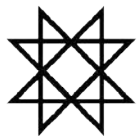




**Hebble Royd, Halifax
Masterplan Strategy**

**DEP Landscape Architects
&
Howard & Seddon Architects**

REVISION 6 - For Review - 17 January 2024



STONE KNIGHT
PARTNERSHIP

HOWARD & SEDDON A.R.I.B.A.
CHARTERED ARCHITECTS



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LANDSCAPE ARCHITECTURE Consulting Engineer

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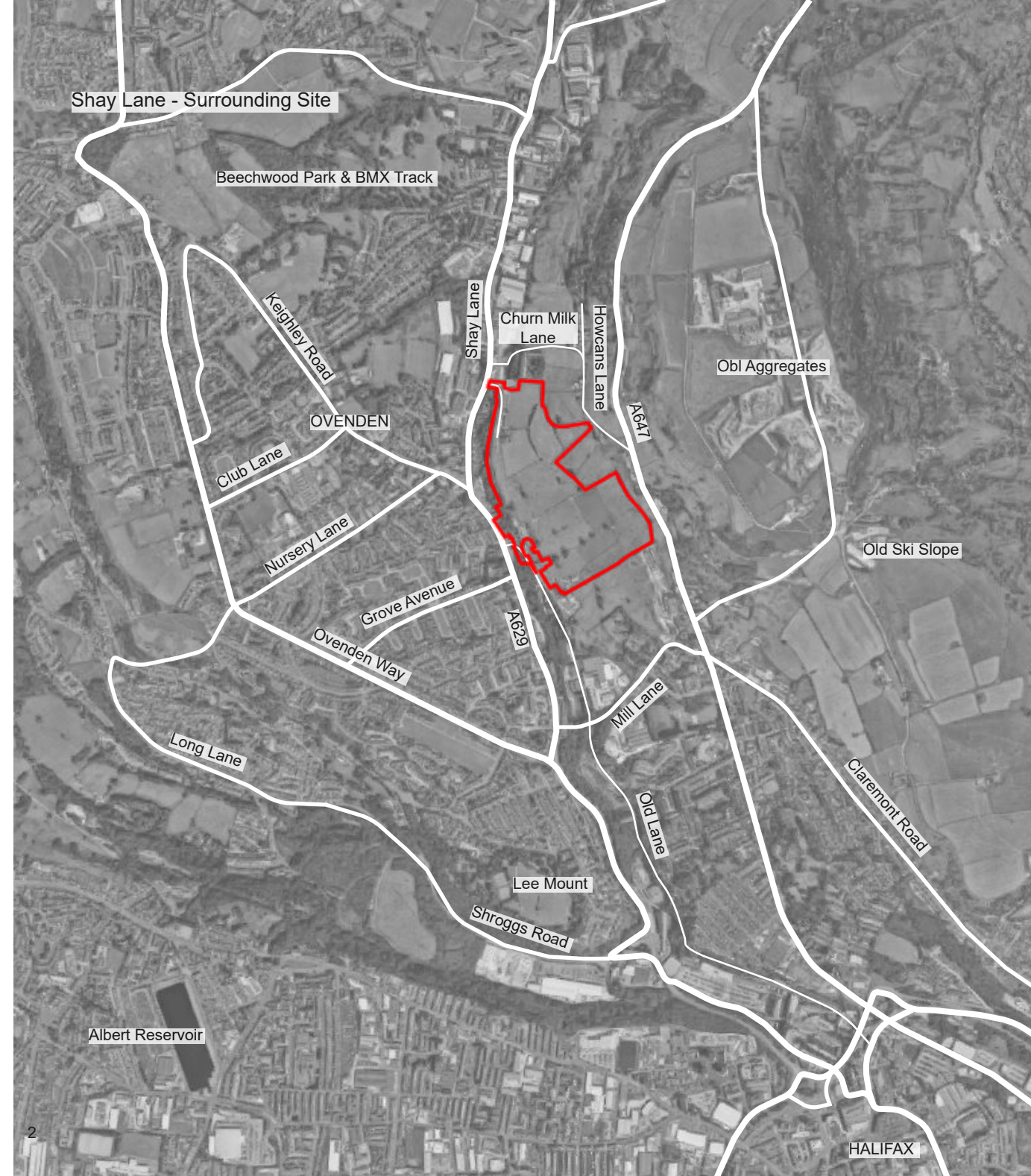
HEBBLE ROYD SURROUNDING SITE

The site sits in North Halifax, West Yorkshire, adjacent to Ovenden, bordered by A-roads to the East and West and smaller Lanes to the North and South. The majority of the site (which is approximately 16.6ha) is open, steeply sloping pasture divided by drystone walls with some scattered trees and occasional blocks of hedgerow. Ovenden Brook runs through the bottom of the site and this is heavily culverted and surrounded by trees.

To the East is an open quarry. To the South and West are residential developments with some small commercial units, and to the North are more commercial units and some residential areas.

The site represents the what may be classified as urban fringe, formerly Greenbelt and now allocated for housing development under the Calderdale Local Plan (Policy SD6 Allocated Housing Sites – Halifax - LDP Housing allocation ref Site number LP1229 Near Royd, Ovenden). It is mainly comprised of Landscape Character Area Type K1: Coalfield Edge Urban Fringe Farmland (Thornton-Queensbury) in the Landscape Character Assessment by LUC (2016), although the lower / Western part of the site sits within LCA F2: Calder (Walsden, Todmorden, Hebden Bridge, Mytholmroyd).

 MASTERPLAN AS PROPOSED AREA



HEBBLE ROYD SITE IMAGES



Views from Old Lane and Canker Lane (Bridleway)

The bridleway is very overgrown, and impassable at the top of the hill (Image A5)

This could be cleared and re-instated as a Public Right Of Way (PROW) along the southern boundary of the site.

HEBBLE ROYD SITE IMAGES



Views from Old Lane of existing buildings and the access road in (B3). Image B4 is of a former railway station house, whilst Image B5 indicates where the footpath is currently cut off and signed as private land

HEBBLE ROYD SITE IMAGES



Views from The A629 / Shay Lane including glimpses of the site between the existing houses (C4), which at pedestrian level help to screen the development

HEBBLE ROYD SITE IMAGES



Views from the North end
of the site and proposed
entrance to it

HEBBLE ROYD SITE IMAGES



Views from the north end of the site, specifically the small housing development that will join onto the scheme and cobbled access trackS (Churn Milk and Howcans Lanes)

HEBBLE ROYD SITE IMAGES



Views from the North and East of the site going up Howcans Lane, which offers panoramic vistas of the site, distant hills and urban development beyond

HEBBLE ROYD SITE IMAGES



Views from The A647 across the site, including points where the Bridleway from Old Lane would join up with the road (F3-F5)

HEBBLE ROYD CHARACTER IMAGES - BUILDINGS



The existing building vernacular on the site is limited, with some scattered farm buildings and terraced dwellings, with the majority of the site open pasture. However what is there and in the surrounding area can inspire and inform the layout of the proposed development, from traditional terraces to old mills and more contemporary buildings that add character

HEBBLE ROYD CHARACTER IMAGES - LANDSCAPE






The components of the existing landscape include drystone walls, cobbles, existing trees, lush grassland and the culverted Ovenden Brook. There are also expansive views across urban and rural areas to the moorlands beyond

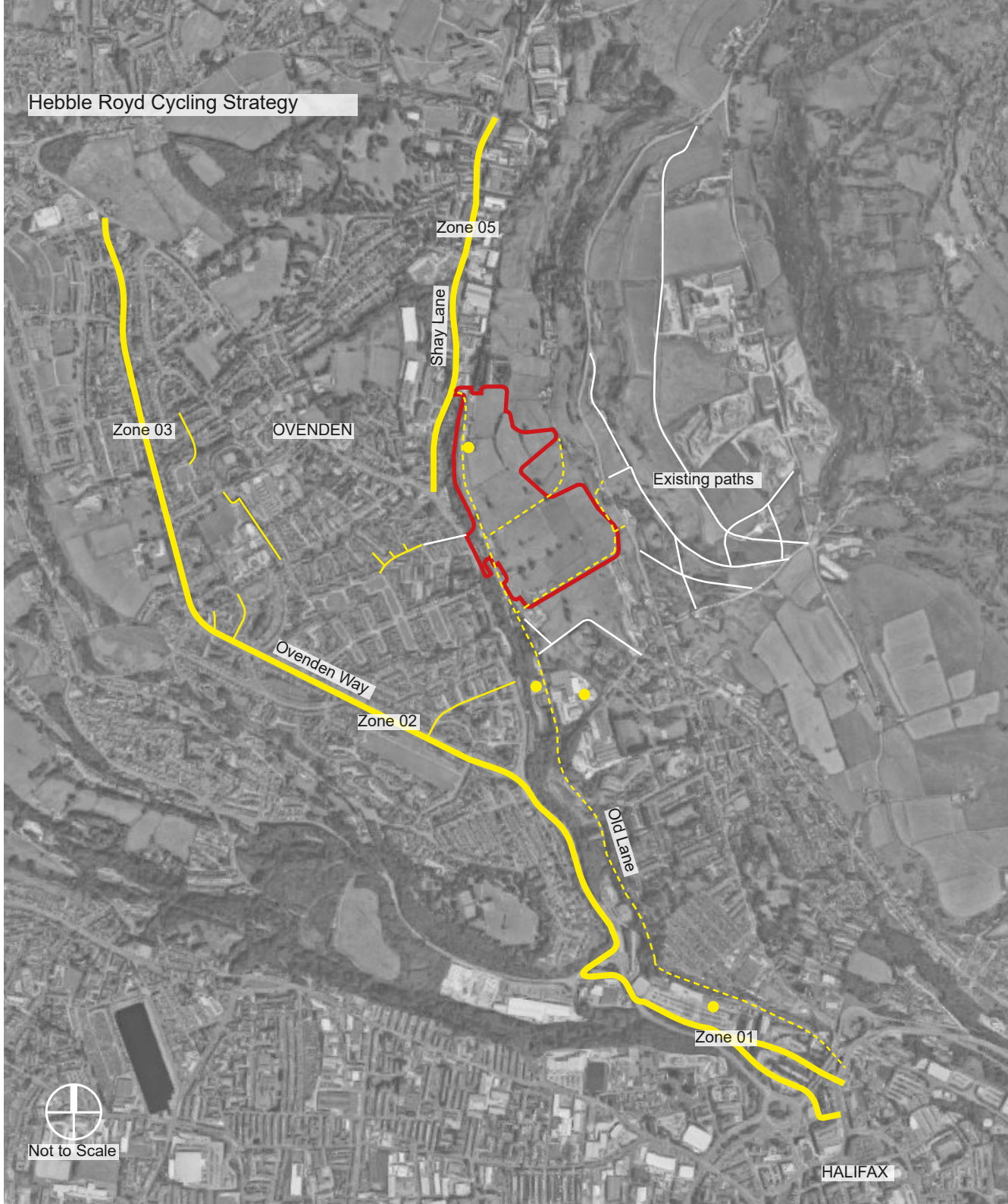
Shay Lane - Existing Vegetation and Walls



This sketch information indicates the field and tree boundary patterns and may be defined broadly as follows:

- 
 Drystone walls in varying states of quality and repair define field boundaries, which are for the most part used as pasture for horses
- 
 Scattered trees on the field boundaries are generally isolated, with some small stretches of hedgerow. In the lower part of the site along the Ovenden Brook, much more dense tree cover is established
- 
 Existing grassland is generally lush but monoculture and suitable for grazing

Hebble Royd Cycling Strategy






Part of the site's identity will be as an active space, and to enable this it is important to connect it with (draft) proposals in the North Halifax Improved Streets for People Scheme, which aims to encourage more sustainable modes of transport such as walking and cycling.

