



HAYDON PARISH PLAN 2008

HAYDON BRIDGE

VILLAGE DESIGN STATEMENT



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INTRODUCTION

The purpose of a Village Design Statement is to manage change, whether that change is major new development or just cumulative, small-scale additions and alterations.

It is not about *whether* development should take place, that is the job of the Tynedale Local Development Framework. Rather it is *how* planned development should be carried out, so that it is in harmony with its setting and contributes to the conservation and enhancement of the local environment. Its purpose therefore, is to complement the statutory planning process. Our aim is to get the Village Design Statement adopted by the planning authority so that it becomes Supplementary Planning Guidance.

This statement and the principles it sets out come from the community. It was developed alongside the Haydon Parish Plan and followed guidance from the Countryside Agency and Community Action Northumberland.

Following several public meetings on the Parish Plan a Public Consultation and Display Day was held in November 2007 to gain people's views on development in the village. This was followed by a questionnaire distributed to all households in January 2008.

It is the analysis of this questionnaire, (20% of households responded) together with feedback from the public consultation day, that has shaped, and is referred to, in this document.

THE WIDER LANDSCAPE

Background and context

Haydon Bridge is situated in the South Tyne Valley seven miles west of Hexham. It is overlooked by the site of the ancient settlement of Haydon that lies about a mile to the north east high above the village. It is thought that the first bridge across the River South Tyne at this point was built in the 13th century.

The village of Haydon Bridge developed at both ends of the river crossing, placing the bridge at the centre of the settlement, a feature that is unique in Tynedale.

Steep hills enclose the valley on both sides; those to the north rising to 246m at Haydon Fell, while south of the river Humbleton Fell reaches a height of 294m near Stublick.

The valley floor is approximately 1/3 mile wide at Haydon Bridge and maintains this width for several miles west of the village but about one mile to the east the river enters a steep sided, narrow, wooded gorge.

Most of the hillside fields surrounding the village retain their original hedge or dry stone wall boundaries. The fields, mostly used for pasture,



▲ *The old bridge at the centre of the village*

are interspersed with woodland, much of which is along the small valleys worn into the hillsides. Langley Burn, Crossley Burn/Elrington Wood, Morralee Bank and Caponscleugh Burn are among the most extensive of these woodland areas.

Except for the linear development on either side of the road rising up North Bank the village has developed on the valley floor. As a result Haydon Bridge still retains a rural feel.

Church Street, now the main shopping area in the village, has open views up the fields of North Bank to the farm at The Tofts. Martins Close and other streets orientated N-S offer similar valley side views. But the vista seen from the centre of the village, the old bridge, is one of the main features that give Haydon Bridge its unique character. From the centre of the old bridge there are uninterrupted views in all directions of the landscape surrounding the village.

For the overwhelming majority of people the close link between the village and its rural setting is regarded as very important when considering what makes Haydon Bridge an attractive place to live.

Relevant Local Development Framework Policy:
NE1

Design principles for Haydon Bridge:

1. The open views from the centre of the village that define its character, be retained, safeguarded from development and, where possible, enhanced

Views from the bridge:



▲ *Looking west towards Morralee Fell.*



▲ *Looking SW towards Humbleton Fell*



▲ *Looking SE across the village towards Dinnetley Wood*



▲ *From the north end of the bridge looking along Church St up North Bank towards The Tofts*



▲ *Open views at the end of Martins Close*



▲ *The South Tyne Valley and Haydon Bridge from North Bank*

THE SHAPE OF THE SETTLEMENT

It is clear that the river crossing was, in the main, responsible for the founding and early development of Haydon Bridge. The main highway from Hexham and the east, having descended to the valley floor, could not proceed further along the narrowing south bank of the river, so the South Tyne was crossed and the highway continued west on the wider north bank.

Housing developed at both ends of the bridge along with an inn. It is likely that crafts and trades people settled here catering for travellers. An official market was granted in 1323 and held on Wednesdays.

The settlement developed in a linear fashion from the bridge alongside the highways. Unlike most Tyne Valley villages and towns, which developed on valley side terraces, Haydon Bridge developed on the 'haughs', the low lying land beside the river. It has therefore, always been vulnerable to flooding. (This has become an increasingly important factor when considering further development of the village).

