Calderdale
Flood Partners

Hebden Bridge Flood Alleviation Scheme

Consultation Report
September 2017

SLOW THE FLOW CALDERDALE
Calderdale Council
MOTT MACDONALD
Environment Agency
YorkshireWater

Introduction

Following the floods of 2012 and 2015, the Environment Agency and Calderdale MBC began to develop a comprehensive scheme for reducing the risk of flooding in Hebden Bridge. The scheme is intended to reduce the risk from Hebden Water, the River Calder and surface water generated from hill slope runoff. While the primary aim of the scheme is to reduce the risk of flooding, it is important that the works that are built are sympathetic to the local environment, meet the needs of the local community and do not detract from the characteristics that make Hebden Bridge such a great place to live and work.

We've worked hard to understand the flooding mechanisms at play in and around Hebden Bridge. This has been carried out by talking to local people, reviewing photos and videos of the recent flood events and looking at archive information about past events. We have also used field measurements of flow, rainfall, soil wetness, topography, and built mathematical models of the rivers and their catchments. Better understanding the causes of flooding allows us to investigate and develop options that will reduce the risk.

Once we understood the flooding mechanism, we then looked at options to manage the risk. As well as talking to many local people, we have worked with a stakeholder group to understand the needs of the community. These needs have been taken into consideration in developing the proposals.

The consultation presented the proposals we've made for reducing flood risk and the reasons why these proposals have been selected. This was our opportunity to present the information to the community for the first time in its entirety and for the community to understand our proposals, provide comments and make suggestions. Through the consultation you've told us what you like about the proposals, what you don't like, what's important to you and what's not. This report compiles all the comments we've received.

Over the next few months we will continue to develop the outline design for the scheme and work with affected parties and the stakeholder group. This report will inform the issues to be considered. As we begin to finalise the outline design we willl hold another consultation event and demonstrate how the issues raised through the design process have been addressed.

Timeline of the consultation

The consultation event was held on the 27th June 2017 in Hebden Bridge Town Hall and was attended by 121 people. Representatives of the Environment Agency, Calderdale MBC, Canal and Rivers Trust, Yorkshire Water, National Trust, Northern Power Grid and Slow the Flow Calderdale were on hand to explain the proposals and the involvement of each organisation.

The consultation presented 22 information boards showing work so far to develop the Hebden Bridge FAS.

The boards showed:

- The history of flooding
- An introduction to the consultation
- An overview of river modelling
- Options for managing river flooding – investigations
- Options for managing river flooding – effectiveness
- Surface water flood risk investigation
- Surface Water management options
- Surface Water flooding potential interventions (I)
- Surface Water potential interventions (II)
- Canal flooding options assessment
- Water supply reservoirs and flooding – balancing needs
- Natural Flood Management in the Calder Valley
- Outline proposals for reducing the risk of river flooding
- Environmental constraints – wider catchment
- Environmental constraints – Hebden Bridge
- Existing material palette
- Possible flood wall options
- Indicative sketches – Old Gate
- Indicative sketches – Bridge Gate: St Pol's car park
- Indicative sketches – Bridge Gate at the Wavy Steps
- Indicative sketches – Bridge Gate: Coffee Cali

Impact of the proposals

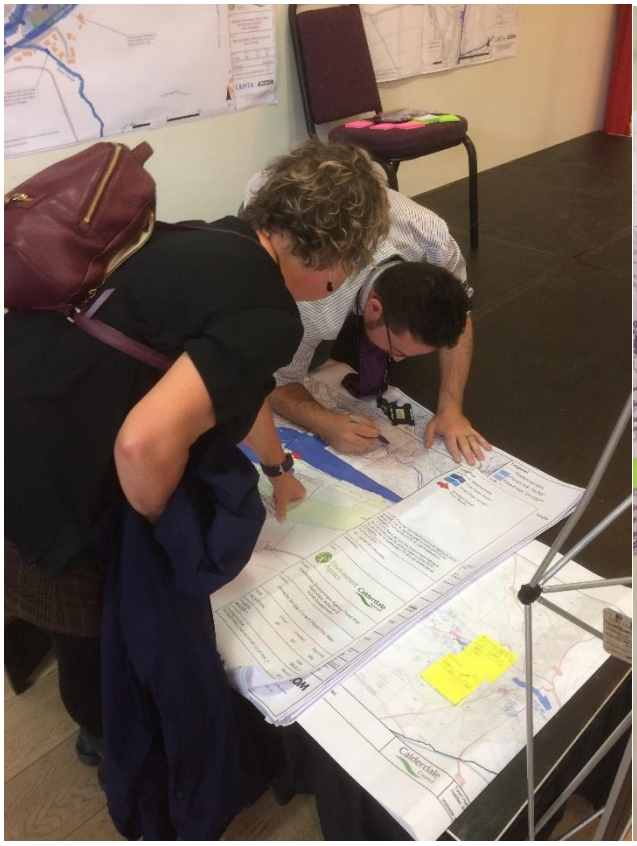
Following the consultation event the boards were moved to the Flood Information Centre at the Community Centre in Mytholmroyd, with a smaller display remaining at Hebden Bridge Town Hall. The boards were posted online at http://eyeoncalderdale.com/Hebden-bridge-flood-alleviation-scheme.

The consultation remained open for comments for four weeks until the 25th July 2017. The information boards are still available to view online.

We welcome comments throughout the outline design stage and we can be contacted by email at HebdenBridgeFAS@environment-agency.gov.uk.

Contents

Consultation Information



Number of attendees on the consultation day	**121**
Number of comments received on the consultation day	**76**
Number of comments received by email	**60**
Total number of received comments	**136**

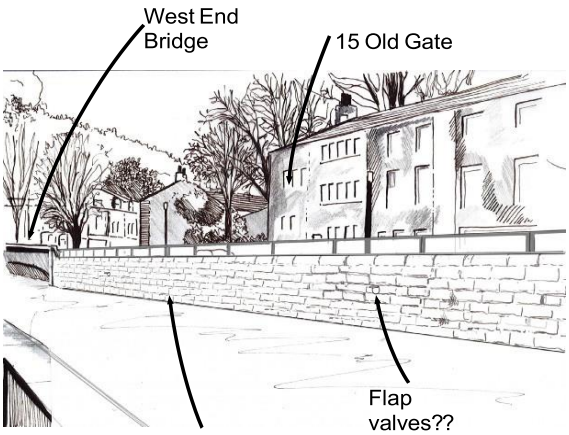
Consultation Questions

Which of the options for Old Gate do you prefer?

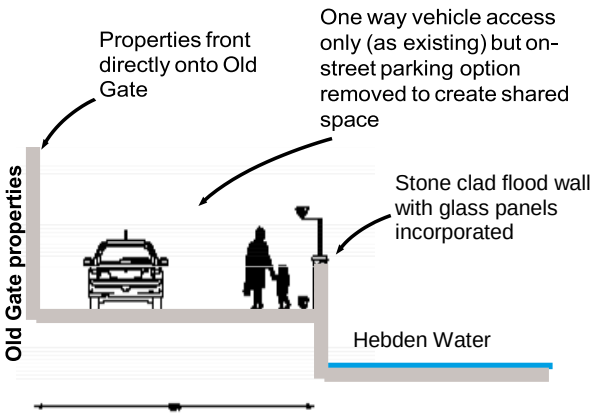
The proposals for Old Gate call for raising the river defences adjacent to the road to better protect both Old Gate and Market Street. We recognise the impact that raised defences would have on this street and have sought to mitigate this through the use of glass panels to maintain the view of the river and across to Bridge Gate.

The two options centre on a business area with the raised defences built on the existing wall line or an option to move the wall in away from the river. The second option would create opportunities for further enhancement.

Option 1 - Old Gate: extension of existing river wall with glass flood panels fixed on coping.



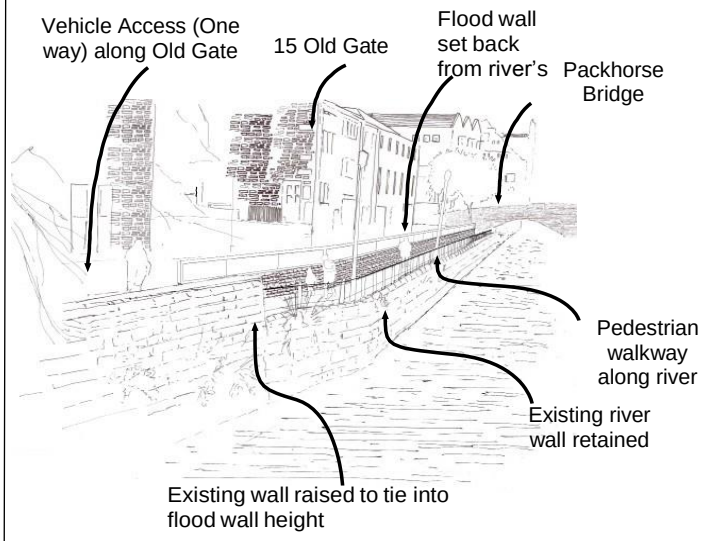
View from riverside walkway close to the wavy steps looking towards West End Bridge.



