

CALDERDALE MBC

WARDS AFFECTED Calder Valley/ Luddendenfoot

LEADERSHIP/CABINET

DATE 10 / 25 October 2005

GARDEN STREET HEBDEN BRIDGE – REDEVELOPMENT (DRAFT22/09/05)

REPORT OF THE GROUP DIRECTOR, REGENERATION & DEVELOPMENT

1. ISSUE

- 1.1 To consider the selection of a preferred developer for the redevelopment of the Garden Street/Tanpits Car Park, Hebden Bridge.

2. NEED FOR A DECISION

- 2.1 Following Cabinet resolution on 14 February 2004 the Garden Street /Tanpits car parks were placed on the market, with the objective of securing additional off street car parking, funded from a private sector development. The agreed selection procedure has been followed and a preferred developer is now recommended.
- 2.2 The proposal has proved to be controversial and some objections have been received to the principle of any redevelopment.

3. RECOMMENDATION

- 3.1 The development company to be established by Studio BAAD, be appointed as preferred developer for the site, subject to the conditions listed in the report .
- 3.2 That negotiation proceed on heads of terms with Studio BAAD and a valuation of the proposed transfer of land and resultant scheme be prepared for further consideration by Cabinet

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4. BACKGROUND

- 4.01 One of the projects that has emerged from the Upper Calder Valley Renaissance Initiative is to increase short stay car parking provision in Hebden Bridge by developing a new multi-storey car park on the site of the Garden Street car park. The idea has also been subject to public consultation in the Hebden Bridge Traffic Review.
- 4.02 Garden Street (see attached plan) is a narrow area of land with access from Victoria Street and Albert Street but with egress only through Croft Mill yard on to Albert Street. The site is currently used as a surface level car park with 55 spaces and a further six informal spaces on the ramped access from Albert Street. Tanpits is an adjoining area of land currently used for informal parking taking a maximum of 6 vehicles.
- 4.03 The site was marketed in May 2004 with an accompanying development brief and Sales Particulars. The purpose of this exercise was to establish whether or not the private sector would consider the redevelopment of this restricted site would be feasible.
- 4.04 There has been a two stage process to developer selection. In the first stage, expressions of interest were requested to allow a short list of potential developers with good track records of delivery and evidence of an understanding of the sites potential and constraints. By the deadline of Friday 1st October 2004, four submissions were received. After scoring it was agreed that all four would be invited to provide stage 2 submissions.
- 4.05 In stage 2, all 4 developers were invited to make a detailed presentation of their track record, their approach to the development both in design terms and delivery and financial offer to the Council. One developer withdrew from the process at this stage. The remaining three are;
- Bradford Property Restoration Ltd, 3 Clare Road, Halifax
 - Inspired Developments, Hope Street Chapel, Sandbach, Cheshire
 - Studio BAAD, Linden Mill, Hebden Bridge
- 4.06 The three draft schemes submitted and conceptual drawings were displayed in the library in Hebden Bridge during a consultation period which ran from 04/02/05 until 04/03/05. During this period 85 individuals plus 1 Residential Management group representing a number of residents submitted comments on the proposals and comments were also received from the Hebden Royd Town Council and the Hebden Royd Partnership. Following the consultation period, a further 3 comments were received from individuals and a letter of objection to all three schemes was received from the local MP.
- 4.07 Although less than 100 representations were received, the large majority did not support any of the proposals. (see appendix 1) The comments received were presented to the three developers who were asked to address the concerns in their presentations.

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- 4.08 The panel took the view that at this stage no detailed scheme had been produced and hence many of the valid concerns of those making representations had yet to be addressed. It was therefore decided to apply a traffic lights system in appraising the submissions, with red representing a scheme which does not appear adaptable to meet the requirements of the brief, amber for a scheme which has not fully demonstrated it could meet the brief but shows potential for development and green which demonstrates it has met the brief. The reason for this approach was that the ultimate test of whether or not a satisfactory scheme can be produced will only be established when a planning application is submitted. Whichever developer was selected at this stage would have a great deal of work and hence cost to incur in developing their schemes to this stage, and proving its viability.
- 4.09 A panel of officers was set up with representatives from the Regeneration Section, Development Control Section, Engineering Services and Land and Property Services of officers and a representative from the Hebden Royd Town Council. The three companies were interviewed on 11 March 2005.
- 4.10 All the schemes were considered in the light of;
- The requirements of the planning brief
 - Conservation issues
 - Scheme design
 - Car parking
 - Planning considerations
 - Highways and site access
 - Development and construction issues
 - General considerations;
 - extent of public support/objection
 - funding details and site offer
 - "benefits" over and above the requirements of the development brief
- 4.11 The presentations were inconclusive and a recommendation was deferred pending the submission of additional information. The additional information requested was;
- how to overcome the constraint of the close proximity of the Croft Mill apartments and the need to ensure that the design can achieve the 12 metre minimum distance between the main aspect windows of the Croft and the proposed development. Also, due to the height of the proposed buildings, that design considerations could be introduced to minimise its impact.
 - details of the programme of community consultation that each company would expect to dedicate to this sensitive proposal prior to a planning application being made and in particular how they would work with the residents of the adjacent properties.
 - clarification of how the development would be funded.

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4.12 As a result of this exercise, the conceptual plans/ideas are now much altered to those viewed by the public in the library. The table in the appendix attempts to summarise the concepts and ideas behind the schemes as they now stand.

4.13 In conclusion, it was considered that the Studio Baard proposal had the best chance of being developed into a scheme which could secure planning permission and the firm had the best understanding of the importance and difficulties that will be involved with developing the scheme along with the local community. The scheme demonstrated that;

- The company is offering the maximum number of car parking spaces in its scheme
- The Company has given the greatest detail on measures to reduce the impact of development on adjacent properties through design features and layout
- The Company is offering incorporation of additional public space design elements which will enhance the development and the area in general through improved pedestrian environment and sense of place.
- The Company has included the most comprehensive public consultation programme in its proposals with a real understanding of the local issues and constraints of the site.

4.14 It is essential that the concerns of local people are given weight and the developer would thus have the task of working with the community to try to come up with a satisfactory proposal. The ultimate success will be based upon whether or not it can secure planning permission.

5.0 OPTIONS CONSIDERED

5.1 The procedure has allowed developers to suggest different options for the site.

5.2 In view of the objections and likely challenge under Human Rights legislation concerning potential loss of privacy to adjacent residential properties, the other option would be to not proceed with any redevelopment of the site at this time. This would mean that one of the only apparent options for increasing short stay car parking in the centre of Hebden Bridge would not be realised. Metro is investigating increasing surface car parking at the station, although this would be for commuters and long stay visitors.

6.0 CONSULTATION

6.1 The results of the consultation period, 04/02/05 until 04/03/05, were made freely available to the community and interested parties and a reference copy placed in the library. The consultation took two forms;

Respondents were asked to answer set questions by ticking the yes/no/no opinion option boxes on each of the following questions;

- Do you like the design of the development?
- Do you think the proposal reflects the character of Hebden Bridge and its conservation area?
- Do you think the proposal relates well to its immediate surroundings and neighbouring buildings?
- Do you think the proposal makes the best use of the site in general?
- Do you think the development will be of positive benefit to the town?

The results from these set questions are shown in Appendix 1

Some respondents chose to write their own personal comments on the proposals in addition to/instead of answering the set questions. An exact transcript of all the comments made is available as a background document.

6.2 A letter of objection to all three schemes was received from the MP on 13th May 2005 with a request that Cabinet is made aware of this objection.

6.3 All responses and letters of objection received were made in relation to the schemes as they were first submitted. Some of these concerns have already been addressed through the submission of the required additional information. Others will be addressed during the extensive community planning exercise that the developers will be expected to enter into following selection.

7.0 FINANCIAL IMPLICATIONS

7.1 Following selection, the next financial stage will be to negotiate the heads of terms with the selected developer and a further report to Cabinet will be made when full details have been negotiated and all implications considered.

7.2 The General Disposal Consent 2003 allows Local Authorities to sell off land, in certain circumstances, for less than its market value. However, the Government considers that the Authority should not divest itself of valuable public assets unless it is satisfied that the circumstances warrant such action. Terms for the General Disposal Consent refer to such disposals as "which the Authority considers will help it secure the promotion or improvement of the economic, social or environmental well being of the area".

7.3 It is considered that the unencumbered full market value of Site B would be in the region of £350,000 to £450,000, assuming that the site would achieve planning permission for residential development. A lower figure may be appropriate in respect of a reduced site area.

7.4 Should the site be disposed of on the basis of the development brief, it is

considered that financial offers would be at a lower level than that outlined in 7.3 above. However, due to the complexities of this site and the precise nature of the proposed development is currently unknown, a valuation is not appropriate at this stage.

- 7.5 It is recommended that a valuation be prepared and submitted in a subsequent report to Cabinet in due course, once scheme proposals and financial offers have been submitted to the Council. At such time any "under value", being the difference between unrestricted open market value and a "less than best consideration", can be confirmed.
- 7.6 Current annual income received from this site by the Council is around £35,000 per year. The management and maintenance of the car parking facility to be developed is to be negotiated between the developer and Calderdale Council. The issue of liability for and future maintenance of the retaining wall to the rear of the site must also be considered and resolved.

8.0 CORPORATE IMPLICATIONS

- 8.1 The development of Garden Street contributes to the council's corporate vision and is in line with the following corporate priority:
- To promote sustainable economic growth, respect local heritage and improve our towns, villages and neighbourhoods.

9.0 CONCLUSION

- 9.1 The proposal is being pursued to help address the shortage of car parking provision in the town and forms part of the Hebden Bridge Traffic Review. The purpose of selecting a preferred developer is to enable one company to work up a scheme to a position where a planning application can be submitted. The preferred developer will be expected to undertake a public consultation exercise over several months to build up to the formal planning application stage. It is recommended that this company be Studio BAAD.
- 9.2 Any scheme that goes forward as a planning application will have to seek to address many of the constraints and objections that have been raised during the consultation process so far. The final test of whether the scheme goes ahead or not will be whether the scheme gets planning consent.

Reference:
Date: 16 June 2005

Janet Waggott
Group Director, Regeneration & Development

FOR FURTHER INFORMATION ON THIS REPORT CONTACT:

Adrian Rose

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DOCUMENTS USED IN THE PREPARATION OF THE REPORT:

Conceptual designs and all supporting documents as received from the three companies

Report of Consultation 04/02/05-04/03/05

Garden Street Redevelopment Brief

Calderdale Unitary Development Plan

DOCUMENTS ARE AVAILABLE FOR INSPECTION AT:

Planning Services, Northgate House, Halifax.

Twenty-four hours' notice (excluding holiday and weekends) may be required in order to make material available.

Please contact: Ext No 2240 to make arrangements for inspection.

	Proposed Property Regeneration	Proposed BAAAD	Studio BAAAD
total number of parking spaces proposed	94	119	120
total no of levels of car parking	3	3	3
vehicular access points	Three proposed; <ul style="list-style-type: none"> • Via Garden Street and Croft Mill road • Commercial street – upper level • Commercial Street – lower level 	<ul style="list-style-type: none"> • Vehicular access from Commercial Street, descending through two levels of parking with exit onto Albert Street • Vertical circulation located in the space between the buildings to the West party to avoid the overlooking which would arise from locating residential units here 	Two proposed; <ul style="list-style-type: none"> • Croft Mill road • Lower Commercial Street • Upper Commercial Street • Tanpits
number of units	47	38 plus 3 town houses on Tanpits area	60 (depending on the final agreed mix) on Garden Street and Tanpits
number of levels of residential	4/5	3	3 above car park ½ above Croft Mill Road and Tanpits
no. of beds per unit	1 and 2	2 bed	1, 2 and 3 (in current mix)
	None indicated	None indicated	<input type="checkbox"/> New plaza towards St George's square <input type="checkbox"/> New pocket garden with restored historical well <input type="checkbox"/> Commercial units to create active frontages and passive surveillance of car park from the Square to Tanpits <input type="checkbox"/> High quality paved route from the Square to Tanpits <input type="checkbox"/> New pocket gardens with pedestrian access from Garden Street to Commercial Street and the Birchcliffe hillside beyond <input type="checkbox"/> Incentivised profit share out

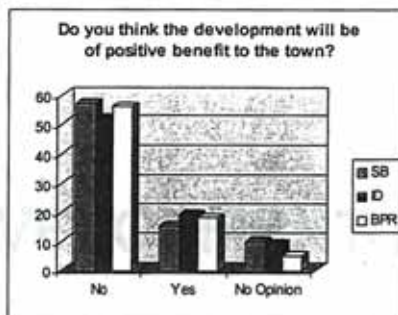
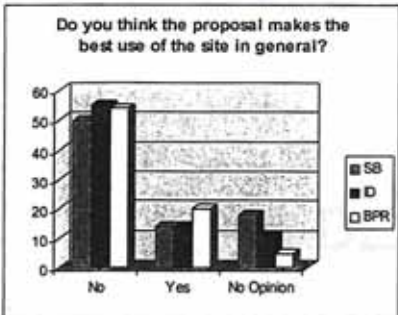
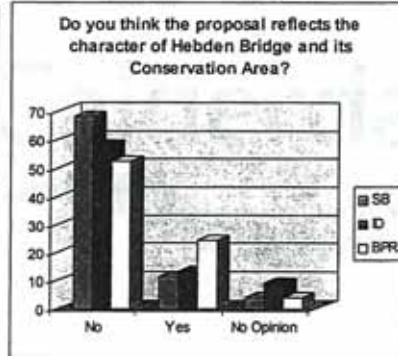
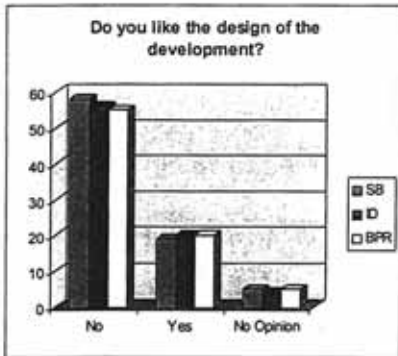
Garden Street Redevelopment : Results of Public Consultation 04/02/05 – 04/03/05

