENT

floor next to doorway with sill tie. First floor have three-light flat faced mullioned window framed by two fixed lights either side of a narrower sashed light. The windows to No 87 and to the first floor of Nos 83 and 85 have three-light stepped windows. Seven stacks to ridge. Passage to rear underneath the basement of No. 71. 2.

Nos. 89-95: redetailed mid C19 as regular four-bay composition, the central bays (nos 91 and 93) having extra attic storey under gable. On ground floor each house has a door, those to nos. 89 and 97 on right of corniced shop window, those to nos. 91 and 93 on right of two-light window, all have a two-light window above, all windows with flat faced mullions, plain stone surrounds and projecting cills. In gable, single-light windows flank former taking-in door, now blocked and with small window. Modillion gutter brackets on band. Four corniced stacks. Rear has three storeys to Nos 1 to 5 (odd) with doorways to left of two-light windows with single sashed windows above to each floor. Nos 7, 9 and 11 are three and a half storeys and have similar arrangement but with three-light stepped window to ground floor. Nos 13 to 19 (odd) are four storeys and have impressive ranges of flat faced mullioned windows each has doorway with tie stone jambs to left of five-light window with seven-light windows over to the next three floors.

Prominent in the landscape.

- 59-69 Bridge Lanes are a row of under and over-dwellings to the south of the Bridge Lanes site boundary and noted as being prominent in the landscape.

Listing description: GVII. Also known as Nos. 2 to 20 (even) River Street. Row of single bay cottages, early C19. Dressed stone, stone slate roof. 2 storeys to road, 4 and 5 storeys to rear (River Street): over dwellings. Single-bay dwellings with 2-light sashes windows to each floor and doorway with monolithic jambs. No 61 has altered ground floor for shop

window Nos 67 and 69 have wide single sash windows. Under 3 rooflines. 9 stacks to ridge. Quoins. Rear has impressive range of flat faced mullioned windows to each floor of 3, 4 and 5 lights. Nos.18 and 20 River Street break forward. Passage from front to rear between Nos. 16 and 18. Prominent in the landscape.

2.4

The site proposals

The Hebden Bridge Conservation Area Appraisal and Management Plan states that ‘It is important to note that conservation area designation is not intended to prevent change, but to manage new development in ways that preserve and enhance the special historic qualities of the area. To be successful, any future development within the conservation area needs to be mindful of the distinctive local character of Hebden Bridge.’

The proposals in this application build on the understanding of the history of the site and wider Hebden Bridge. They aim to meld the two recent histories of the site – of housing and of vegetation – to reintroduce housing in a contextual, affordable, sustainable way whilst also maintaining the more recent green amenity of the site.

2.4.1 Contextual

As established above, there is precedent of the application site having contained densely arranged housing in the style and configuration of similar surrounding streets including Melbourne Street and Bridge Lanes. The application recognises that it would not be viable, nor desirable, to reintroduce such a density of housing to the site. More recently

over the past decades the site has taken on a new characteristic in the town as being a ‘greened’ site with vegetation and tree coverage. The proposals in this application have looked to strike a balance with the site being suitable for the reintroduction of housing alongside the desire to retain the more recent ‘green’ and open characteristics. This has led to the development of a 20-dwelling scheme in a single terrace which follows a similar footprint to the historical terrace to the north side of High Street. This represents a significantly lower density of development compared to the historical 91 dwellings that were on the site and spread over three terraces.

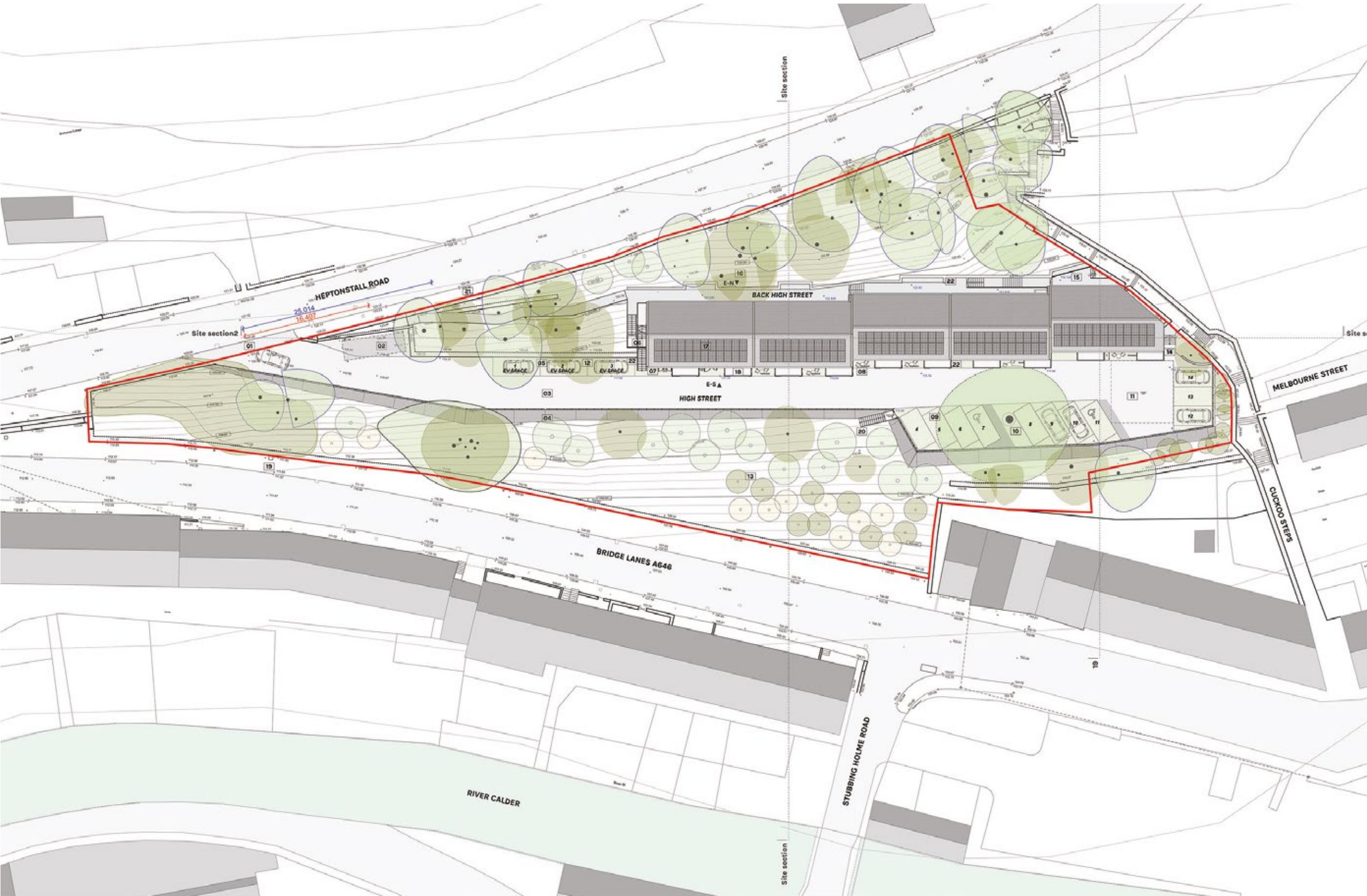
2.4.2 High Street access

High Street was the historical primary access route through the site and remains as a pedestrian only through route on the current site. The proposals retain this street as the primary access route and widen the road to enable it to meet modern standards for vehicular access.

2.4.3 Under and over dwellings

The configuration of the dwellings follows the under and over-dwellings typology of Hebden Bridge and the surrounding streets as a contextual approach to building on the hillsides. Accessed from High Street are a number of duplex dwellings split over two storeys and set back against the hillside. A new ‘Back High Street’ access is introduced to the north side of the terrace to enable access to a series of over dwellings which are mainly duplex units split over two storeys. This under and over-dwelling arrangement is highly contextual, providing the typical Hebden Bridge identity of tall 4 storey elevations viewed from the south, and shorter 2

Proposed site plan for the 20-dwelling development of the application site. The single terrace roughly follows the line of the historical terrace north of High Street with back to earth under dwellings and over dwellings above. Areas of green including vegetation and tree coverage remain to the north and south of the new terrace.



2.0 HERITAGE ASSESSMENT

storey elevations from the north. A variation to the historic arrangement comes in places including units 6 and 7 of the scheme which are single storey dwellings accessed from High Street. This is required to incorporate high modern levels of accessibility, following the M4(3) standard, to these two dwellings.

2.4.4 Material palette

As noted in the earlier section, the materiality of the Hebden Bridge conservation area is highly consistent in the use of natural stone and tile materials. Calder Valley Community Land Trust has also demonstrated the serious need to provide affordable housing in Hebden Bridge. The scheme has been developed to reference the local vernacular materials and incorporates extensive use of natural split face sandstone to the primary south, east and west elevations. However, through the development of the scheme it has been established that it would not be feasible from a financial viability position if the entire scheme was to be of natural stone construction. The design proposals therefore aim to strike a balance between referencing the predominant natural stone and slate materials as a part of a wider material palette which includes light buff through-coloured render to the south elevation as well as a combination of red and buff coloured brick to the north elevation. Whilst it is accepted that there is not widespread use of materials such as brick within the conservation area, it is used as a material to the north elevations in the nearby street of Garnett Street and to a smaller extent on Melbourne Street.

This combination of proposed materials has been carefully considered with the aim to still reflect the homogeneity of the existing Hebden Bridge typology

whilst presenting a slight variation on the typology which reflects the need to provide affordable housing in a sustainable location.

2.4.5 Vertical rhythm

The proposed new terrace has been designed to incorporate two staggers in plan along the length. This is reflective of the slightly staggered nature of some of the surrounding terraced streets including Bridge Lanes and Melbourne Street. The staggering in plan provides some vertical edges between dwellings which provides a more contextual visual interest. Similar to the historical dwellings and the surrounding terraces, steps in roof line and features such as vertical rainwater pipes provide visual interest and variation to the elevations and street scene.

2.5

Impact on conservation area and surrounding listed buildings

The application site is within the Hebden Bridge conservation area and therefore any change or development on this site will have an impact.

The Hebden Bridge Conservation Area Appraisal and Management Plan makes the following note about development:

‘A distinctive feature of the town is that, due to the topography and the manner in which development has evolved up the steep hillsides, much of the town is visible from many different viewpoints. This means that new development or alterations to existing properties are likely to be visible and therefore may be likely to have an impact on the