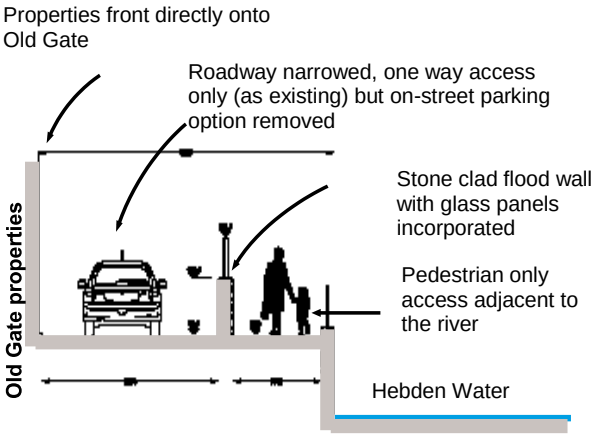
Section showing extension of existing river wall with part stone clad flood wall and part glass.

- Part-stone clad flood wall and part flood glass
- Relocation of on-street parking and creation of shared space

Option 2 - Old Gate: New flood wall set 1.8m back from existing river wall, with glass panelling fixed on coping.

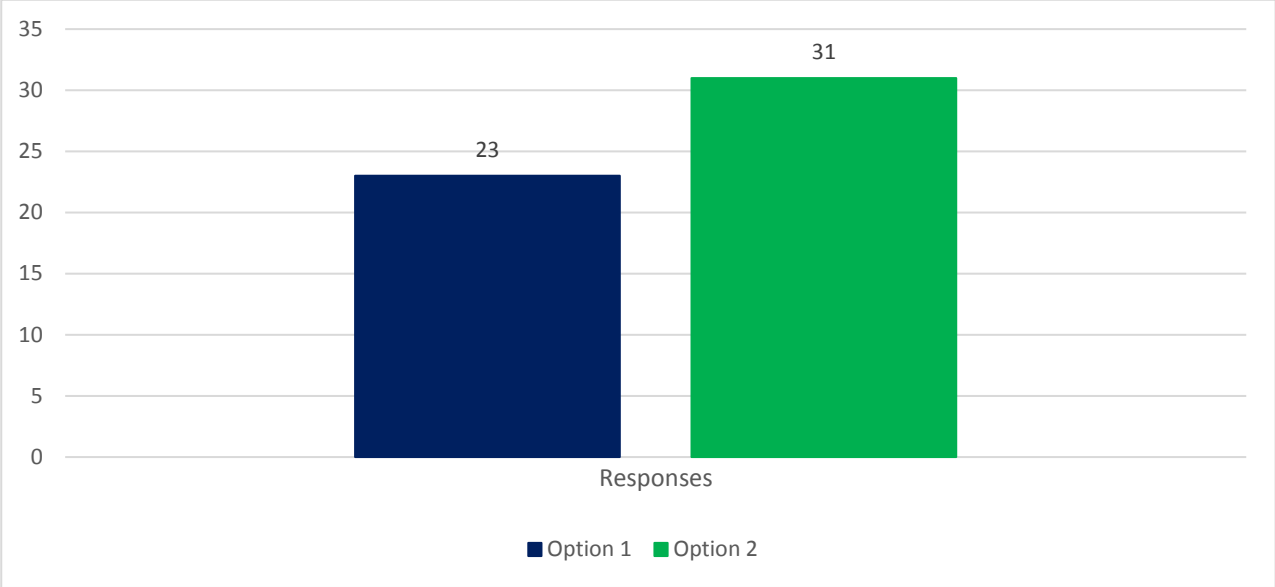


View from New Road Bridge towards the Packhorse Bridge.



Section showing new flood wall set 1.8m back from existing river wall, with glass paneling fixed to coping.

- Part stone clad flood wall and part flood glass
- Pedestrian walkway adjacent to river



Summary of comments and feedback

The number of comments received for the possible options along Old Gate indicates the importance of the issues that need to be reflected when finalising the plans.

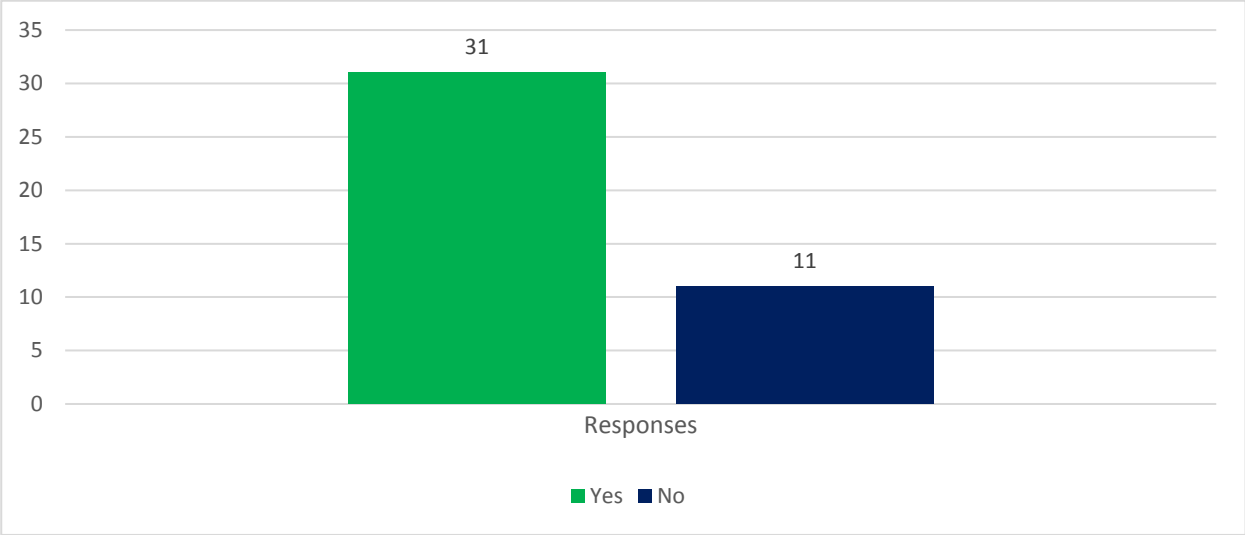
Although the survey during the consultation event suggested that Option 2 was preferred by more of the community, comments received during and following the event indicate there are considerable concerns from businesses on Old Gate over Option 2. These refer to the potential loss of parking, difficulties with deliveries to the businesses, disconnection of pedestrians from shops and further reduction in views of the watercourse. In particular, consultees have stated that the current pavement next to the properties should not be removed as this would further disconnect shoppers from retail businesses and make access to existing properties hazardous.

Some supported the proposed Option 2, highlighted the health and safety benefits with separating traffic and pedestrians, and the potential to maintain riverside views for pedestrians.

Concerns have been raised by the community regarding the height of glass walls for both Options 1 and 2. These concerns include the potential removal of the connection with the river, the obscuring of the view of the shops from across the river and the risk of losing the aesthetic character of Old Gate. Some consultees have expressed that they would not like to see the wall height being raised any higher than existing.

Is removing car-parking on Old Gate and replacing it with additional parking at the Adult Learning Centre acceptable?

Old Gate option 2 would involve the loss of a number of parking spaces. This option would seek to be mitigated by creating new spaces at Town Hall end of Old Gate. With the demolition of the Adult Learning Centre/children's Centre there is potential for expansion of car parking within Hebden Bridge. Would the loss of these car parking spaces be acceptable if it was replaced elsewhere in the town?



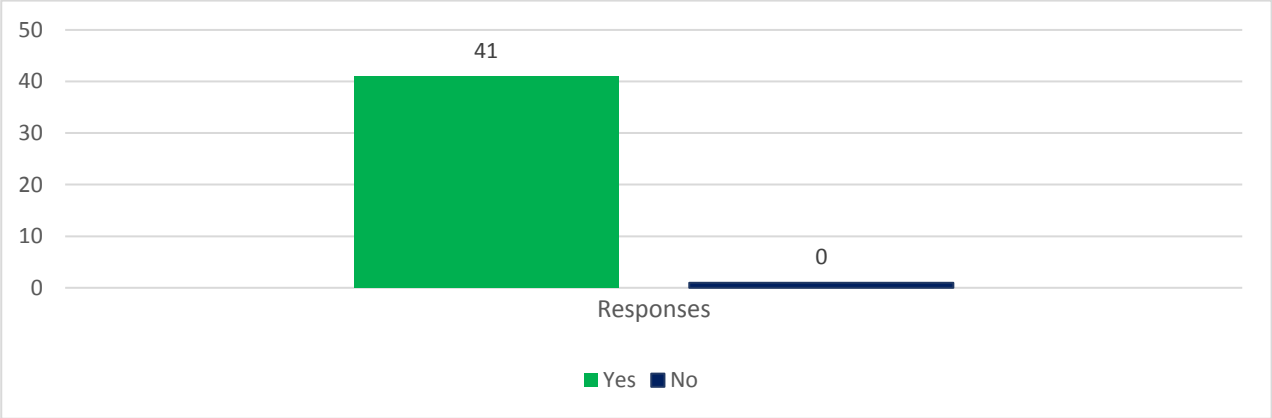
Summary of comments and feedback

Parking and pedestrianisation has been a common theme throughout the consultation process with mixed views on both. The consultation response indicated that there is a lot of interest and support for the proposal. However, it needs to be clear that concerns have been raised by many around any loss of parking and the impact this would have on the local businesses. Parking has been described as at a premium in Hebden Bridge, and it has been suggested that any plans to remove parking along Old Gate may be objected to on the whole. Specific concerns have been raised around the businesses on Old Gate and nearby Market Street with regards to how the removal of parking could reduce their customer foot fall and remove convenience for customers.