Agriculture continued to provide the main livelihood in the area with large farming communities, most predating Haydon Bridge, at Rattenraw, Chesterwood, Haydon, Brokenheugh, Elrington, Lees, Deanraw etc.

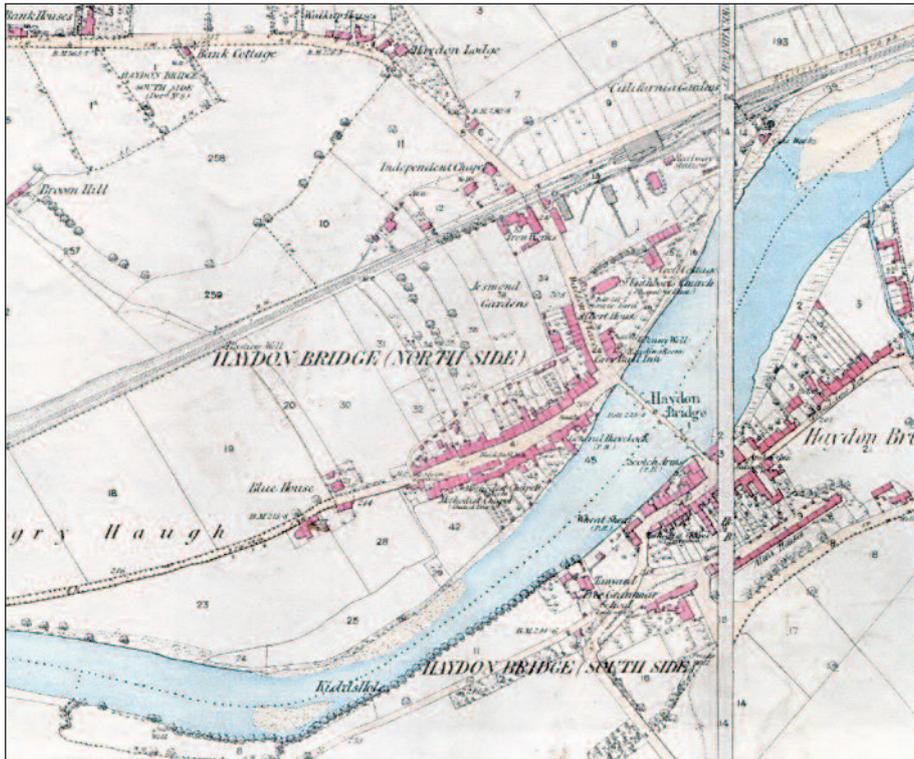
A survey of 1608 indicated that 20 tenants on both sides of the river held burgage plots. These 17c and probably earlier burgages are shown on the first OS map(1865) on the north side of Ratcliffe Road as narrow fields. They would have

been fronted by the original Haydon Bridge dwellings and extended as far back as the foot of the North Bank. The houses on the south side show the same arrangement, the length of the plot being reduced due to the steeply rising land to the south. There were very few changes to this situation until 1697 when land was purchased by the John Shaftoe Charity for the erection of the Grammar School.

Following the Jacobite rebellion of 1715 and the execution of the Earl of Derwentwater, the Derwentwaters' lands were assigned to the Greenwich Hospital. These included most of Haydon Bridge and surrounding area. A residence was built in the village for the Hospital Commissioner. This now forms part of the Anchor Hotel.



▲ *St Cuthbert's Parish Church*



◀ Haydon Bridge in c1860.

The linear development of the village along both banks of the river from the bridge can be seen clearly.

The burgage plots (named Jesmond Gardens) to the north of Ratcliffe Road are by this time separated from the dwellings by a back lane and several out buildings

▼ The tower of St Cuthbert's Church, the chemist's and butcher's shops and the Old Reading Rooms (now a B&B)

The building of St Cuthbert's Church and the partial dismantling of the old Chapel of Ease at Haydon in the early 1790s was a significant development in the village. The Chapel at Haydon had remained the main place of worship for the community for hundreds of years, now Haydon Bridge became the centre of the local community for all activities.

In 1810 the almshouses were built by the Shaftoe Trust. At this time the Greenwich Commissioners were also sanctioning the rebuilding of many of the dilapidated farm houses and village buildings, most of which still survive as part of our heritage. A Library and Newsroom was opened in 1836 and the Oddfellows Hall in 1869.