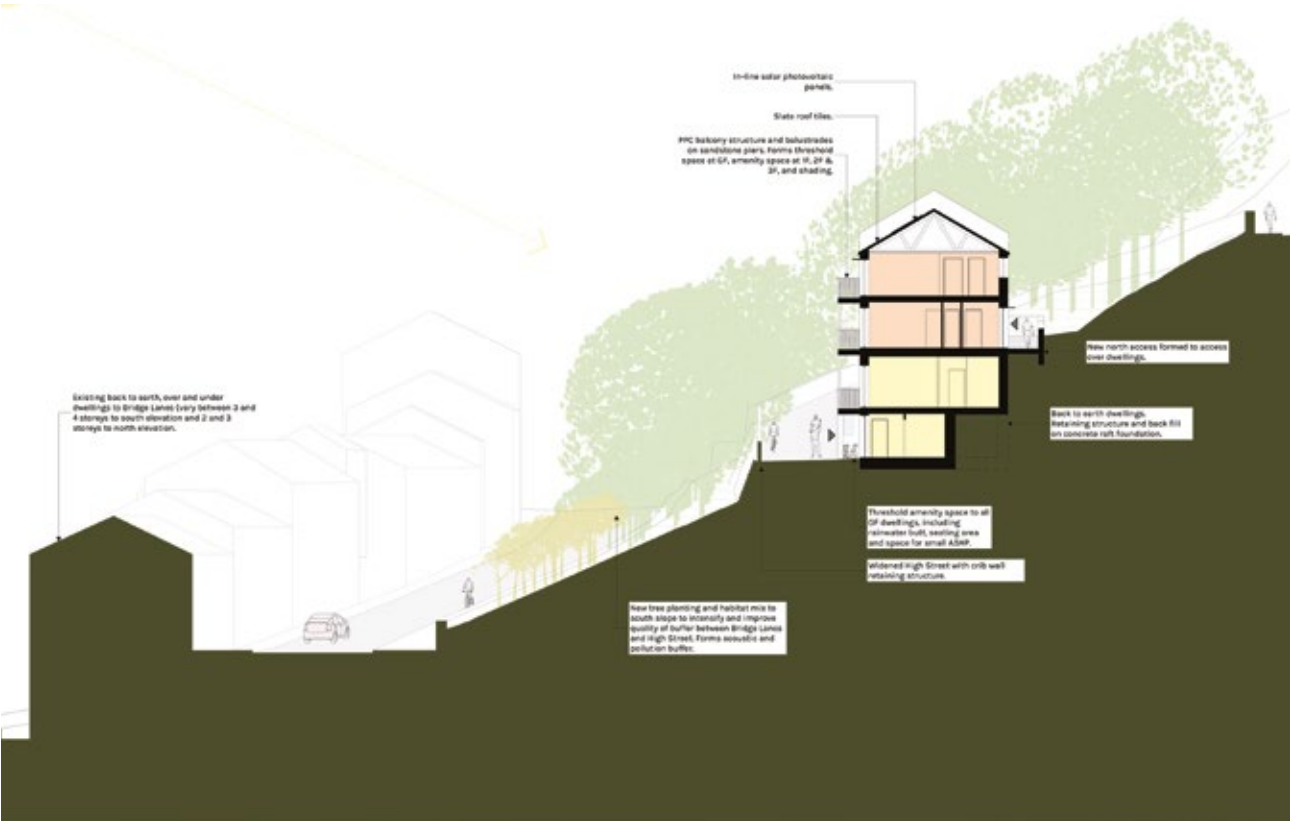
character and appearance of this distinctive town.’

It is acknowledged that the new terrace will have an impact on the character and appearance of the conservation area due to the elevated position of the site on the hillside and by virtue that the site has been undeveloped for the past 50 years, although this will be somewhat mitigated by the terrace blending in with and being partially obscured by the remaining and newly planted vegetation.

The fact that the site was previously historically developed as an integral part of the housing stock of this area, existing for many years alongside other streets of terraces that have remained including the adjacent Bridge Lanes terrace, suggests that providing housing on this site is suitable and that as long as the proposals are a contextual response to the site and area. The reintroduction of a terraced street in this location can clearly be read as a continuation of the surrounding terraces along the hillside. Therefore, it is considered that there would not be a negative impact on the conservation area nor on the surrounding Grade II listed buildings.

As noted in the previous section, the site is in close proximity to Grade II listed 74 Bridge Lanes and the Grade II listed terrace of 59-69 and 71-95 Bridge Lanes. Whilst the current context of the application site relative to these buildings is as the existing condition of overgrown vegetation and tree coverage, the original historical context within which they existed until the 1960s was a high density site of terraced over and under dwellings. It is therefore considered that the setting of these designated buildings would not be negatively impacted by the reintroduction of dwellings on the High Street site.

The proposed site section illustrates the under and over-dwelling typology with under access from High Street and over access from Back High Street. The section emphasises the contextual way it references the Bridge Lanes under and over terrace.



Sketch visualisation of the proposed 20-dwelling scheme viewed from the west end of Bridge Lanes. The massing of the scheme and its placement on the hillside echoes that of the surrounding streets.



Sketch visualisation of the new dwellings from the east end of High Street. Each under dwelling is accessed from High Street with a small threshold strip outside the front doors, reflective of the typical arrangement around the town. Balcony structures provide private amenity space, shelter to the ground floor entrances, and solar shading to prevent overheating of the dwellings.



Sketch visualisation of the new Back High Street access. Individual front doors of over dwellings are accessed via this new route to the north. The scale reflects that of the adjacent Melbourne Street. Materials vary between red and buff brickwork.



2.0 HERITAGE ASSESSMENT

2.6

Conclusion

In conclusion, the proposals for development of 20 dwellings on the application site are considered to be a suitable use of the site which reflects the historical development in this area.

The scheme presents a hybrid future for the site and area which reflects the longer history of housing on the site but also retains and enhances the more recent ‘greened’ condition with the retention of much of the tree cover, vegetation and biodiversity. The site is maintained as a green amenity whilst providing much needed affordable, community-led housing. The proposals also address current and future context of housing affordability and climate change resilience.

The blend of materials is a carefully considered, pragmatic response to the need to develop affordable housing. Incorporation of integrated PV panels for example forms part of a new typology for the town that reflects the formally declared climate emergency.

Importantly, the public benefit provided by the delivery of affordable housing in a sustainable location is a material consideration to the proposed scheme. The site is designated by the Local Authority for housing development with a residential capacity of 20 dwellings (Local Plan Site reference LP1503). Whilst the scheme does represent a change to the current condition of the site, it does so in a way that aims to enhance the special historic qualities and distinctive local character of the area referencing both typology and materiality.



The proposed scheme axonometric drawing demonstrates how the reintroduced street of dwellings sits contextually alongside the surrounding streets as well as nestling within the more recent context of vegetation and tree coverage.



High Street, Hebden Bridge
Site Overview Diagram

20 dwellings

6 x 1-Bed	8 x 2-Bed	6 x 3-Bed
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3.0 DILIGENCE

3.1 Process and consultation

Public consultation

CVCLT does not undertake development for profit, and its volunteer trustees all live within the neighbourhoods covered by the Trust. For these reasons, and the mandate of the Trust to deliver housing for benefit of the local community, CVCLT seek to engage and take ideas from the community for its proposed developments and planning applications. It is important that CVCLT’s projects respond to local opinions and enjoy support locally.

Since the High Street site was first identified as a possibility for development (in early discussions with Calderdale MBC officers in 2014-2015), CVCLT has undertaken a very comprehensive programme of consultation and publicity, seeking to ascertain the general views of the town towards its proposals.

More recently, the Covid-19 pandemic has meant that opportunities for arranging in person consultation events were limited. However, the Trust has continued in their desire to involve and engage the local community, holding exhibitions of the proposals with feedback forms, and specific microsoft teams sessions.

The Trust also hosts a dedicated page on their website to share the latest updates to the scheme and give a facility for providing feedback. The website can be viewed at the following address:
<https://caldervalleyclt.org.uk/hebden-bridge-2022/>

Information on the progression of the scheme has also been shared in the Trust’s monthly newsletter that has over 575 subscribers.

Local authority and local groups consultation

The Trust has also sought pre-application discussions, review and feedback with Calderdale Metropolitan Borough Council officers in advance of the submission of this planning application to help to ensure the suitability of the proposals on the site.

In addition, specific consultation has been held with the Hebden Bridge Disability Access Forum with the aim to maximise accessibility standards of the proposals whilst bearing in mind the challenges of building on a steeply sloping site.

2018 Planning application refusal

In 2018, after much development and local consultation, a planning application was submitted for the site. The application gained considerable local support but also a large number of objections. Whilst the application was recommended for approval by the Local Authority Planning Officer, disappointingly for the Trust, it was narrowly turned down at planning committee. This section of the report includes comment on the reasons stated for the 2018 planning rejection and specifically notes how these concerns have been addressed in this current planning application.

The following section of the design and access statement demonstrates the extent of consultation undertaken and how feedback received has helped to adapt and improve the proposals. The timeline includes consultations pre and post 2018 planning application and leads up to this current 2022 application.

Timeline

27 Feb 2016	Public consultation event and workshop Hebden Bridge Town Hall
14 Jan 2017	Public consultation meeting with architect Hebden Bridge Methodist Church Hall
16 Feb 2017	Informal consultation with local young people
25 Mar 2017	Public consultation meeting with architect Hebden Bridge Methodist Church Hall
5 Mar 2018	Presentation of proposal to Heptonstall Parish Council
15 Apr 2018	Informal consultation with local young people
21 Apr 2018	Pre-planning public consultation with architect Hebden Bridge Methodist Church Hall
27 Apr 2018	Exhibition of plans Hebden Bridge Library
3 May 2018	Informal meeting with Bridge Lanes residents, architect and landscape architect
8 May 2018	Informal meeting with Bridge Lanes residents and architect
26 Jul 2018	Submission of Full Planning Application
5 Feb 2019	Refusal of Planning Application at Committee
5 Mar 2021	Informal pre-application discussion with Local Authority Planning
27 Nov 2021	Local consultation exhibition and feedback for updated proposed scheme.
13 Jan 2022	Presentation and discussion on proposed scheme with Hebden Bridge Disability Access Forum.
2 Feb 2022	Email feedback received from Local Authority Planning, including on access, refuse, and conservation.
22 Feb 2022	Virtual meeting with Hugh Firman and CMBC housing team to discuss proposals.

A consultation event held at the outset of the scheme development with interactive sessions held to share ideas and help to shape the proposals.



The Trust has maintained a dedicated page on their website for providing regular updates on the High Street proposals, including sharing consultation materials, surveys and reports and enabling opportunity for submission of feedback online.

LANDSCAPE & BIODIVERSITY

HABITAT MIX ON HIGH STREET

Strategy: To create a mix of habitats along the street, including green roofs, walls, and ground-level planting, to support biodiversity.

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HYBRID PLANT COMMUNITIES

INTEGRATED SEATING

COMMUNITY GARDEN

STEPPED PLANTING

HIGH STREET COMMUNITY CONSULTATION NOVEMBER 2021 - YOUR THOUGHTS

Name

Email Address

Your comments

14 + 11 =

Submit

2018 public consultation event at Hebden Bridge Methodist Church Hall. The architect gave a presentation on the proposals, followed by the opportunity for feedback and discussions.

2021 public consultation exhibition event at Hebden Bridge Town Hall. Exhibition boards were displayed with members of the Trust in attendance to provide an update of the proposals and how these had changed to address feedback and concerns around the 2018 scheme.

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3.0 DILIGENCE

3.2

Feedback

The various consultations and engagements that have been held over the six-year period have directly led to changes in the way that the development has been designed and planned. Some of these have been related to the look of the scheme whilst others have responded to pragmatic concerns of the local community and neighbouring properties to the site. Whilst the 2018 planning application refusal was a major disappointment for the Trust it has provided a further opportunity to reflect on the concerns raised, including by many local members of the community. The Trust considers that having had the ability to reflect on this refusal and to address concerns has had a positive impact on the scheme that forms the basis of this planning application.

The following section includes a number of the issues that were raised through consultations pre-2018, the 2018 planning application refusal, and post-2018, and the responses to that feedback.

3.2.1 Pre-2018 consultation feedback

1. Parking

Concern was expressed that extra housing in this part of Hebden Bridge would put greater pressure on existing parking.

Response

Originally CVCLT had considered (given the intended age demographic of the scheme and proximity to active travel and town centre) that the development could have been entirely pedestrianised. There was much support for a 'car-free' development from a number of consultees, as well as encouragement for parking by others. Following consultations, parking at the ratio of 1 per 2 dwellings was introduced. Following further engagement with CMBC Planning

and Highways Officers proposals were made to provide 14 spaces for a 20 dwelling scheme. This number of parking spaces was supported by the Highways Officer in the 2018 Planning Application. Furthermore, the Trust aims to allocate one of these spaces for a car club space to encourage sharing of car use between residents, subject to funding.

2. Congestion

Concern was expressed, particularly by Heptonstall residents, that the development could lead to more traffic problems and delays on Heptonstall Road.

Response

The entrance to High Street from Heptonstall Road is proposed to be widened and there will be no right turn up Heptonstall Road from High Street. Additionally, a pull-in space for waste collection vehicles has been incorporated, with room for passing, such that site servicing requirements are managed without impact on local traffic movements.

3. Density

Concerns were expressed initially that, as originally designed, the proposed scheme would be over-intensive. At a later time, residents in Bridge Lanes expressed concern about density and dominance at the west end of the site.