However, there has been much interest in the pedestrianisation of Old Gate. Comments have been made that this could improve the aesthetics of the street, potentially increase the footfall and improve health and safety. It should be noted that most have commented that this would only be acceptable where adequate parking can be sought to mitigate any loss and subsequent impact on the Old Gate Businesses and that it would be essential to maintain vehicular access for deliveries to the businesses.

Do you like the idea of glass panels to maintain views?

Glass panels are being used more and more frequently in flood alleviation schemes. The main advantage is that they maintain views to the river whilst still providing a barrier to flood water. We have proposed to utilise glass panels on Old Gate to maintain the views. We appreciate that these are not to everyone's taste and may be seen as a modern intervention in a conservation area.



Summary of comments and feedback

The consultation response indicated that the proposal to utilise glass panels as part of the flood defence was well received. The river, particularly Hebden Water, is seen as an important feature of the town. The purpose of the glass would be to maintain views of the watercourse, thereby maintaining the connection to the river at important locations.

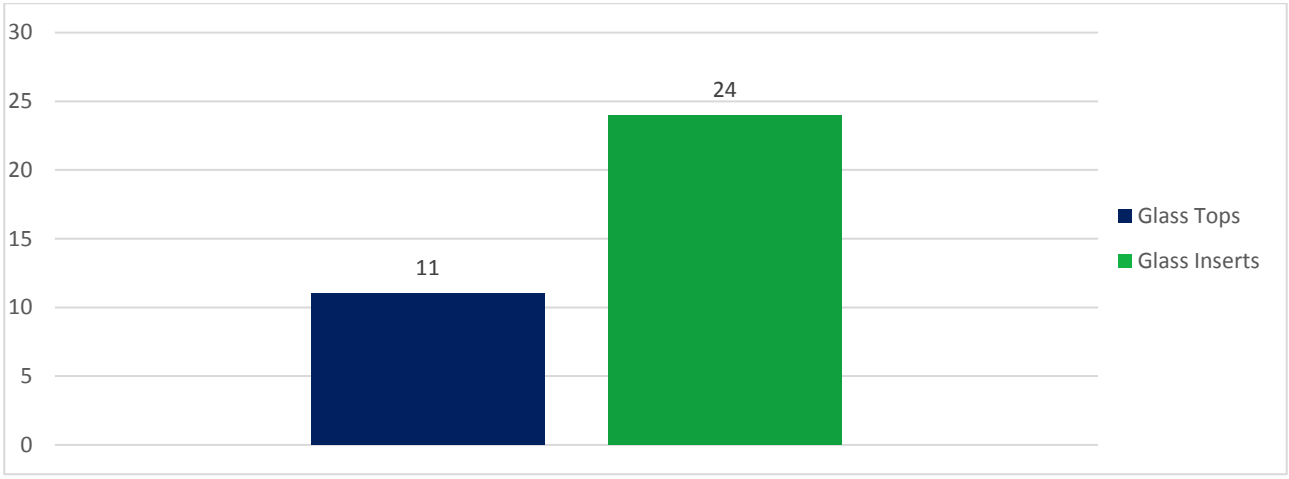
It is necessary to identify that some comments have indicated that even with glass, the height of some of the proposed walls would still result in a disconnection from the watercourse. Comments have also been raised with regards to the maintenance of the glass; whilst it is accepted that when new these features are aesthetically pleasing, without regular cleaning and maintenance, they could become an eyesore. The risk of vandalism should also be taken into consideration.

Would you prefer more continuous ‘glass tops’ to walls or inserts of full height glass panels instead of short sections of wall?

Glass panels can be used either to expand the height of an existing wall or be integrated within the length of new flood wall. Both options would be possible on Old Gate and people have different views on the aesthetic nature of each.

Stone clad flood wall topped with glass along its length © EA

Stone clad flood wall with inserts of full height glass © EA

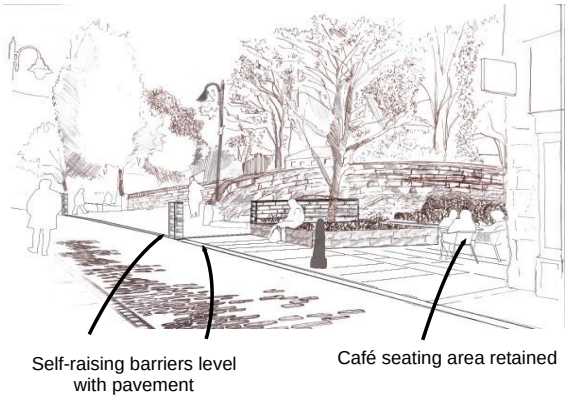


Summary of comments and feedback

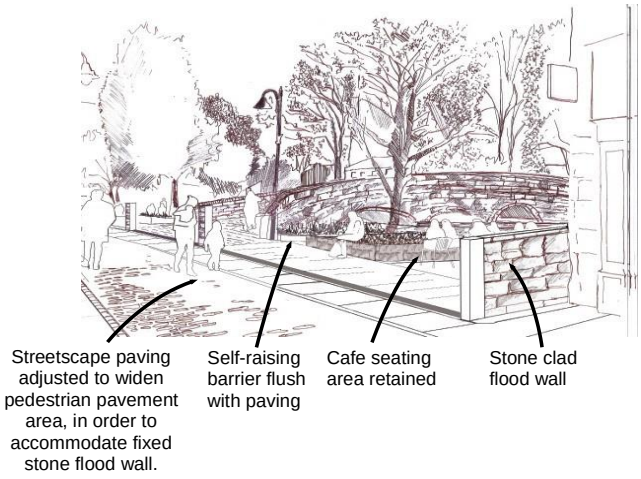
The consultation response indicated general preference for glass inserts. This has been echoed by Heritage England who have highlighted that glass panels going lower will enable viewing of the river from a lower height rather than constant glass panels on top of the walls. However, it is clear from consultee comments that these features should be considered on a case by case basis. The community have raised interest in the aesthetics of these proposed containment options. In particular, emphasis has been placed on maintaining the heritage aspect of the town through using local stone on new walls, maintaining existing features where possible and ensuring new materials are in-keeping with current aesthetics.

Which of the options for Coffee Cali do you prefer?

On Bridge Gate around the Wavy Steps we are proposing to use self-raising barriers. These barriers would remain in the ground when not needed and only be visible when raised to defend against a flood. The barriers would connect into permanent walls that would still enable free movement of people from Bridge Gate down to the river by the Wavy Steps. We have proposed two different design options around Coffee Cali.

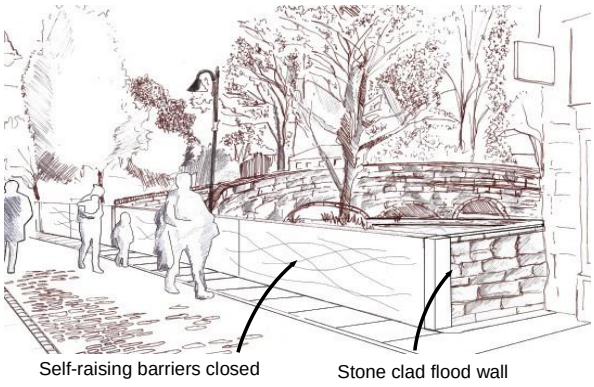


Option 1 - Bridge Gate: Self-raising walls and fixed walls, showing the walls down.