The site connects to the Shay Lane proposals (Zone 05) and could utilise the existing Old Lane route which connects all the way to Halifax along the Ovenden Brook corridor, to Lee Bridge / Dean Clough (Zone 01) and Halifax. This route would be scenic and quieter than the main road, offering a family-friendly way to get into Halifax. It could also connect with commercial enterprises along the route, from the nearby Halifax Boxing Sports and Fitness Club and associated Cafe, The Diamonds Gymnastics Club, Darkland Brewery and Bar, to features closer to Halifax, including the Travel Lodge, residential units and commercial outlets at Dean Clough

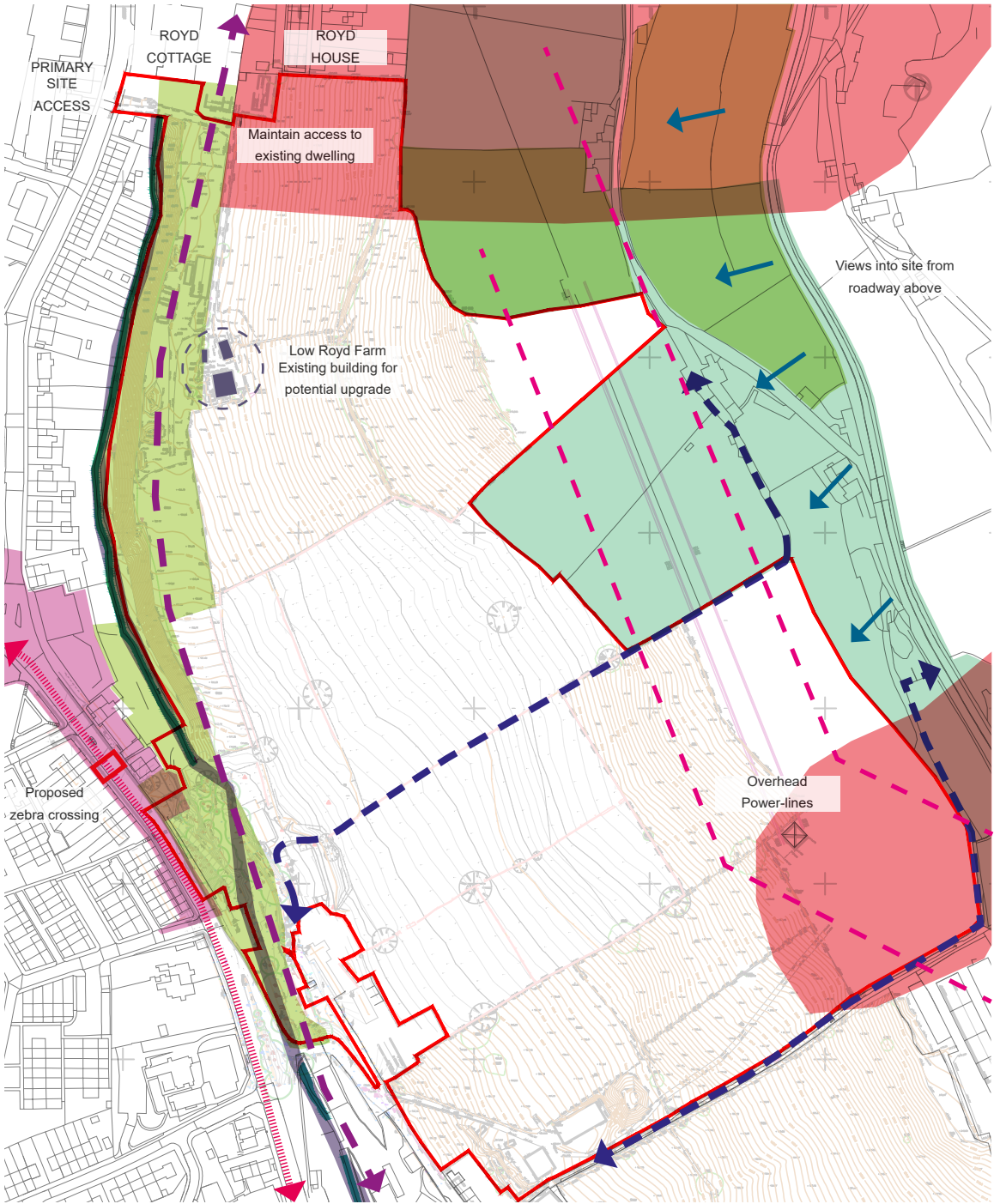
A Cycling Hub and cafe at the north end of the site in the existing building could also become an excellent orientation point

Public rights of way currently closed off / inaccessible could also be re-discovered, with new routes added to further connect the site with the surrounding area

-  Cycle Network Routes forming part of the North Halifax Improved Streets for People scheme
-  Proposed routes through the site to connect with and improve existing PROW, paths and the Improved Streets for People scheme
-  Hubs and points of interest along the proposed routes, including a Cycle Hub and Cafe at the north of the site



HALIFAX - HEBBLE ROYD SITE CONSTRAINTS



- SITE BOUNDARY
- WATERWAY
- FLOOD ZONE
- GREEN BELT BOUNDARY
- POTENTIAL UNSTABLE LAND
- WILDLIFE HABITAT NETWORK
- DISTRICT CENTRE BOUNDARY
- OVERHEAD POWER-CABLES EASEMENT
- PUBLIC RIGHT OF WAY (PROW)
- PRIMARY BUS ROUTE
- LINE OF FORMER RAILWAY

HEBBLE ROYD SITE CONSTRAINTS

An extensive site analysis has been carried out as part of the development of the master plan, building on the earlier site allocation process. Identify the principal constraints and opportunities of the site which in turn have informed the development of the vision for the masterplan.

Site constraints are influences to development that may limit potential in some parts of the site or require specific mitigation measures. However, from another perspective they can be seen as drivers and opportunities for stimulating a design response that reflects and enhances the distinct character of the site.

The adjacent plan sets out the key constraints identified as part of the site analysis and they are briefly summarised below:-

Access -

The existing sloping topography of the site and the deep cut of the brook together with the nature of the surrounding road layouts means that the opportunity for a suitable vehicular access is limited.

Topography

The site is generally slopes from east to west becoming steeper and more difficult to develop towards the eastern boundary. Ovenden Brook runs north to south along the western edge of the site in a steep cutting. There is a strong existing field pattern reinforced by a series of drystone boundary walls and hedgerows that are in a varying state of repair.

Views into the site

There are expansive views into the site from the eastern boundary from the adjacent land and Booth Town Road and Howcans Lane above.

There are glimpsed views into the site between the buildings and trees from along Keighley Road and Shay Lane.

Overhead Power cables –

The eastern edge of the site is over sailed by high level power lines. There is a exclusion zone for development either side of the line of the cables.

In Addition there is a Substation that feeds low level power lines that cross the site. Development of the site will involve re-routing these.

HEBBLE ROYD SITE CONSTRAINTS

Overhead Telephone lines

There are a series of overhead telephone lines supported on telegraph poles that connect the existing houses and farms on the site and beyond.

Mains Sewer

There is an existing main sewer running north to south following the edge of the brook and extending down into Old Lane. There is a 6m easement to allow for maintenance to either side of the drain.

Rights of way

There are a number of existing established Public Rights of Way (PROW) that traverse the site and run across the fields following the established field pattern and the stone walls mentioned above. The line of these is outlined on the constraints plan.

There are a couple of Houses to the north of the site, (Royd House + Royd Cottage) that are outside the scope of the masterplan but that are to be retained including the maintaining of their existing access and services across the masterplan site.

Planning Area Designations

The planning department interactive map outlines a number of policy areas that will impact the site either because the areas cross the site or are close enough to influence the design process. These are policy areas are listed below:-