Response

As a result of the initial comments, the original proposals for 27 dwellings were scaled down to 24 in the plans presented to the pre-planning consultation held in April 2018. Thereafter, a further amendment was made, reducing the scheme to 20 dwellings, and opening up more greenspace and undeveloped land on the site. This density is consistent with the Local Authority's site allocations which designates the site for a 20 dwelling development - (Local Plan Site reference LP1503).

4. Green space

The High Street has effectively been left more or less untouched since demolition in the 1960s and the trees, shrubs and scrub which have developed, naturally and with help of local volunteers, provide welcome greenery for local people.

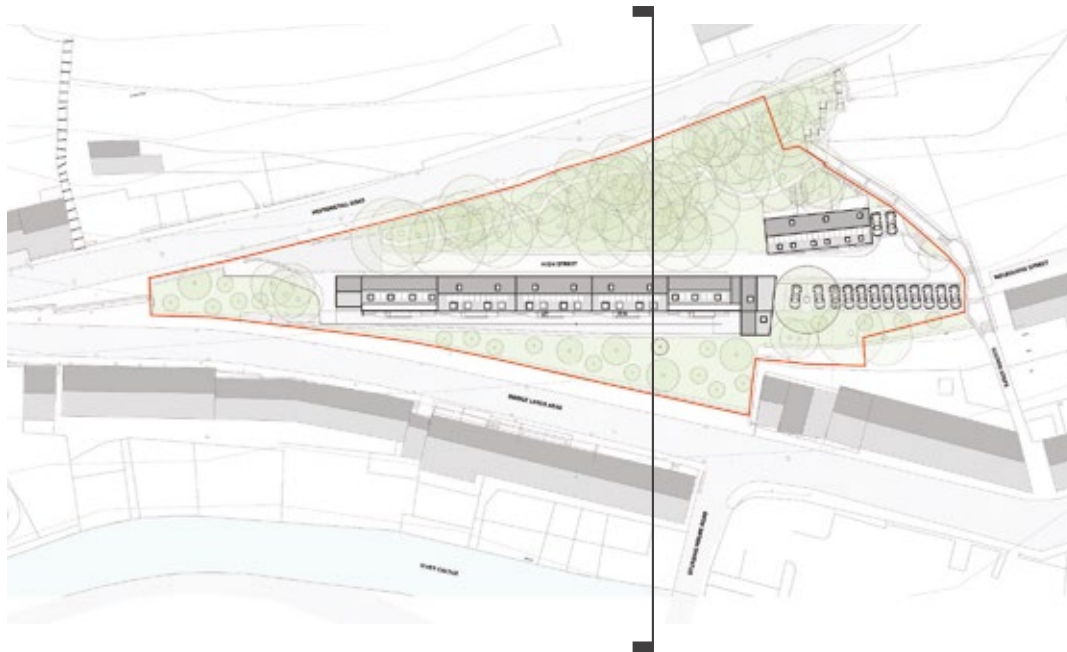
Response

The greenspace of the south slope of the site is a visual amenity to those approaching Hebden Bridge from Todmorden and the Bridge Lanes houses opposite. This is proposed to be retained and enhanced with new planting to maintain this green aspect.

The scheme has been carefully considered with a number of options considered for the most suitable placement of the 20 dwellings. The 2018 planning application proposed located dwellings to the south of High Street with a small amount of development to the north east. However, this location for development was refused at planning committee with specific local resident concerns about dominance and air quality impacts to Bridge Lanes. The current proposed scheme is moved to the north side of the High Street and set into the hillside. It will require removal of more trees to this north side but less impact on the trees and vegetation to the south slope.

In addition, the largest tree adjacent to the line of development, a Norway maple, will be retained. Following representation from a resident in Melbourne Street, a small conifer at the far eastern end of the site will also be retained, and complemented with a new Hazel tree adjacent to provide screening from the parking area for the resident's existing garden.

3.2.2 2018 Planning Application Scheme



Overview

In 2019 a planning application for a proposed scheme on the site was narrowly turned down at Planning Committee.

The application had attracted a lot of support, with the need for sustainable, affordable homes widely acknowledged. However, it also received a significant number of objections on areas such as air quality, cladding materials and prominence.

Summary of the proposals

- 20 homes giving a mix of 1, 2 and 3 bedrooms
- New buildings generally built over the south slope
- Development mainly to the south of High Street
- Larger footprint of development extending along most of the length of High Street
- Some houses built into the north slope at the east
- Required lightweight construction and proposed cladding materials of predominantly timber
- Concerns related to development within the Air Quality Management Area
- Height and dominance from building over the slope rather than back to earth
- Close proximity to Bridge Lanes houses at the west
- Access and levels required tall retaining structures to the south slope



3.0 DILIGENCE

3.2.1 Post-2018 planning application feedback

1. Air Quality

Concern was raised by Bridge Lanes residents about the poor air quality on their road and the potential for this to be worsened by new dwellings over the south slope of the site. Subsequently, air quality was one of the issues that was cited by Councillors as reason for rejection of the 2018 planning application at planning committee due to the site being within an Air Quality Management Area and it resulting in exposing occupiers to harm due to air pollution.

Response

The site is partially within Calderdale Air Quality Management Area (AQMA) No 3. The previous planning scheme, located to the south of High Street, was within the AQMA. The new proposal has moved the dwellings further away from Bridge Lanes. The dwellings are now proposed to the north side of High Street which sits outside of the AQMA.

Further to this, the Trust has still been keen to ensure that there will be no negative impacts in terms of air quality and occupiers as per the previous concerns. The Trust commissioned a full air quality assessment, the scope of which was agreed with the Local Authority, and which is included in full in the appendix to this design and access statement. The survey concluded that predicted pollution levels were below the relevant air quality standards at all sensitive locations across the development and air quality factors are not considered a constraint to planning consent for the development.

2. Materials

A further reason given for the 2018 application refusal was that it was considered the height, form and use of timber would not preserve or enhance the appearance of the conservation area. Historic England, in their comments, noted that they did not accept the proposed use of timber for the entire

southern elevation.

Response

The revised scheme in this application has considered these comments and made a series of changes to the proposals. Timber cladding has been omitted from the proposals. The material palette proposed predominantly features natural sandstone to the south, east and west elevations to sit harmoniously within the surrounding context.

3. Massing and dominance

Concern was raised with the 2018 scheme around prominence and height of the development. Historic England noted that ‘four-storey buildings are not unheard of in Hebden Bridge, but are often composed of under and over-dwellings which ‘hug’ the valley sides meaning they appear shorter at high levels. It was felt that building over the slope, as the 2018 scheme, increased the prominence of the development and was less contextual to Hebden Bridge.

Response

The new proposal has taken these comments on board and relocated the proposed development to the north side of High Street. The dwellings are proposed as under and over-dwellings so that the upper storeys appear shorter from higher level. As noted in the Conservation Area Appraisal and Management Plan and in the response from Historic England, this is a contextual approach to building in Hebden Bridge. In addition, the increased distance from Bridge Lanes means that the development is far less prominent and the appearance of the site remains green to the south slope for people entering the town. Whilst still proposing 20 dwellings, the overall footprint of the dwellings has also been reduced - this has meant a reduction in the total number of people accommodated. Pre-application engagement has taken place with the Local Authority in which the Conservation Officer

welcomed the positive impact of these changes to the scheme in better reflecting the local built form and sitting better in the revised setting.

4. Accessibility

A specific consultation was held with Hebden Bridge Disability Access Forum. The group welcomed the aims of the proposals for incorporating high levels of accessibility where possible. Specific comments were raised, including questioning whether layouts of upper dwellings could be flipped to a traditional layout with living spaces on the entry storey. It was also suggested that the new Back High Street be extended to Heptonstall Road to provide level access to the first few units (this was something also suggested by others in the 2021 public consultation).

Response

Various changes were made to the proposals following the meeting with Hebden Bridge Disability Access Forum. The upper dwellings internal layouts have been ‘flipped’ to a traditional layout of living accommodation on the entry storey which improves accessibility standards of the units. The proposed Back High Street has been extended to join Heptonstall Road so that there is continuous access from Heptonstall Road to the Cuckoo Steps. This also means that there is step free access available to the first four dwellings on Back High Street.

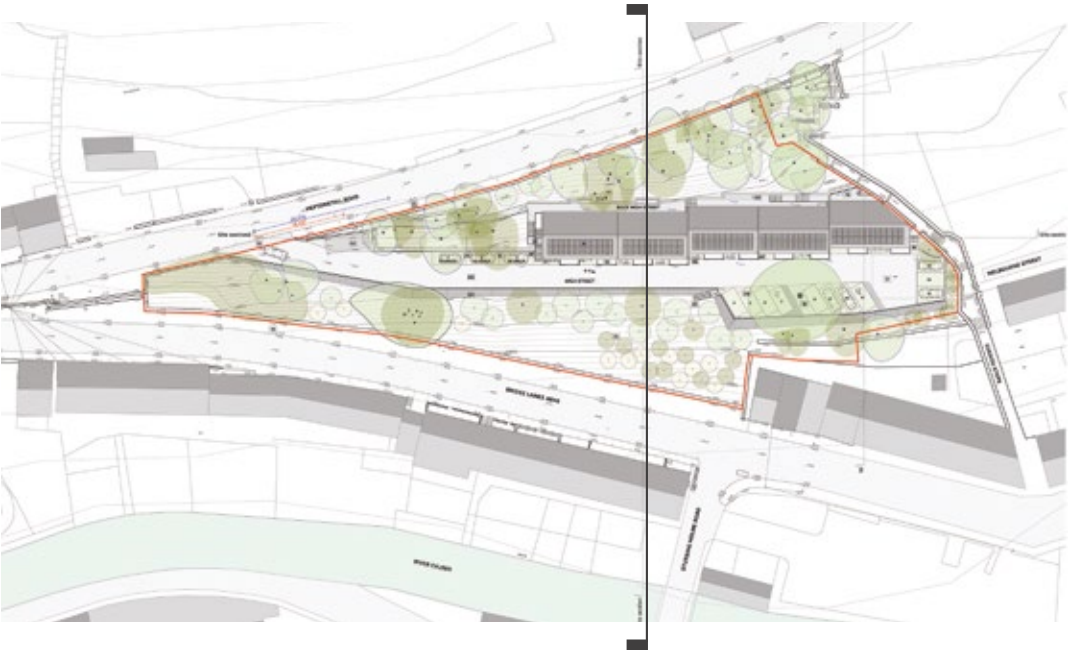
5. Continued public access to High Street

Comments were raised at public consultation asking for assurance that they would still be able to walk along High Street once the dwellings were built.

Response

The proposed scheme retains the current access through the site and will continue to provide public access from Cuckoo steps, along High Street, to Heptonstall Road.