	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> > 53 residential units reduced to 47 > Gap to be created in upper levels of residential units opposite closest elevation of Crofts apartments. Bridge structure to car parking levels to be incorporated at this point. > Height of residential units reduced to allow for reduced heights adjacent to Croft apartments. <p>Other design elements remaining the same;</p> <ul style="list-style-type: none"> > Natural materials sourced locally > Traditional vernacular design with modern influences > Highly efficient in terms of energy and renewable materials 	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> > Window arrangements revised to prevent overlooking - projecting splayed bay windows with obscured glass to long side to prevent overlooking and clear glass to short face to provide oblique views. <p>Other design elements remaining the same;</p> <ul style="list-style-type: none"> > Company runs own construction waste recycling centre > Underwrites eco-homes initiative as standard practice > Secured by design accreditation sought for car park design > Design of residential units to be a contemporary attempt to recreate the CAP building fabric > Will incorporate aspects of traditional and new materials > Greater measure of ventilation that would have been traditionally found in a long block has been introduced - front tower is characterised more by thermal stacks 	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> > 27 residential units increased to 60 > 76 car parking spaces increased to 120 car parking spaces > 14 commercial units and possible media centre removed to increase parking > relocation of gap between residential buildings which provides space for steps and vertical circulation to position facing the main aspect windows of Croft Mill Yard. Changes to car parking bays can also bring building line to 12 metres. > Use of obscured balustrading, edge planting, carefully designed lighting etc to mitigate against overlooking and light disturbance to adjacent properties. <p>Other design elements remaining the same;</p> <ul style="list-style-type: none"> > A charitable social enterprise company to be formed to distribute share of profits from the development for social, economic and environmental improvements in Hebden Royd. > Proposal is for design-led community enterprise based on sound principles of environmental design and sustainability > Design team will develop proposals in consultation with local community through a planned series of public participation workshops. > To be built on carbon and waste neutral principles > Design to re-introduce pedestrian routes through the site > New structure will act as bridge to existing retaining wall. Upper car park deck designed as a transfer structure to span between a reduced number of vertical supports. This also maintains an open structure for the Garden Street car park.
Construction Timetable	18 months construction period	18 months construction period	18 month construction period

Garden Street Redevelopment : Results of Public Consultation 04/02/05 – 04/03/05

<p>To minimise disturbance during construction</p>	<ul style="list-style-type: none"> All works to be undertaken within the site boundary Will attempt to permit some parking during construction Perimeter to be hoarded to reduce noise Working hours restricted 8am – 5pm Deliveries made outside normal working hours 	<p>Partial closure to Commercial Street Some servicing difficulties on Albert Street</p>	<p>Development to be carried out in three stages: Phase 1 : Tanpits site (leaving existing car park operational) – approx 45 spaces available during construction Phase 2 : the north west end of Garden street developed, SE end plus Tanpits to remain operational – approx 20 + 24 = 44 spaces available during construction Phase 3 : South East end of Garden Street developed – 20+17+17 = 54 spaces available during construction. Subject to safety issues phased introduction of further car parking up to the planned total of 120 may be possible before completion of development</p>
	<ul style="list-style-type: none"> Informal meetings with the groups concerned Pre-planning consultation period 2-3 onths 	<ul style="list-style-type: none"> After survey two schemes would be drawn up that would address the conflicting concerns of the overall scheme viability and proximity of existing residents. Prior to any public consultation, developer and C/MBC to hold meetings with concerned apartment owners and seek resolution. Run open day event to consult on resulting scheme(s) 	<ul style="list-style-type: none"> Consultation day with immediately affected groups and workshops Consultation day with wider community and workshops Report back on these workshops Public presentation of proposals design forums at 4 week intervals each concentrating on key issues as the design progresses eg massing/materials, green issues, car parking requirements/management, landscaping/lighting public presentation of developed proposals prior to submission of planning application

Garden Street Redevelopment : Results of Public Consultation 04/02/05 – 04/03/05



**Garden Street Redevelopment :
Results of Public Consultation
04/02/05 – 04/03/05**

**Appendix 1 : Responses from
the five questions**

Key

- SB : Studio BAAD
- ID : Inspired Developments
- BPR : Bradford Property Restoration Ltd

GARDEN STREET CAR PARK



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January 2004

**Planning Services
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1.0 INTRODUCTION

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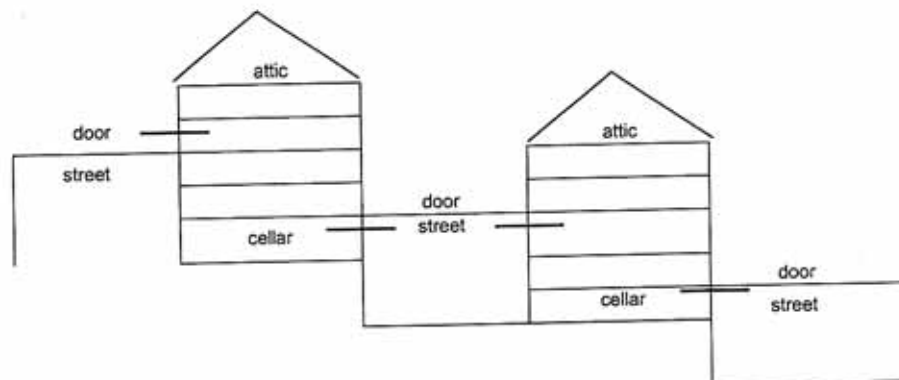
8.0 COST OF PROPOSED DEVELOPMENT

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10.0 SITE PLAN

1.0 INTRODUCTION

- 1.1 In September 2001 Calderdale Borough Council through its consultants Bertram Shepherd Ltd., commenced the Hebden Bridge District Centre Review, which entailed the detailed examination of its traffic and transport networks. The first stage of the review was completed in early 2002. The second stage of the review has recently been completed and a public consultation is currently underway. Part of the review, considered the possibility of the construction of a 'split level' car park on the current site of the Garden Street Car Park. The aim of this proposal is to facilitate the development of a split level car park accommodating three levels of car parking spaces with terraced type accommodation above.
- 1.2 The site is within the Hebden Bridge conservation area, an area of special architectural or historical interest, the character of which it is desirable to preserve or enhance' (Unitary Development Plan p65). Any redevelopment of the site must reflect the character of this historic town although this would allow for a contemporary design.
- 1.3 Historically there was six storeys' of residential development on this site. Hebden Bridge is famous for it's 'double decker' housing. These houses feature "bottom houses" (2 storeys' and a cellar) accessed from a street below and "top house" (2 storeys' and an attic) accessed from a street at a higher level on the hillside. Garden Street had a similar development with up to six storeys' of residential property accessed from Garden Street and Commercial Street. Although this form of development is not necessarily appropriate today, it does indicate the scope for imaginative design solutions.



- 1.4 The community of Hebden Bridge has been heavily involved with the Upper Calder Valley Rural Renaissance Market Towns Initiative. This is a Yorkshire Forward initiative to develop a long term regeneration vision for the valley, working with a team of regeneration experts and members of the local community. Within this 'visioning' process traffic congestion and car parking have emerged as major concerns within the valley and in particular in Hebden Bridge.
- 1.5 The vision suggests that attempts should be made to reduce traffic levels and to develop more integrated transport arrangements. The key aim is to improve the quality of life in the Upper Calder Valley, to increase safety; and reduce pollution and congestion by
 - Introducing state of the art public transport system
 - Tackle parking and traffic problems
 - Improve attractiveness of walking, cycling and public transport use
- 1.7 John Thompson and Partners, the consultants commissioned to carry out this exercise have voiced their support for a development of this kind in Garden Street.

2.0 PURPOSE OF THE BRIEF

- 2.1 The purpose of this brief is to provide a framework of policies and development constraints, within which developers and architects can develop their own imaginative solutions.
- 2.2 There will be a two stage process towards the selection of a developer. The first stage will be to invite developers with an interest in the proposal. A short list will be selected, based upon track record of delivery and the understanding of the site and its context. It is proposed to short list no more than four to proceed to the second stage. The second stage for the short-listed developers will involve the preparation of detailed schemes and a financial offer for the site.

3.0 THE SITE

- 3.1 The site of the possible development is shown on the enclosed map.
- 3.2 There are currently 42 public car-parking spaces within the thick black lined boundary line. The proposal is to try to increase the provision of

public car parking up to 180 spaces, as part of a comprehensive mixed use scheme. The feasibility of achieving this figure will have to be investigated in greater detail by the developer.

- 3.3 The site is subject to a Parking Places Order for public car parking. This order would need to be revoked as appropriate at the Developer's expense.
- 3.4 There is currently no evidence to suggest that the route through the Garden Street Car Park from either end of Albert Street is a vehicular highway. There are no definitive rights of way through the car park and currently no claims to suggest that public rights might have been acquired. Claims on both issues cannot however be precluded at some future date and would have to be assessed in detail on their merits at that time.

4.0 **STRATEGIC OBJECTIVES FOR GARDEN STREET**

- 4.1 The objectives of this development aims to work in collaboration and in parallel to the strategic visioning process of the Rural Renaissance work going on in the Upper Calder Valley.
- 4.2 Hebden Royd Partnership Action Plan identifies that there is a need to "increase...off-street car parking for visitors, local businesses and residents". Increasing this provision would be used to withdraw more on-street parking, thus creating more public space and a better environment.
- 4.3 Currently Hebden Bridge looks to its distinctive environmental features to attract visitors to the area. The investment gained by these visitors is extremely important to the town and it is therefore essential that Hebden Bridge continues to attract these visitors to ensure vibrant and successful businesses and consequently a successful town economy.

5.0 **PROPOSED DEVELOPMENT**

- 5.1 The proposed development would consist of multi- storey car park, comprising of the existing surface parking on Garden Street plus at least two levels provided within a split level car park structure. At a top level, above the highest level of the car park, residential or other developments would be considered.
- 5.2 Consideration needs to be given to the access to the development for both vehicles and pedestrians. Initial thoughts suggest that site access should generally be from Garden Street at the lower level, using the one way vehicular access to Garden Street from the northern end of Albert Street and the two way access to the site from the southern end of Albert Street.

- 5.3 Higher level access to the site from Commercial Street would be problematical because of highway considerations, and proposals for this would have to be carefully considered by the Council. Individual vehicular or pedestrian access would not be acceptable but it might be a possibility for a 'in' only access for vehicles/ pedestrian at a single point, depending on the proposal.
- 5.4 Any intensification of the use of the Tanpits access onto Albert Street would not be advised, in view of its proximity to the junction with New Road.
- 5.5 The Developer needs to consider the current Hebden Bridge Traffic Review in terms of its 'public' car parking requirements
- 5.6 The form and style of the development would be a matter for the Developer to propose.

6.0 DEVELOPMENT PLAN POLICIES

- 6.1 Whilst taking into account the provisions of the Unitary Development Plan adopted in April 1997 (first bracket) and the Replacement Unitary Development Plan (second bracket) as a whole, particular regard should be given to the following policies:

- (i) **Conservation Area (N37) (GBE1, BE1, BE20, BE21)**
Any development proposal in a conservation area must preserve or enhance the character or appearance of that area.
- (ii) **Town Centre Designation (S1) (GS1, GS2)**
The site lies within a 'town centre designation', typical town centre uses such as retail, business/employment and car parking are appropriate.
- (iii) **Housing (GH1, H12)**
The council will seek to ensure.. that these (Districts housing requirement) offer a wide range of housing types as required by the district; including low cost housing for local needs, and special housing accommodation for disadvantage groups.

Although there are few opportunities, Hebden Bridge is a high priority area within the Borough in terms of housing need. It is the Council's normal policy to require a contribution to affordable housing under policies H12 of the

UDP. For this requirement to be waived, the developer would be required to demonstrate the abnormal development costs involved with the redevelopment of the site. It is suggested that if residential is considered within the development there needs to be collaboration with the local Registered Social Landlord to ensure the inclusion of affordable mixed residential units.

(IV) Residential Amenity (N6) (BE1, BE2)

Protecting the residential amenity of adjacent residential properties is a major design consideration. The development needs to take into account the impact on the apartments that have windows overlooking the site at close quarters. It is the Council's normal standard to allow building no closer than 12 meters from main aspect windows to a blank gable, although in this instance a tall blank gable would not be acceptable, requiring an imaginative design solution.