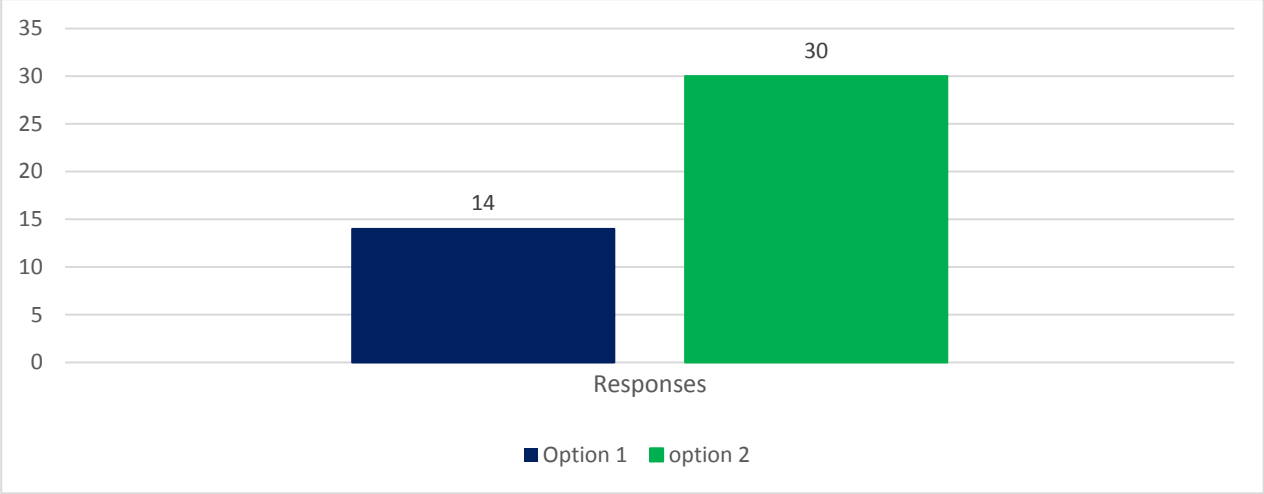
Option 2 - Bridge Gate: Self-raising walls with fixed stone wall, showing the walls down.

Option 1 - Bridge Gate: Self-raising walls and fixed walls. Raising walls to be embedded in existing foot ways and entrances, with fixed stone walls to follow alignment of existing planting areas.



Option 2 - Bridge Gate: Self-raising walls with fixed stone wall. Raising walls embedded in existing foot way, with a fixed stone wall meaning that realignment of the foot way to be necessary.

The visual and physical impact of defences around areas of public realm and amenity will be mitigated to maintain views, local character and function. Various options have been considered to help preserve and protect a unique waterfront setting.



Summary of comments and feedback

The survey during the drop-in indicated that outline proposals for Bridge Gate were generally well received, with the majority of consultees stating a preference for Option 2 at Coffee Cali. The access to the river from Bridge Gate, and particularly the wavy steps is an important feature in the town and our proposals here have attracted a lot of interest from the very beginning of the scheme. The proposal for raising barriers has generally received support due to the openness and maintained access to the river. Concerns have been raised over the maintenance of the structures and also the potential loss of trees in this location. Consultees also questioned whether the proposed barriers would impact on rights of way, in particular how the barriers would interact with the existing Packhorse Bridge.

It is important to consider the impact of the proposed defences on existing business in the area. In particular, how the proposed defences will interact with the existing riverside properties. Concerns have been raised over the feasibility of tying flood walls into existing structures and the perceived impact this might have. We will be working closely with these businesses to ensure any impacts of the temporary and permanent works are managed and mitigated.

Environmental Impact and Natural Flood Management

Summary of comments and feedback

Trees are an important feature for the community in Hebden Bridge. The community have raised an interest in maintaining the trees along the watercourse through the town centre. There is strong opinion that trees should not be removed as part of the scheme works.

Consultees have raised points around the habitat potential along the watercourse, highlighting that the bridges and walls offer opportunities for bat roosts, nesting birds and other fauna. Queries have also been raised regarding the potential for additional green infrastructure in the area.

As well as the proposed scheme works within Hebden Bridge, there has been a lot of interest in Natural Flood Management and the projects being undertaken in the upper reaches of the valley, including tree planting and moorland management. The Calderdale Flood Action Plan outlines actions being undertaken by partners to reduce flood risk in Calderdale and contains a section on Natural Flood Management measures.

The use of reservoirs for flood storage was discussed by consultees both at the drop-in event and in subsequent feedback. We continue to work closely with Yorkshire Water to identify the benefits and look towards a potential feasible solution.

Surface Water Management

Summary of comments and feedback

The community have fed back with information on a number of locations in Hebden Bridge where surface water is a problem and have highlighted the need for maintenance of surface water drains and gullies. On 27th February 2017 we invited members of the public to attend a drop-in to discuss surface water flooding and help us identify localised issues. The feedback received at the consultation has been used to validate the surface water model which will inform the design works for the surface water flood alleviation works.

The community also shared their thoughts on the types of measures that could be implemented to improve surface water management including the use of speed bumps to divert water and using existing mill ponds. As part of the Calderdale Flood Action Plan the Environment Agency has committed to reviewing historical water infrastructure to understand how these could be used to reduce flood risk.

Enhancement Opportunities in the local area

Summary of comments and feedback

The community expressed an interest in the aesthetics of the proposed containment options. In particular, emphasis has been placed on maintaining the heritage aspect of the town through using local stone on new walls, maintaining existing features, for example the iron railings where possible and ensuring new materials are in keeping with current aesthetics.

The wavy steps on Bridge Gate are an important feature within the town. Consultees have expressed that the scheme should have as little impact as possible on this area to ensure it retains its current openness. Consultees have suggested we should review the angles of the walls, potentially implementing curves where possible to reduce the square appearance.

Other comments received suggested that residents would like to see more radical proposals for managing the flood risk in the town. There have been suggestions of the potential to install additional river channels, for example at Stubbing Holme Road to increase capacity together with some ideas for speeding up the flow through the town via removing major obstacles to water flow and slowing down the downstream flow by reopening the floodplains between Hebden Bridge and Mytholmroyd.

Maintenance

Summary of comments and feedback

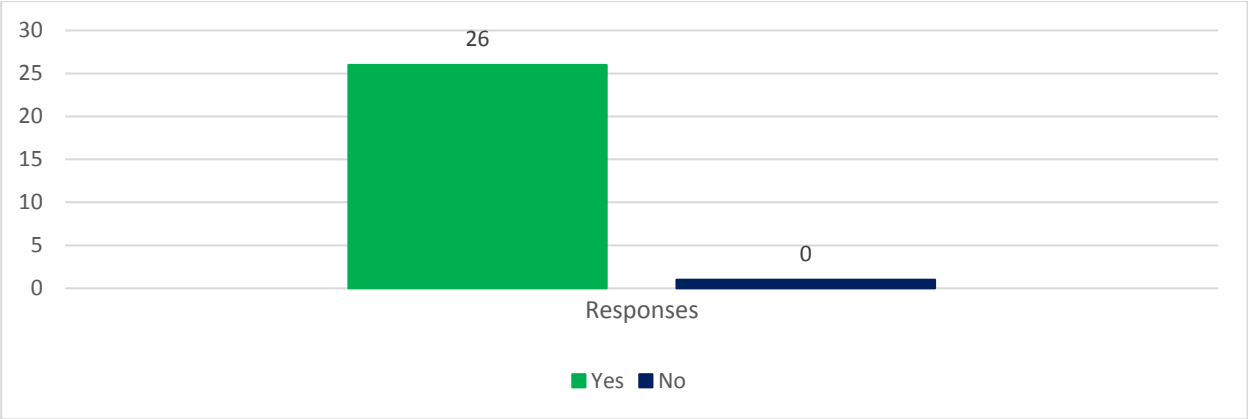
A number of consultees also commented on the programme of maintenance of the watercourses though Hebden Bridge, suggesting that they would like to see more regular debris clearance to improve conveyance.

Queries were raised regarding the cost, frequency and responsibility of future maintenance of the finished scheme. In particular, maintaining the cleanliness of glass features, regular maintenance of the mechanics of raising barriers and ensuring features are vandal proof.

Conclusion

Overall, do you think that we are getting the balance between reducing flood risk and how things look about right?

Managing flood risk is often about a balance between better protection and maintaining the environment for people and wildlife. We have tried to mitigate the impacts of the flood defences in the proposals we have presented thus far.



This document has provided an overview of the feedback we have received and the potential issues that have been raised by consultees. The consultation indicated that generally, people thought we had a good balance between reducing flood risk and the aesthetics of the town.

Car parking, wall heights and trees are identified as some of the key areas of concern in the community. We will continue to work closely with residents and businesses to ensure we understand the views of the community. It is essential that the community is informed of our plans and that the impacts are managed and mitigated where possible. All the feedback received is being reviewed to understand community concerns and requirements, and will be used to help inform the next scheme design phase. We will continue to work closely with community as various elements of the scheme progress. All of the feedback received during the consultation period can be viewed in the below appendix.