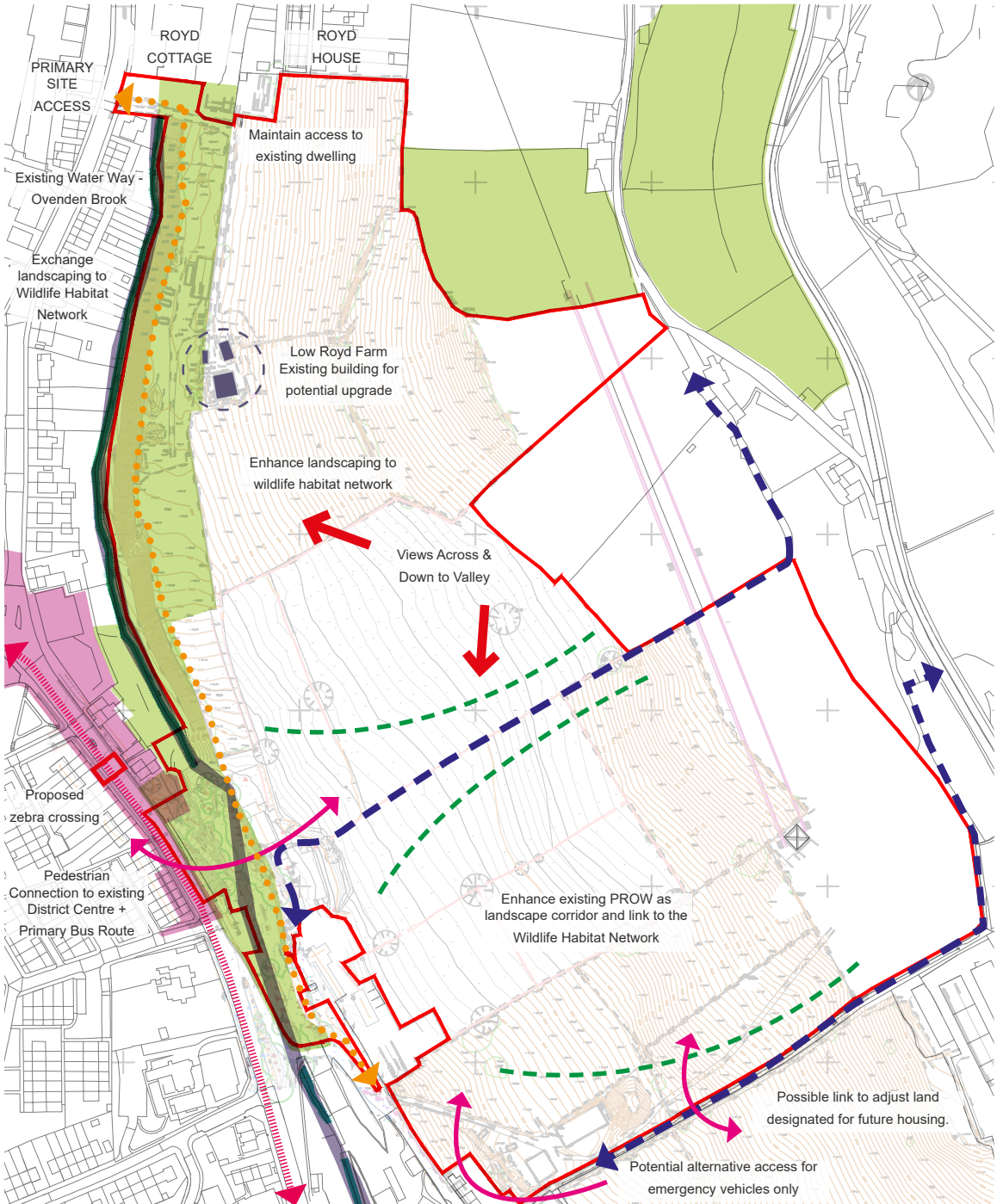
- Wild Life Habitat Network - policy - GN2
- Potential Unstable Land – policy – EN3
- Critical Drainage area – policy – CC2
- Green Belt – policy - GB1
- Town Centres – policy RT1 + Primary shopping area – policy – RT2



The master plan takes account of the requirements and aspirations of the council policies mentioned above.

Green Belt

The eastern boundary of the site abuts the boundary of the green belt designated in the local plan. The proposed development masterplan would therefore have to consider views into the site and the any impact of the proposals on the openness of the Green Belt.

HALIFAX - HEBBLE ROYD SITE OPPORTUNITIES



-  SITE BOUNDARY
-  WATERWAY
-  FLOOD ZONE
-  WILDLIFE HABITAT NETWORK
-  DISTRICT CENTRE BOUNDARY
-  PUBLIC RIGHT OF WAY (PROW)
-  PRIMARY BUS ROUTE
-  POSSIBLE SEGREGATED CYCLE / PEDESTRIAN ROUTE

HEBBLE ROYD SITE OPPORTUNITIES

Key site opportunities will include both existing natural and built assets which should be enhanced and incorporated into the site layout. Site location and the potential for establishing connections with neighbouring areas need to be maximised, allowing the most advantageous integration of the site into the surrounding context. The master plan will embrace these opportunities and should respond with a design that reinforces the distinct identity of the site and generates a unique sense of place.

- The adjacent plan sets out the key site assets and opportunities that have been identified and they are briefly summarised below:-
- The site layout and detailed design can positively respond to the sloping topography of the site, taking inspiration from local precedents.
- Existing woodland, trees and hedgerows should be incorporated into the proposals to re-enforce the established landscape character and biodiversity.
- Designated and non-designated heritage assets, including the historical field boundaries should influence the layout and character of the development parcels.
- Existing waterways should be retained as key features within the open space network.
- The proximity of the district centre presents an opportunity to create a strong link between the main elements of the development and the designated Primary Shopping Area.
- The A629 to the west of the site is a 'Primary Bus Route' with services to Halifax Centre and Keighley. There are a number of bus stops on the A629 that within walking distance of the development site. A strong, easy and level pedestrian connection would encourage the use of public transport and reduce the number of car journeys.

HEBBLE ROYD SITE OPPORTUNITIES

- The latest Council proposal for various up grades along the A629 shows a new pedestrian crossing – a pedestrian link from the site that emerges adjacent to and links in with it would provide a safe and convenient crossing to the busy road to access Bus services towards Keighley.
- The existing stone buildings that form Old Royd Farm at the centre of the site can be rebuilt to be a feature element in the scheme and reinforce the sites established character.
- To the north end of the site the existing access out onto Shay Lane has the potential to be extended to provide a safe and efficient vehicle access to the site.
- The potential for long range views out of the site, particularly from the network of landscape areas, will establish the character of the site, its place within it and its connection to the surround area.
- Provide attractive and ecologically rich buffer planting to surround the proposed dwellings within the site and the existing dwellings around the boundary.
- The former route of the disused railway line that runs along the side of the brook is an opportunity to create an attractive feature segregated cycle and pedestrian route through the site as a positive encouragement to active travel.
- The existing links to the south out of the site out onto the private street of Royd Lane and then on to Old Lane can provide an exit to connect the proposed cycle and pedestrian route with the active travel route proposed by the local authority down into Dean Clough Mill and Halifax district centre.
- The retention of the stone walls surrounding the brook at the southern end of the site would be both an attractive feature of the any scheme and reinforces the sites established character.
- The end of Royd Lane that runs onto the site at the southern boundary is and potential opportunity for an alternative access for emergency vehicles only access the development if the need arises.

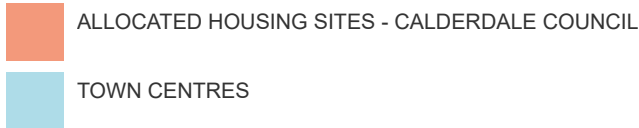
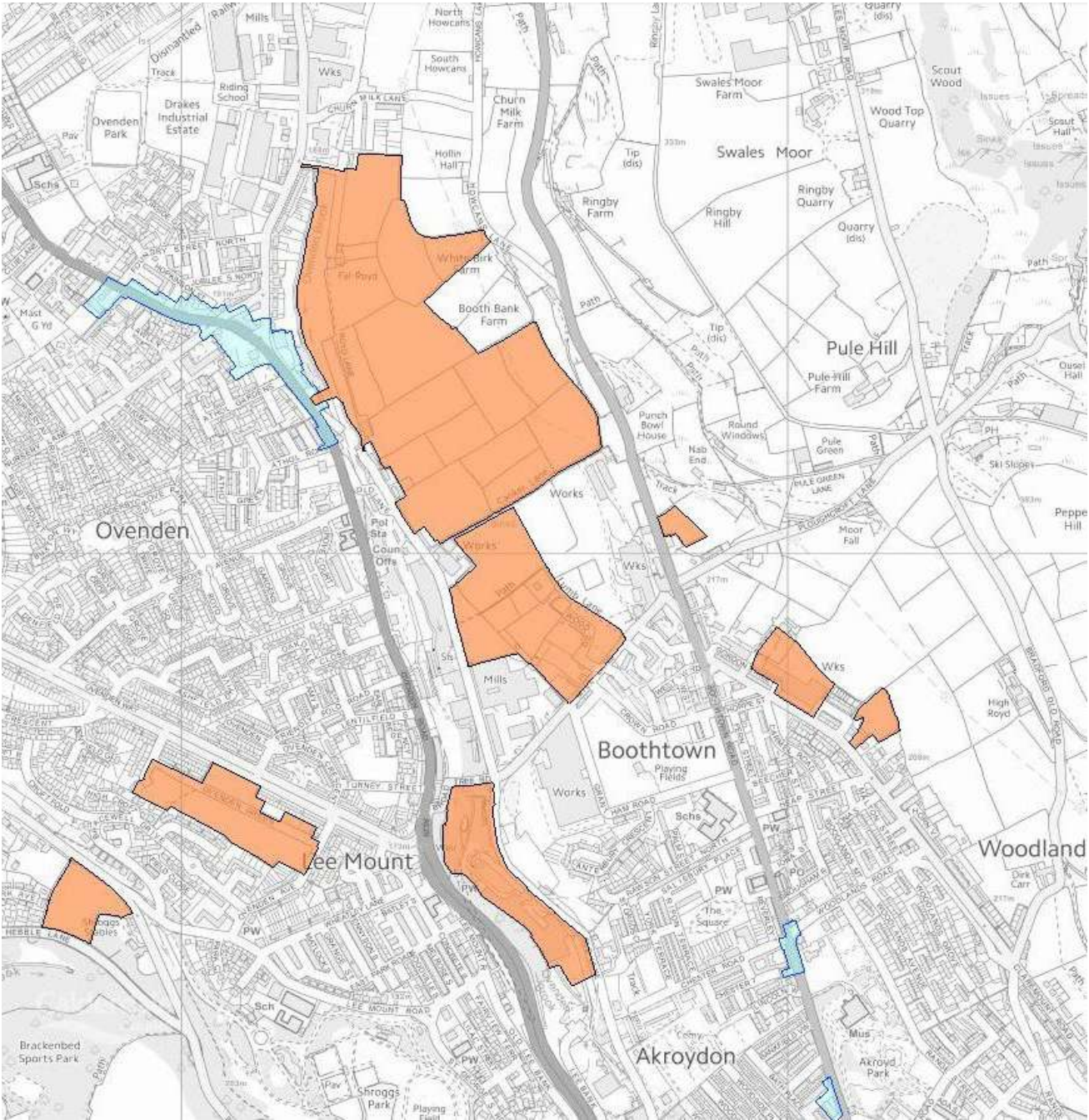
HALIFAX - HEBBLE ROYD MASTERPLAN

Introduction

The Hebble Royd site has been identified by Calderdale Council in the Calderdale Local Plan (2023) as the most important site for addressing the housing needs of Halifax over the next ten years. It not only identifies land for the number of new houses required, but also sets new standards both for the quality of construction and design.

It has been selected as a sustainable location, within walking distance of local shops and schools, plus a short distance to the Halifax Centre and Dean Clough with its restaurants, theatre, art galleries and small businesses.

This masterplan outlines the principles for the development of the site, to ensure it will reflect the unique character of the landscape, maximise the opportunities to enhance biodiversity and achieve an attractive layout to encourage walking and cycling, as well as addressing traffic generation.