3.2.2 2022 Planning Application Scheme



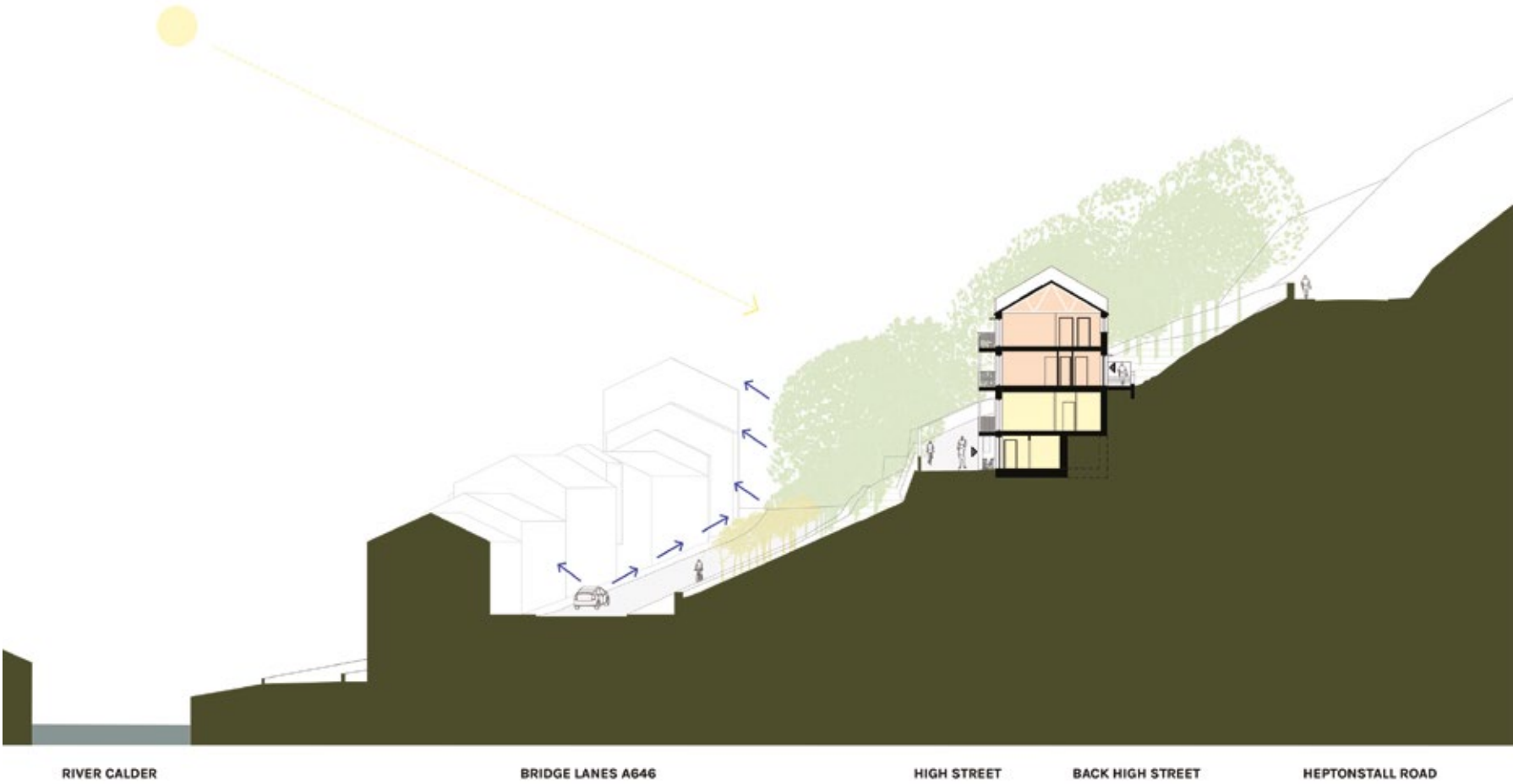
Overview

This current planning application represents a new, substantially different scheme. A sensitive, considered development of 20 homes is proposed to provide much needed affordable, sustainable housing set within a green, ecologically diverse site.

The proposals have been carefully designed to address the concerns that were levelled at the previous scheme whilst still delivering spacious, healthy, environmentally sound, high-quality homes.

Summary of the proposals

- 20 homes giving a mix of 1, 2 and 3 bedrooms
- New buildings moved away from Bridge Lanes
- Development entirely to the north of High Street
- Smaller footprint of development only partially along the length of High Street
- Back to earth construction allows for more traditional materials, including stone
- Contextual Hebden Bridge typology of under and over-dwellings
- Outside of the Air Quality Management Area with a full survey undertaken to demonstrate no issues
- Large area of trees/vegetation maintained to south slope
- Access from widened High Street and new Back High Street



3.0 DILIGENCE

6. Extent of balconies to south elevation

In pre-application consultation, the Conservation Officer noted that whilst balconies and terraces are seen on a number of buildings in Hebden Bridge the proposals to have continuous balconies at each storey running along the full width of the terrace would be very prominent and could alternatively be considered.

Response

Following comments, the design was reviewed and the extents of balcony were reduced to the south elevation. The proposed scheme now has a vertical rhythm of balconies with breaks in between which minimises the prominence of the balconies as a feature. This also provides some vertical emphasis which is more contextual to vertical stacking of window openings in existing tall terraces.

7. Materials and extent of render

In pre-application consultation, the Conservation Officer noted that there is very little render elsewhere in the locality. It was asked as to whether the render and stone could be combined in an interesting way or the render be finished in an interesting way so that it can be acceptable over an expanse. Comments relating to the materials were also received during the 2021 public consultation

Response

In response to these comments the Trust has worked with the architect to explore various options for combining stone and render in a more interesting, varying pattern. The extent of stone proposed to the south elevation has been increased with full stone elevations proposed to either end of the south elevation. The line of the transition from stone to render is then proposed to step up and down in elevation along the terrace. This provides some variance and breaks up the potential for there to be a single expanse of render. We feel that this is a positive change that has provided a more balanced

elevation. Increasing the extent of stone used to the south, more visible, elevation has meant that the varying use of red and buff brickwork is now proposed to the less visible, generally two storey elevations of the north elevation facing Back High Street. We believe that this is the south elevation is the better place to locate the more costly elevational material of natural stone, however it is not possible to achieve natural stone to all elevations and also achieve the aims for providing viable affordable housing.

In addition, a more traditional approach has been taken to detailing of the elevations with the incorporation of stone quoins, lintels and cills. More variance and interest has been provided to the south elevations by varying the proposed colours of the metalwork to the balconies which are proposed to change between various shades of greens, blues and natural tones.

8. Car Parking area

In the 2021 public consultation there was some concern from neighbours about the parking area and the potential for overlooking, impacts from lighting, and protection from falls.

Response

A highways barrier is proposed to the south edge of High Street and that parking area to protect the site below from any impacts from vehicles. In addition, vehicles are likely to be very slow moving on the site due to the width and length of the street. A 1.1m high timber screening has now been integrated to the south of High Street and the parking area to further screen the cars and highways barrier.

Lighting is proposed to be kept to low levels in the parking area and to utilise warm white lighting and short timer or motion sensors where possible for both the benefits of wildlife on the site and neighbouring properties.

The dwellings to High Street are positioned in excess of the council's guidelines for separation distances and in addition the difference in heights will lessen any potential loss of privacy further. The existing mature Norway Maple is proposed to be retained to the parking area and will provide further privacy. In addition, existing willow and ash trees and hawthorns to the boundary are proposed to be retained and additional planting provided to the boundary to fill any gaps in the screening.

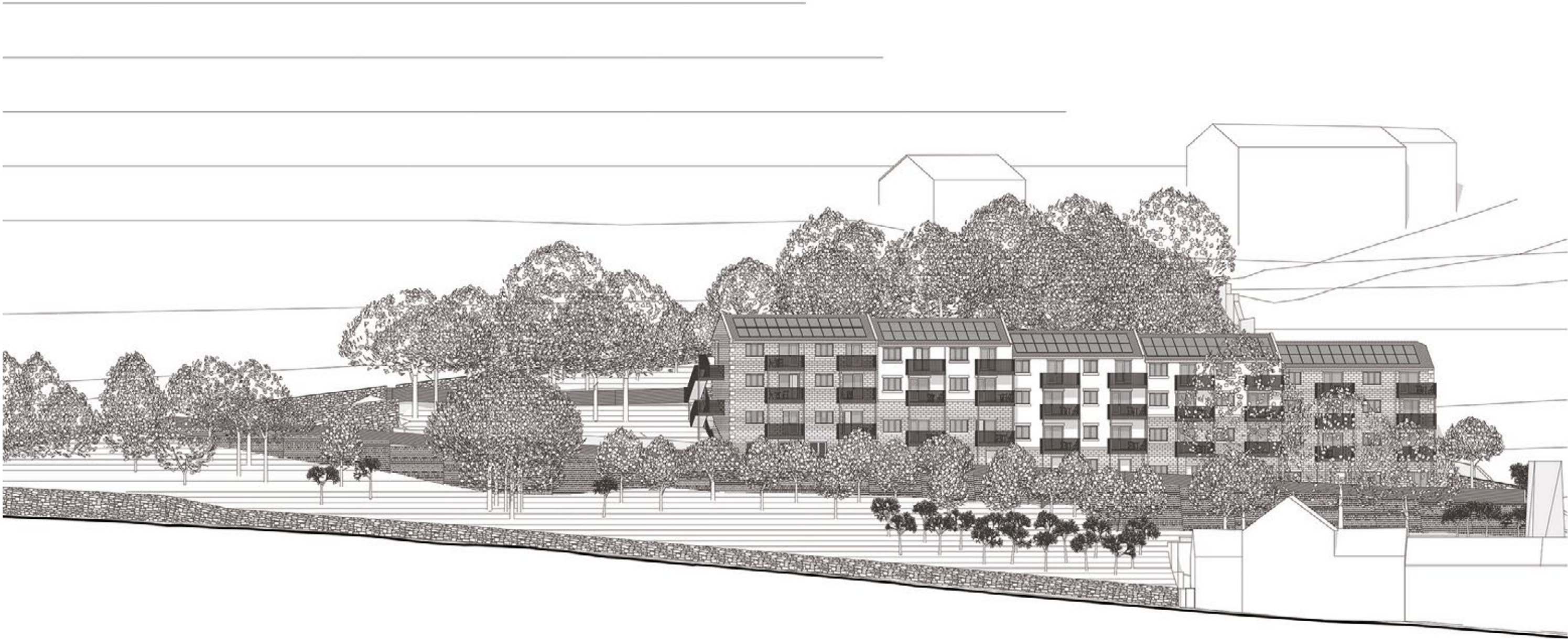
9. Bike store

In the 2021 public consultation there were requests that bike charging be catered for as well as requests as to whether the bike store could be increased in size.

Response

Following the consultation, the proposals have expanded the size of the bike store to incorporate spaces for a space per dwelling. Layouts of ground floor under dwellings have also been updated to provide large storage areas at ground floor which could be used for additional bike storage.

Site elevation showing the proposed south elevation and the placement of the new terrace on the site



4.0 PROPOSALS

4.1 Reinstating Homes on High Street

Use and amount

The site is included within the allocated sites for new housing sites in the Council’s Local Plan, approved by Cabinet in June 2018, and is a part of the 5 year housing target proposals - site reference LP1503. The site allocation for 20 dwellings echoes that of the proposal to provide a 20 dwelling affordable housing scheme.

The site is located to the west side of the town centre and is predominantly surrounded by housing. It is in a sustainable location with short walking distances to the centre of Hebden Bridge and the associated facilities and services in the town centre. Within 400m of the site there is a foodstore, primary school and bus stops. The site is also located in close proximity to a number of green open amenity spaces that are within walking distance.

The proposals are for 20no. new dwellings aimed principally at young people (approximately 18-35 years age range). The needs and lifestyles of residents in the target demographic are various, and as such a mix of dwellings are provided to address a range of circumstances, from ground floor apartments with high levels of accessibility standards, to two and three bed duplexes.

The project team have consulted with the public and held a specific young people’s forum to gain insight into the house types/sizes local people may like to live in and live next door to. Feedback, and also research into housing demand as noted in previous sections of this document, as well as the specific constraints of the site, have led to the following proposed mix of dwellings.

Dwelling schedule

All dwellings are designed to meet or exceed Homes England Nationally Described Space Standard.