Appendix - Comments in detail

Old Gate options and wider comments

Prefer option 1 as seems a simpler and less cluttered approach. Would change the street less and retain the view.
Option 1 would be essential for us to remain in business. Much of our trade is from passing customers who either walk past or drive past. Parking, albeit narrow, is essential for customers to park outside to collect large purchased items
Option 2 where pedestrians are on the other side of the road would essentially stop any passing trade - pedestrians once 'on' the walkway couldn't get 'off' to call in at the shops - customers are unlikely to 'back track' down the opposite side of the road. View through the window of the shop would be limited by the glass walkway as there is already a glass barrier in front of our shops before our windows.
Would an access only road (so customers picking up furniture/deliveries etc.) - so it was mainly pedestrianised work? - This would ensure road stayed the same and also ensure pedestrians/ potential customers would still walk by the shops?
Preferred Option 1, people would be 'guided' down a narrow corridor as prepaid vehicle access
Old Gate should be pedestrianised - rising bollards will allow delivery and removal of rubbish
Option 2 is better for those with disability access issues.
Access to the shops is important if Opt. 2 is ever considered.
Maximise the effectiveness of the expensive flood defence measures to take priority, please, over (subjective) aesthetics.
Hebden Bridge is exceptionally well served by public transport. Old Gate currently is difficult (even dangerous) for pedestrians, the footpath being ridiculously narrow. So would have no problems with Option 2. For delivery vans (e.g. to the 2 shops) explore feasibility of widening eastern end of Old Gate. (These are Old Gate resident's views)
The parking problem in Hebden Bridge is such a big problem that a small loss of spaces on Old Gate would not make a significant difference. (Comment on option 2)
The issues with loss of view of the watercourse with the proposed raised defence. Concerns were again raised with regards to loss of views of the businesses from across the river and the perception of a closed in feel of the defences.
Prefer Option 1 for Old Gate in Hebden Bridge. The pedestrianisation has worked very well in Bridge gate and having shared space on Old Gate would create an even more enlivened centre for Hebden Bridge and increasing footfall both for the new shops in Old Gate as well as into Market Street.
The majority of vehicles using Old Gate at the moment appear to be trying for a short-cut into the other side of HB unnecessarily but the pedestrian experience is markedly reduced by the parked cars and the fairly frequent vehicular movement.
The proposals for the flood wall along Old Gate appear to show the construction of the flood wall beyond the west side of the bridge but blocking access from the bridge to Old Gate, thus obstructing the public highway over the bridge. No mention has been made of a self-raising barrier at that location.

Concern that the Packhorse bridge may have been considered in isolation as a heritage asset and not as an intrinsic part of the highway network within the town.

The proposals indicate the new flood wall would be positioned outside the curtilage of the Old Bridge, but would obstruct the public highway over the bridge on to Old Gate. The only access that appears to be shown is on to the grassed area near the south west corner of the bridge.

Prefer to see the wall raised on its current line rather than a separate segregated footpath to the river side of the wall, taking into account in the vicinity of the bridge.

Of the two options you propose for flood walls here, Option 1 with the new riverside wall is perhaps best - option 2, retaining the existing wall with a new wall behind is fussy and divides the space badly. Personally I would prefer retention of the existing wall with self-raising sections behind.

Option 2 - Good option - so pedestrians get full river view. But only if the grass triangle just beyond Old Gate House is paved or gravelled for residents & delivery parking. Although there is no dedicated residents parking at present (& no residents permits allocated) some of Old Gate House residents pay for an annual council parking permit & rely on parking there all the time.

Under any circumstances, the current views to the river should not be obscured by any higher walling along the roadside than is existing. Full glass panels should be built up from road level or added upon the existing wall height. The road to be less heavily used by traffic which could be done by making it access only or prohibiting use as a through route.

Ideally the wall height should be maintained, with any new wall being no higher than it is currently. Further height, which would act as a flood barrier, could be added using glass panels which would ensure that the aesthetic nature of Old Gate, both for customers, pedestrians and the residents in the above apartments is maintained. Should walls of any greater height than those currently along Old Gate be built, it would decrease from the enjoyment of the view of the river. Increased wall height would also conceal the two retail premises from the busier part of town, across the river, which would have a huge negative impact on our business due to a decrease in footfall.
The current pavement next to the shops should also kept. The proposed alternative 'walkway' at the other side of the road would also mean a decrease in the customers, as the ‘ends’ of the walkway are past the shops, meaning customers would have to purposely backtrack in order to call into either shop. This again would decrease the spontaneous nature of potential customers calling into the shops when passing.

For Old Gate I think option 1 is preferable because its use of the total space is more flexible, and also the proposed wall line would then follow that of the existing one on the river’s edge. This proposal is an imaginative extension of the existing pedestrianisation scheme and is aligned with aspirations for a greater extension of shared space, which at least will be debated in the Neighbourhood Plan.

Against both of the proposals for the following reasons:
The height of the stonework would remove the river view from the street level and the retail units and replace this with an expanse of masonry which I believe will look ugly and attract vandalism. This is as you know a conservation area and is a popular walkway for locals and tourists alike. The foot-flow down the street will be dramatically reduced and this could ruin the businesses dependent on passing trade.

The option to retain the walkway, but bring the wall in – will restrict the view even further, create a rat run down Old gate and make the street feel un-safe. It will remove all walking trade from the shops – i.e. the parents who walk past the toy shop with their children will be diverted behind a large wall and by pass the shops entirely.

Glass walls along the river should be vandal proof because what looks beautiful on plans will look awful once scratched, broken or sprayed.

Do not object in principle to the installation of a glass topped wall adjacent the river with self-raising barriers at strategic points, but prefer Option 1. Option 2 would make deliveries and works along Old Gate extremely difficult as there would no longer be space for two cars to pass one another (one parked and one moving) it would also isolate pedestrians from the businesses along this street therefore affecting their trade.

The pedestrianisation of Old Gate would be accepted if access to the garage and for deliveries were maintained.

It would be preferable to increase the width of the footway and to physically barrier this (using plants rather than railings) to prevent pavement parking which forces pedestrians into the road. Failing that, just leave the parking where it is as at least it slows down the traffic.

The indicative sketch of Old Gate shows the food wall alignment outside of the curtilage of the Old Packhorse Bridge scheduled monument." If this is a fixed wall rather than one raised only when needed then it would entirely block the public right of way over the Packhorse Bridge (that Public Right Of Way has at least footpath status and a Traffic Regulation Order). That PROW is very much required for public use as the route towards the Butress and Heptonstall.

Concerned that the way it meets the old bridge is poorly resolved - I don't see how the way the wall curves back from the river will create a successful 'enhanced area of green space next to the river' - more likely an area of neglected planting. It would be a shame to lose this space to public access too.

Previous proposal to stop up the highway in the vicinity of the Old Bridge.

In 2013 a request was received by Calderdale Council to apply the magistrate's court for an order to stop-up part of the highway abutting the former Hole in the Wall public house (now Hebbel House). This was to provide private parking spaces. Some access on to Old Gate would have been retained. When consulted on the proposed stopping up over 100 objections were received, including from Hebden Royd Town It was clearly demonstrated that the route from the old Packhorse bridge to Old Gate was still needed for public use, over its whole width, had considerable historic important, and should not be stopped up. In light of this, it would be anticipated that any proposal that would prevent / restrict access from the bridge to Old Gate would be resisted.

Is removing car-parking on Old Gate and replacing it with additional parking at the Adult Learning Centre acceptable?

Due to the distance from Adult Learning Centre, more disabled bays would need to be provided in the centre to replace those lost.

No- this would drastically affect - negatively - the two businesses on Old Gate.

Note - This would remove at least 15 parking places.

Concerns from all businesses around about the removal of parking on Old Gate (Option 2) or pedestrianisation.

All of the stores down this stretch said they relied heavily on the passing trade of people pulling up and popping in for supplies.

Some interest in the idea of providing parking at the end of the street and enabling deliveries at certain times of the day, but a lot of scepticism about how many spaces could be provided. It was very much emphasised that parking is a major issue in Hebden and any reduction would have a massive effect on businesses.

With regards to the plans for around the Old Bridge - Old Gate/Bridge Gate. Again, I welcome the efforts to preserve the openness, and setting of the bridge/access to the river. In particular I think that removing car parking from Old Gate is a very good idea. Provision at the old 'Adult Learning Site' is a marked improvement. In fact, I would like to see the vehicle access to the whole street restricted - and it paved as an attractive riverside walk.

There is some merit in removing parking from Old Gate and creating a more pedestrian friendly space, there are some concerns over the proposal for creating' shared space'. In recent years there has been considerable criticism of some shared space schemes, due to the effect on the ability of some people, including the visually impaired, to safely negotiate such spaces. Such spaces can be confusing, and there may be the potential for drivers of vehicles to intimidate more vulnerable users.

While increasing the area available for pedestrians would be a good thing, the narrow nature of the carriageway, with parked cars, currently discourages vehicular use and keeps vehicle speeds low. Seeing some degree of physical segregation alongside measures to keep vehicle speeds low is preferred.

As long as there is sufficient parking - and perhaps at least a drop off point where the grass triangle is just after Old Gate House. The grass triangle is a mess anyway. The seat is too far away from the river & so not very useful. This space needs re thinking anyway, even if not re-designed for parking.