MASTERPLAN KEY DESIGN PRINCIPLES

PRIMARY
VEHICLE
ENTRANCE



NEW
PEDESTRIAN
BRIDGE

TOWARDS
HALIFAX

-  RESIDENTIAL PARCELS
-  CARE VILLAGE
-  LOCAL CENTRE
-  GREEN SPACE
-  PRIMARY ROADS
-  RESIDENTIAL STREETS
-  PRIMARY ACTIVE TRAVEL ROUTE
-  PROW

MASTERPLAN

KEY DESIGN PRINCIPLES

Key Design Principles

The masterplan for the Hebble Royd 'Garden Community' has been informed by the design principles developed through workshops and discussion with key stakeholders and the pre-application response from the Local Planning Authority together with the constraints and opportunities plans that have resulted from site analysis.

The masterplan is landscape led, and in line with the 'Garden Community' aspirations in seeking to retain and enhance the best features of the existing landscape and ecology through a network of open spaces of a variety of uses, thereby creating a mosaic of habitats within the development. The prospective Residents will have easy access to these green spaces, which will also accommodate walking and cycling routes, making active travel the preferred option, and promoting health and wellbeing.

A Care Village comprising Assisted Living Apartments, a Residential Care Home, a Community Hub and a medical Centre including a Pharmacy and Optician is at the heart of the scheme and is linked directly to the Village centre by a proposed pedestrian bridge.

Connectivity is at the heart of the proposals linking the development as a whole to the existing Village centre and the Village centre to the Care Village.

The following pages set out four key layers of the masterplan formation, explaining the rationale for the distribution of land uses, heights and density, landscape and open space, and access and movement.

The following chapter provides further detail on the individual strategies/ components of the masterplan and the specific requirements and/or limitations on their delivery. The detail of what these elements should look like is set out in the associated Design Code.

MASTERPLAN LAND USE



- RESIDENTIAL PARCELS
- CARE VILLAGE
- LOCAL CENTRE
- GREEN SPACE

MASTERPLAN LAND USE

Land use

The site has been designated within the LA local plan for potential residential development.

The amount and distribution of the principal land uses within the masterplan has been carefully considered in conjunction with the surrounding community assets to deliver a thriving, balanced community with services and facilities which are easily accessible to all residents to ensure that they will be well used and remain viable.

The proximity to the site to the established village centre means that many of the local support services necessary for a successful residential area are already in place. A new Care Village has been identified by local health care providers as being required to augment the services within the village centre and has been sited to give a direct connection to the village. The Care Village also been sited within the proposal to be conveniently at the confluence of the proposed active travel routes. The routes will provide easy access on foot or by bike in and around the site for the new and existing residents and put the care village and the public space in front of it at the heart of the scheme.

Residential land use parcels are distributed to either side of the central roadway loop and are separated by the landscaped amenity buffer zones and will incorporate the residential and tertiary street networks. Each parcel has a certain character in terms of the opportunities they present and these opportunities should be exploited to maximise the beneficial impact of the detailed designs within the masterplan. The Different sized development parcels provide flexibility to accommodate both larger and smaller house builders, with parcels on the eastern and southern edge of the plan specifically identified for potential SME builders or even Self-Builder plots.

Along the valley floor on-street car parking bays are suggested to be integrated with the landscaping to complement the linear park alongside the brook with the pedestrian and cycle lane threaded through it.

The substantial landscaping that is spread through the masterplan will facilitate the inclusion of a sustainable drainage strategy and flood risk mitigation features that will be integrated into the landscaping and complement the incidental open space for all types of recreation.

MASTERPLAN BUILDING HEIGHTS & DENSITY



30-35 UNITS / HA

35-40+ UNITS / HA

MASTERPLAN

BUILDING HEIGHTS & DENSITY

Building Heights and Density

Drawing strongly from local character that is discussed at length elsewhere in this document, the majority of homes within the Hebble Royd Masterplan are intended to be 2 - 2.5 storeys high, helping to reduce the site's visual prominence within the surrounding landscape. The steep topography of the land means that the introduction of 'stepped' house types within the masterplan in appropriate locations may result in a number of properties that are taller on their 'downhill' façade.

The two principal buildings within the Care village are suggested to be two larger buildings that are evocative of mill type buildings grouped together along the bottom of the valley. As above the mass of the building is set into the slope of the site so the buildings present as three storey structures to the eastern elevations and up to 5 storeys facing west towards the brook. This enables the Care Village to be compact and framed by existing stone walls.

A Landscape and Visual Impact Assessment (LVIA) may be required to demonstrate a design proposal's wider visual impact.

DENSITY

Whilst a minimum density of 30dph would be acceptable within the Garden Community in line with Policy HS2 of the Local Plan, higher density development will be strongly encouraged in the parts of the site most easily reached by sustainable means (walking, cycling and public transport) where the topography allows and with the best access to services within the site and the wider town. The design of these opportunities will be subject to wider placemaking considerations.

The suggested approach to density set out on the plan above has been informed by, and developed alongside, the masterplan character areas. More urban forms and thus higher densities are encouraged closer to the site's interfaces with the existing town, and lower densities and rural forms at the site's extremities, providing a sensitive new edge to Ovenden.

MASTERPLAN LANDSCAPING



- RESIDENTIAL PARCELS
- GREEN SPACE
- ARRIVAL SPACE / VILLAGE GREEN
- BIODIVERSITY CORRIDOR / WILDLIFE NETWORK

MASTERPLAN LANDSCAPING

Landscape and Open space

The landscape strategy creates a network of open spaces throughout the site, providing a range of character areas and uses to create a varied and attractive environment accessible to new and existing residents.

The sloping topography of the site precludes the practical provision of formal playing fields, however the landscape strategy allows for different character areas of public open space within the layout that will form links throughout the scheme. These Green Links will provide a variety of types of recreational space, including both formal and more informal play spaces.

The landscaping will incorporate existing linear features such as hedgerows, drystone walls and public rights of way. Planting will be predominantly naturalistic with an emphasis on creating habitats for invertebrates, birds, and mammal species.

The green spaces will also form an important element in the surface water management within the scheme. They will include design features that will both provide necessary attenuation to the water run off but also potential habitat for some of the creatures mentioned above.

A 'green lifestyle' vision is a key aspect for the community and is beneficial to both people and wildlife. Community Growing Areas and Orchards are strategically located around the masterplan to facilitate access for all and encourage local food production for increased health and wellbeing.

Small incidental green spaces will be provided at the junctions between the vehicle and the cycle and pedestrian routes. This will include specific traffic calming measures at the nodes to increase safety and ease the interaction between the various modes of transport. These nodes will also create visual interest and act as way-finders along the internal street network.











MASTERPLAN ACCESS & MOVEMENT

PRIMARY
VEHICLE
ENTRANCE



NEW
PEDESTRIAN
BRIDGE

TOWARDS
HALIFAX

-  PRIMARY ACCESS
-  SECONDARY ACCESS (EMERGENCY VEHICLE ONLY)
-  PRIMARY ROADS
-  RESIDENTIAL ROADS
-  SEGREGATED CYCLING
-  PROW
-  BUS STOP
-  PROPOSED ZEBRA CROSSING
-  PROPOSED PEDESTRIAN BRIDGE
-  PRIMARY ACTIVE TRAVEL

MASTERPLAN ACCESS & MOVEMENT

Access and Movement

The site is allocated in the recently adopted Local Plan, thereby establishing that in principle, the site is suitable for development. Site access and layout have been carefully considered with the steeply sloping nature of parts of the site presenting particular challenges. Whilst providing suitable access for vehicular traffic, the masterplan has been conceived to encourage walking, cycling and bus travel for everyday journeys, to increase the potential footfall for local businesses and to reduce reliance on the private car.

The access and movement strategy envisioned within the master plan aims to deliver a clear movement hierarchy which prioritises Active Travel in line with local policy and the principles set out in LTN 1/20.

Walking and cycling are strongly encouraged through the provision of an extensive network of segregated and shared footpaths and cycle routes linking all parts of the site to key destinations within the Master Plan and further afield. The plan seeks to reinforce and enhance existing routes like the public footpaths across the site and create new 'desire line' routes through the newly generated public open space.

The north-south designated segregated pedestrian and cycle route takes an attractive route along the side of the brook through the designated 'Wildlife Habitat Network' but is still visible for its length from the housing to enhance personal security and is also near a roadway for the ease of maintenance. At the southern end of the site the route will link in with the active travel route proposed by the local authority along Old Lane that is proposed to run down the valley and connect with Dean Clough Mill and Halifax district centre.

The main site access is proposed on Shay Lane, with access for pedestrians and cyclists also proposed on Old Lane and pedestrian access to be provided by means of a new footbridge on Ovenden Road. The opportunity to provide a new high standard vehicular access on Ovenden Road was also considered but relied on provision of a much larger new bridge that was found to be uneconomic. The transport implications of the proposed development will be analysed in a comprehensive Transport Assessment that will, in due course form part of a planning application for the proposed development. A range of traffic surveys has already been undertaken and current indications are that, with the development strategy identified in the masterplan, demands for movement generated by the proposed development will be safely and adequately accommodated.

MASTERPLAN ACCESS & MOVEMENT

The main site access is proposed on Shay Lane at the north, with land acquired to enable provision of a new access to normal highway standards. Highways within the site will comprise a short length of primary access, feeding onto a 'loop' road that will circulate around the site, with residential streets access from the loop. The primary access and loop will be designed and engineered to limit traffic speeds to low levels, around 20mph, with provision of block paved raised tables at key junctions as traffic calming features to limit traffic speeds and assist pedestrian movement.

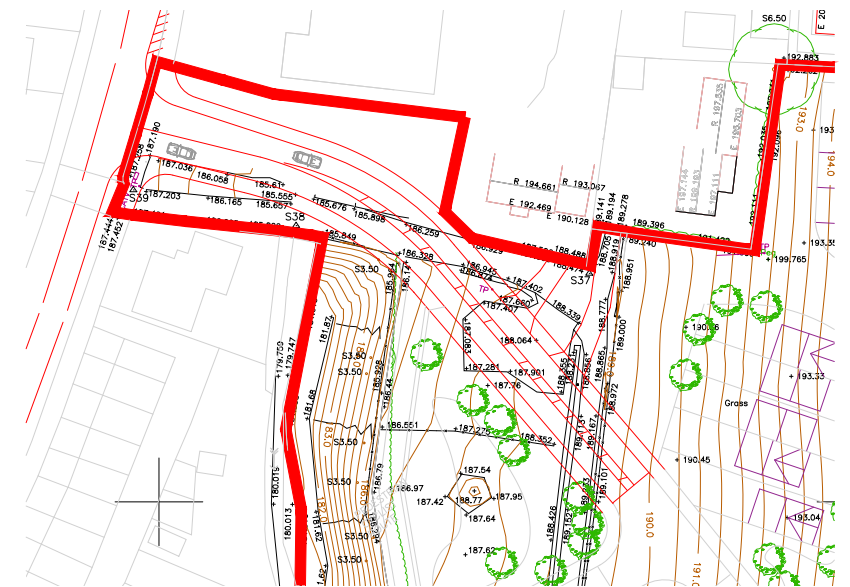
The provision of local bus services into the site are considered to be impractical and uneconomic. By providing an easy pedestrian link across the new bridge to the bus stops on the A629 with their more frequent bus services it is felt that more people would be encouraged to take the bus to Halifax or Keighley.