7.0 OTHER DESIGN CONSIDERATIONS

- 7.1 The site requires a high quality design. There is the opportunity to create a dramatic, contemporary development whilst retaining the traditional flavours of the town. The following issues however will need to be addressed.

Access to Existing Premises

It would be the responsibility of the developer to identify the access needs and requirements to the rear of the properties fronting Albert Road and to take them into account in the detailed design.

Public Utility Services

Details of utilities running through the site have been requested and a copy of the responses is available on request. However, it will be the responsibility of the developer to verify the exact position of the services and to establish the capacity available for supplying the proposed development.

Building Control

The venting of the car park will require to comply with 'Approved Document B3 section 12' of the Building Regulations 2000 enacted under the provisions of the Building Act 1984.

Car Parking

The proposal is to maximise the amount of public car parking on the site, to be funded from the private sector development. There are 42 spaces at

present and developers will be asked to present options for increasing this figure up to 180. Proposals to specifically allocate parking places to certain elements of associated development would have to be carefully considered in the light of the findings of the Hebden Bridge Traffic Review and government and local planning guidance.

Conservation Area

(i) **Scale of development** - The development must take full account of the character of Hebden Bridge town centre, which tends to have been developed with small and medium sized buildings. The overall height, form and scale of the proposed development should not dominate either when viewed from within the town or from surrounding hillsides. The position of the site, adjacent a high retaining wall, with no property on the opposite side of Commercial Street, does provide the scope for an unusually high building. The appearance of any proposal from the adjacent hillside will be of crucial importance.

(ii) **Style/design** - could incorporate a modern design to reflect a building of its time but should not detract from the character of the Conservation Area.

(iii) **Materials** - should be dominated by natural coursed stone to fit in with the area. Other materials may be considered such as the use of glass. The roof material should fit in with the area i.e. natural blue slate or stone slate.

(iv) **Design details** - wood windows are recommended rather than plastic that requires thicker sections. Windows and doors should be recessed from the front face of the wall. Consideration should be given to construction of chimneys, use of quoins, stone window and door surrounds.

Sustainable Development – materials

Lighting – appropriately controlled (time and light sensitive) in order to save energy and reduce CO2 emissions. Low energy and low grade.

Materials – locally sourced stone and stone slate to be used where possible.

Secured by Design

The design should be of high quality with considerations given to the safety and security of visitors and vehicles. The entrances and exits should be in line with the criteria of Secured Car Parks, as should the car park itself (www.securedcarparks.com). Any proposed residential or commercial should incorporate the standards within Secured by Design

(www.securedbydesign.com).

Highways

The safeguarding of the structural integrity and giving appropriate consideration to future maintenance of retaining structures for Commercial Street will be a fundamental aspect in any design proposals. Future maintenance liability to ensure the support of Commercial Street is retained will be the responsibility of the Developer and it will need to be made clear as to how this will be provided.

Disabled access - needs to be considered under the Disability

Discrimination Act for buildings to the public to comply by 2004.

Pollution and noise – The Developer needs to take into account issues that may be raised during the construction of the development. The Developer needs to consider these and ensure the least disruption is caused.

Construction Period

It is considered that the construction of this possible development would cause some disruption on Garden Street, Commercial Street and possibly Albert Street. In their submission (stage 2) to the Council the Developer should give an indication as to the level and duration of such disruption, in particular what land they would require for the construction of the possible development. The developer will also need to submit details of how the development will be constructed so that traffic flows can be satisfactorily managed on A6033 Commercial Street during the construction phase.

8.0 COST OF THE PROPOSED DEVELOPMENT AND ONGOING MANAGEMENT

- 8.1 All costs associated with the development would be the sole responsibility of the developer. There are no current sources of grant aid for the development.
- 8.2 It is for the developer to consider whether or not they wish to take responsibility of the management and maintenance of the car park. A condition would be attached to ensure that the pricing structure for the site is to be kept in line with the Council's parking policy.
- 8.3 All public car parking provided within the split -level car park and at surface level must be available for at least 8.00am to 6.00pm all week.

8.4 Further details of the proposals for the management and maintenance of the car park would be required at stage 2.

CONTACTS

Calderdale Council	CONTACTS
Regeneration Section	Adrian Rose – Regeneration Manger 01422 392246 Sheena Campbell – Conservation Officer 01422 392252
Development Control	Caroline Howarth 01422 392215
Engineering Services	Allen Green – Team Leader (Traffic) 01422 392124
Property Services	Chris Bruhn 01422 392073

Garden Street Car Park Redevelopment, Hebden Bridge Report on Public Consultation 04/02/05 – 04/03/05

The Council has received comments from 85 individuals plus 1 Residential Management group representing a number of residents. All respondents supplied their name and signed the comment form. Name and address details are not being made available in this report to ensure the confidentiality of the respondents.

Section 1 : the set questions

Some respondents just answered the set questions by ticking the yes/no/no opinion option boxes on each of the following questions;

- Do you like the design of the development?
- Do you think the proposal reflects the character of Hebden Bridge and its conservation area?
- Do you think the proposal relates well to its immediate surroundings and neighbouring buildings?
- Do you think the proposal makes the best use of the site in general?
- Do you think the development will be of positive benefit to the town?

The results from these set questions are shown in Table 1

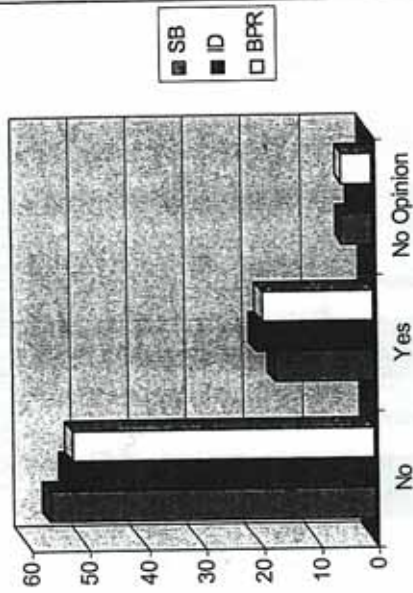
Section 2 : Personal Comments

Some respondents chose to write their own personal comments on the proposals in addition to/instead of answering the set questions.

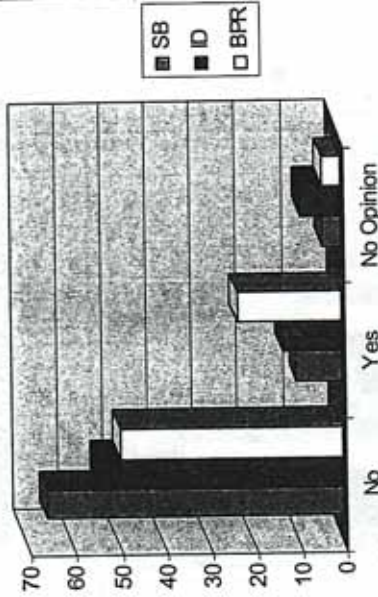
An exact transcript of all the comments made is given in Table 2.

Please note : these comments are faithfully transcribed from the questionnaires returned by members of the public. These are **not** the views of Calderdale Council and the Council bears **no** responsibility for their contents.

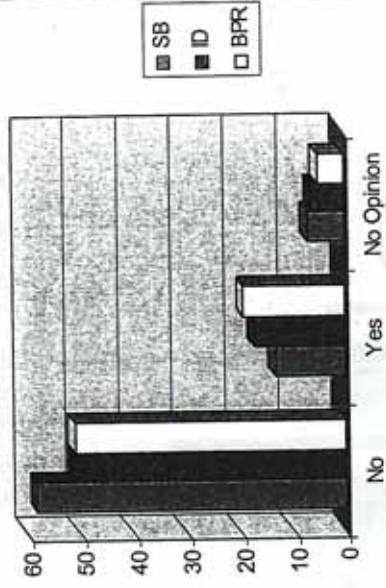
Do you like the design of the development?



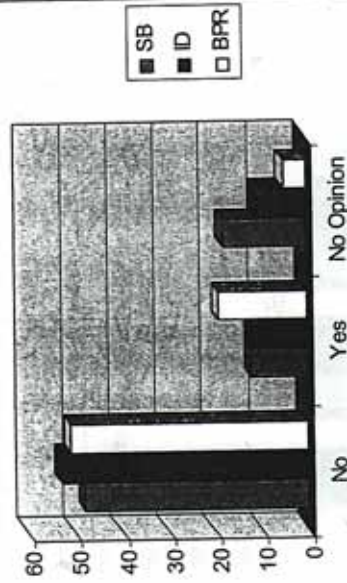
Do you think the proposal reflects the character of Hebden Bridge and its Conservation Area?



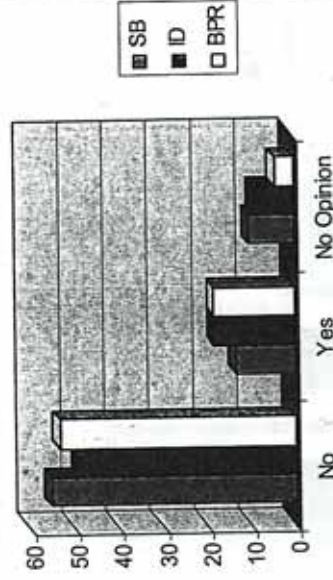
Do you think the proposal relates well to its immediate surroundings and neighbouring buildings



Do you think the proposal makes the best use of the site in general?



Do you think the development will be of positive benefit to the town?



Garden Street Redevelopment : Results of Public Consultation 04/02/05 – 25/02/05

Table 1 : Responses from the five questions

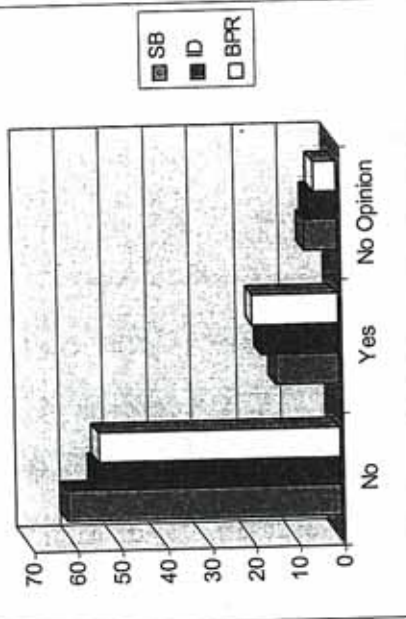
Key

SB : Studio BAAD

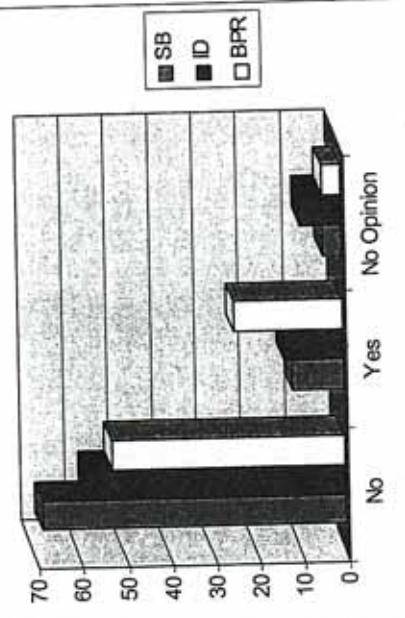
ID : Inspired Developments

BPR : Bradford Property Restoration Ltd

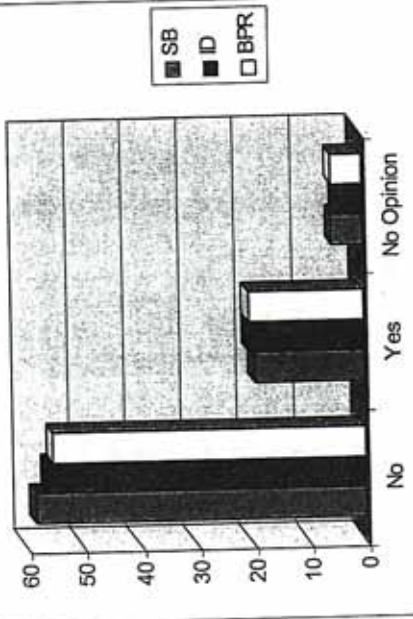
Do you think the proposal relates well to its immediate surroundings and neighbouring buildings



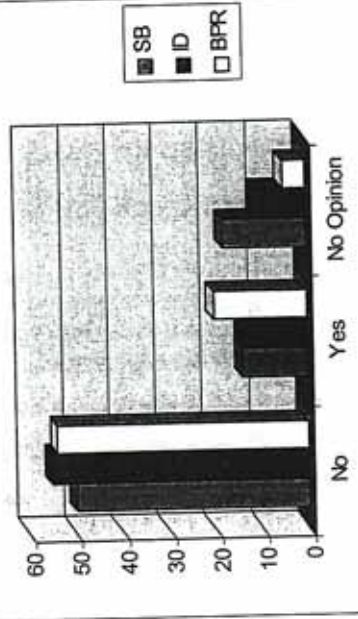
Do you think the proposal reflects the character of Hebden Bridge and its Conservation Area?