Parking is at a premium in Hebden Bridge so any plans to remove parking along Old Gate may be objected to on the whole. However, we feel that if parking along Old Gate is removed to pedestrianize the road this may increase the aesthetic nature of the street. It would be essential that the street be accessible to delivery vehicles throughout the day. It would also be necessary to add some 'customer' parking at the corner of Old Gate where the 'green' area is currently situated.

The proposal to reallocate the existing green open space next to the new parade of shops is a good one, and that will allow for the relocation of some (but not all) of the existing parking spaces. (So maybe the 11 spaces outside the main Old Gate frontage.) Making alternative provision for the remainder at a possible new Stubbing Holme Road is too far from Old Gate, but this proposal is a good start.

Would you prefer more continuous 'glass tops' to walls or inserts of full height glass panels instead of short sections of wall?

Depends on aesthetics! Where you're placing the barriers.

The higher the better.

Who is going to maintain them in the future?

Different solution in different places depending on the look.

Different solutions in different places depending on aesthetic impact.

The continuous glass panels shown on top of the wall are to frame a distant landscape scale view. So might not be appropriate for Hebden Bridge where views are shorter distance and more focused.

If it is to be a choice of glass panels in a wall, I prefer the glass inserts to the glass tops, but feel that the use of glass here needs careful consideration - the flood wall shouldn't become a dominant element.

Even glass blocks the sense of access/view of the river. On Old Gate how high does the barrier/wall need to be realistically to prevent flood water? The problem has been partly because the wall currently is permeable with gaps.

There will be a difficulty disguising the mechanical nature and look of self-raising barriers within a high-quality heritage environment, whereas on the other hand glass wall/gate options can maybe be better integrated. In answer to the specific consultation questions: yes glass panels are a good idea, and I suspect that inserts of full height may be preferable in some locations.

Bridgegate and Coffee Cali options

Concerns about long term maintenance of self-raising walls. Who'll do it?? Who'll pay??

Option 1 has a wall in front of the bridge which I think detracts from the view of the bridge. Thus I prefer option 2.

The position of the proposed self-raising barriers appears to be within the public carriageway and I would be genuinely interested to know the legal basis for installing such barriers.

On the Bridge Gate side, in the vicinity of the Wavy Steps, there is a gateway in the wing wall that dates from a former use of the land occupied by the steps. This is not part of the original bridge structure. Perhaps this could be walled up with little impact on this historical integrity of the bridge, and used as part of the flood defences?

The walkway alongside the river is not currently recorded in records as a public right of way, but may possibly be so, given it has been in existence for some time.

It would be awful if we were to lose the trees by the river; they soften the effect of the urbanised area and disguise some of the ugly backs of buildings in Bridge Gate with all their air-cons & other systems. On balance I think I prefer option 1 for Bridge Gate.

On the Bridge Gate side of the river, I feel all the proposals, while welcome in keeping much openness, nevertheless have elements which - visually at least - block off access to the river. I particularly would like to avoid lots of additional walls in the area. Of the two, option 2 seems less obtrusive, but I would prefer to see the flood barriers set nearer the river - perhaps lining up with the existing corner of Coffee Cali and the end of the Old Bridge parapet, thus removing the various low walls that are suggested.

Opt 1 appears less intrusive when retracted, which should be most of the time. Like the St. Pol's Car park proposal but everything should be done to retain the existing trees, what is the funding situation in all of this?

Continuing to the two above we think Option 2 is less intrusive (i.e. Opt 1 has a large segment of new wall adjacent to the old bridge, obstructing a view of it.)

Bridge Gate/Cali Café -prefer option 1 - less obtrusive. What are the proposals for old gate side of the river?

Either - given self-raising walls will not be visible most of the time.

For the Wavy Steps, this is by far the most sensitive location and I think that this first design approach doesn't work because it's too square (rather than extending the curved line of the Packhorse bridge parapet) and that in turn has occurred because it is employing large size self-raising barriers. So in an earlier consultation. I suggested that you consider the possibility of using a curving wall on the Wavy Steps side, which continue the line of the Packhorse bridge splay, and with a number of gaps in order to allow for the permeability of pedestrians. Then the

question becomes: how should those gaps be filled? I can imagine that ‘glass gates’ might work in a design sense, but the difficulty will be how to make them genuinely flood proof?

But now I see that this design problem is made more complicated by the correct understanding that an intervention is also necessary on the other side of the bridge at Coffee Cali so I’ve been out on site and can now suggest a revised version of my previous concept which now works on both sides of the bridge.

This involves extending the splays of both sides of the bridge so that they key-in to the corners of the two buildings at the other side of the gaps (Lamppost Cafe and Coffee Cali - CC), using block and course sizes the same as the existing splays. So NB on the CC side this wall follows the frontage line, and does not extend further into the carriageway as in both your options 1-2. ii) the key to the revised concept is the attractive planting on the CC side of the bridge, so instead of seeing these two spaces as open they should be re-presented as slightly ‘closed walled gardens’. Thus the Wavy Steps space on the other side is reconfigured as ‘closed’ rather than ‘open’, and with the existing planter (which at present just has the tree stuck in it, but otherwise bare earth) is turned into a quality vegetation/floral display mimicking the CC side planters. iii) These walled spaces would be permeated by two gate entrances on each side (the design reference for these being the existing opening from the Packhorse bridge onto the wavy steps space), which would be closed by glass gates that would ordinarily be permanently open. These would not too wide, or self-raising barriers, which I think cannot work in this design sensitive location, but would instead be manually closed e.g. by flood wardens or council staff. Compromises have to be struck in order to achieve a design approach that will be attractive for 364 days a year, and in this case that involves not employing an expensive mechanised barrier.

Surface Water Management

Routine maintenance of drains and culverts.

Silt collectors on road drains.

Look into existing millponds being brought back into use. Ensure all new builds and modern constructions are concrete free.

People rightly point out that drains are not kept clear, thus contributing to flooding as water cannot escape. Can drain covers be redesigned to include a finer gauge secondary layer underneath the main one, so preventing leaves etc. being washed into the drains?

Drains in un-adopted roads are not un-silted.

Have you investigated use of old mill ponds as storage options? Rochdale? Stanpesmoor? Redmagers?

Hebden Water - Removing islands and dredge confluence of river Calder and Hebden water, Rochdale canal aqueduct dredge Colden water. Above Burnley Road Bridge choked with stone junction with Calder weir blocked.

Car bow waves causing issues with shallow surface water.

Temporary speed bumps?

Additional Reservoirs.

Let's reintroduce beavers!

Surface water drainages in Heptonstall including Becketts Close area are not always adequate.

Traffic on Market Street causes flooding to properties even in shallow depths due to waves from traffic.

Mountain bike trails above Fairfields Calden making surface water worse?

During the Second 2012 Flood (storm cloud) water cascaded down Moss Lane. Some turned left down Ashley villas. Drains now covered by bins.

Market Street - 1st sign of flooding (bad) Wardens forcing single file traffic coming up through drains first to force single file traffic.

Bank foot Ice opposite steps in wall runoff collected in front of property.

Car park next to Regent Place flooded in 2012.

Drains on Heptonstall Hill often blocked, sends water straight downhill to town then down Hollins Lanethen to the river.

Repairs to the current walls and better drainage from the [Old Gate] road.

Currently within your plans no provision is made to increase the capacity of the foul drain which also overflows in times of flooding.

The wall between the river and Old Gate has holes at its base which allow surface water from the road to drain into the river. Water frequently builds up on Old Gate as is the low point of the surrounding area, and significantly, the Buttress drains onto the road. Concern that your current plans would prevent water from draining direct from Old Gate into the river and at present do not offer any alternative means of draining the road. This would lead to minor flooding along Old Gate at a much more regular frequently than it experiences currently.

Environmental Impact

Bizarre that the environmental paper has no reference to fish, Invertebrates, Habitat loss or opportunity for improvement, Water quality.

Car park to side of Old Gate is a good idea.

This is ancillary to flood prevention but integral in overall planning. Create parking outside - bus in or create tokens for using trains to encourage people to park and ride. Special facilities for disabled.

The plans look very well researched and it is very encouraging to see such a scientific approach being adopted.

With reference to 'Blanket Bog Restoration'.

Will this mean an end to the burning of heather on the moors around Hebden Bridge that is resulting in the destruction of mosses and blanket bog?

Taking a second look at the detailed design there is a real risk to the trees alongside the river by the car park at the end of Bridge Gate. Building the wall there may damage the tree roots the plan acknowledges. These include the lovely willow trees. Also for reasons that are not clear the current design shows one of the two trees by the wavy steps (the one decorated with umbrellas) being removed to allow for the installation of the self-raising flood barriers. The plans should be changed to permit the safety of the trees.

The trees along the river's edge at St Pols car park can be retained in the new flood control measures.

Please do not consider removing any of the trees that line the river Hebden as it goes through the town and between the bridges. These trees are mature and beautiful. And surely their root water capacity is an advantage?