The new bridge will provide a convenient link for pedestrians between the proposed development and the bus stops, local shops and community facilities on Ovenden Road. The new bridge will be effectively level, so avoiding the steep gradients either side of Ovenden Brook. Most of the houses to be built and the care village will be within a 5 minute walk of bus stops on Ovenden Road, where frequent services to and from Halifax district centre and other locations are available. The provision of a Zebra Crossing on Ovenden Road to replace the existing uncontrolled crossing, being considered by the Council as part of the 'Next Chapter' strategy would assist pedestrian access to local bus stops. The potential to run local bus services into the site has been carefully assessed but is considered uneconomic and unnecessary.

Within the site a network of footways and footpaths will provide for pedestrian movement within the site. Walking to nearby schools, to shops and community facilities will be convenient options. The provision of improved pedestrian facilities at the junction of Ovenden Road and Nursery Lane, being considered by the Council as part of the 'Next Chapter' initiative will assist pedestrian movement around the local centre. Walking as a leisure activity will be an option available to future residents and other living nearby, including walks alongside Ovenden Brook or the connections to public rights of way that adjoin the site. At the eastern end of the pedestrian bridge will be the Community hub and the medical centre that is proposed to include a Pharmacy and an Opticians. The bridge will thereby provide a direct level pedestrian access to local shops and community facilities to ensure that the Community Hub and the Medical Centre become assets for the village as a whole.

The design and layout of the masterplan has been conceived to encourage walking and cycling for everyday journeys, to increase the potential footfall for local businesses and to minimise car use.

MASTERPLAN VEHICLE ACCESS



MAIN ACCESS



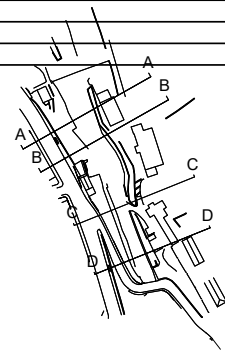
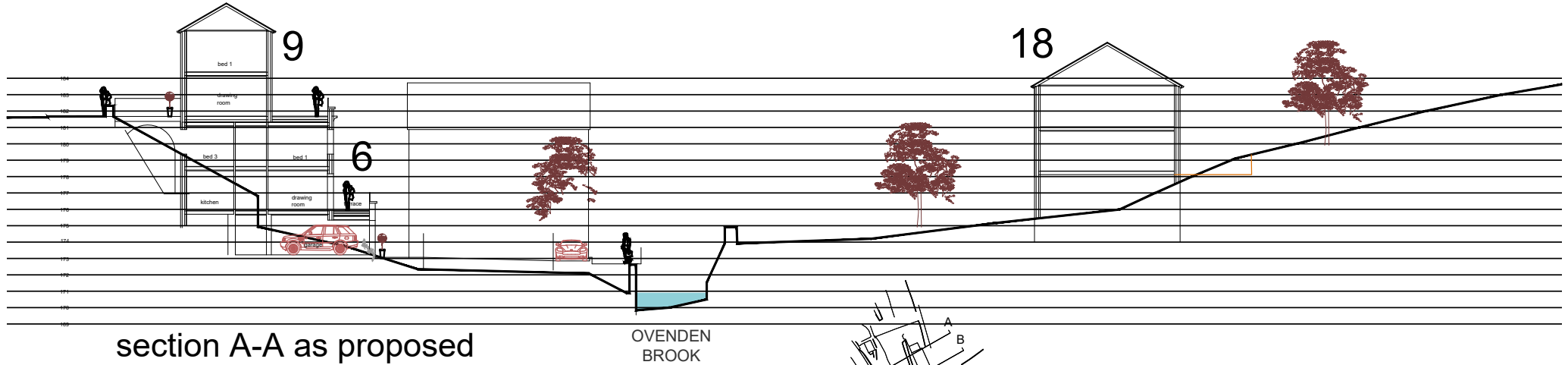
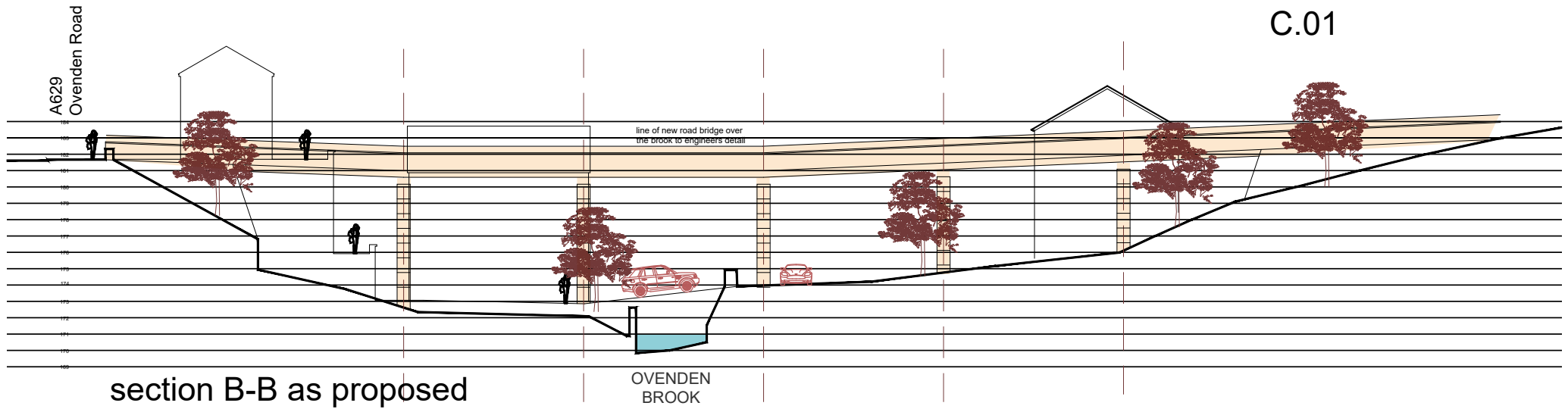
EMERGENCY ACCESS

HEBBLE ROYD PEDESTRIAN BRIDGE CONNECTION



HEBBLE ROYD PEDESTRIAN BRIDGE CONNECTION

C.01



HEBBLE ROYD PEDESTRIAN BRIDGE CONNECTION



HEBBLE ROYD PROVISIONAL ACCOMMODATION SCHEDULE

Care Village GIA

Assisted Living	3,252m ²
Care Home	4,180m ²
Medical Centre	385m ²
Community Hub	505m ²
Totals	8,322m ²

Medical Centre

Clinic	
Pharmacy	
Optician	
Total	385m ³

Residential Zones

Schedule of Accommodation			Ownership A				Ownership B			
	Site Area	Density	2 Bed	3 Bed	4 Bed	Total	2 Bed	3 Bed	4 Bed	Total
Zone 1	0.5783ha	40/ha	9	14		23				
Zone 2	0.7210ha	35/ha		14	11	25				
Zone 3	0.5598ha	35/ha		3	16	19				
Zone 4	2.0382ha	30/ha		19	42	61				
Zone 5	0.8614ha	35/ha	8	14	8	30				
Zone 6	0.5114ha	40/ha	9	11		20				
Zone 7	0.4108ha							6	2	8
Zone 8	0.0411ha	Retained Building								
Zone 9	0.9511ha							16	2	18
Zone 10	0.6883ha	Care Village								
Zone 11	0.8745ha	40/ha		25	10	35				
Zone 12	0.3240ha	40/ha	7	7	4	18				
Zone 13	0.8589ha	35/ha	8	12	10	30				
Zone 14	0.1190ha	35/ha		1	2	3				
Zone 15	0.3373ha								6	6
Zone 16	0.0110ha								1	1
Sub - Total			41	120	103	264		22	11	33
Total			41	142	114	297				

Assisted Living

Schedule of Accommodation			
	1 Bed	2 Bed	Total
Ground Floor	10		10
First Floor	12	1	13
Second Floor	12	1	13
Third Floor	12	1	13
Fourth Floor	6	1	7
Totals	52	4	56

1 Bed	56.2m ²	605 ft ²
2 Bed	70.7m ²	761ft ²

Community Hub

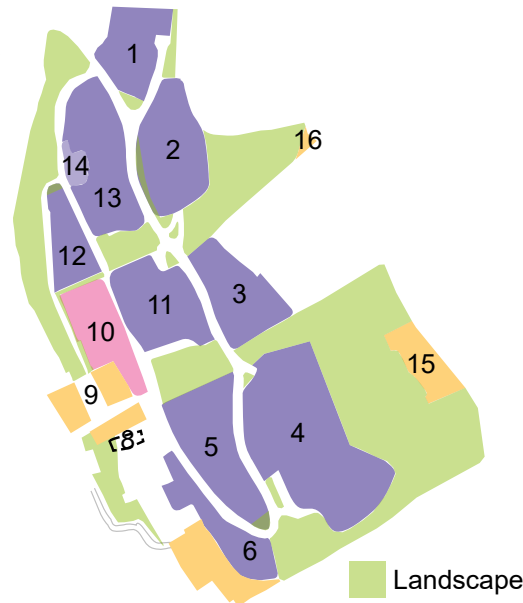
Muti-Use Unit	385m ³
Unit 1	120m ³
Total	505m ³

Care Home

Suite 1	14 Beds
Suite 2	14 Beds
Suite 3	14 Beds
Suite 4	8 Beds
Suite 5	14 Beds
Total	64 Beds

Regulatory Note

It's imperative to highlight that all schedules presented are provisional, subject to necessary adjustments and approvals.



Project Overview

Assisted Living: This segment of the project offers carefully designed living spaces to promote independent living with personalized support. Flexibility in occupancy is integral to accommodate the diverse needs of potential residents.

Care Home: The Care Home component assures 24/7 professional care for residents requiring comprehensive assistance. Admissions are strategically planned to ensure a secure and well-managed environment.