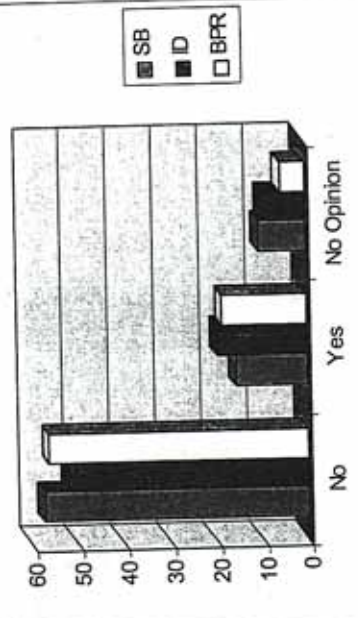
Do you like the design of the development?



Do you think the proposal makes the best use of the site in general?



Do you think the development will be of positive benefit to the town?



**Garden Street Redevelopment :
Results of Public Consultation
04/02/05 – 25/02/05**

Table 1 : Responses from the five questions

Key
SB : Studio BAAD
ID : Inspired Developments
BPR : Bradford Property Restoration Ltd

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1 SB	Rank 2 ID	Rank 3 BPR
1						
2	Buildings unsightly and quite out of character for Hebden Bridge. In fact, the glass top sections are quite hideous and would destroy the town's fundamental attractiveness	The design of the buildings is unsightly – a failed attempt to echo the original character of Hebden Bridge.	In essence, this is the most attractive design, but in the context of Hebden Bridge it is quite inappropriate. It looks like a row of gentrified London flats.	-	-	-
2 (cont)	Whatever the height or design of previous buildings on this site, the character of the town would be seriously damaged by any of the three designs. They would dominate the town, tarnish the essential character and create a sense of claustrophobia – not least to the residents in the adjacent, recently renovated apartments. PLEASE build at the station, on the outskirts but within easy walking distance.			/	/	/
3	How many parking spaces have they created? 76. They should be providing 138 extra places – shortfall of 86. We do not want a block of apartments, a media centre of 14 commercial units. Proposal is just an excuse to build houses/commercial units to make project financially viable. Traffic congestion on Commercial Street? An 8 storey building on Commercial Street? I do not think so !! Reject out of hand.	Perhaps the only one of the three that attempts to at least address some of the points raised in the Development Brief. House design alien to Hebden Bridge stone built houses. Traffic congestion on Commercial Street? Number of car parking spaces created 81 – BUT 38 are for residents only – therefore shortfall of 137. What is the purpose of a multi-storey car park but to provide the number of parking spaces specified; an extra 138 Not acceptable	Will dominate the whole area by its size. Out of character. Does not provide the necessary parking spaces for the public – a shortfall of 104 An excuse to sell expensive apartments. Traffic congestion on Commercial Street. Obviously a car park with "terraced type accommodation above is <u>not</u> financially viable. Reject.	No!! None address the development brief ie to create up to 180 public car parking spaces – currently there are 42 therefore 138 spaces needed		
4	The worst kind of 60's style banal design, will totally destroy the character of Central Hebden Bridge. Will look dated and tacky within about 3 weeks of being built. If this gets the green light expect civil disobedience	Third rate brutalism at its worst! Very similar to certain Municipal Building of the 70's. The people obliged to live in these places are living depressing lives in this type of monstrosity, is this a serious proposal or is it deliberately awful so an amended design will seem acceptable by comparison. You're 'aving a lark, ain't yer!	Best of a bad lot! At least it's not pretentious and gives a nod to traditional style and materials with a bit more thought about details and proportion would be acceptable if a scheme really has to be built, although I can't see why the site can't be left as it is.	BPR	Both equally bad Companies that put forward such ugly insensitive schemes should not even be considered as potential developers	
5	This comment applies to all 3 proposals. The development itself is totally unnecessary. The building of houses/flats generates the need for even more parking spaces, while the 18 month building period will result in all the parking spaces being lost for that period of time. If the town can "survive" that it can "survive" happily without this development which creates so few places. P.S. Multi storey car parks are so outdated!!			-	-	-

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
6	This multi-purpose development would appear to ignore the original aim of the project – i.e. to provide the maximum number of extra parking spaces. The 'block' style of architecture is out of character with its neighbouring buildings and the rest of the town.	The style of this development is totally at odds with neighbouring buildings and the architectural character of Hebden Bridge. With 38 parking spaces reserved for residents only, what will be the net gain for the public.	The height and scale of this development is massive and would overwhelm its immediate surroundings and buildings. Please note error on the plans for this development – the site marked 'FACTORY' is now residential (nine apartments) and will be totally overwhelmed by this towering development.	Can't rank them. All three schemes are inappropriate and unsuitable for Hebden Bridge		
7	Looks like a stack of portacabins as usual Studio BAAD try to do something innovative, but in this instance it does not work in any context with it surrounding architecture	Totally out of context with Hebden Bridge, roof line would look a visual clutter and definitely a planning blunder in a very short time.	This scheme fits the town much better but the housing above has too many storeys, 2 and max 3 storeys at most of shop or housing above, otherwise it will be too dominant, the original houses were much lower. It looks to me that the developer is trying to maximise the space to get as much housing as possible out of it. Seems to be money makingley driven. Prefer Option 2	BPR	SB	ID
8	Least parking of 3 options. Will be filled up by residents therefore loss of public parking spaces. Hard to understand plans. Site is overdeveloped. At least this option tries to do something with view at lower levels from Crossleys Mill (?) – refurbished flats. Also, the more modern approach is welcomed in an area suffering from poor pseudo-vernacular development.	Fuzzy, lack of detail. Not very good view of lower level from Garden Street,	Huge over development – can HB withstand this level of additional residential in the middle?? The problem with all three of these development proposals is that they represent a massive influx of residential development into the town, without any particular gain in terms of townscape, or parking provision. I assume any extra capacity will be swallowed up by residents parking. Are any of the proposals for low cost social housing.	SB	ID	BPR

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
9	Hideous design of houses – looks like portacabins	Plans not in keeping with Hebden Bridge or complementary.	Option 2 – don't like overhanging roofs Option 3 – liked balcony arrangements Option 1 : I liked the feature of the roof but preferred the balcony of 3. However the building is too high for Commercial Street. I think the road – which is heavily used would appear to be dark, narrow, dingy. Limited height – reduce 3 to 2, 4 & 5 to 3	BPR	Other two interchangeable	
10	Good sense of history – sympathetic. V. local firm. Not sure about fumes/pollution beneath house – how are they extracted? Need to think about safety of main road access. Lower density important.	Too modern in feel. Like variation in roof level.	Hate Marina building and other examples – unsympathetic turns it back on town, - High Density – Profit first – No Character – like every other redevelopment, this deserves better.	SB	-	-
11	The developers have no interest in a car park. They are interested in building flats etc to sell. The argument that there used to be 6 levels of 19 th Century housing therefore a 6 level structure is reasonable, is a non argument.	The number of parking spaces created does not justify the whole of the spaces being out of use for a minimum of 18 months.	An appalling monolith	None	None	none
12	This scheme is out of character with the rest of the town. It is a totally unnecessary development.			-	-	-
13	Terrible	Unforgivably bad	But should not be too high. It will dominate and limit light and views from neighbouring buildings.	BPR	-	-
14	I congratulate all three schemes on their success in failing to reflect the character of Hebden Bridge. This is especially remarkable as they are so different in their attempts to spoil one of the few surviving Northern Mill Towns. Leave it alone			-	-	-

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
15	<p>The best solution for a difficult site.</p> <p>The only one which shows landscaping and some appreciation of townscape value as opposed to mere traffic circulation and cramming as many 'units' as possible to a small area. A good modern design is better than pastiche style as with BRP. Great attention to detail is essential here, as well as more than just a nod to sustainable development.</p>	<p>This scheme shows no sensitivity to Hebden Bridge's particular qualities. The design, with its 1970s style blocks and appalling monopitch roof is by far the worst of the three. The detail illustration showing brown bricks and 'slot' windows says it all. There is no attempt at softening by landscaping or introducing good 21st century design. Even BPR's pastiche style is better than this.</p>	<p>This is pastiche architecture. The Marina building does not work in the detail and this design shows the same thinking. The scale is too massive, the fenestration is weak (see photograph of Sowerby Bridge development. No window reveals/shadows) What may have been partly successful on an open and much larger site in Sowerby Bridge will not work in such cramped, tight setting. A much lighter touch is required.</p>	SB	BPR	ID
16	<p>Exciting ideas but maybe not suitable for this location. Scheme has an urban feel and maybe lacking sense of human scale and activity at street level.</p>	<p>Interesting proposals which provide a good relationship between the houses and the road, encouraging interaction and providing human scale reflecting character of the area.</p>	<p>Very poor design quality. Anonymous style that could be in any location. Doesn't reflect character of area.</p>	ID	SB	BPR
17				ID	SB	BPR
18	<p>Has some positives, but I would question how affordable it would be.</p>	<p>Imaginative scheme which uses the site particularly well. It would visually benefit the area.</p>	<p>Lacks any imagination both in the design of the scheme and the presentation. The area deserves something better.</p>	ID	SB	BPR
19				ID	SB	BPR
20	<p>The proposed dwellings look like portacabins and are completely out of character with the rest of the dwellings in Hebden.</p>	<p>The proposed dwellings are completely out of character with other dwellings in Hebden</p>	<p>The only problem with this scheme is that the houses are too high. If they took a couple of floors off, the proposal would be of more benefit to the town and would relate better to its immediate surroundings.</p>	BPR	ID	SB
21	<p>Would be positive if commercially viable. If not viable, will clearly not go ahead as proposed.</p>	<p>Modern design but based on traditional materials</p>	<p>Totally bland and overscaled proposal. Could be anywhere in Yorkshire/Pennine/North of England!</p>	ID	SB	BPR

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
22	I understand that these 3 propositions were aimed at providing increased parking space that are self financing. No where was this made clear in the presentation in the library. So we are asked to comment without knowing the full picture, why? Interesting design – exit onto Commercial Street is difficult and may cause accidents. Not sure that Hebden Bridge needs more parking.	Like this design and the varied sizes of dwelling. Like the car part entry via Albert Street.	This provides the most parking spaces but is an unsympathetic design. To judge by the presentation it would dwarf the town centre. These also look to be expensive dwellings. Again an unfortunate entry and exit choice.	ID	SB	BPR
23				ID	SB	BPR
24				ID	SB	BPR
25	Nice scheme. Looks costly and like it would do little to benefit the surrounding area.	Nice scheme with great character	Very bland scheme with no aesthetic qualities	ID	SB	BPR
26	I think this scheme is a brave and bold statement that Hebden Bridge is moving forward. The modern design reflects and enhances the existing conservation area by the very fact that it is so different The formation of a local development company would be of huge benefit to our town. The use of space is excellent and the whole scheme creates a great feeling that Hebden Bridge is different than anywhere else, UNIQUE	Not bad, in the middle. Can't really see the excitement of it ; could be worse i.e. like the Bradford Property Restoration Ltd Scheme. YAWN !!!	Banal, an attempt to hold on to the past when Hebden Bridge more than anywhere else in Yorkshire is a place of the future.	SB	ID	BPR
27	It is absolutely dreadful and I do not want to see it from my window or when in town. It is not in keeping with anywhere else in Hebden Bridge and must not be allowed in a conservation area.	Really horrible. I can't believe it is even being considered in a conservation area. It would fit better on an industrial estate.	But it should be at least one storey lower than shown, so that it does not alter sky line so drastically, and interfere with views from houses above the development.	BPR	None	None

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
28	This is a typical Studio BAAD design. It does not reflect the need to keep in style with the rest of the town. It is too squarish and modern. There is nowhere near enough parking spaces being created. It would probably suit a new town e.g. Milton Keynes.	This is another futuristic scheme which is not in keeping with the style of Hebden Bridge. Once again, there is not enough car parking in the scheme.	I have seen the development that this company has built in Sowerby Bridge. It is in keeping with the majority of the buildings there. This style of build would suit Garden Street as it will blend in with the other buildings by using traditional looking stone and design. I would have liked to see more provision for car parking, but feel it would have been difficult for the developers to have incorporated more spaces and keep to such a traditional scheme. By far, the best design submitted.	BPR	-	SB & ID
29	This is by far the best scheme. Rather than be a pastiche of the architecture of the conservation area, this scheme has a high quality modern design, reflecting the fact that it is now the early 21 st century and 'safe or bland architecture in historic area is a thing of the past. The conservation area needs high quality new development not mediocre designs. The conservation area is typified by buildings with a mixture of uses – this scheme incorporates a wider mix of uses than the other schemes. The mixed use new building on Valley Road is fully occupied, so it's clear that there is still more and more buildings being converted to residential. The conservation area can be crossed via a range of routes and footpaths and through ways to the area. The conservation area has a tight knit of densely built areas and small open spaces – this scheme builds tall, but reintroduces greenery to the site.	This scheme attempts to cover all the bases by being modern, yet traditional, but the result is fairly weak. The scheme is 'inspired' more by yuppie developments in Leeds and Manchester than Hebden Bridge and its conservation area. Its appearance is also too regular and 'modular'. The profile and roofline of the building is out of sync with the rooflines of the terraces up the hillside. The type of housing on offer (2 beds only) is quite rigid and the single tenure (for sale only) doesn't help to solve the town's housing problems. The scheme introduces no new rights of way or open spaces; its use is limited to private residential and parking. I fail to see how this would add to the vitality and vibrancy of the town centre or indeed have a lasting regenerative impact on the mediocre. By no means the best option,	This scheme is <u>truly awful</u> Unlike the innovative BAAD scheme, the design of this scheme is pedestrian, ignores the context provided by the conservation area and looks like a cynical attempt to squeeze as much floor space onto the site without benefiting the wider town in the slightest. True, this firm has designed some better than average pastiches at New Road (apart from those awful UPVC windows and the bulky balcony put on later) and at Sowerby Bridge, which are successful as they respond to their setting. This scheme on the other hand is a lazy text book design. The scheme makes next to no attempt to conceal the bog standard multi-storey car park on the lower 3 floors while the basic gable fronted design of the upper floors reflects neither what was originally on the site nor the historic architecture of the conservation area- <u>it is a cheap characterless sham.</u>	SB	ID	BPR