The notes on the poster on environmental constraints says that:

“The bridges, trees and buildings within Hebden Bridge provide potential habitat for roosting or foraging bats and The vegetation and trees along the river provide potential habitat for breeding and nesting birds” It should also be noted that the river walls and bridges provide habitat for nesting dippers - I have previously seen dippers nesting under the bridge over the millrace culvert (a few metres upstream of where Hebden Water crosses Market Street). Also dippers nesting in 2 places in river walls further up Hebden Water – in Hardcastle Crags. Obviously that nesting habitat is because the walls have holes/cavities.
Worried that there won’t be much shade for people if you remove the riverside walkway trees
I appreciate that people like the existing trees and if possible should be kept. However it shouldn’t prevent removal if needed. New trees can always be planted.
Need to protect existing trees or clearly state that they will be replaced with semi - mature specimens.
For Bridgegate car park these are good proposals, but I think the next step should be to test for the location of the tree roots to establish whether or not they need to be removed. This design decision needs to be taken very sensitively because e.g. the removal of trees alongside St Michael’s Church in Mytholmroyd provides an example of how this substantially changes the quality of a particular location. I would hope that a design solution might be possible without tree removal.

Natural Flood Management

Great that responsibility are leading on this but to get 200,000 trees quickly planted (they take time to grow) must involve paid jobs for local people.
Natural flood management is definitely where we should go but Farmers (already struggling due to changes in farming) could do with some financial incentives to use their land to manage floods so it doesn't negatively impact on their livelihoods.
In terms of interventions responding to surface water flooding, and using NFM techniques, pdfs demonstrate what appears to be a comprehensive survey of opportunities (albeit at a high level). People may therefore be disappointed at the apparently more limited potential for NFM interventions of this assessment: ‘This showed that if we can slow the arrival of water to the rivers in Hebden Bridge, we can provide small reductions in flood flows in the town. However the statement continues: ‘Natural flood management can also reduce the risk of surface water flooding by keeping water in the landscape instead of on the roads, and limit its impact by reducing soil erosion off the hillside into drains and rivers.’ This triple positive benefit from upland NFM interventions should justify a strong emphasis on their further exploration and implementation.
The fact that Reservoir Drawdown seems to have a much greater quantified impact on flood risk reduction - which is extremely encouraging - appears to illustrate an important common principle: that both NFM and Reservoir drawdown work by seeking to retain and de-accelerate flows of water in the uplands from reaching the river channels and urban settlements, and that therefore a strong emphasis across the Hebden Bridge scheme as a whole should remain focused in the Uplands.

Enhancement Opportunities in the local area

Include green infrastructure.
Proposals for Old Gate are likely to enhance the aestheticism of the street.
Regular, frequent gully maintenance
More tree planting
No grouse shooting.
Clearing out and maintaining existing drains.
Ensuring road surface water flows into drains, not around them.
Keep the river channels and bridges clear of debris.
Can we make sure walls incorporate front of Town Hall terrace? Poss. glass?
Ensure new housing has permeable surfaces on drives.
All new housing and commercial developments must have sub surface or underground storage tanks.
Use old Yorkshire stone on new walls.
Some of the cut stone looks very clinical - the random stone texture looks more in keeping.
Use local stone.
In keeping with local aesthetics.
Stone to match existing - employ apprentices to be trained, as proper stone masons and leave a legacy.
Concern that any new flood walls inevitably are much less attractive than those they replace - in particular the river walls in Hebden tend to be old, uneven, blackened gritstone, often fossilising former uses (long demolished mills, houses etc.) within them - they have an important charm, and add much to the appearance of this town, where the relationship to the river is so important. The flood walls in Todmorden have removed this entirely - and too often the river feels canalised, distant and has little relationship with the town. Where walls need to be replaced, where possible the existing stone is reused - and that stone that has a similar texture/appearance to the existing is used - the machine cut York Stone used in Todmorden would, I argue, not be appropriate, particular in the most sensitive areas of the town. This is not just the centre, but for example areas like the 'College Streets'/Stubbing Holme Road areas, where the way the gable ends of - say -Trinity and Oxford Streets meet the Canal and Low Wall is a lovely feature of the canal side path.
The historic bridge over the river or canals should not be removed - these are all important aspects of our town.
Using the traditional stone as far as possible i.e. as the stone wall on the Old Gate side of the river. Glass is fine in places as long as it’s not too high.
The posters set out the range of material and design options for particular locations. Those for stone wall cladding look acceptable, but the true test involves setting a sample alongside its intended location and then checking against a number of criteria (e.g. including colour); for self-raising flood barriers and glass wall options.
Another matter of concern is that the historic iron railings on the Bridge Gate side of the river might be removed: a link to the town's history might be gone.

These may be small details but important I think. My proposal is that the historic stone wall alongside the river should be raised by inserting the same kind of stone underneath the railings. The glass wall should then be designed to incorporate the existing iron railings.

General Comments and Suggestions

Go to tender with detailed design not outline. Open to claims in tender based on outline design.

Run the works under CEEQUAL scheme!

Involve contractors early on in the process to get their input (EC, motel)

Removing the bridge further up town [at the Adult Learning Centre] has and will undoubtedly allow water to flow more freely.

We can't afford to close the business while the work is carried out so we remain vulnerable and largely unprotected from the river. We are uninsured against future flooding due to the high premium payments, so the next flood will be our last.

Perhaps equally worrying is that the height of the walls along the Calder by Eton Road, Oxford Road and Cambridge Road, and further towards the town centre are not, as far as I can see, specified. How are we meant to respond to this vagueness? When the flood defences in Mytholmroyd were out for public consultation there were wooden posts erected all along the river to enable residents to see the impact of the proposed wall heights. Why has this not been done in Hebden Bridge? Indeed it should now be done. At the same time a mock-up of how the wall and self-raising barriers might look outside Coffee Cali and the Packhorse bridge should be considered. This is a very important historic centre/meeting point in the town. If the EA want to avoid a row at planning stage more effort should be put in now to showing the town what is proposed.

I was present in the town during the flooding on Boxing Day 2015. At the time that river levels were highest I observed the level of Hebden Water from St Georges Bridge. I recall that the river almost reached the underside of the arches of the Old Bridge. The bridge surface and parapets were largely above the level of the river. As the bridge has a humped backed form with solid parapets. I think it unlikely that water would flow from the roadway over the bridge on to either Old Gate or Bridge Gate. I therefore question whether a flood wall blocking the end of the bridge would be necessary.

In light of this, I have to question the need for the construction of walls or self-raising barriers directly across either end of the bridge. While I recognise a desire to avoid interference with the bridge, being a Scheduled Ancient Monument, perhaps protection could be afforded by small alterations to the of the bridge and abutting flood defences to these in some way. At the Old Gate end, I note that the existing railing-topped river wall at the south west side of the bridge already directly abuts it.

A suggestion for Stubbing Holme Road Bridge, it might be possible to build an additional channel to the south side of the existing bridge, therefore alleviating the bottleneck at this location while leaving the historical bridge intact. I think there is a particular opportunity to do this at the moment, because the building on the upstream side of the bridge (the former Wire form mill offices) is empty and disused, and the land on the downstream side of the bridge is currently empty since the day care centre was demolished. The new channel could be open or in a culvert.

It is important that the proposals for the scheme are advanced in line with the developing Local and Neighbourhood Plans that are moving towards adoption following referendum. There should

be no contradiction between the alleviation schemes and these plans and it is important that all relevant parties work to make this so.

I'm not clear from this whether you've assessed the risk of possible overtopping at the Waterside Fold location on the Hebden Water, and the possible need for wall strengthening and heightening there. In 2015 there was a possibility that this end of town (Valley Road), which has never experienced flooding before, could have been threatened from this location.

Timeline: You need to add an interaction with the Neighbourhood Planning process in August-September, and then a second consultation about preferred scheme in November. I accept that the latter will complicate and possibly delay the process by a certain amount but you will come out with a better and less criticised scheme.

The EA flooding analysis and its translation into intervention options has been excellent, and also creative. In the one location where I don't think the first design proposal works I remain optimistic that an acceptable solution can be found, as in the other locations covered, as long as a little more incremental consultation allows those solutions to be discovered.

But, the ultimate check is the EA's assessment as to the overall flood risk reduction outcome of the entire package. The 'Peak flows on the Hebden Water' graph shows a really substantial increase in modelled post scheme channel capacity (although I'm not entirely clear whether that also integrates the diminution in upland flows e.g. as a result of reservoir drawdown) which now appears to protect the town against substantial inundation at post 2000 flood levels with the exception of the 2015 event ('This shows that even if the proposals had been in place on Boxing Day 2015, there would still have been flooding in Hebden Bridge.' pdf8)

I think this is a really reassuring modelled outcome at this stage of the process, but I would like to discuss the more nuanced meaning of this result and opportunities for possible further improvements to it.

Slow the Flow

Clearly, the proposals put to delay the rate at which flood waters reach the town are to be supported in full, including tree planting on some abandoned in-bye land and ploughing or scarifying of other areas to improve absorption and retention.