Medical Centre: The on-site Medical Centre, equipped with a clinic, pharmacy, and optician services, is designed to facilitate efficient and timely access to primary healthcare needs. Services will adhere to a structured schedule to ensure consistent availability.

Community Hub: Positioned as the social nucleus, the Community Hub will host a variety of events and activities. A carefully curated schedule will foster interaction and engagement, contributing to a strong sense of community within the development.

Residential Area (Ownership A & B): The residential zones with private ownership will feature diverse living spaces. A planned schedule for availability ensures a systematic and controlled approach to occupancy, promoting a balanced mix of private and communal living.





The Existing Site Plan opposite makes it clear the site is primarily grassland and soft, with scattered built form at the fringes, some single trees and drystone walls that define the fields. The landform slopes towards Ovenden Brook, steeply in some parts.

This all means the proposals will be removing a large area of land that currently absorbs water and so a strategy to mitigate against this will be crucial, especially as the lower part of the site (along Ovenden Brook) is in Flood Zone 3



Images of Ovenden Brook and culverts (near the site - Brook not accessible on site)

This sketch information indicates the flow of water over the site, which culminates in Ovenden Brook which in many areas is culverted and is in general inaccessible on the site

-  Ovenden Brook and direction of flow
-  Water flow over site - denser / thicker lines indicate steeper slopes

Shay Lane - Proposed SUDS



SUDS don't have to be wet to work, in fact most of the time they will be dry. They can be applied to sloping landform and work best as part of an integrated landscape scheme to not only reduce storm-water run-off but also increase biodiversity and habitats, enhance the aesthetics of a scheme, encourage play and interaction with the landscape, mitigate against climate change, improve the quality and character of a place and even reduce overall build costs and property values.

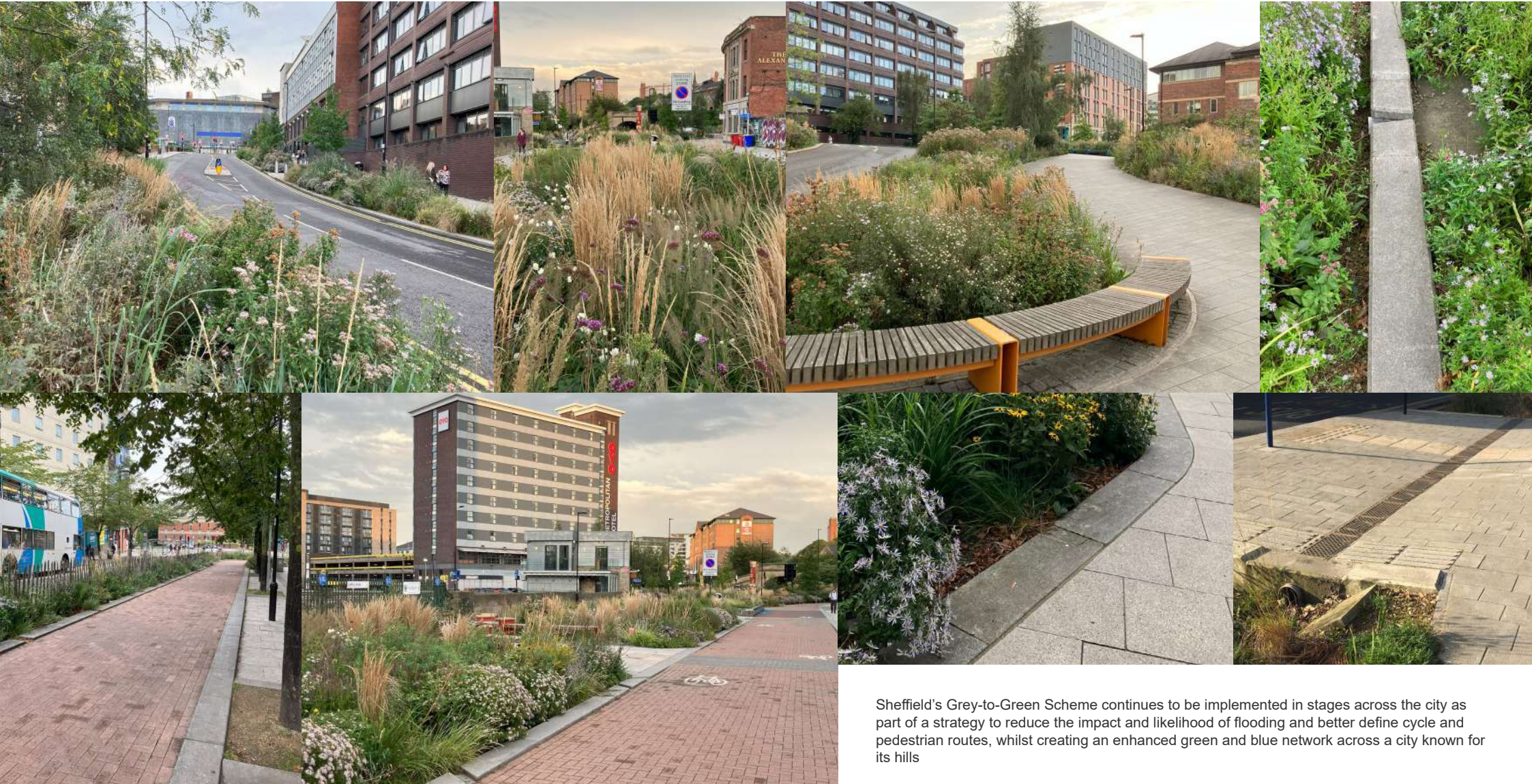
Key to their success is to spread them out. Even small interventions when repeated across a scheme can greatly reduce the amount of water that makes it to the storm-water system. Elements that may be defined as SUDS features include:

- Green and blue roofs
- Vegetated swales and berms
- Ponds
- Filtration strips
- Rain-water butts
- Water-detention basins and channels
- Tree planting
- Permeable paving / roads

All of these elements can contribute to catching, slowing, cleaning, using and storing water before it reaches water courses or traditional drainage systems. Crucially they can also all be incorporated into a landscape scheme without causing issues of safety or reducing the quality of a space.



Hebble Royd - Proposed SUDS



Sheffield's Grey-to-Green Scheme continues to be implemented in stages across the city as part of a strategy to reduce the impact and likelihood of flooding and better define cycle and pedestrian routes, whilst creating an enhanced green and blue network across a city known for its hills

HEBBLE ROYD PROPOSED SUDS



Cannock Mill in Colchester is another example of a scheme on a sloping site - "This co-housing development is located on a steeply sloping, north-west facing site that descends 11m to the Bourne Brook... Colchester has a rich heritage of textile manufacturing and the development incorporates a historic mill and associated Grade 2 Listed mill pond that were built in 1845. This presented both significant topographic challenges as well as the importance of respecting and celebrating the historic fabric of the site."

Shay Lane - Proposed Landscape and Biodiversity



Integrated with the SUDS scheme will be a soft landscape strategy that aims to diversify the existing pasture of the fields, work with and expand upon the existing trees and blocks of hedgerow, enhance and protect the valuable woodland habitat along Ovenden Brook (identified as a Wildlife Habitat Network in the Local Development Plan) and thread these spaces together through a range of planting types, from native tree, hedge and scrub-land, to layers of ornamental and wildlife-friendly species, meadows and long grass. These will also tie in with the SUDS scheme and where appropriate include aquatic and marginal planting.

The soft landscape can also define thresholds and routes in and around the site, create spaces for play and community uses, encouraging neighbours to interact with one-another and the local environment.

Planting on the Eastern, higher plots where development will not occur also has the opportunity to create habitats for priority species identified in the Local Plan, such as Curlews and Lapwings, which require certain habitats including wetland, grassland and farmland for nesting and feeding, ideally in a space where they won't be disturbed.

- Existing Trees and vegetation
- Proposed vegetation
- Proposed SUDS

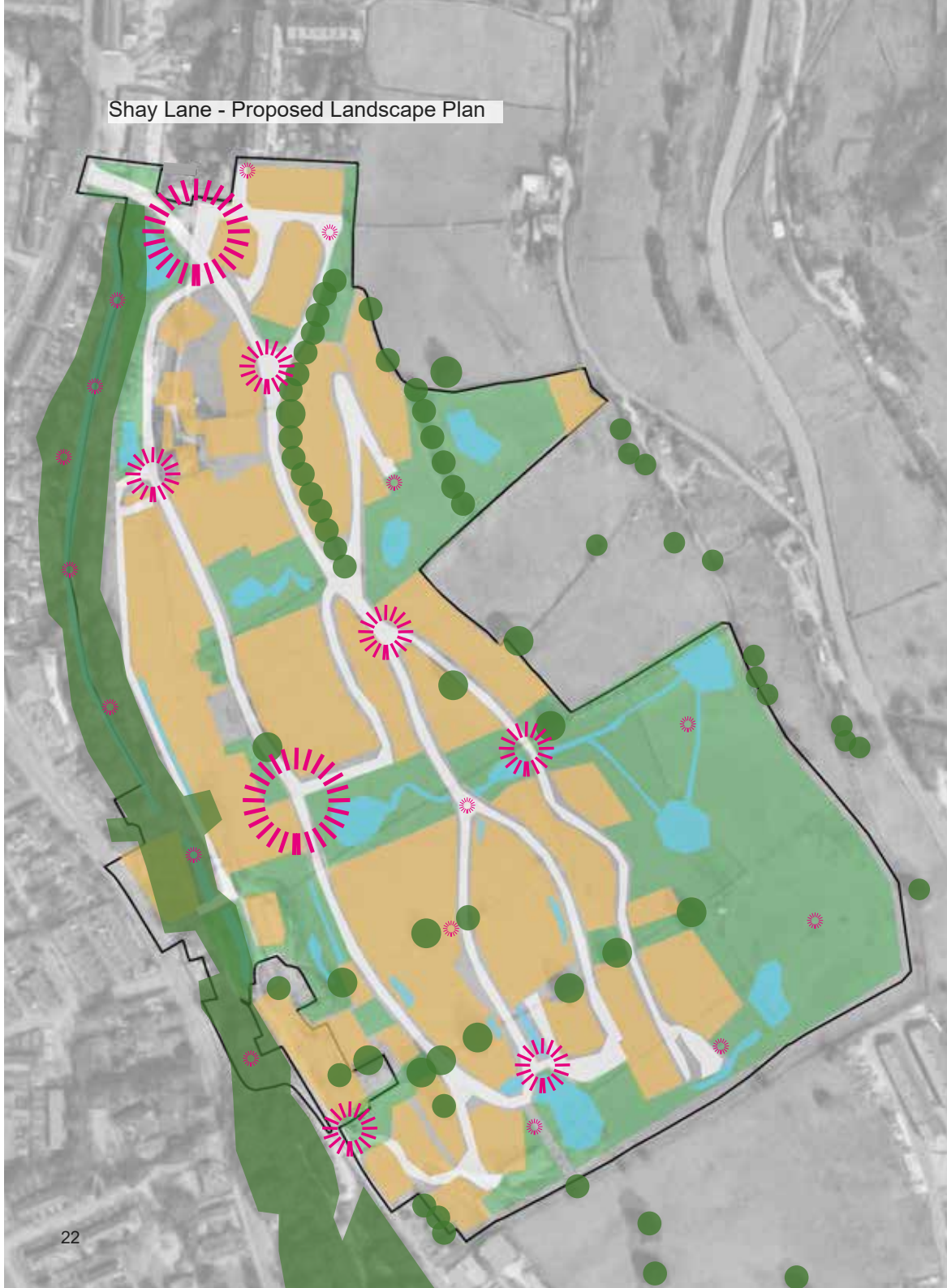
HEBBLE ROYD LANDSCAPE & BIODIVERSITY






HEBBLE ROYD HARD LANDSCAPE



Shay Lane - Proposed Landscape Plan



With the layers of existing vegetation, walls and drainage coupled with proposed access and circulation all laid on top of one another, we can start to see where zones may be created for development and landscape spaces, which are separated into 3 main categories:

-  Sustainable Urban Drainage Systems (SUDS) designed to be integrated with the green spaces and drainage from the built form and topography to reduce and filter water run-off before to reduce pressure on storm-water systems
-  Green spaces designed to offer both ecological and amenity value to the scheme
-  Built form

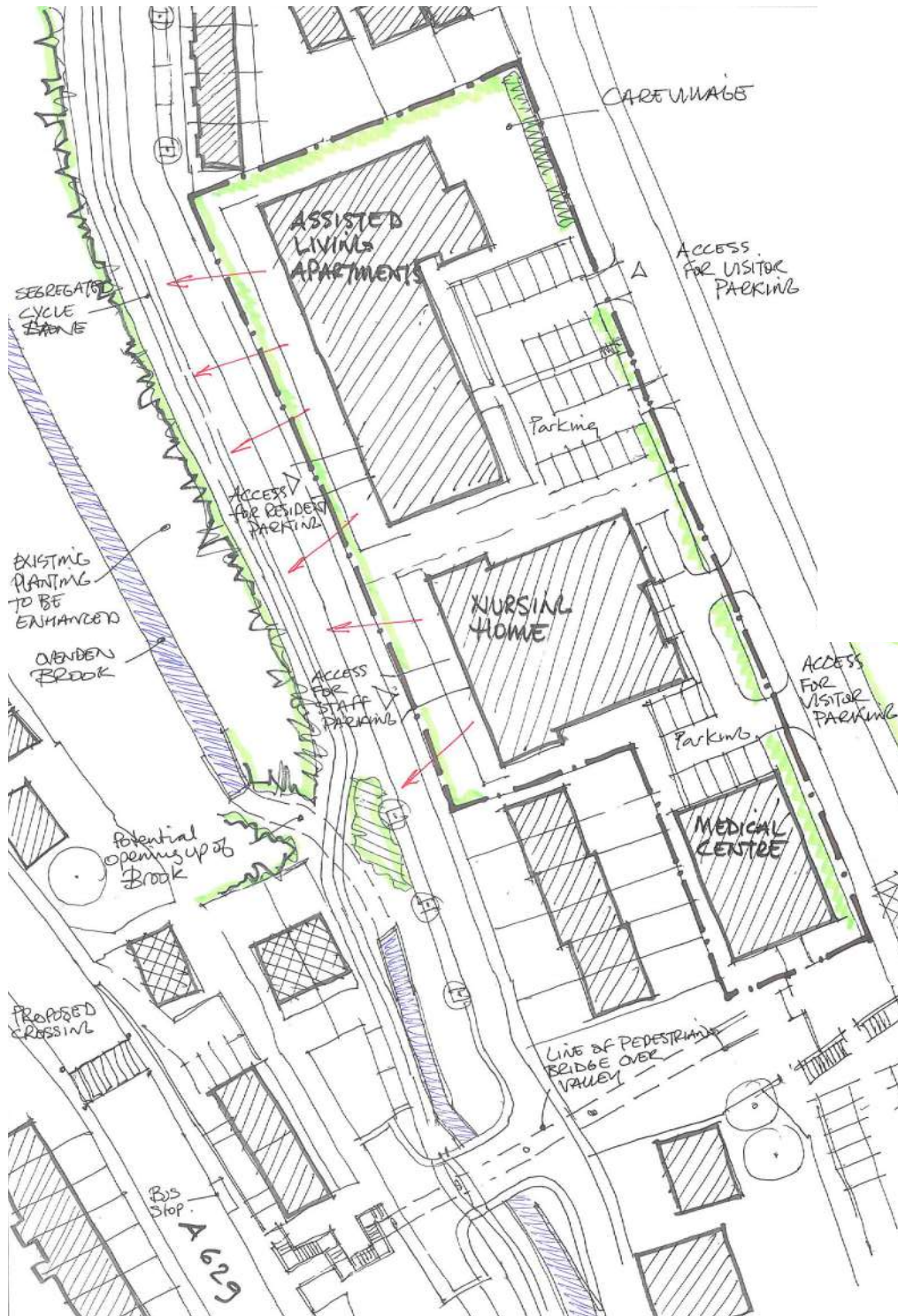
Key nodes and access points have been identified that will help to generate a sense of place, whether this be larger areas such as the arrival points to the site, or smaller junctions or areas of interest may be.

-  Node

CHARACTER AREA KEY PLAN



HEBBLE ROYD CARE VILLAGE



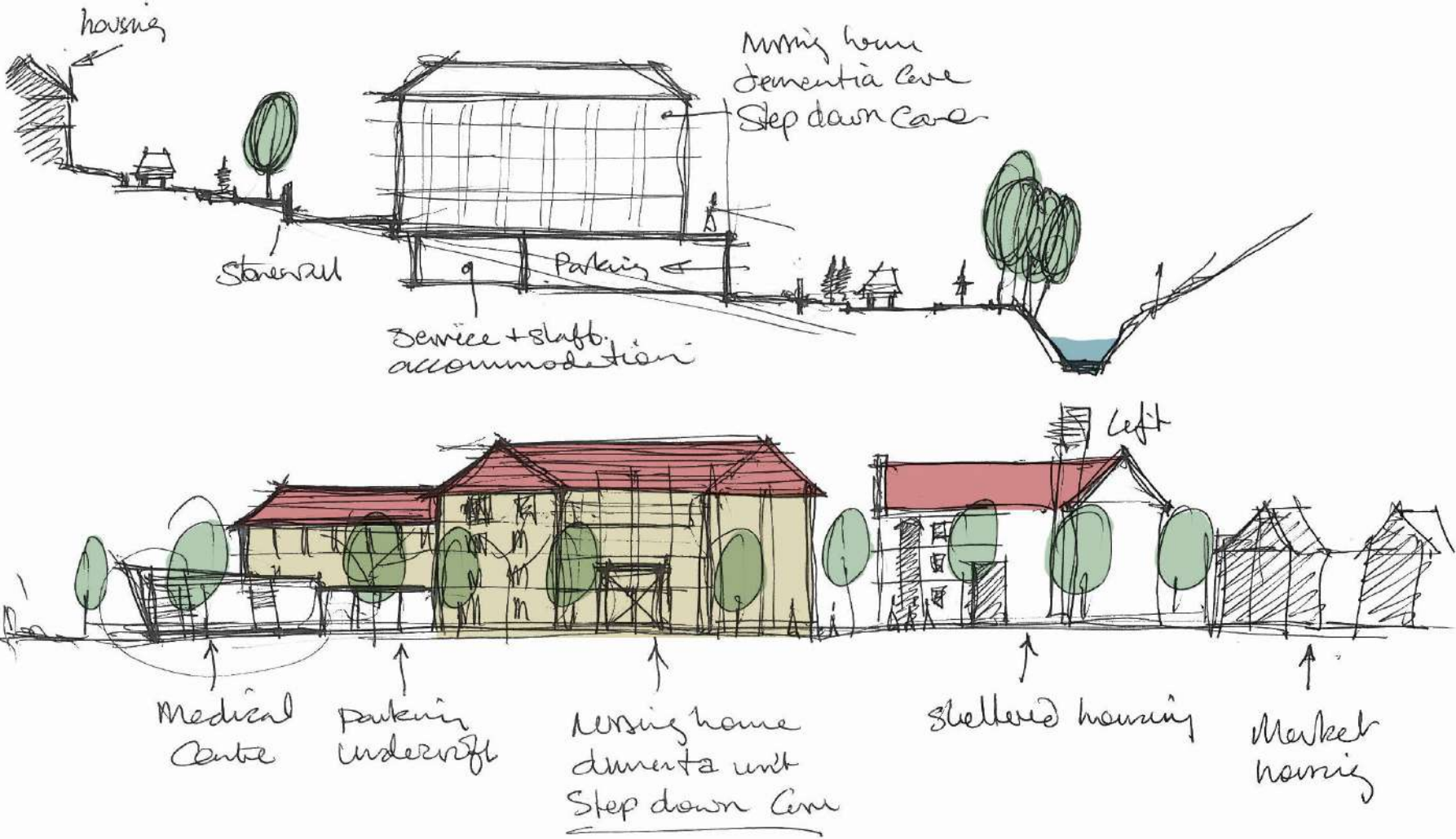
Introducing the envisioned Care Village, a critical addition to the local community as identified by healthcare providers, strategically positioned to enhance the existing services within the village center. In our future masterplan proposal, the Care Village is carefully situated to establish a direct and integral connection to the heart of the village, emphasizing its accessibility and community-centric design.

This proposed healthcare facility not only fulfills a crucial need within the community but is also thoughtfully positioned at the confluence of proposed active travel routes. These routes, meticulously planned to intersect with the Care Village, aim to facilitate easy access on foot or by bike for both new and existing residents. This strategic placement positions the Care Village and the adjacent public space as central elements within the broader scheme, fostering a sense of community and engagement in the future masterplan.

Moreover, in our future masterplan proposal, the architectural design of the Care Village will draw inspiration from vernacular elements and traditional buildings, specifically the nearby mills. This approach will seamlessly integrate the Care Village into the local aesthetic, paying homage to the region's heritage. Enriching the visual landscape, the Care Village's design will align with the topographical terrain, creating a cohesive and visually pleasing environment.