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
29 (cont)	Through its design and mix of uses this scheme engages with the town centre and would add to its vibrancy and vitality more than the other two schemes, which are much more 'private' and 'inward facing'		This scheme is the most insular of the three and, like the 2 nd scheme, it would have minimal impact on regenerating the town centre. Its prominent location would mean it would blight the conservation area. Anyone who chooses this scheme over the BAAD scheme is in genuine need of design training or is taking back-handers. Either way, they wouldn't be fit to make this decision.	/	/	/
30	Public footpaths through it and trees/greenery sound good. It was difficult to make sense of the drawings and plans. Seems to be the only one aiming at being carbon neutral (the others made claims at being 'eco' but didn't specify how) Seems to contribute most to the town centre. A local firm would also appear to have more incentive to make a good job of it. The media centre sounds interesting, although it wasn't clear quite what this is. It would be useful to know what sort of prices units will be sold/rented at (for comparison purposes) and also to have clearer drawings and diagrams.	Interesting building but didn't seem right in Hebden Bridge. It would be useful to know what sort of prices units will be sold/rented at (for comparison purposes) and also to have clearer drawings and diagrams.	Very ugly It would be useful to know what sort of prices units will be sold/rented at (for comparison purposes) and also to have clearer drawings and diagrams.	SB	ID	BPR
31	These comments apply to all 3 development plans 1. None of the plans provide enough parking places the development plan has been ignored. 2. The plans do not enhance or compliment the character or appearance of the area, 3. Any development resulting in disruption of Commercial Street would throw the restructuring/re-routing of traffic in Hebden Bridge into chaos. 4. How can plans which clearly do not fulfil the Councils own Development brief be put forward for serious consideration,(Vested interests???) 5. I would imagine that all public car parking spaces would be lost for a period of 18 months (minimum)			-	-	-

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
32		Not enough parking spaces – this is what the town needs. Would mean reduction of parking facilities. Too much residential development.	Too ambitious in provision of all sorts – not enough park spaces. Uninspired design. Final comment What HB needs is MORE PARKING not more flats and more cars !! Also all the schemes look as though they will dominate what surrounds the area.	ID	SB	BPR
33	Insufficient extra car parking. Too many units of accommodation each of which would use 1,2 or more parking spaces plus additional spaces for their visitors. Visually unattractive. From Commercial Street would look like a shanty town on roof of a car park. Completely out of character.	Insufficient extra car parking. Too many units of accommodation each of which could use 1,2 or more parking places plus additional spaces for their visitors. Visually too modern and cluttered roof level. Completely out of character.	Insufficient extra car parking. Too many units of accommodation each of which could use 1,2 or more parking spaces, plus additional spaces for their visitors. Visually ugly ! From Albert Street the huge building block would dominate existing buildings and be completely out of character.	-	SB & ID	BPR
34	I had only a brief look at the library display and have not been able to get back there. The scheme I would prefer is by "a consortium of local people" – or something like that, and I'm not sure what their title was. I cannot remember enough to comment in detail			SB	-	-
35				ID	-	-
36	Although a nice modern design – it is certainly the wrong building for this town	Just seems to be another development, nothing special and a bit crapelli and dull, uninspirational.	I like the mix of the scheme with the "mill" style and the full height glazing. Would add a modern edge to the area but blend in well also	BPR	ID	SB
37	Would not fit in with Hebden Bridge at all. Would look out of place and "age" very quickly. Seems to be going back to the 60's with non-lasting design.	Would look nice at first but would no doubt not last as a development for very long	Provides an option to enhance the landscape without looking out of place, but still with a contemporary edge	BPR	ID	SB
38	Looks a really great design on paper but would ruin the scape of Hebden	Boring!	Best suited to Hebden Bridge	BPR	ID	SB
39	Too much over-designed	Does nothing for me – very dull	Some good options, some bad options. Stone and glazing best.	BPR	ID	SB
40	Far too "boxy" certainly won't fit into Hebden Bridge	A bit too non-descript	Is certainly the most appropriate for the site and provides much needed parking off commercial street. I particularly like the mill type theme	BPR	ID	SB

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
41		Stay in Cheshire	A lot of thought has gone into this presentation – all is worthy of development – Option 2 looks good, so does option 1	BPR	-	-
42				BPR	SB	ID
43	Looks like a concrete jungle	Seems to be a project from elsewhere	Option 2 looks good – nice blend of traditional design and new, small apartments will keep values down and benefit Hebden Bridge. Q : do we need car parking?	BPR	-	-
44			An inspired design	BPR	ID	SB
45	Totally out of context to Hebden Bridge	Rubbish scheme	Reflects towns character. Glass and stone scheme best – best by far	BPR	ID	SB
46	Not worthy of comment	Poor	At least a scheme that looks good – good effort	BPR	-	-
47				BPR	-	-
48	I think that this scheme is too modern for a town such as Hebden Bridge as it is a relatively historic town	Attractive but the site could be put to better use.		BPR	ID	SB
49	The development brief clearly states that the proposal is to create up to 180 public car parking spaces. This scheme falls way short of meeting that criteria. I am alarmed by the sheer scale of the development proposed by Studio BAAD, a six storey building that will dominate the area and will fail to preserve or enhance the distinctive character and appearance of Hebden Bridge. The height, design and scale of the development is completely inappropriate and will fail to retain the character of this highly historic town or to provide the extra parking spaces required. It will look like any town centre anywhere. Just as soon invite MacDonalds to open a franchise! What has happened to the will to preserve our striking architecture?	Please see my comments on the studio BAAD scheme as they equally apply to this proposal and vice versa. Why have both schemes included housing? This is naked profiteering, at the expense of the very character that draws repeat year-round tourism to Hebden Bridge. Is it suitable to have a car park, operating potentially 24 hours, overlooking residential property? If the car park is to be managed by a private operator, who will set the parking charges? How will they be scrutinised? Will local people end up having to pay more?	Again, my comments on Studio BAADs design proposals and those by Inspired Developments, equally apply to the above scheme proposed by Bradford Property Restoration Ltd Restoration Ltd. It is completely inappropriate and, as with the other two designs, seems to have focussed more on providing housing rather than car parking spaces.	BPR	ID	SB

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
49 (cont)	Building identikit car park/housing complexes that could have been lifted from every other town centre would be, in my opinion, an entirely retrogressive step. Please see my comments overleaf re Inspired development which apply in equal measure to the above development			/	/	/
50	I am alarmed at the size of the development as it will dominate the surrounding area. It will do little to enhance the daily lives of those who live and work in this area. The design is to be applauded but the choice of the site will not benefit this particular town.	See studio BAAD comments	See Studio BAAD comments	BPR	ID	SB
51	Completely out of style for Hebden Bridge	Completely out of style for Hebden Bridge	This was the better of the 3 designs but I would prefer the car park to be left as present to ensure adequate parking for the town. I did not think the design entirely right for Hebden Bridge	-	-	-
52	I am horrified that any of the proposed car park design should be considered for Hebden Bridge. The town is a market town and none of these 21 st Century plans fit in with what I thought was a Conservation Area. Living adjacent to the site I am concerned about the reduction in value of my flat and the loss of light to the flats in Croft Mill. Please do not spoil Hebden Bridge			I don't like any of the schemes		
53	Do Studio BAAD really think this building would reflect the character of Hebden Bridge Conservation Area? Conservation through desecration.	Just crap – a nothing design. Makes the BAAD scheme look desirable	The scale of this development would be a disaster for the town – this could be knocked up anywhere there's marsualite. Would look good in Bradford somewhere	SB	ID	BPR
54				-	-	-
55				ID		BPR
56	The town needs a car park – OK. But the dwelling on the top should be 2 storey only and of traditional materials Wrong design for the area Please do not spoil our town by these dreadful schemes	The site should be 2 storey only and of materials to match the conservation area Wrong design for the area Please do not spoil our town by these dreadful schemes	The site should be no more than 2 storeys high and of material to complement the conservation area. Wrong design for the area Please do not spoil our town by these dreadful schemes	-	-	-
57	None of these schemes reflect the character of Hebden Bridge – and vary from being futuristic to inappropriate high rise. Construction materials need to be in keeping – stone and blue slate. The emphasis has shifted from creating car parking to profitable housing!			None suitable		

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
58	<p>Car parking spaces 76 Residential units with minimum one car each 27 Total spaces remaining to improve car congestion in Hebden Bridge : 49 So where are the remaining 131 car parking spaces which are supposedly required? (and why doesn't studio BAAD develop the eyesore of a ruin overlooking the town which the chief architect owns and has had planning permission for over two years??)</p> <p>Absolutely appalling – forget it Vehemently against</p> <p>Completely unacceptable</p>	<p>Car parking spaces 81 Residential units with minimum one car each 36 Total spaces remaining to improve car congestion in Hebden Bridge : 45 So where are the remaining 135 car parking spaces which are supposedly required?</p> <p>Absolutely appalling – forget it</p> <p>Completely unacceptable</p>	<p>Car parking spaces 94 Residential units with minimum one car each 53 Total spaces remaining to improve car congestion in Hebden Bridge : 41 So where are the remaining 139 car parking spaces which are supposedly required?</p> <p>Absolutely appalling – forget it More houses create more cars so where is the gain for car parking? Completely unacceptable</p>	-	None	None
59						
60						SB
61						
62						
63	<p>They have obviously thought it through very carefully. I love the community element in the design, particularly the free movement through the building and the inclusion of the new library – an especially clever addition considering the problems we have with the current lack of accessibility in our current, centrally located library. This scheme could do with adjusting its roof line to a more sympathetic look (we have sloped roofs in Hebden – this is not a city) but this design includes the people of the town, has a green space (an uniquely nice element) and is practical. I think this submission is resoundingly better than either of the other two and would be a very positive addition to our town.</p>	<p>I think that this design is horrid. The look is so dark and bland and depressing, it reminds me of the terrible architecture of the 1960's which we (as a country) are now trying to get rid of. The colours are grim, the look is forbidding, can you imagine how awful it will look in the rain! It will turn this section of town into a dark depressing place that no one ever goes to.</p>	<p>Well these guys just did a cut and paste job didn't they? They are just wanting to repeat a building that they built in Sowerby Bridge. The building is unimaginative I think. It is bland and boring. It would do a job, but would not contribute anything special or memorable to the town. People would park their cars there and then leave the area as quickly as possible, they haven't got a reason to stay. That would be a great waste of a prime area of the town.</p>	SB	BPR (but a terribly poor second)	ID (how ironic)

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
63 (cont)	Incidentally – as we are doing the Upper Calder renaissance thing, isn't that all about inclusion and weaving things together? This piece of architecture weaves together car parking, community spaces, living areas and growing things. How lovely!			/	/	/
64	As regards the recent plans to develop the Garden Street Car park area, I am extremely disappointed to see that no provision has been made for restoration of the old well and spring that is located in the Tanpits area, which is proposed as the entrance to any new development. This structure has been in place since the 1820s and attempts have been made in previous years to clean, drain and restore it to its former glory. At the moment, a restoration scheme is being priced and a grant application from the Bearders Trust is being undertaken to try and get this work done. As you may appreciate, a fully restored well can only enhance the area for locals and visitors alike and would be an enjoyable historical attractant within Hebden. A similar project of historical benefit in the town, ie the restoration of the old waterwheel in Innovations Café has proved very successful. A scheme has been put forward in the past to landscape the Tanpits site. I urge you to reconsider this scheme. The area needs proper drainage, but the likelihood is that drainage work will have to be done there anyway. A café nearby, which does seem to be included in some of the current plans, and picnic tables, where locals and tourists can come and enjoy the well would be a fantastic bonus for Hebden. A new wooden inner door and a wrought iron outer gate would be required with a nice plaque explaining its significance. I implore you to include restoration of this important piece of heritage in your plans for development of the Garden Street area. If the developers can have another look at this site, I'm sure that with not too much imagination they will realise the potential of the well as a beautiful historical feature in its own right and incorporate its restoration within their plans. The Hebden Bridge Historical society is firmly behind me on this matter. Also in favour are many locals and visitors that I have spoken to. Hebden needs a well! I would appreciate a response from you on this very important issue. If you have any queries about the plans for restoration, please feel free to ring me on the above telephone number or write to the above address.	SB	ID	BPR		
65	It looks horrible! Good use of space – terrible looks	It looks horrible. Totally out of character! Good use of space, but you need to rethink on how it should look	It looks right. Too many homes but no parking! It should have two levels for car parking and the rest accommodation	-	-	-
66	Fewer parking spaces provided here but welcome "greening" of development. Like idea of some housing for rent. Not sure about the media centre	Most car parking spaces and makes inventive access to 3 rd floor of parking. Unsure about architecture ; don't like such strong visual impact of slate.	This is a disastrous pastiche of Hebden Bridge architecture. If this development is to be anything like this firm's previous disasters in Hebden bridge, please turn it down. No imagination, dreadful design – just awful	Either SB or ID		BPR