Number of units	Dwelling size	Accessibility standard
Ground Floor entry storey access from High Street with front patio and balcony amenity		
3 no.	1B 2P	M4 (1)
2 no.	2B 3P	M4 (1)
1 no.	1B 2P	M4 (3)
1 no.	2B 3P	M4 (3)
First Floor entry storey access from Back High Street with balcony amenity		
1 no.	2B 3P	
1 no.	2B 4P	
2 no.	3B 5P	
Second Floor entry storey access from Back High Street with balcony amenity		
1 no.	1B 2P	M4 (2)
3 no.	2B 4P	M4 (2)
4 no.	3B 4P	
Third Floor entry storey access from stair from Back High Street with balcony amenity		
1 no.	1B 2P	
Total		
20 dwellings		

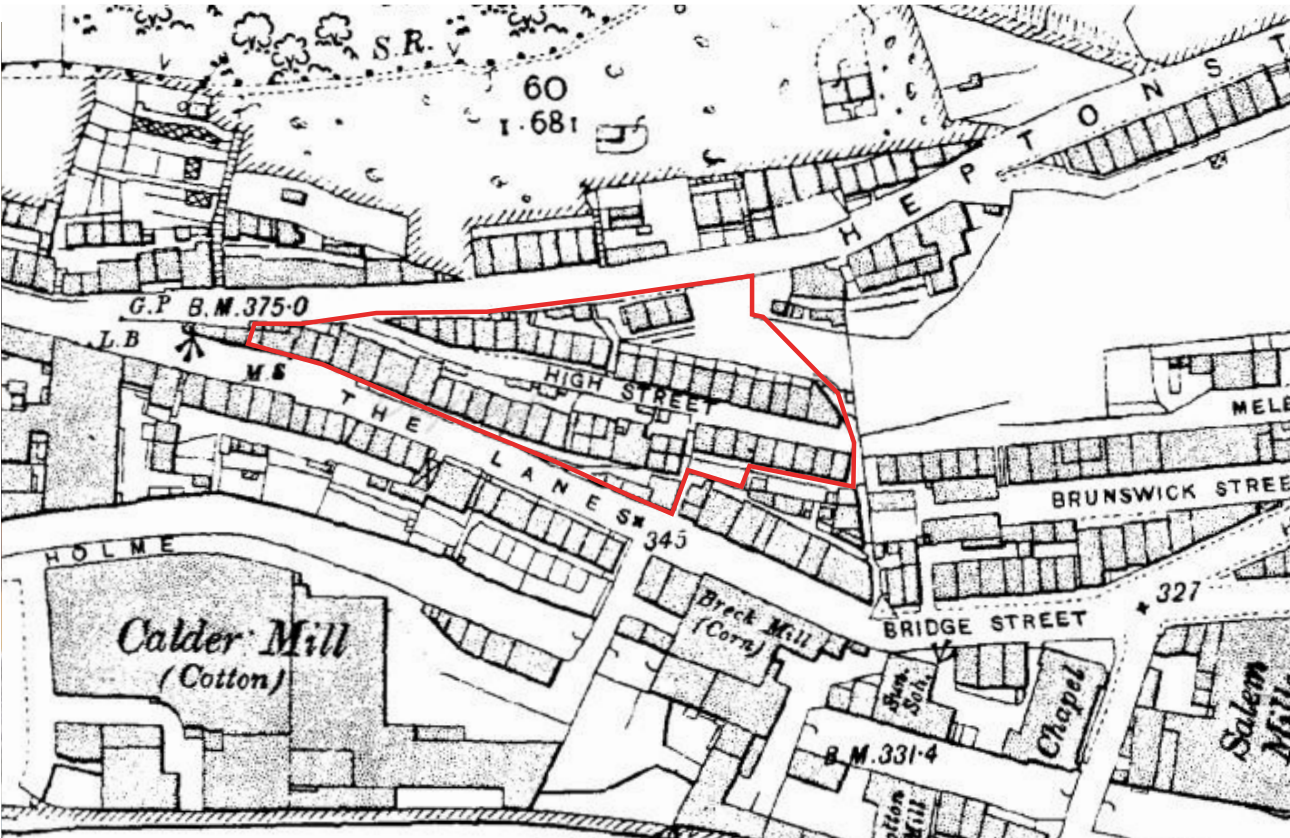
Density

As discussed in the next section, the design proposals for new housing on the High Street are arranged as four storey terraces. The lower dwellings are built back to the hillside with the upper dwellings accessed from the north side above. This under and over-dwelling arrangement is a highly contextual, Hebden Bridge specific typology - as detailed in the heritage assessment section of this report. The proposals also improve on the existing local housing offer by offering a diverse range of dwelling types.

The current proposed density of 20 no. new dwellings reflects the CMBC site allocations density.

The proposed scheme is notably less dense than the historical arrangement of the housing on the site. Historically there were 91 dwellings on the site, with terraces to the north and south of High Street as well as some additional dwellings south of Heptonstall Road. This historical typology of housing often found amongst worker terraces is known to be at odds with modern space and privacy standards internally and externally. The proposed scheme presents a far lower density development but with the ability to provide dwellings of good quality that meet nationally described space standards. All distances of the new terrace of dwellings are more than 21 metres from any existing surrounding dwellings to ensure that there are no issues from overlooking distances. As a comparison, neighbouring Brunswick Street has distances as small as 9.5m between dwelling elevations.

Historical grain and density of under and over-dwellings



Proposed site plan showing the similarity of grain, reinstating housing to the High Street site at a lower density alongside retaining green amenity that the site has developed since the historical properties were demolished in the 1960s



4.0 PROPOSALS

4.2

Strategic approach: response to site

Urban response and site layout

The grain, siting and typology of the submitted design proposals are appropriate to both the past of the High Street site – which was the location of extensive terraced housing including under and over-dwelling typologies – and the present-day context of 3, 4 and 5 storey terraces to the East and South.

New homes are aligned to the access road, the former High Street, reactivating it for modern use and affording level access to the ground floor entrances of the under dwellings. The High Street is the most obvious and natural place to form a vehicle entrance and achieve manageable and traversable levels through the centre of the site. Therefore, a positive early design decision was to follow the line of former housing and re-animate the High Street.

A fortunate feature of the site is the south facing slope and overall aspect – a useful asset given the site's location in the base of a valley. Locating the the proposed new terrace to the High Street exposes the most significant south elevations to the greatest incidence of sunlight and solar energy. Both are exploited to the benefit of energy conservation in-use.

The existing site currently has a strong 'green' aspect and character at the entrance to the town from the west via Bridge Lanes. By locating the new dwellings to the north side of the High Street this green aspect is maintained to the approach to Hebden Bridge. It also represents a conscious decision by the Trust to not look to reinstate the former terrace of housing to the south of High Street that faced Bridge Lanes, instead maintaining this as green space.

A significant driver for the Land Trust is to build housing which addresses energy poverty, therefore low-energy design including high levels of insulation, air-tightness, passive solar heat gain, natural ventilation, efficient heating systems and power generation from photovoltaics are important project requirements. Sensible initial design decisions such as a shallow plans and dual aspect fenestration – to allow maximum solar penetration and natural ventilation – have been taken to facilitate sustainability objectives.

The design takes advantage of the sloped hillside to form under and over-dwellings as is the case in many of the surrounding streets. This has the advantage of keeping the massing and height of the development to a minimum from the north. Under dwellings are accessed from High Street, including two single level dwellings that are designed to the highest levels of accessibility and located adjacent to accessible parking bays. A new Back High Street is formed, echoing the historical Back High Street access that was present on the site. Back High Street connects in to the Cuckoo Steps at the east end, a new external access stair at the west end, and Heptonstall Road beyond. This new access route gives pedestrian access to the over-dwellings.

Massing and scale

As noted above, the massing of the new housing is minimised by following the under and over-dwelling typology which means that the under dwellings are back to earth with the four storeys of the terrace being experienced from the south. The over dwellings are accessed from an upper level to the north with only two storeys generally visible due to the effect of the sloped hillside.

The massing of the proposed terrace is further broken up with staggered steps in the plan which has the effect of adding vertical breaks when viewed in elevation and from street level. In addition, proposed balcony structures provide further vertical articulation to the elevations.

4.3

Design and materiality

External design

Careful consideration has been given to the design of the new homes on the High Street and this is referenced closely to the language of similar buildings in Hebden Bridge. The contextual massing adds a familiarity to the new street scenes. There is a solidity to the proposals from the heavy, masonry materials proposed and the punched form of the window and door openings.

The window design has looked to reference the patterns of windows in the surrounding areas which often group together double or triple windows into an arrangement. This has been proposed in a reinterpreted contemporary form. Typical detailing elements are reflected in the elevations of the new dwellings with elements such as natural stone cills and heads proposed to all windows and doors.

Eaves and verges are treated similarly to the local architectural language, in that there is not significant adornment or ornamentation - the traditional details at these junctions are quite simple and functional. This simplicity creates an overall modesty of appearance.

A series of balcony structures are proposed as a

The dwellings are located to the north of High Street meaning that the south slope of the site remains as a green visual amenity on entrance to Hebden Bridge with trees, bramble scrub, and new planting animating the site.



Walking down High Street from the west end, the view of the stone gable, access stair, High Street and Back High Street above, demonstrates the under and over-dwelling typology that is prevalent in the Hebden Bridge.

Viewed looking from the east end of Bridge Lanes, the new terrace of dwellings on High Street appears as a contextual massing for Hebden Bridge, set back north of High Street to avoid concerns of dominance. New tree planting will mature over time to further screen the terrace.



A number of staggers in the plan of the new terrace along with the balcony and entrance threshold features add vertical definition and animation to the new street, creating pockets of spaces for residents to animate outside their dwellings.



4.0 PROPOSALS

rythmn to the south elevation. These have a triple purpose. The balconies are an integral part of the low energy strategy, providing shading to the large window openings that are required to achieve solar gain to the dwellings. They also function to provide a covered threshold space at High Street ground level entry, providing a series of frames to the front doors of the dwellings. Finally, they also provide important private amenity space to the dwellings above High Street level, giving a south facing external space for each dwelling.

Materials

- Split faced sandstone natural walling material is proposed to the east and west elevations as well as large areas of the south elevation. Along High Street, this contextual building material is located predominantly at lower, street level as this is where people engage most with buildings and materials but also varying extents above.
- Through coloured render is proposed to add a varied appearance to the south elevation, breaking up some of the monolithic nature of the scheme. The render will be textured and toned to complement the sandstone but also contrast as a lighter tone.
- Brickwork - buff and red brick - is proposed to the shorter two-storey north elevations. Brick provides a high-quality, hard wearing, low maintenance material. There is some precedent in the surrounding streets of Melbourne and Garnett Street. It is proposed that the brick used will vary from red to buff brick between every other dwelling to provide some variety, break up the terrace, and add some identity to the dwellings.
- Metal stairs, balustrades and balcony structures are proposed to be galvanised PPC proposed with colour combination that provides a subtle variance of colour across the elevations with neutral, natural

colours to be specified reflecting the sky, and vegetation colours of blue and green tones.

- Windows are to be double-glazed dark grey UPVC windows with trickle vents within deep, punched receeses in the external walls to provide depth to the elevations.
- External doors to be aluminium/timber composite with double-glazed sidelights.
- Bin store doors and louvred vent to be steel faced powder coated louvred doors for security and ventilation.
- Ground materials included porous asphalt finish to the shared road surface from Heptonstall Road to the parking area at the east. A change in material is proposed to parking areas to a heavy duty grass parking grid area that will provide definition and a softer, green aspect to this eastern end of the site.
- Stone setts to the threshold/patio areas of the High Street entrances to the dwellings 1-7.

Sustainability

The proposals have been developed with many contextual approaches to Hebden Bridge buildings, however as new housing they must also respond to the current times and reflect these the design as an evolution of the typology. Calderdale Metropolitan Borough Council declared a climate emergency in 2019. It is in this context of aiming to avoid climate breakdown that is one of the drivers for the design development of the scheme, alongside the need to provide affordable housing.

The design proposals for High Street have been developed with reference to Bioregional sustainability principles. The scheme is aiming for the Association for Environment Conscious Building (AECB) Standard as a benchmark for specification and building services decisions to be taken. The

AECB estimates that this standard should reduce CO2 emissions by 70% compared to the UK average. This is a key commitment by the Land Trust to exceed building regulations requirements and aim to provide truly low energy design.

Key aspects of the design which achieve low energy performance and environmentally sensitive construction are:

- High levels of insulation.
- High levels of airtightness.
- High performance windows and doors.
- Passive solar design, making the most of useful solar gain by orientation of the building.
- Maximum solar penetration from dual aspect dwellings to over dwellings.
- Efficient heating system including the incorporation of Mechanical Ventilation and Heat Recovery (MVHR) and Air Source Heat Pumps (ASHP) to each dwelling to minimise impact on the grid.
- Photovoltaics - in-line type proposed to minimise the impact on the roof form and visual impact.
- Sustainable drainage approach to alleviate run-off.
- Low energy lighting and fittings.
- Low embodied energy of natural stone to much of the elevations.
- Design for reduced and managed car usage.
- Promoting sustainable transport through convenient access to bus stop and bike storage.
- Enhancing habitats for wildlife.