The traditional style, while inspired by historical elements, will be balanced with a contemporary architectural approach. This modern perspective ensures that the Care Village's design is not merely a reproduction of an old building but interprets the past in a way that harmoniously coexists with present-day needs. In the future masterplan proposal, the Care Village is poised to become a beacon of healthcare, seamlessly blending into its surroundings while enriching the fabric of the local community. This thoughtful design, drawing inspiration from the historical context of the area, signifies a commitment to cultural continuity and respects the heritage of the community, creating a harmonious and sustainable vision for the future.

MASTERPLAN CARE VILLAGE VISION



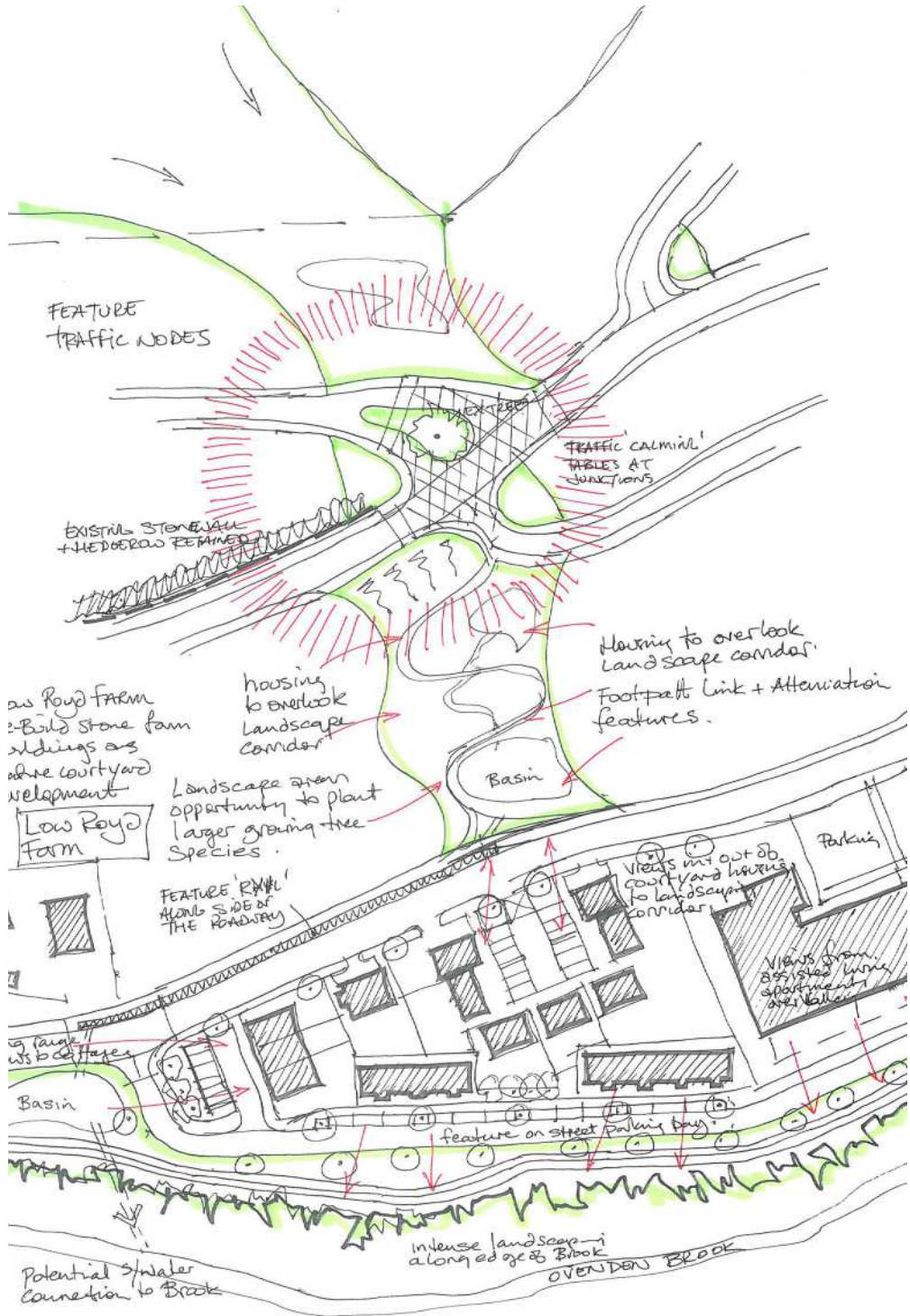
HEBBLE ROYD CARE VILLAGE - ASSISTED LIVING



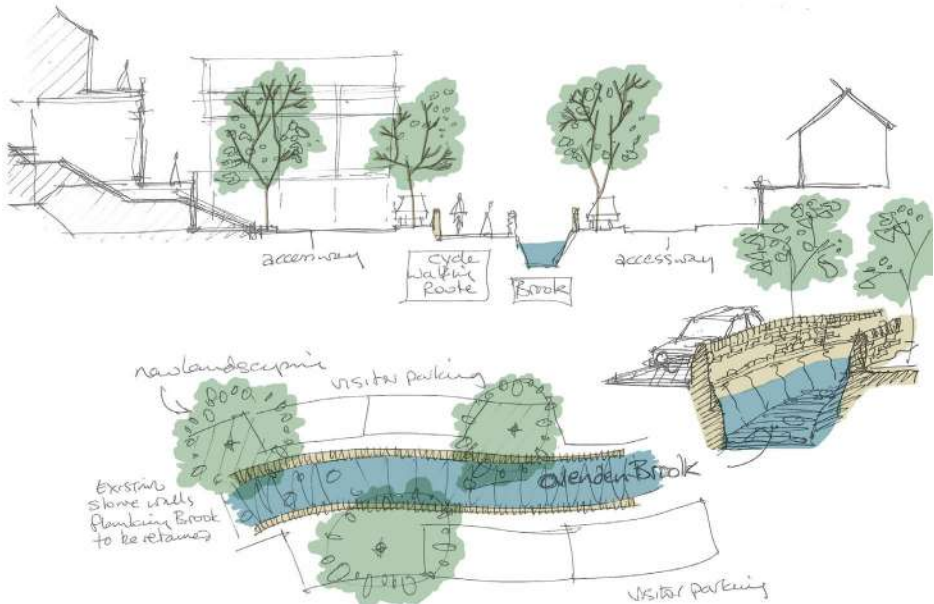
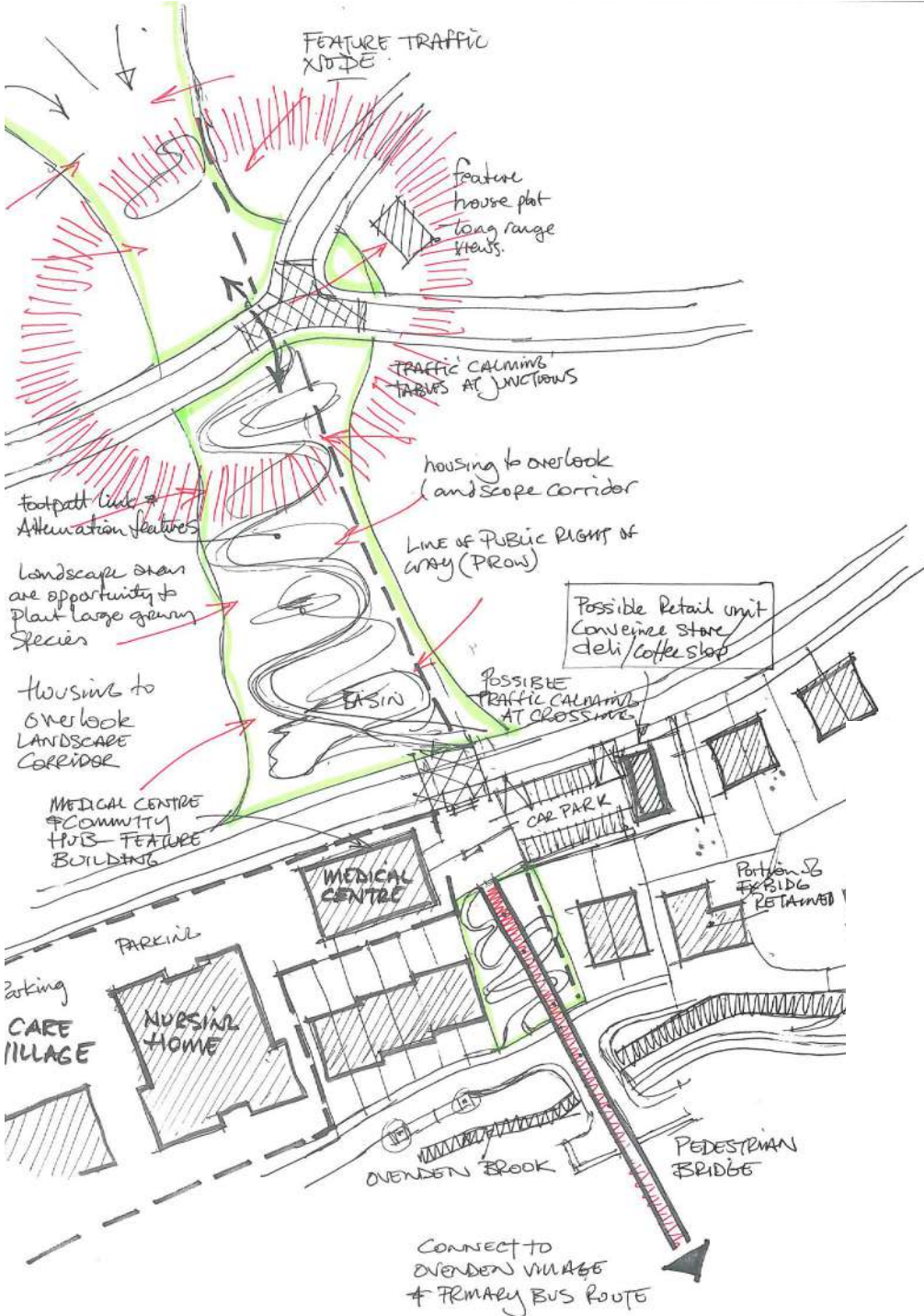
MASTERPLAN CARE VILLAGE DESIGN EXAMPLES



HEBBLE ROYD LANDSCAPE CORRIDOR 1



HEBBLE ROYD LANDSCAPE CORRIDOR 2



MASTERPLAN DESIGN EXAMPLES



MASTERPLAN DESIGN EXAMPLES