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
66 (cont)	Thank you for letting us have the opportunity to give our opinions on the various schemes which have been proposed for Garden Street. The effort at consultation is much appreciated. I hope that the comments of residents are listened to. There are a number of comments I would like to make. Firstly, the questionnaire that you have compiled for us to answer is rather loaded. For example, the question is asked if the proposal reflects the character of Hebden Bridge. This actually means does the development mirror Hebden Bridge. Well, I hope none of them does that. But your question does suggest that you wish it to look just like all the other buildings in Hebden Bridge. This is how we end up with pastiche, look-alike, imitation Victorian style buildings, just like our new Information Centre and the newly constructed but dreadful old people's accommodation at Mytholm, and the Valley Road buildings in Hebden Bridge, all of which are disappointingly pastiche and unimaginative. You also ask if the development will be of positive benefit to Hebden Bridge. Is the provision of yet more housing/dwellings of use to a community which has lost the workspace/industrial/employment space it needs if it wants to be a sustainable community of benefit? I doubt it! All this development assumes commuters – dependent on one road that is filled to bursting, on a community that has so many dwellings and so few jobs that it is unsustainable. Finally, in the summary you presented beside the three submissions, the parking spaces provided by Inspired Developments was not correct. Counting the number of parking bays identified on their plans, the number of parking spaces – for residents and visitors, was considerably more. This will affect the responses you receive.			/	/	/
67	In my opinion Garden Street is not a suitable site for this type of development. 1. The access, either side, is not adequate for the increase in traffic this scheme would create (bearing in mind the changes which are planned for Albert Street traffic flow) 2. Will proposed residents to the new flats/houses only have one vehicle each? And one allocated parking space? Where will visitors to residents park? Workers in the proposed new shop units – where will they park? 3. The scheme does not meet the need for extra/additional parking space in Hebden Bridge. We have enough mills/derelict buildings already being converted that have inadequate parking facilities. These comments apply to all three proposals; It is on principle a good idea to calm and regulate traffic in the town and at the same time provide additional parking facilities where appropriate. But such development should not include yet further apartments/shopping facilities which we do not need in Hebden bridge. There is enough provision for housing and accommodation for people living in the town. What we do need urgently are additional (and sufficient) car parking spaces to relieve "bottle neck" (and dangerous) zones like Market Street. Garden Street is ideal for development of further parking spaces, ie 2 story/underground with extra housing space. But maybe this is not profitable enough? I wish the Council would consider the actual needs of the citizens and not their own!			-	-	-
68	Too modern – not in keeping with other properties; will dominate Hebden Bridge view Too high – should only be single storey onto Commercial Street Less parking than now and not in line with brief given	Too modern; not in keeping with properties surrounding Too high ; should only be one story to Commercial Street, not three Only 43 parking spaces for public, much less than now and not acceptable – Hebden bridge and brief need more parking NOT less.	MUCH MUCH too high Not in keeping with surrounding properties Will dominate surroundings, not blend in Parking ; with 53 residential units, could only be 41 for public; not acceptable; less than now and not in accordance with brief	No	No	No
69	Too modern – not in keeping with other properties; will dominate Hebden Bridge view Too high – should only be single storey onto Commercial Street Less parking than now and not in line with brief given	Too modern; not in keeping with properties surrounding Too high ; should only be one story to Commercial Street, not three Only 43 parking spaces for public, much less than now and not acceptable – Hebden bridge and brief need more parking NOT less.	MUCH MUCH too high Not in keeping with surrounding properties Will dominate surroundings, not blend in Parking ; with 53 residential units, could only be 41 for public; not acceptable; less than now and not in accordance with brief	None – thought proposal was to increase parking in the town. Most of these reduce it. Also what about the library? We have been asked for views on a proposal – I haven't seen any feedback or results – HAS THIS BEEN IGNORED?	No	No

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
70	Totally out of character Trying to include too much into space Elevation on Commercial Street too high (traditionally only 1 story) Dominates area : commercial street too narrow for something of this height, out of balance Will be visible from all surrounding areas as well as within the town	38 parking spaces reserved for residents will result in net loss of parking in the Garden Street car park. I thought this scheme originated from trying to increase parking availability. Not in keeping with surroundings Was the Tanpits area always intended to be included in this scheme? I wasn't aware that it was.	Out of keeping with conservation area. Boring and looks as if it has been "lifted" from countless similar areas in urban developments. Far too high on Commercial Street elevation. 5/6 storeys will totally dominate this narrow street Too visible from surrounding areas.	Dislike all of them I believe the aim of the development was to increase car parking spaces in the town centre – but none of the schemes do this! It now seems much more about over developing the site. Why does one scheme propose a new library when the Council has spent £1,000s writing to everyone in the area asking for their opinions on two other options. Have these results been published yet? Or are they just to be ignored?		
71	I am very disappointed with all the schemes. I thought that the idea was for up to 180 car parking spaces. I agree with the letter HB Times 11/02/05 – we need car parking not houses. Houses/flats will create more car owners (1 or 2+ per unit) which will eat into the spaces allocated. Generally I do not feel the houses fit in with the existing Hebden Bridge architecture.					
72	Too modern for Hebden Bridge. Only acceptable new housing should be low cost (housing association) starter homes. Main aim of all proposed changes supposed to be to increase car parking space. This scheme hardly addresses this major problem. Large no of houses will benefit developer more than community.	Far too high an elevation No appreciable increase in much needed car parking space Only acceptable housing would be low cost housing association starter homes.	Totally out of keeping with conservation area character of Hebden bridge. Too many residential units Too high an elevation Not enough car parking spaces as originally proposed as part of the site development	None considered appropriate		

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1 SB	Rank 2 ID	Rank 3 BPR
73	<p>Proposal is based on a clear and sophisticated appraisal of the surrounding context and provides a mix of facilities – including a new "media centre". Unlike the other proposals, the scheme includes improved pedestrian links across and through the site, as well as the establishment of a development company which will channel profits back into future community projects. Unlike the others on offer, this uncompromisingly modern scheme is appropriate to both its place and time. The robust vigorous townscape of Hebden Bridge can absorb carefully sited modern architecture of this kind. We need to follow the example set by our Victorians forebears only in matching their confidence and vitality – not by timidly copying their building designs because, unlike them, we are scared of the new. It would benefit residents and visitors alike if we could be seen to be a community which was sure enough in its own future and sense of place to embrace and celebrate the contemporary by the confident ways in which we make our own distinctive contributions to the town.</p>	<p>This scheme is slightly better than BPRs but does not live up to its name. It at least attempts to provide an interesting mix of traditional materials and modern design. However their drawings do not show what the planned three-tier car deck would look like and the quirky roof pitches of the housing facing Commercial Street are a parody of local forms and styles</p>	<p>This is a bland lazy reproduction of their recent apartment block in Sowerby Bridge. Their presentation drawings fail to show how the planned building relates to the immediate context and suggests the "sticking plaster" solution of covering their unattractive car parking decks with glorified window boxes. They admit to a "contemporary attempt to recreate the C19th historic fabric" but fail to explain how their anonymous "anywhere" type design achieves this – never mind why, in 2005, such a backward-looking approach is necessary.</p>			

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
73 (cont)	<p>Unlike previous projects for more sensitive and contentious local sites, this scheme takes a piece of boring tarmac and reinstates a scale of development that previously existed, whilst adding much needed high quality commercial space.</p> <p>If we are prepared to show our support for contemporary design which learns from, rather than mimics or half-heartedly attempts to reproduce the forms and styles of previous generations, then the town can be seen to be moving forward into the c21st. We are doing ourselves a massive disservice if we continue to adopt a mindset which is stuck in the past and views all efforts to introduce the bold and innovative with automatic suspicion and contempt. This will result in the creation of a townscape that is more akin to a heritage museum full of authentic stage-set designs than a modern, vibrant, settlement whose built forms are an appropriate expression of present day needs and aspirations</p>			/	/	/
74	<p>This scheme would not even enhance Skelmersdale. The boxes are totally alien to the town. Too high. Access to parking is not sensible. No parking created after allowing for residents. The larger scheme seeks to totally transform most of the town centre. Is this the way to treat a conservation area? We should be seeking to retain its character, not change it.</p>	<p>Houses quite out of character No extra parking generated after allowing for residents Access tower will be very intrusive Development has only 20 more spaces than now exist, for 41 dwellings</p>	<p>Development far too intensive and too high – 8 floor above Garden Street! This is a tower block! No extra parking generated after allowing for residents. Not obvious how access to parking is going to be achieved. Likely to be less spaces for general use than before</p>	-	-	All of them
75				ID	-	-
76				ID	BPR	SB

Rep No.	Studio BAAD	Inspired Developments	Bradford Property Restoration Ltd	Rank 1	Rank 2	Rank 3
77	It does not fit in AT ALL		Buildings too high -- will dominate the area. Reducing height/number of flats would increase the number of extra car parking spaces.	BPR	ID	SB
78	This is DREADFUL Appalling 60's architecture Completely out of place	Ugly! A bit better than Studio BAAD, but doesn't blend into Hebden Bridge	The best of a bad bunch, but nothing like the original ideas for the UCVR	BPR	ID	SB
78 (cont)	I dislike them all and worry about the impact a reduction in parking for non-residents. You cannot park in the town centre on an evening when there is a good film on at the cinema!					
79			Too many flats in Hebden Bridge and district and not enough parking	BPR	ID	SB
80	By the time all the residents have parked their cars, there will be little or no extra spaces for workers or residents living in other parts of Hebden Bridge -- crackpot scheme!			-	-	-
81				-	-	-
82	This scheme does not meet the car parking criteria. I thought it had been decided that the library would be in Hope Street so I am not sure about the "media centre". The Tan pits walls have not been addressed. Not sure about flat roofs This scheme has tried to minimise the impact on the neighbours and surroundings How is the proposed traffic scheme affected by access to these car park entrances and exits. What about the impact on our conservation area?	This scheme does not meet the car parking criteria. Tan Pit walls problem not addressed. Not sure what the building is in Tan Pits. Too high above the level of Commercial Street. How is the proposed traffic scheme affected by access to these car park entrances and exits. What about the impact on our conservation area?	This scheme does not meet the car parking criteria. The Tan Pits wall problem is not addressed Far too high for the area -- completely dwarfs top and bottom houses. How is the proposed traffic scheme affected by access to these car park entrances and exits. What about the impact on our conservation area?	SB	ID	BPR
83	Flat roofs in Hebden Bridge? They always leak. The design is pleasing and with amendments to the roof line would be acceptable as a design. There appears to be a shortfall on car parking spaces	This modern design would be more appropriate in a city development	Why were we in a great hurry to demolish all our mills. BPR would have made great use of them. Whilst the image of mills is appropriate to Hebden Bridge this scheme seems set to rival the Salt Mills complex. Design wise it is fitting to Hebden Bridge, but not at the height design. Again there seems to be a loss of purpose which was to provide more parking spaces.	SB	BPR	ID

84	The principle of development – mixed use parking with housing on top and a media centre - is excellent. A local development company is an excellent idea. I would prefer it if they used natural stone in the style of the architect from Barcelona GAUDI would be better although more costly. The functional aspects of the use of the site and building are excellent.	Did they copy Studio BAAD? I suppose they all had the same brief. I cannot see the excitement of this proposal.	This is a pale imitation of the finery of existing late Victorian architecture in this town. We would be far better to move to a totally different style reflecting the modern go ahead times of Hebden Bridge.	SB	ID	BPR
85	They are all too high and modern and don't fit in with the character of Hebden Bridge. This is a quaint Pennine town, not a busy cosmopolitan city! What we need is the ability to park and use local shops, library and cinema. We do <u>not</u> need new flats!	Too high and too modern. Don't fit in with the character of Hebden Bridge. This is a quaint Pennine town, not a busy cosmopolitan city! We need parking to enable us to use local facilities and shops. Local people cannot afford housing here anymore!	They are all too high and modern and don't fit in with the character of Hebden Bridge. This is a quaint Pennine town, not a busy cosmopolitan city! We need parking to enable us to use local facilities and shops. We do not need new flats in the centre of Hebden Bridge. Locals already being priced out of the market.			All
86	We are writing on behalf of all the residents here at The Crofts, Hebden Bridge in relation to the development proposals for this site recently made available for public consultation. We are grateful for the extension of time you have allowed us to make comments. However, given (i) the absence of any timetable details available to us, despite our enquiries, as late as the end of January and (ii) the repeated extensions of time given to developers to submit their proposals, from as long ago as last June, the short time then provided for public consultation was completely unreasonable and unacceptable.	We make the following points: (i) the concept of any development on this site adjacent to our homes, particularly the type of multi-storey development proposed by all three of these schemes, is COMPLETELY AND UNEQUIVOCALLY UNACCEPTABLE to all of us here at The Crofts.				