The six major reservoirs at the valley heads should also play a greater role than is currently the case. When publicly owned by the Calderdale Water Board, one of them was kept half empty to help to protect the valley during times of exceptional rainfall. Consequently, there were fewer (and less serious) flooding events during those times. Regrettably, with the transfer of ownership to Yorkshire Water, a private company, this practice seems to have ceased. Water provision, once a public service is now governed by other motives which seek to save and sell every drop. Perhaps the ludicrously low total compensation water requirement for these six reservoirs should be re-examined to ensure that they always have spare capacity to temporarily hold back sudden and unexpected surges of precipitation.

Storage

It is accepted, as your study demonstrates, that other than the existing reservoirs, no sites of adequate capacity exist in the upper tributary valleys for temporary emergency storage of excessive run-off from the surrounding uplands. It is therefore imperative that regulations are negotiated or imposed on these major reservoirs, built at public expense by local authorities of the past, but now in private ownership.

Containment

This is the section which gives me the most concern and where I think some re-evaluation is called for.

IS IT SERIOULY SUGGESTED THAT A 1.2m WALL ALONGSIDE OLD GATE AND BRIDGE GATE WOULD HAVE THE CAPACITY TO CONTAIN THAT AMOUNT OF WATER (approaching 2 million cubic meters – tons – of floodwater, on top of the river's already swollen state) ???

Added to this, do we really wish to disfigure Bridge Gate on which over £1M was recently invested in pedestrianisation and landscaping.

A removable barrier could only help in small flooding events but, if it is decided to build one, surely it should be set back along the edge of the highway itself, as a row of equally spaced grooved bollards into which removable boards could be slotted in times of need (something like the Thames embankment flood barriers in London).

Speed the flow through the town

If containment is not realistically possible, speeding up the flow through the town appears to be the only solution and is the one now in progress in Mytholmroyd, at enormous expense, with the demolition of a dozen shops and houses plus the rebuilding of Caldene Bridge.

In Hebden Bridge, there are three major obstacles to high water flow of the River Hebden. All feature in your analysis but the solutions are mostly side-stepped on grounds of inconvenience and cost. This is not acceptable. Hebden Bridge deserves tomorrow what Mytholmroyd is getting today!

Girders across the river adjacent to Victoria Road children's playground.

These rusty remnants of a former mill collected flood debris and temporarily obstructed the river flow, causing flooding on Victoria Road and Valley Road, eventually adding to the flooding in St George's Square. When the dam burst, this caused a surge and additional damage downstream. These girders are redundant and require urgent removal. Hopefully no replacement will be allowed as was proposed in a recent planning application.

New Road Bridge at West End.

It is accepted in your analysis that this is a major obstacle to river flow and that its removal and replacement would significantly lower upstream river levels – yet you propose not to take any action on grounds of traffic disruption and cost, plus conservation area restrictions. None of this seems to have prevented your efforts in Mytholmroyd where you were held up by the omission of a conservation application but have nevertheless gone ahead, very slowly, despite the extended period of traffic chaos.

Use of a temporary one-way 'Bailey Bridge' to the north side of the existing bridge from the rear of the optician's shop to Old Gate … or even two, one on either side of the existing bridge (though this would probably require the removal of two or three shops, cf Mytholmroyd). Passage of traffic could be controlled by an extension of the existing traffic lights and with 24hour working would cause less disruption than has been the case in Mytholmroyd.

THE CANAL AQUEDUCT.

This is the really crucial blockage. Without action to accelerate and increase the flow of water below this structure, Hebden Bridge is doomed to regular flooding forever. You say as much yourself in the report i.e. that flooding levels upstream would be significantly reduced if a way were found to reduce the damming effect of the aqueduct once the existing half-moon openings are full to capacity or blocked by debris as in 2015.

Despite your analysis, you conclude that no action should be taken because the cost would be too high and there would be too much disruption to Riverside school playground!

Perhaps. The Aqueduct, as a scheduled monument cannot be removed --- but why has there been no consideration of the opposite river bank adjacent to the old Canal Dye works, now converted to housing?

A major by-pass could be constructed on this site, below the canal, directly to the existing overflow sluice on the opposite side of the canal. It may involve the demolition of an unoccupied single storey triangular space on the ground floor of the mill together with a basement below, but the residential areas would not need any modification (unlike Mytholmroyd where wholly sound private properties are being demolished for the greater good).

The triangular space in question has a history. At the time of conversion of the mill, the then owners of the mill received a government grant of £125,000 Rural Challenge funds to create a cyber-café in this space. For some reason Calderdale Council paid this money 'up-front' before the work had even started … and no cyber-café was ever created!

The space remains unoccupied. Years have passed and cyber-cafes are no longer needed to support rural populations, so it would be appropriate to see this space as an opportunity for an alternative community purpose, i.e. flood prevention. It could, relatively easily become the single most important contribution to flood relief in Hebden Bridge!

Stubbing Holme Bridge.

If the above were to be done, it might then be appropriate to re-examine the replacement of Stubbing Holme Bridge, rather than condemn the residents of housing along the streets of Stubbing Holme to be an overflow flood plain to protect the town --- as implied in your analysis.

Slow the flow downstream

Any flood relief work in Hebden Bridge will, inevitably, have a knock-on effect in Mytholmroyd, as the Environment Agency must have recognised. (Could this be one reason why their proposals for Hebden Bridge are so weak?)

However, we need to look at the valley overall and just as the Calder High School playing fields are regarded as a useful flood plain to protect Luddudden Foot by holding back the floodwaters accelerated through Mytholmroyd, we need to reopen the floodplains between Hebden Bridge and Mytholmroyd for containment of the extra 2 to 3 million cubic metres being flushed through the upstream town.

Calder Holmes playing field and the land on both sides of the River Calder between Station Road and the Clog Factory plus the Council Highways Depot at Hawksclough were originally open flood plains.

However, in the 18th Century they were used as convenient places to tip rubbish, particularly ashes from the many mill steam boilers and the domestic fireplaces found in every house. As the tipping got deeper, walls were built alongside the river to contain the piles. Gradually the whole river between the two rapidly expanding townships was canalised between high stone walls, with no escape for floodwater. No wonder Mytholmroyd caught the main brunt of the frequent floods, sometimes two and three time a year.

The time has now come to address this man-made environmental problem. The tipped material is mainly loose ashes and could be removed relatively easily with modern equipment to re-establish the original floodplain level.

Topsoil could be retained. Calder Holmes football pitch could be replaced and in much better condition than currently. The land between the two towns could be opened for use as a new riverside footpath, camping ground or other sporting/outdoor activities--- anything that would stand the occasional immersion.

The electrical sub-station near the clog factory would need to be protected by a high bund but the Council's Highway depot could be lowered and improved as a storage area for robust materials (though not salt, which should not, in any case, be stored so close to the riveThe analysis presented in the report is thorough and convincing. However, it is most disappointing that no solutions are offered to the most pressing problems identified, therefore, the report overall is little better than window dressing for all the protection that its proposed actions will give to central Hebden Bridge.

The situation for our town is made even more desperate by one factor unmentioned in the report or anywhere else. One cause of the severity of the 2015 flood, the most severe in living memory, is the major improvements made in Todmorden and at Callis. In the absence of proper joined up thinking, one town's relief can be at the expense of its neighbour downstream!

All considered, I fear our response to this consultation report should be an A+ for effort but a case of 'Back to the Drawing Board' for proper consideration of the Action Proposals. As currently set out, Hebden Bridge is likely to become the major dumping ground for everyone else's surplus water from upstream and containment area to protect those downstream!

Overall, do you think that we are getting the balance between reducing flood risk and how things look about right?

You need to think bigger. Compromises are inevitable so start more "blue sky". Plan for the future not what has happened before. Climate change is happening so plan for things to get worse.

There should be an annual "barrier to raising day" to ensure that the work. Say every 10 April?

Suggest an annual flood drill day, so we all know what to do.

Self-raising walls have moving parts and no provision for maintenance.

Self-raising walls are in the ground all the time they only rise up when required therefore there is no aesthetic problem so please build them high enough to stop a flood of the volume experienced Dec' 16. We need adequate measures for extreme events.

Could we have more radical options? Hebden residents like different/ innovative solutions!

Could the consultation be on other days? Lots of friends would come!

Is there going to be an overall project outline and timeline we can track?

This should be here for at least a weekend. I know lots of people who were unable to come.

Could we also see all the options? There must be other radical ideas.

If no, which attribute do you think should be changed and why?

Retain iron railings? Possible or not?
Clear out the river first.
Loss of trees in car park would be detrimental to the view and character.
Pedestrianize Old Gate - rising bollards to stop cars but allow bin lorry etc.
This needs to be here for longer. Great consultation tonight - more people would come if it was open longer/ more days.
Please wear badges with your role/ who you work for, not just your name.

Would you like to find out more about us or about your environment?

Then call us on

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