Each dwelling is proposed to have an Air Source Heat Pump as part of the commitment to low energy heating of the scheme. Individual units are proposed to be located alongside each threshold to the dwellings accessed from High Street. The balcony structure and covered threshold that this provides at High Street level allows for incorporating units whilst minimising visual impact from the street. Units are proposed to be housed within powder coated

The use of natural stone to elevations and features including cills, lintels and quoins adds contextual detailing and depth to the elevational design. The balcony structures break up the terrace along the length adding variation and opportunities for interaction.



Change between buff and red brick to the elevations along the north side add variation to the length of the terrace and provide some individuality to people's dwellings. Enclosures are designed within the north wall to accommodate and screen the ASHP units.



A new opening in the wall to Heptonstall Road gives a new level access route to the four most western over dwellings accessed from Back High Street. Back High Street continues to connect to Cuckoo Steps via stepped access at the east end of the site.



Back High Street can be accessed from the Cuckoo Steps and provides stepped access to dwellings from the east end of the site as well as a pedestrian through route to Heptonstall Road.



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metal mesh enclosures with timber tops which can be used as a shelf alongside the entrances. To Back High Street, the ASHP units are generally proposed to be grouped in small shared enclosures that will be formed within the 1.1m high stone wall that is proposed to be constructed to the north side of the new access route. These shared enclosures are proposed to have powder coated metal mesh face with timber top.

Each dwelling will also have an mechanical ventilation and heat recovery (MVHR) unit. This low energy technology provides fresh filtered air to the dwellings whilst retaining most of the energy that has already been used in heating the building. The use of MVHR units is coupled with the fabric first approach of high levels of air tightness to each dwelling which limits air leakage and maximises the efficiency of the MVHR. Each MVHR will be ducted to extract and intake grilles on the north and south elevations of the building. Dwellings 1-7, accessed from High Street, will have metal intake and exhaust grilles located above the ground floor window to align with the stone coursing. Dwellings 8-20, accessed from Back High Street, will have metal intake and exhaust grilles located above entry level doors, to align with brick or stone coursing. The grilles will be a high quality material and set out to align neatly with the masonry coursing. Similarly to PV panels, they are an element that is less familiar in Hebden Bridge traditional housing stock but that is becoming more and more familiar in modern, low carbon housing. It is one of the few instances of where the typology will need to adapt and develop in the context of the climate emergency.

PV panels are proposed to the south facing roof pitches of the new terrace. The integration of solar power generation is integral to achieving low carbon housing on the site that has a minimal impact on

the national grid. The type of panel specified has been carefully considered, selecting the in-line type that sits flush with the surrounding roof tiles to minimise any impact or impression that they are an ‘add-on’ to the roof rather than an integral part of a contemporary evolution of the terrace typology. Solar PV roof tiles have previously been considered, however they were found to be too cost prohibitive as they are still a reasonably nascent technology. In addition it was felt that the impact of these would not be too dissimilar to that of the in-line panels in terms of colour and reflectance.

Accessibility

Engagement sessions have taken place with Hebden Bridge Disability Access Forum both in the development of the scheme in the run up to the 2018 planning application and in the development of the revised scheme that forms the basis of this planning application.

The Trust and the Access Forum have worked productively together to look at ways to maximise the accessibility standards and features of the scheme, notwithstanding the general difficulties presented to accessibility from the topography of Hebden Bridge. The diligence section of this report illustrates some of the ways that this engagement has helped to shape the proposals.

The topography of the site, as with the rest of Hebden Bridge, is challenging and the site slopes steeply from north to south. The proposals have been developed to maximise accessibility features wherever possible. Where possible, enhanced accessibility standards of the Building Regulations Approved Document Part M have been the target for the designs, including the M4(2) and M4(3) optional

standards which represent enhanced levels of accessibility. It has been acknowledged throughout that a number of dwellings will not be able to fully meet those standards due mainly to the sloped site and necessity of stepped access to a number of the dwellings from Back High Street. However, it has still been an aim even with these dwellings that as many of the elements of the enhanced accessibility standards are incorporated as possible, even if this doesn't meet the full set of requirements in all cases.

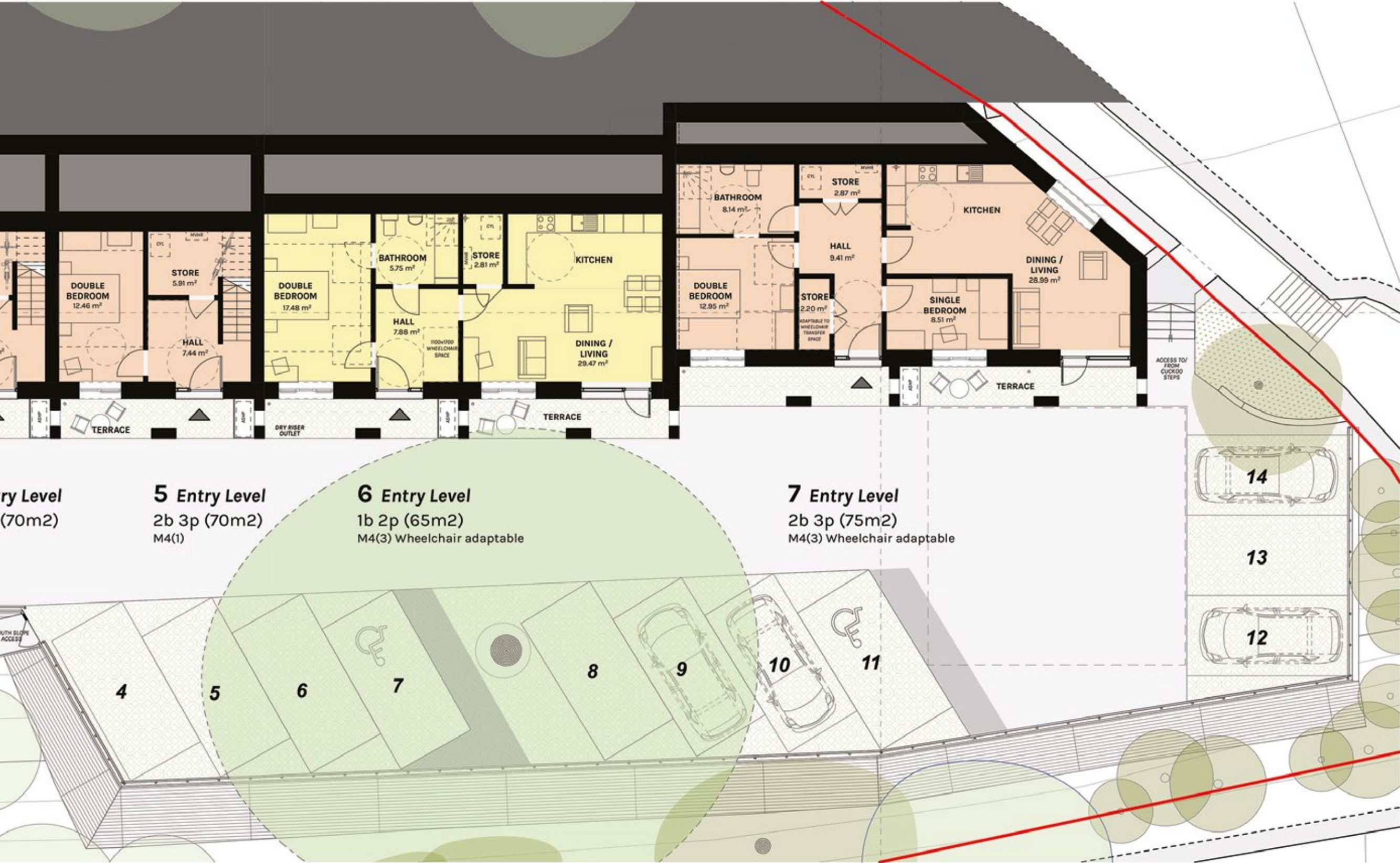
Accessed from High Street, there are proposed to be two highly accessible, M4(3) wheelchair adaptable, single storey dwellings. These follow the increased space standards for such dwellings. These two dwellings each have a dedicated accessible parking bay located in close proximity to the entrance.

From Back High Street, there will be four M4(2) standard dwellings which provide high levels of accessibility. Level access is provided to these dwellings from the new Back High Street access which connects back to Heptonstall Road.

A further five dwellings will meet all of the requirements of the M4(1) standard. These dwellings meet the majority of M4(2) standards, other than the arrangement of living accommodation on the upper storey which is necessitated by the sloped site and the specific requirements of the construction and foundations which require shallower plans at ground floor towards the west end of the site.

The remaining dwellings aim for high accessibility standards throughout though they do not meet all of the parts of the standards due to the stepped access from the east of Back High Street.

The extract of the proposed ground floor plan shows the proposals to provide two ground floor dwellings to the enhanced accessibility standard of M4(3), wheelchair adaptable. The dwellings include level access, adjacent accessible parking bays, direct connections between bed and bathrooms, and well sized areas of circulation to enable storage and transfer between wheelchairs,



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Construction and Structure

The slope of the site is a challenge to construction, however the site was historically developed in rows of terraced housing. Access constraints mean that smaller sized plant equipment will be preferred, for both physical access and for reducing noise and disruption caused during construction. This is likely to be a strategy for incremental access into the site, performing key temporary and permanent works in a choreographed way, iteratively increasing amounts of working space. Ultimately a contractor will have a good degree of influence over the precise manner the scheme will be constructed.

The site was previously developed with a series of retaining walls and buttressed walls, however it cannot be assumed with certainty that these can be utilised for the structural scheme. Therefore, the foundation proposals for the scheme, developed by the Structural Engineer on the project, are to provide a new retaining wall structure on a concrete raft to mobilise the backfill to prevent sliding of the foundation. This construction form, with retaining wall and back to earth construction, reflects similarities of the original construction method and that of the historical under and over-dwellings built on similar sloped sites in Hebden Bridge. The extent of excavation and slope levels increases from east to west across the site, therefore the highest retaining structures and most backfill material will be required to the west end dwellings. This has an impact on the lower storeys of the terrace, meaning that they have shallower plan areas.

It is noted that in the detailed design stage, following planning stage, there will be further site investigations undertaken including carrying out a slope stability analysis that looks at the detailed

proposals and loadings in order to confirm that the proposed imposed loads do not cause a wider slip surface on the site.

Above the foundations, the dwellings are to be constructed in a traditional form of load bearing masonry with timber floors and a timber roof. The decision to follow a load bearing masonry approach is partly a reflection of the previous scheme's rejection of the proposed use of lightweight cladding materials (timber), however it is mainly a reflection of the requirements of building back to earth under and over-dwellings and the benefit of the additional weight from such construction.

The access road, High Street, is proposed to be widened to suit modern access requirements with part of the existing High Street footprint being utilised for the plan area of the new terrace to minimise extents of excavation. The widened street will be supported with a Criblock interlocking retaining wall which can be installed easily and potentially backfilled with material found on site. This structural solution is also proposed to be utilised to form the new parking deck at the east of the site. The Criblock has advantages over a standard concrete retaining wall as the wall is angled, minimising the visual impact. The gaps in the crib wall also provide opportunities for planting to green the wall, further minimising any visual impact.

In addition, increased slope stability may be achieved by soil-nailing portions of the slope should this be shown to be required.

With regards to radon, if it is deemed to be a significant issue that requires the use of a radon barrier then a radon membrane will be included in

the construction, fully meeting the perimeter edges of the building footprint.

4.4

Landscape and Biodiversity

Throughout the landscape, we will create a designed ecology to not only provide an attractive mixture of plants that change through the seasons, but to achieve bigger goals for the project. Using six different habitat mixes, the highly diverse planting will create habitats that support a wide range of wildlife throughout the year, providing foraging and pollen sources and habitat, as well as engineering benefits such as soil stabilisation and slowing the flow of run off water over the steep slopes.