	<p>(ii) the development of this site has been considered and rejected several times previously; you then give planning permission for the conversion of our building into flats and, a short time later, you not only consider, but actively promote, this type of inappropriate development scheme. This shows a complete lack of a coherent plan for the area and is also unacceptable.</p> <p>(iii) there is not, and there has never been, any rational policy or evidence-of-need justification for this type of development on this site. In relation to the supposed need for additional car parking, the present car park is half empty most of the time. This is simply an opportunistic attempt by a few local business people to make a financial windfall, without regard to the effects on the town or existing residents.</p> <p>(iv) there is no majority in favour of this type of scheme among the community of Hebden Bridge. The consultation over a year ago on the traffic review, on a scheme primarily designed to provide significant extra parking space, produced 776 votes in favour. This represents less than 10% of the community – a very small minority. All the anecdotal evidence we have received on the current proposals is vehemently opposed and we suspect that the response you have received to the current consultation will be heavily weighted against.</p> <p>(v) the Hebden Bridge Times of 4 February, 2005 repeated the assertion in the development brief that this development comes under the Upper Calder Valley Renaissance agenda. In fact, there is no proposal or justification for this type of development on this site in the report of the UCVR Initiative. On the contrary, this development would contradict the stated objectives in that report to 'reduce traffic levels, congestion and pollution in the valley, increase safety and provide car parking outside the town centre'. In particular, the map on pages 66 and 67 of that report, while indicating the possibility of some development at either end of the car park site, clearly shows NO DEVELOPMENT in the central area of the car park immediately adjacent to The Crofts.</p> <p>(vi) the Hebden Bridge Times of 4 February, 2005 also pointed out, correctly this time, that the idea for a development scheme on this site arose out of the Hebden Bridge Traffic Review. This was an exercise about traffic and car parking, and proposed a development which would provide for an apparent need for 180 additional car parking spaces in the town centre. None of these schemes provides anywhere near that amount of additional public car parking space. They appear now to be primarily based on providing housing and other uses, which is a complete change of rationale and means that these schemes cannot be justified by the Hebden Bridge Traffic Review.</p> <p>(vii) all these schemes would be in clear contravention of your own approved UDP planning policies on neighbour amenity. Policy N6 of the UDP clearly states that NO DEVELOPMENT will be allowed within 12 metres of main aspect windows and 9 metres of secondary aspect windows of existing dwellings. These requirements are clearly stated in the development brief, yet all the schemes put forward do not comply. Indeed, it would be impossible for them to do so when the required distances from some of our windows at The Crofts take in virtually the whole width of the existing car park. We may add that we have reason to believe that there are previous examples of the Council ignoring these policies in Hebden Bridge; we will make sure you do not do so in this case.</p>		
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	<p>(viii) all these schemes are not consistent in any way with the existing character of the Hebden Bridge Conservation Area and the small-scale, historic nature of the town generally. We would expect your own conservation planning officers to answer the question, 'Do the proposals reflect the character of Hebden Bridge and its conservation area?', with a very clear NO. In particular, all three schemes are completely inconsistent with the development brief requirement that any new buildings should not dominate or be higher than other existing residential buildings.</p> <p>(ix) compared to the existing single ground level car park, all these schemes would result in 2/3 levels of car parking immediately adjacent to, open to and visible from our homes and living space, which would produce significantly increased levels of noise and pollution. We will not hesitate to raise these issues with the Health and Safety Executive.</p> <p>(x) we would expect that vehicular access to/from the busy, through route of Commercial Street, with inevitably tight sight lines and probably reaching the point of access to Commercial Street on a slope, would be dangerous and impractical and should be rejected by any competent traffic engineer.</p> <p>(xi) all of these proposals would involve the removal of a significant number of trees within a Conservation Area, which would be a serious environmental loss to this area.</p> <p>(xii) all of these schemes would have a seriously detrimental effect on all our homes. They would completely remove ALL the daylight from our living accommodation; they would remove ALL of our, even now limited, view of the surrounding area of the town; we would have people staring into our living rooms from above and literally a few feet away; they would be seriously oppressive and our living environment would be intolerable.</p> <p>(xiii) the blight of these impending proposals has seriously affected the saleability of our properties for more than 18 months already; they will now become effectively unsaleable for at least two years, probably longer, unless these proposals are withdrawn; and if such a scheme were to be built, the value of our homes would be significantly reduced.</p> <p>(xiv) all the schemes suggest an 18 month construction period, which would have a completely unacceptable effect on our living environment.</p> <p>There are many opportunities to provide more housing, commercial premises and other facilities within the existing building stock of Hebden Bridge and the surrounding area, including some which already have planning permission for conversion to housing and other uses but are left as derelict eyesores. Such schemes would provide commercial and community benefits but would also preserve the invaluable character and image of this area, while not having seriously negative impacts on existing homes and the town generally.</p>	
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	<p>All these proposals as presented are unacceptable; they are not even consistent with most of the requirements of the development brief. We are not prepared to stand idly by and see our homes blighted, our lives devastated and the town centre damaged by this type of completely inappropriate development, promoted by a Council, which treats its own policies, well established health and safety standards and existing residents with contempt and which is clearly only concerned with narrow business interests. There is no room for any negotiation with us on our fundamental opposition to any development adjacent to our homes, under any circumstances. We request you to TAKE ACCOUNT OF OUR OBJECTIONS NOW. We have already raised this matter with the Local Government Ombudsman and, unless we obtain the assurances we seek, we will be seeking specialist legal advice on this matter immediately.</p> <p>PLEASE BE IN NO DOUBT, WE WILL OPPOSE ANY DEVELOPMENT OF THE TYPE CURRENTLY PROPOSED ON THIS SITE BY <u>EVERY</u> POSSIBLE MEANS.</p>			
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From: <Xhx7@aol.com>
To: <Adrian.Rose@calderdale.gov.uk>
Date: 15/09/2005 14:40:22
Subject: Garden Street - from Philip Bintliff

Dear Adrian

Attached are copies of the two documents drawn up by Paul Willan of Linder Myers following our meeting at your offices. These contain minor modifications but are substantially the same as the draft versions you have already seen.

Please let me have any comments or require further information.

Regards

Philip Bintliff

The CAD image will be available tomorrow morning if you feel it would be useful.

This e-mail message has been scanned for Viruses and Content and cleared
by MailMarshal, the Council's Content Scanner

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HEADS OF TERMS

THE PROPOSED PURCHASE OF LAND AT GARDEN STREET, HEBDEN BRIDGE

FOR DEVELOPMENT

1. **The Property**

"The Property" is all the land owned by the Local Authority, referred to as Site A and Site B in the sales particulars, at Garden Street, Hebden Bridge, Yorkshire shown [edged red on the attached plan] which is offered for sale for a freehold estate.

2. **The Price**

It is perceived that development land has a maximum value being the residual value dependent upon the total costs of a development. The developers are content that the Local Authority should receive the maximum possible price for the land based upon the outcome of the development and a detailed assessment of the development costs. Accordingly, it is proposed that in a development agreement the Local Authority should agree to sell the land for the actual net residual value, having allowed for the actual total costs of development. This would be tightly defined in the agreement so as to include all the actual costs of construction, site clearance, preliminaries, financial charges, professional fees and all other costs whatsoever. Included in these costs would be a fixed profit for the developer of 20% of the costs. The development agreement would require, wherever possible, fixed price contracts to be entered into so as to contain the costs. Effectively this means that the price would be dependent upon the profit of the development project and that can only be known at the end of the process. To maximise the price and the return to the Local Authority therefore it is proposed that the payment of the price should (except in relation to agreed instalment payments) be deferred until completion of the development and secured by a legal charge (as to which see below).

3. **The Purchaser**

The Purchaser/Developer is to be a new company. The board of directors will comprise David Fletcher MBE (developer) Philip Bintliff (architect) Paul N. di C. Willan (solicitor) as company secretary and chartered banker or other suitably qualified individual to be confirmed as finance director.

The company is a special purpose vehicle company set up for the

purposes of this development alone and will be supported by the following professional team:-

- (i) Studio BAAD Architects of Hebden Bridge;
- (ii) Linder Myers Solicitors of Manchester;
- (iii) HSBC - Commercial Banking Division, Blackpool (Andrew Walker dealing) - Bankers;
- (iv) Bio-Regional Development Group - Environmental Issues;
- (v) DP2 Limited - Structural Engineers;
- (vi) Nigel Rose & Partners - Chartered Quantity Surveyors;
- (vii) Whitelaw & Turkington - Landscape Design.
- (viii) Mitchell Charlesworth – accountants/auditors

4. Security

The Local Authority will forthwith upon conveyance of the Property to the Purchaser take a legal charge to secure the payment of the deferred consideration. At a later stage and when (pursuant to the development agreement following the appropriate approvals from the Local Authority) the development funding falls into place from the Purchaser's bankers it will be necessary for the legal charge to be postponed to the bank's interest. The bank will require a first legal charge and there will at that point also be a necessary deed of priorities in the usual way to regulate the position as between the Local Authority and the bank. However, the Purchaser is prepared to grant the Local Authority a debenture over its assets as well, as additional security.

The proposals from the Purchaser as to the intended security to be given to the Local Authority are flexible. Depending on the way that the deal is structured (and partly this is a matter of legal drafting style) that the appropriate provisions could be contained either in the legal charge document by itself or, in the alternative, in the development agreement, or even possibly in both. To give additional security to the Local Authority and to ensure delivery of completion of the development, the Local Authority will have the power to approve the development appraisals, at the detailed development appraisal phase and the adequacy of the funding package. The intention is to provide the Local Authority with control over whether the development is allowed to proceed in the first place dependent upon the adequacy of funding and deliverability.

In addition, there will be an option (again either in the development

agreement or the legal charge or both) that the Local Authority shall, having reviewed the development appraisal and the adequacy of the funding be entitled to call for such performance bond as it shall require. The cost of the performance bond will of course be part of the total development cost utilised in the price formula and consequently will have an impact upon both parties.

5. Payment Proposals

The Price can be paid firstly by means of instalments upon the completion of the sale of each of the flats as the development proceeds, the proportion to be paid to the Local Authority to be based upon the agreed development appraisal. Thus, if there are 50 flats as they are sold one by one there would be 50 instalment payments, each of 1/50 of the estimate of the value of the Local Authority's interest in the land based upon the development appraisal.

The final payment, however, would be based upon the actual total development costs and the resultant residual value of the land and could be either positive or negative, i.e. a potential refund of instalments previously paid if it is a negative figure. Otherwise it would be a balancing payment representing the profit at the end of the process. The point is that only once one gets to the end of the development does one know whether contingencies, provisions and other pc figures in any development appraisal are under or over estimates.

6. Conditions

(i) Lock Out Agreement

There will be heavy costs involved in the process for all parties and therefore at an early stage a lock out agreement will be necessary assuming that the Purchaser intended by this submission is successful, to ensure that it can move forward with the process and incur fees without the fear of losing exclusivity on the project.

(ii) Transfer of Land

The transfer of the land to the Purchaser subject to the development agreement and legal charge is required to be effected as quickly as possible as this will accelerate all other elements of the project.

(iii) Retaining Wall

The retaining wall is a major liability issue affecting the potential viability of the entire project. It needs to have a clean structural engineer's report indicating that all necessary works have been attended to, that the structure is stable and is expected to have a life of say, 30-50 years without major maintenance expenditure. Without

such a clean report, the perception of potential purchasers of flats will be that there will be an unacceptable risk of high service charge expenditure in the future, it being axiomatic that the continuing obligation of the maintenance of the retaining wall will be passed to the maintenance company running the flats and dealing with the common parts issues. To get to that point an initial survey including full bore hole tests by structural engineers will be needed to assess the condition of the wall and what remedial works need to be done to it. The results of that initial survey are needed urgently as the costs considerations of the preliminaries associated with that study are prime factors in the development appraisal and affect the viability of the project as a whole.

(iv) Planning Permission

It is assumed that planning permission will be granted substantially for the major elements of the plans already submitted by Studio Baad although if the designs need modification, then a frank exchange of views would be welcomed and if the plans can be enhanced, again an open discussion of what could be included within the development plan would be welcomed. The present perception, however, is that the existing scheme is broadly acceptable. The development agreement and all other legal documents contemplated will be conditional upon the successful planning permission.

7. Risk Factors and Controls

- (i) The Purchaser is to be a special purpose vehicle company and will therefore not be affected by risk of commercial failure caused by any other developments on other sites and accordingly the risk analysis in relation to this development stands on its own feet. It is thought that the skills and experience of the members of the company are equivalent to any skills of any competing development team.
- (ii) The scale of development has been cut down by handling it in 3 phases and hence the risk exposure reduced to one third. Each of the three stages will have an approximate contract value of £2-2.5M as follows:
Phase 1: Tanpits site (Site B)(leaving existing car park operational) – approx 45 spaces available during construction
Phase 2: the north west end of Garden Street (Site A) developed. SE end plus Tanpits (Site A) to remain operational – approx 20 + 24 = 44 spaces available during construction
Phase 3: South East end of Garden Street (Site B) developed – 20+17+17 = 54 spaces available during construction.
- (iii) Deliverability will be assured by the performance bond at the Authority's option.