Coal Mining at Stublick, in addition to many smaller drift mines, provided an alternative employment to agriculture from the early 18c. Other industrial enterprises associated with coal and lead mining flourished in the area including the opening in 1843 of Haydon Bridge Ironworks. The opening of the Newcastle to Carlisle Railway in 1838 brought its own particular advantages to Haydon Bridge, especially the transporting of lead from the North Pennines to the goods yard at Haydon Bridge and then by rail to Newcastle. It also boosted tourism in the village.



The wealth brought into the community through the Victorian period resulted in the development of quality private housing (e.g. on the North Bank) and an expansion of retail and service provision. By 1886 over 100 trades and professions were carried on in Haydon Bridge, in addition to those working on the land, in collieries, lead mining and associated heavy industries.

Small housing developments continued in the early 20c, including the first council housing scheme in 1936 at Martins Close. However, it wasn't until the late 1940s that the first of several housing developments were started, adding about 200 houses, over a 25 year period, to the village's housing stock.



▲ *Late Victorian Housing development, Belmont Gardens*

The first two of these council house developments, on the old burgage plots to the rear of the houses on the north side of Ratcliffe Road, in filled the land between Ratcliffe Road and the railway. The later extension, with two further housing schemes, moved the boundary of the built up area of the village further west.

More recent times have seen the continued building of individual houses along the North Bank and Heugh House Lane; a 20 social/affordable home development at the Showfield (criticised by the government planning inspector as an unnecessary extension of the built environment); small courtyard schemes at the back of Shaftoe Street and in 2004 the Innerhaugh Mews development of 42 houses, again extending the built environment west.

As the housing stock has increased so the number and range of facilities in the village have decreased. From the large number of shops on both sides of the river in 1950, only four remain



▲ *1950s housing in Hordley Acres*

on Church Street. There are moves afoot for the community to take over the running of the library and the Bank has further reduced its opening hours to two mornings per week.

The decline in the mining industries saw the closure of the station goods yard and, controversially, the development of industrial units on the site. The foundry also closed. This site has recently been developed as a mixed social/open market flats scheme.

The rise in car ownership and road improvement programmes in the 1960s and 70s is recognised as the cause of the decline in local facilities, as more people were able to access shopping and other amenities in nearby centres, particularly Hexham, Newcastle, the Metro Centre and to a lesser extent Carlisle and now via the internet.

By the 1960s the old bridge could no longer cope with the volume of traffic using the A69. It had been rebuilt after the 1771 floods and the northern end rebuilt again in 1905/6 as a result of flood damage to three of the arches. To alleviate the congestion caused by the narrow bridge, the new bridge was built linking the A69 east of the village with Ratcliffe Road, by passing John Martin



▲ *Old Foundry Yard Flats – a recent development in the conservation area*



▲ *The new bridge from the old*

St and the old bridge and effectively cutting the village in half. Since its completion in 1970 the increasing volume of traffic, particularly heavy goods vehicles, has become an unwelcome feature of Haydon Bridge. However, the problem is now only temporary and will end with the opening of the by pass in 2009.

While Haydon Bridge has seen some large scale developments in the 1950s/60s and in recent times, and has endured high volumes of traffic passing through its streets, it has still managed to retain much of its character and rural feel. This is due to all the larger housing developments being sited on the valley floor leaving the valley sides and terraces as open farm land. It is also aided by the designation of the stone built area of the village as a conservation zone.

An overwhelming majority of residents feel that it is most important, in retaining the character and feel of the village, to avoid any large scale development on the valley sides or terraces. A large majority also wish to see any housing development limited in size to help retain the scale of a village.

There is wide agreement that more purpose designed housing with support for older or disabled people is needed in the village and also 1 or 2 bedroom accommodation for singles or first time buyers.

Haydon Bridge has evolved over time, its shape defined by its particular rural setting, its historical linear development on both banks of the river and its constrained riverside haugh land situation.