Given the steepness of the slopes, creating level areas to play in or use for recreation are limited, however the visual amenity value of the site, flora and fauna, for residents will be high. In terms of play spaces and recreation there are a number of spaces within close walking distance from the site.

The proposals, to build back to earth in a similar form to the historical dwellings, will require the removal of self-seeded trees from the site, mostly to the north slope of the site. This is detailed in the arboricultural report that accompanies this application. It is noted that the condition of the habitats and tree cover on site is of varied quality and part of the impact of the tree and vegetation removal will be mitigated through developing a proper management plan for implementation to manage and improve the quality of the biodiversity on site over the long term future of the site. There are also opportunities to reuse some logs/branches from felled trees to create logs that can be used to create refuges for invertebrates and to further slow the flow of water across the site,

Consultation board from the 2021 public consultation to share ideas and communicate the proposed landscape strategy for the site. Six habitat types are indicated and shown on the proposed landscape plan.

HIGH STREET HEDDEN BRIDGE

LANDSCAPE & BIODIVERSITY

HABITAT MIX 01
hedge
Strategy: To be maintained as a naturalistic woodland.
Fall dead trees and remove trees required to form back to earth dwellings. Material to be kept on site and used to form invertebrate habitats. Underplant with woodland bulb and climber mix.
Plants to include anemones, bluebells, honeysuckle, snowdrops and wild garlic.

HABITAT MIX 02
wooded margin
Strategy: Create a naturalistic woodland margin.
Plant with shade tolerant herbaceous plants with scattered shrubs.
Plants to include dogwoods and gaelic roses with ivy and ferns.

HABITAT MIX 03
hedge
Strategy: Create a soft buffer / margin.
Native hedges to be managed as 4m tall shrubs, underplanted with bluebells and herbaceous mix.

HABITAT MIX 04
bulb meadow with orchard
Strategy: To provide amenity space for residents and create a transition into adjacent boundaries.
Sow meadow mix and plant bulb mix. Orchard trees to be dominated by pears and quinces.
Plants to include anemones, bluebells, snowdrops and wild garlic.

HABITAT MIX 05
woody meadow
Strategy: To create a highly diverse plant community across and undulating topography that provides opportunities for attenuating water and filtering noise pollution. Trees will mature to form screening.
Plants to include small and large trees amongst native and ornamental shrubs and herbaceous plants.

HABITAT MIX 06
grasscrete planting
Strategy: To create a hard wearing grass mix that can withstand occasional traffic, with taller herbaceous species introduced near the edges, away from regular traffic.

HYBRID PLANT COMMUNITIES Plants form vertical 'layers', with different plants occupying different zones and performing diverse ecological functions.

INTEGRATED SEATING Nested within the landscape, seating creates opportunities to feel unified with nature.

COMMUNITY GARDEN Small scale vegetable gardens could promote community engagement, sustainability and wellbeing.

STEPPED PLANTING Cris walls are used for retaining walls and raised walkways, incorporating planting to further enrich the green landscape.

Precedent and sketch drawing below showing indicative proposals for reusing logs and branches on site as part of a strategy to create habitats and to further slow the flow of water across the site.

45

4.0 PROPOSALS

reducing the need for heavy engineering. To the south slope of the site, the majority of existing trees and vegetation will remain including areas of bramble scrub that provide good quality habitat areas. An area of the south slope to the east will be replanted with new replacement tree cover and planting mixes. New hazel trees will be planted to the perimeter of the car parking deck area to provide dappled screening to hide the cars from view of neighbouring gardens. The new crib wall structure for the road and parking area will also provide opportunities for creating a planted vertical sloped surface.

In terms of surrounding open spaces, the 2018 planning application established, through Officer comments, that the site does not perform as quality open space area and does not function as such. It is not necessary for the continuation or enhancement of established uses for recreation, leisure or nature in relation to OS1.

The Trust has undertaken ecology and arboricultural surveys and reports which are included in the appendix to this application. The Trust has also consulted with Hugh Firman from CMBC to discuss the Local Authority's requirements to provide a 10% biodiversity net gain from developments.

As noted in the ecology report, the wooded area on the site is considered to be of local ecological importance as it is identified as a Calderdale BAP priority habitat, and the site is located within the Calderdale Wildlife Habitat Network, which is designed to allow the movement of wildlife between designated sites. However, it is a small fragmentation of relatively young woodland bordered by roads and residential properties which does not provide any additional connectivity to any neighbouring habitats and its partial removal is not anticipated to have any major impacts at a local level.

A biodiversity assessment has been prepared by a suitably qualified consultant to demonstrate the specific impacts and mitigations for the proposals on this site. The proposals for meeting the 10% biodiversity net gain target for the site include a combination of replacement planting, improvements to existing habitats - including long term management - and also off-site contribution to ensure that the overall impact of the proposals provide a gain. It should be noted that the Trust has undertaken exploration of the feasibility of locating the development in various locations on the site. The alternative option for development of the site that may have been viable in many aspects was to develop a new terrace of dwellings built over the south slope of the site, accessed from High Street and a new access to the south of the dwellings. This strategy formed the basis of a planning application in 2018 which was ultimately refused at planning committee with reasons cited including impact on air quality and massing. It has therefore been demonstrated that an alternative scheme on the site has been considered and explored however it was shown to be unviable due to the planning refusal. Following the planning refusal the Trust has developed an alternative scheme for the site which addresses the reasons for the previous refusal, siting the dwellings back to earth with an under and over-dwelling typology that is viewed as more contextual to Hebden Bridge and reflects the form of housing that was previously on the site.

To avoid impacts on foraging and commuting bats, exterior lighting will be designed to follow recommendations prescribed by the Institute of Lighting Professionals (2018). This includes that all luminaires should lack UV elements, LED luminaires will be used where possible, warm white spectrum will be adopted to reduce blue light, external

security lighting will be set to a short timer or motion sensor.

The ecological value of the site will be enhanced through the incorporation of bat and bird boxes. This will include three bat boxes of type Schwegler 1FF, which will be hung from trees at a minimum height of 5m, with clear flight paths to and from the entrances. Two bird boxes of type Schwegler 1B with 26mm entrances, which will be hung from trees at a minimum height of 1.5m, with clear flight paths to and from the entrances. Two bird boxes of type Schwegler 1B with 32mm entrances, which will be hung from trees at a minimum height of 1.6m, with clear flight paths to and from the entrances.

4.5

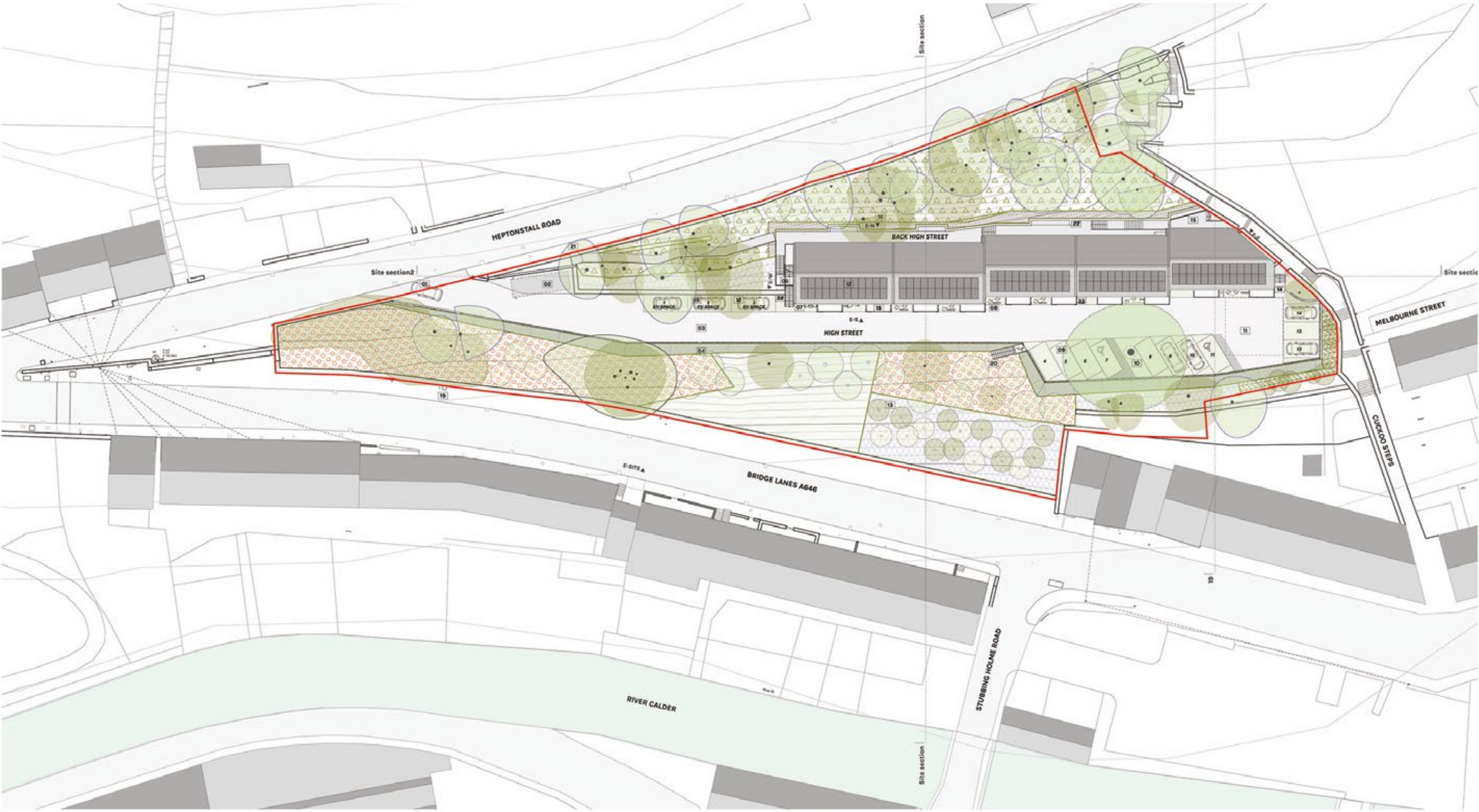
Access

Parking

Parking is a hotly debated topic in Hebden Bridge. The consultations, both recent and pre-2018, revealed an even split regarding attitudes to car use. Some respondents felt the Trust should be delivering a zero car scheme whereas others were concerned about capacity on the site. The site is in a highly sustainable location close to the centre of Hebden Bridge, amenities and public transport options. However, the topography of the area in general and needs of modern life makes some amount of car use necessary and also places pressure on availability of space for cars to move and park.

The design for High Street began with a car-free strategy. Gathering comments, advice and information from the public and the CMBC Highways Officer, it has developed to become a constructive

Drawing showing the proposed landscape strategy.



SITE STRATEGY KEY:

- 01 Widened access to High Street and improved visibility splay
- 02 Pull in space for refuse vehicle
- 03 Widened High Street access to 4.1m minimum. Shared surface low-traffic
- 04 Crib retaining wall to High Street providing planting opportunities
- 05 Parking spaces
- 06 Access stair between High Street and Back High Street
- 07 Shared Bin and Bike stores - 1 no. bike space per dwelling
- 08 South facing thresholds to dwellings - patio provides amenity space
- 09 Parking spaces - total 14 no. including 1 no. car club space
- 10 Specimen Norway Maple tree retained
- 11 Access road turning head

- 12 Electric vehicle charging spaces - infrastructure installed to enable future installation of charging posts to all spaces
- 13 New planting to south slope and improvements to existing woodland and bramble scrub
- 14 Access to/from Cuckoo Steps
- 15 New Back High Street access formed providing stepped access to upper dwellings
- 16 Trees removed where poor quality/required to form new dwellings - replacement planting/mitigation proposed
- 17 Solar photovoltaic panels for renewable energy generation
- 18 Balconies to each dwelling to form amenity space and provide solar shading to south-facing windows/doors
- 19 Existing Bridge Lanes bus stop
- 20 Stepped access to south slope from High Street for maintenance
- 21 New pedestrian access through existing wall to connect Heptonstall Road to Back High Street

LANDSCAPE STRATEGY KEY:

- HABITAT MIX 01 - NORTH SLOPE - ENHANCED WOODLAND MANAGEMENT
- HABITAT MIX 02 - WOODED MARGIN
- HABITAT MIX 03 - HAZEL COPPICE
- HABITAT MIX 04 - BULB MEADOW WITH ORCHARD
- HABITAT MIX 05 - WOODY MEADOW
- HABITAT MIX 06 - HEAVY DUTY GRASS PARKING GRID



4.0 PROPOSALS

solution which reflects best practice with regards to a balance of car use and promoting sustainable modes of travel. The Land Trust still wish to consciously limit and discourage car use in favour of more sustainable modes of transport, but also acknowledge that car use for some is vital.