TIME LINE/FLOW CHART

Number		Estimated Time for Step
1.	<u>Current tender Stage</u> Acceptance of Studio BAAD's proposal	End October
2.	<u>Pre-Contract Stage</u> Simultaneously to deal with:- Formation of the new special vehicle purpose company; Draft and sign lock out agreement	14 days
3.	<u>Land Contract Stage</u> Deal simultaneously with the following:- (i) Detailed work upon the development agreement/legal charge to the Local Authority/transfer of the land leading to completion of all three documents. (ii) Structural engineers appointed to review the retaining wall and report. (iii) Studio BAAD to commence final consultations with the planners and consultations with the public leading finalisation of the drawings and the submission of the planning application.	
4.	<u>Planning Approval Stage</u>	

	<ul style="list-style-type: none"> (i) Detailed specification of works. (ii) Detailed drawings. (iii) Detailed costings from Quantity Surveyor (iv) Stage 1 development appraisal (by Berkeley Brown Surveyors) resulting in the best estimate of total development costs. 	
5.	<p><u>Funding Stage</u></p> <ul style="list-style-type: none"> (i) Bank facility letter and securities package based upon the costs as at 4(iv) above. (ii) Local Authority review of the same and consents (as required by the legal charge/ development agreement). (iii) Local Authority option for performance bond. (iv) Funding in place. 	
6.	<p><u>Construction Contracts Stage</u></p> <ul style="list-style-type: none"> (i) Contracts out to tender (ii) Contracts placed (iii) Start of construction (iv) Stage 2 development reappraisal (utilising fixed costs from known contracts so as to crystallise instalment payments to Local Authority under legal charge) 	
7.	<p><u>Construction Stage</u></p>	

	<p>(i) Immediate start of marketing of units with sales off plan being achieved if possible.</p> <p>(ii) Phased completion of construction Phase 1: Tanpits site (Site B) Development to New Road frontage (leaving existing car park operational) – approx 45 spaces available during construction</p> <p>(iii) Phase 2: the north west end of Garden street developed. SE end plus Tanpits to remain operational – approx 20 + 24 = 44 spaces available during construction</p> <p>(iv) Phase 3: South East end of Garden Street developed – 20+17+17 = 54 spaces available during construction. Subject to safety issues phased introduction of further car parking up to the planned total of 120 may be possible before completion of development</p> <p>(v) Construction complete</p>	
8.	<p><u>Final Accounts</u></p> <p>Completion accounts process as required by the development agreement once all the sales are also complete and following this the final payment being made to the Local Authority (or recoupment if instalment payments have been excessive).</p>	

CALDERDALE MBC

WARDS AFFECTED Calder Valley/ Luddendenfoot

CABINET

DATE 25 October 2005

GARDEN STREET HEBDEN BRIDGE – REDEVELOPMENT

REPORT OF THE GROUP DIRECTOR, REGENERATION & DEVELOPMENT

Not for publication by
virtue of paragraph 9 of
Part 1 of Schedule 12a of
the Local Government Act
1972
(Property negotiation)

1. ISSUE

- 1.1 To consider the selection of a preferred developer for the redevelopment of the Garden Street/Tanpits Car Park, Hebden Bridge.

2. NEED FOR A DECISION

- 2.1 Following Cabinet resolution on 14 February 2004 the Garden Street /Tanpits car parks were placed on the market, with the objective of securing additional off street car parking, funded from a private sector development. The agreed selection procedure has been followed and a preferred developer is now recommended.
- 2.2 The proposal has proved to be controversial and some objections have been received to the principle of any redevelopment.

3. RECOMMENDATION

- 3.1 To consider whether or not to proceed with the redevelopment process.
- And subject to (3.1) that -
- 3.2 the development company to be established by Studio BAAD, be appointed as preferred developer for the site, subject to the conditions listed in the report .
- 3.3 negotiation proceed on heads of terms with Studio BAAD and a valuation of the proposed transfer of land and resultant scheme be prepared for further consideration by Cabinet

- 4.7 Although less than 100 representations were received, the large majority did not support any of the proposals. (see appendix 1) The comments received were presented to the three developers who were asked to address the concerns in their presentations.
- 4.8 The panel took the view that at this stage no detailed scheme had been produced and hence many of the valid concerns of those making representations had yet to be addressed. It was therefore decided to apply a traffic lights system in appraising the submissions, with red representing a scheme which does not appear adaptable to meet the requirements of the brief, amber for a scheme which has not fully demonstrated it could meet the brief but shows potential for development and green which demonstrates it has met the brief. The reason for this approach was that the ultimate test of whether or not a satisfactory scheme can be produced will only be established when a planning application is submitted. Whichever developer was selected at this stage would have a great deal of work and hence cost to incur in developing their schemes to this stage, and proving its viability.
- 4.9 A panel of officers was set up with representatives from the Regeneration Section, Development Control Section, Engineering Services and Land and Property Services of officers and a representative from the Hebden Royd Town Council. The three companies were interviewed on 11 March 2005.
- 4.10 All the schemes were considered in the light of;
- The requirements of the planning brief
 - Conservation issues
 - Scheme design
 - Car parking
 - Planning considerations
 - Highways and site access
 - Development and construction issues
 - General considerations;
 - extent of public support/objection
 - funding details and site offer
 - "benefits" over and above the requirements of the development brief
- 4.11 The presentations were inconclusive and a recommendation was deferred pending the submission of additional information. The additional information requested was;
- how to overcome the constraint of the close proximity of the Croft Mill apartments and the need to ensure that the design can achieve the 12 metre minimum distance between the main aspect windows of the Croft and the proposed development. Also, due to the height of the proposed buildings, that design considerations could be introduced to minimise its impact.
 - details of the programme of community consultation that each company would expect to dedicate to this sensitive proposal prior to a planning

6.0 CONSULTATION

- 6.1 The results of the consultation period, 04/02/05 until 04/03/05, were made freely available to the community and interested parties and a reference copy placed in the library. The consultation took two forms; Respondents were asked to answer set questions by ticking the yes/no/no opinion option boxes on each of the following questions;
- Do you like the design of the development?
 - Do you think the proposal reflects the character of Hebden Bridge and its conservation area?
 - Do you think the proposal relates well to its immediate surroundings and neighbouring buildings?
 - Do you think the proposal makes the best use of the site in general?
 - Do you think the development will be of positive benefit to the town?

The results from these set questions are shown in Appendix 1

Some respondents chose to write their own personal comments on the proposals in addition to/instead of answering the set questions. An exact transcript of all the comments made is available as a background document.

- 6.2 A letter of objection to all three schemes was received from the MP on 13th May 2005 with a request that Cabinet is made aware of this objection.
- 6.3 All responses and letters of objection received were made in relation to the schemes as they were first submitted. Some of these concerns have already been addressed through the submission of the required additional information. Others will be addressed during the extensive community planning exercise that the developers will be expected to enter into following selection.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The financial offer from Studio BAAD is a development partnership with the Council receiving £1 on the transfer of the land, then a capital receipt based upon the residual valuation. (valuation of completed development less costs, including a 20% developer profit.) The current business plan would give the Council a receipt of around £400k, although a great deal more work is necessary before a final scheme is costed.
- 7.2 Since the proposal is to establish a separate development company to undertake the development, this would fall into the high risk category. There is a need therefore to ensure procedures are put in place which mitigates any risk.
- 7.3 Up until the land is transferred and development starts on site, the developer assumes all of the risk.

of their developments. It will therefore require an investigation prior to any transfer. It is proposed that this investigation be funded by the developer, but that it would be accepted as a development cost, and hence be ultimately deducted from the capital receipt to the Council. Details of the investigation will need to be agreed with Engineering Services and a copy of the report made available to the Council on completion.

8.0 CORPORATE IMPLICATIONS

- 8.1 The development of Garden Street contributes to the council's corporate vision and is in line with the following corporate priority:
- To promote sustainable economic growth, respect local heritage and improve our towns, villages and neighbourhoods.

9.0 CONCLUSION

- 9.1 The proposal is being pursued to help address the shortage of car parking provision in the town and forms part of the Hebden Bridge Traffic Review. The purpose of selecting a preferred developer is to enable one company to work up a scheme to a position where a planning application can be submitted. The preferred developer will be expected to undertake a public consultation exercise over several months to build up to the formal planning application stage. It is recommended that this company be Studio BAAD.
- 9.2 Any scheme that goes forward as a planning application will have to seek to address many of the constraints and objections that have been raised during the consultation process so far. The final test of whether the scheme goes ahead or not will be whether the scheme gets planning consent.

Reference:
Date: 11 October 2005

Janet Waggott
Group Director, Regeneration & Development

<p>Total number of parking spaces proposed</p>	<p>94</p>	<p>119</p>	<p>120</p>
<p>Total no of levels of car parking</p>	<p>3</p>	<p>3</p>	<p>3</p>
<p>Vehicular access points</p>	<p>Three proposed;</p> <ul style="list-style-type: none"> • Via Garden Street and Croft Mill road • Commercial street – upper level • Commercial Street – lower level 	<ul style="list-style-type: none"> • Vehicular access from Commercial Street descending through two levels of parking with exit onto Albert Street • Vehicular circulation located in the space between buildings to the west, partly to avoid the overlooking which would arise from active residential frontage. 	<p>Two proposed;</p> <ul style="list-style-type: none"> • Croft Mill road • Lower Commercial Street • Upper Commercial Street • Tanpits
<p>Number of units</p>	<p>47</p>	<p>58 plus 6 town houses on Tanpits area</p>	<p>60 (depending on the final agreed mix) on Garden Street and Tanpits</p>
<p>Number of levels of residential</p>	<p>4/5</p>	<p>6</p>	<p>3 above car park</p>
<p>No. of beds per unit</p>	<p>1 and 2</p>	<p>2 bed</p>	<p>¾ above Croft Mill Road and Tanpits 1, 2 and 3 (in current mix)</p>
<p>Name indicated</p>	<p>None indicated</p>	<p>Name indicated</p>	<p>None indicated</p>
<p>Changes to scheme consulted upon;</p>	<p>53 residential units reduced to 47</p> <p>Gap to be created in upper levels of residential units opposite closest elevation of Crofts apartments. Bridge structure to car parking levels to be incorporated at this point.</p> <p>Height of residential units reduced to allow for reduced heights adjacent to Croft</p>	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> ➤ Window reinforcements revised to prevent overlooking, phasing in, sprayed, clay windows with obscured glass to top of side to prevent overlooking, spray glass to avoid overlooking to the west. ➤ Other design elements remaining the same. ➤ Car park, units cover, construction, waste recycling etc. 	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> ➤ 27 residential units increased to 60 ➤ 76 car parking spaces increased to 120 car parking spaces ➤ 14 commercial units and possible media centre removed to increase parking ➤ relocation of gap between residential buildings which provides space for steps and vertical circulation to position facing the main
<p>Changes to scheme consulted upon;</p>	<p>27 residential units increased to 60</p> <p>76 car parking spaces increased to 120 car parking spaces</p> <p>14 commercial units and possible media centre removed to increase parking</p> <p>relocation of gap between residential buildings which provides space for steps and vertical circulation to position facing the main</p>	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> ➤ New plaza towards St George's square ➤ New pocket garden with restored historical well ➤ Commercial units to create active frontages and passive surveillance of car park from the Square to Tanpits ➤ High quality paved route from the Square to Tanpits ➤ New pocket gardens with pedestrian access from Garden Street to Commercial Street and the Birchcliffe hillside beyond ➤ Incentivised profit share out 	<p>Changes to scheme consulted upon;</p> <ul style="list-style-type: none"> ➤ New plaza towards St George's square ➤ New pocket garden with restored historical well ➤ Commercial units to create active frontages and passive surveillance of car park from the Square to Tanpits ➤ High quality paved route from the Square to Tanpits ➤ New pocket gardens with pedestrian access from Garden Street to Commercial Street and the Birchcliffe hillside beyond ➤ Incentivised profit share out

Garden Street Redevelopment : Results of Public Consultation 04/02/05 – 04/03/05

			<p>further car parking up to the planned total of 120 may be possible before completion of development</p>
	<ul style="list-style-type: none"> • Informal meetings with the groups concerned • Pre-planning consultation period 2-3 months 	<ul style="list-style-type: none"> • After survey, two schemes would be drawn up that would address the conflicting concerns of the overall scheme viability and proximity of existing residents. Prior to any public consultation, developer and CMCB to hold meetings with concerned apartment owners and seek resolution. • Run open day event to consult on resulting scheme(s) 	<ul style="list-style-type: none"> • Consultation day with immediately affected groups and workshops • Consultation day with wider community and workshops • Report back on these workshops • Public presentation of proposals • design forums at 4 week intervals each concentrating on key issues as the design progresses eg parking requirements/management, landscaping/lighting • public presentation of developed proposals prior to submission of planning application