14 spaces are proposed for the 20 dwellings on site, including two accessible bays of larger size located adjacent to units 6 and 7. Electric vehicle charging spaces are proposed to the three spaces that are located towards the west end of the site. In addition, infrastructure will be installed that will allow for the easy retrofitting of electric vehicle charging points to all spaces on the site as and when the demand requires it. This number has been agreed in pre-application discussions with the Local Authority Highways Officer as a suitable number for the development on this site. This is a reflection of the sustainability of the location in close proximity to the town centre.

There are 11 spaces located to the east end of High Street, which is felt to be the most suitable space for parking as it is both concealed from view from the majority of vantage points and this area of the site has the most forgiving levels naturally allowing the parking area to be formed. Compared to the 2018 scheme, three spaces have been relocated from this parking area to the west end of the site. There are a combination of reasons for doing this, including reducing the overall size and impact of the parking area at the east end, and also providing some parking in close proximity to the access points at the west end of the terrace.

The bays within the east end parking area are set to be 60 degree angled bays. The advantages of such an arrangement on the site are that the bays take up less space and require the parking deck to be less

deep, reducing impact. The intention is that cars will use the turning head provided at the east end to turn around when arriving and leaving the site.

The Land Trust also aims to include a car club space on the site, subject to funding for a vehicle. Initial discussions have taken place with Hour Car car share scheme which noted that they would be interested in having a space on the site.

A secure communal cycle store is provided for the dwellings on site and provides one space per dwelling. In addition, ground floor entry dwellings from High Street have large storage spaces located on the entry storey which could be utilised to accommodate additional bikes, pushchairs and/or mobility chairs.

Vehicle access

The existing vehicle access from Heptonstall Road is the proposed access point for the development. it will be widened and upgraded to provide a number of practical benefits:

- Safer transfer from the road to the site
- Pull-in space at the entrance which can be utilised by refuse collection, passing space for cars, or pull-in for deliveries.
- Reduce risk of congestion on Heptonstall Road for vehicles pulling into High Street
- Widened to 4.1m width to enable two cars to pass one another.
- Widened to 4.1m to allow for a safe width for shared access between infrequent car movements, pedestrian movements and cyclists.

In addition to the shared road width, the elevations

of the dwellings are further set back by a minimum of 1.25m which provides a front patio threshold strip to the ground floor dwellings and accommodates the south facing balcony structures to the dwellings above, helping to animate the street and provide a high quality environment for interactions between residents.

It was confirmed by the Local Authority in pre-application consultation that there would be no requirement for a traffic impact assessment for the scheme given the number of dwellings.

The shared street material is proposed to be a porous asphalt to provide good drainage characteristics as well as a robust material. The parking area is proposed to be contrasted to the street by using a heavy duty grass parking grid which will be robust for the vehicular movements whilst providing good drainage and green visual amenity to the parking area.

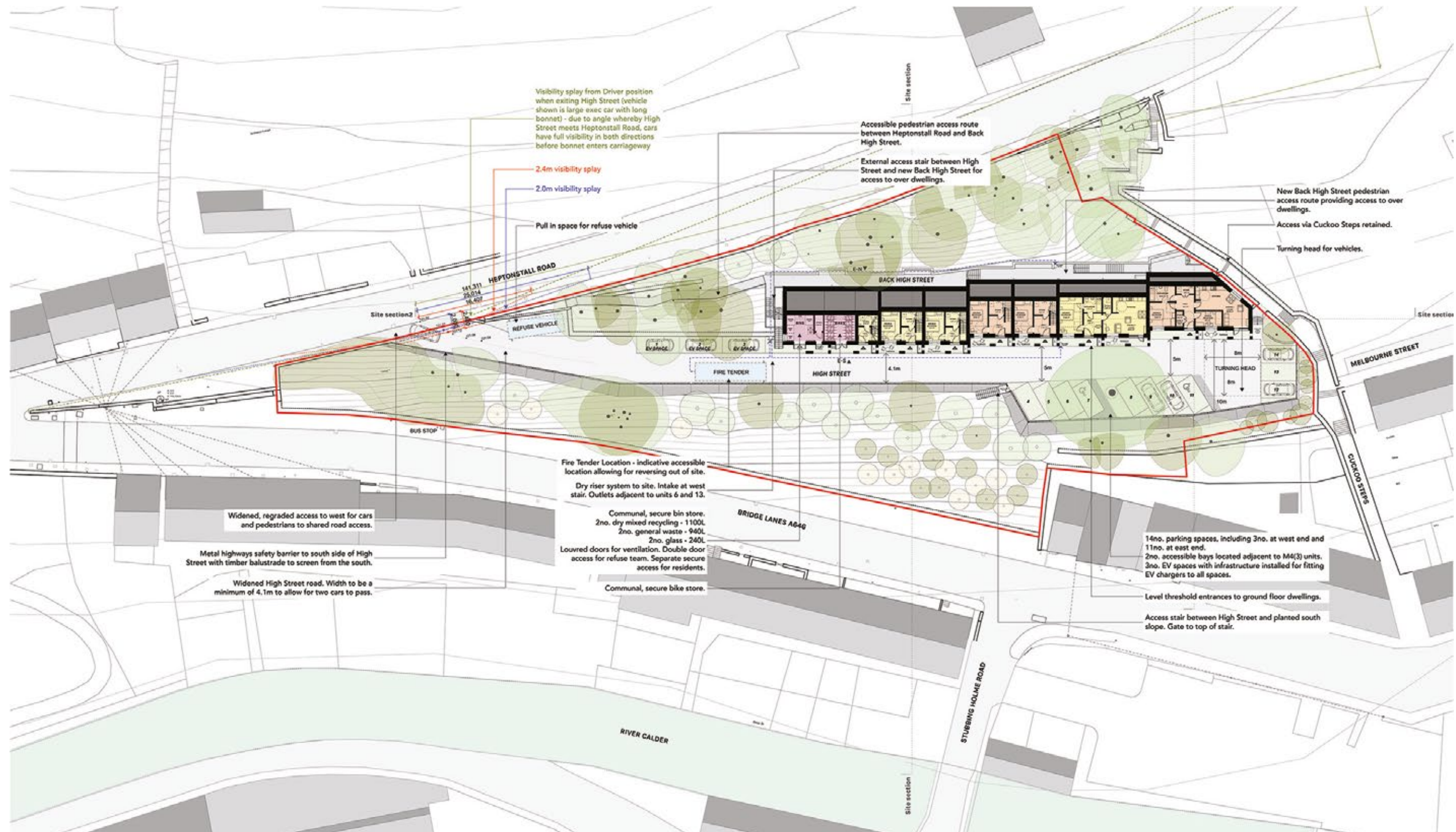
A turning head is provided at the east end of the site which provides space exceeding 8x8m to enable turning of cars and delivery vehicles.

A highways barrier is proposed to the extent of the south side of the widened High Street and parking area. The barrier is proposed to be screened with fencing to limit any impact on visual amenity from the south and surrounding properties.

Visibility splays are noted on the drawings and were agreed with the Highways Officer at the time of the previous 2018 planning application.

It was noted that "as the access will be angled the exiting vehicle will be positioned so that the driver has sufficient visibility (the 2.4m is the proxy for this when the access is square but I am prepared to

Drawing showing the servicing and access strategy for the proposed scheme.



4.0 PROPOSALS

accept a shorter distance given the right turn ban will mean vehicles will be positioned at an angle)". It was considered that the plans were acceptable in relation to BE5 and T18 of the RCUDP, subject to conditions.

Pedestrian access

Pedestrians can access the site from Heptonstall Road at two points. The widened High Street provides a shared street access point for the infrequent vehicular movements alongside pedestrians and cyclists. In addition, the new Back High Street access to the north side of the dwellings is proposed. Therefore, there will now be two routes for pedestrians to move through the site. One route will follow the existing route along High Street connecting the Cuckoo Steps with Heptonstall Road and shared with vehicular access. The other will be pedestrian-only to Back High Street and will also connect Cuckoo Steps to Heptonstall Road.

Whilst accessibility to the site is good for those able to use the stepped access of Cuckoo Steps, it is noted by the Land Trust that the pedestrian and accessible accessibility from west of the site is less ideal due to the current arrangement and pinch points at the junction of Bridge Lanes and Heptonstall Road. It is noted by the Land Trust that there are proposals prepared by Calderdale Local Authority and West Yorkshire Combined Authority for works to improve this junction, including widening of the footway to remove the current pinch point as part of the Corridor Improvement Programme (CIP) of improvements to the A646. The Land Trust would be keen to discuss any opportunities with the Local Authority to further improve pedestrian and accesible access in this location.

Under dwellings will be accessed from High Street. Over-dwellings will be accessed from a new pedestrian access to the north, Back High Street. A new stair access at the west end of the terrace will give direct access to Back High Street from High Street. The east end of Back High Street will also be accessible from the existing Cuckoo Steps access. A further access point to Back High Street via a new opening in the wall to Heptonstall Road will enable level access to the first four over dwellings at the west end of the site.

Servicing access

The principle operations affecting service strategy for High Street are waste and refuse collcetion, deliveries and fire engine access.

Consultation was undertaken with West Yorkshire Fire Service at the time of the 2018 planning application which included discussion on extent of accessible position on site that a fire tender could reach. It is noted that a fire tender could access the site from two positions. One on the High Street, and a second position if required gaining access from the top of Cuckoo Steps, located next an existing hydrant position.

A dry riser system is proposed to the site which will be accessed adjacent to the access stair at the west end of the terrace. The system will allow for the fire service to connect to it and provide two outlet positions, one to the east end of High Street and one to Back High Street, meaning that all locations within all dwellings are within 45m.

A communal, secure bin store is proposed, located to the west end of the site, which follows the guidance set out by the Local Authority in their document 'Waste & Recylcing Guidance' updated January 2020.

The bin store will accommodate 2no. dry mixed recyling (1100L), 2no. general waste (940L), and 2no. glass (240L).

The store will have louvred doors and a louvred screen for ventilation. Double doors are provided for ease of access for the refuse team. A sepearate secure access door is proposed for residents' access.

Signage at the entrance to the site will clarify the maximum vehicle size allowable onto the site, for the benefit of residents, visitors and delivery drivers, such that only long wheel base vans or similar will be permitted to make deliveries where access is required to site and turning space is made available at the east end.

Visualisation showing the contextual siting of the new terrace of affordable dwellings, read as part of the collection of terraces to the hillside. The historically densely developed site is now proposed to be a lower density combination of affordable housing and retained green amenity of its more recent condition.



5.0 SURVEYS AND REPORTS

The following surveys and reports have been prepared and submitted to accompany this planning application:

5.1

Ecological Impact Assessment incl. bat survey

5.2

Arboricultural Impact Assessment

5.3

Biodiversity Net Gain Assessment

5.4

Phase 1 Site Investigation Summary

5.5

Phase 2 Site Investigation Report

5.6

Flood Risk and Drainage Impact Assessment

5.7

Proposed Drainage Strategy

5.8

Air Quality Assessment

5.9

Noise Impact Assessment

5.10

Traffic Data Survey