▲ *Shaftoe Green Community Project, a valued public open space on the edge of the village*



▲ *Gardens, hedgerows and trees help bring the countryside into the village*

Relevant Local Development Framework Policies:

- GD1 Location of developments*
- GD2 Prioritising sites*
- GD4 Transport and accessibility*
- GD5 Implications for flood risk*
- NE1 Natural environment*
- NE2 Strategic green spaces*
- BE1 Built environment*
- H1 Principles for housing*
- H4 Housing on green field land*

Design principles for Haydon Bridge:

- 2.** Future development should avoid the valley sides and terraces.
- 3.** Large cluster developments should be avoided.
- 4.** The green open spaces within and on the edge of the village that define its character be retained, safeguarded and where appropriate enhanced (in particular land of amenity status i.e. the riverside picnic area, Shaftoe Green).
- 5.** Retention of existing, and provision of new planting using native and traditional species should form part of any future development proposals.
- 6.** Developments should be accessible to local transport and village amenities to minimise the use of cars.
- 7.** Whenever possible retain or incorporate features that provide links to Haydon Bridge's diverse industrial, cultural and development heritage.

BUILDING DESIGN AND MATERIALS

Background and context

Sandstone, from local quarries, and Welsh roofing slate, were the most extensively used building materials in Haydon Bridge until the early part of the 20th century. River stones were also used in some older buildings. As a result of this use of local and traditional natural materials, the older part of the village, now within the conservation area, sits easily and naturally in the landscape.



▲ *Traditional stone built terrace. John Martin Street*

The use of bricks as a building material was limited. Today the old post office, with its white faced bricks, and Victoria Terrace, The old Post Office rendered to the front with bricks visible at the rear, are two examples from the last quarter of the 19th century. During the first part of the 20th century local stone continued to be used for most building developments i.e. Alexandra



▲ *The old post office*

Terrace, Brigwood bungalows and further individual development on Belmont Gardens and the North Bank. But during the same period greater use started to be made of brick rendered with cement/pebble dash i.e. Brigwood Terrace, and this set the trend for most housing developments in the inter war years and following the second world war. These included the council housing developments in Martins Close (1936), Hordley Acres (1949/51) and Strother Close 1955/6) and the houses built on the south side of John Martin Street

Many of these developments continued to use slate as the main roofing material, but there was an increase in the use of roof tiles during this period.



▲ *Brigwood Terrace*

A few houses were constructed with red brick and not rendered, but these were the exception. One very prominent house, 'The Mount' (c1910), was given a mock Tudor finish to its brick construction.



▲ *'The Mount', taken from Belmont.*

Only in the 1960s did brick make an impact on the village with the construction of the 41 council houses in Greenwich Gardens. This was followed in the early 1970s by the 60+ council houses in the Langley Gardens development. However, the subdued colour of the bricks, sandy- grey limited the impact.

It wasn't until the arrival of the Innerhaugh Mews housing scheme in 2003/4 that red/orange brick with orange pan tiled roofs made a real impact on the built environment of Haydon Bridge.



▲ *Traditional Victorian Terrace. Ratcliffe Road*



▲ *Some recent developments don't sit easily alongside the stone built area of the village*



▲ *Traditional terraced housing. Ratcliffe Road*

The most common form of housing in the conservation area is the terrace. The terraces grew incrementally over time from the river bridge along Ratcliffe Road, Shaftoe Street, the north side of John Martin Street and the west side of Church Street. Some terrace developments were of three or four houses, others fewer, and in some cases just a single dwelling added to the row. This ad hoc development has given Haydon Bridge an interesting streetscape as the houses vary in size and the use of stone changes from one house to the next.

Some terraces are set back from the general line of buildings, others slightly forward, creating small corner spaces and adding interest to the layout of the streets.

The roof lines also vary, often not by much, though there are a few three storey dwellings

extending the roof line above their neighbours. However, due to common use of materials in most of the central area of the village, it does come together as a whole.

Arches, giving access to the rear of the terraces, are a feature of the central area, as are the ridge level chimney stacks.

Practical consideration, the need to get a cart past, has given rise to rounded corners at ground floor level on some houses, adding interesting detail to the design.

The large individually designed Victorian and early 20th century detached and semi-detached houses on the North Bank retain a unity with the central areas of the village by their use of materials of common origin.



▲ *Interesting period details add to the character of the village*



▲ *Stone built detached house, North Bank*

TODAY

Haydon Bridge has experienced much development over the last fifty years, some with regard to the materials and design of the older houses in the village - but most not. Individual infill developments on the North Bank and small 'courtyard' housing schemes have in the main complemented existing housing in the village.

Of greater impact on the character of the village have been the green field developments that have taken place since the war. Much of this has been in the form of cluster developments largely in the form of single generic design. Terraces are straight, of uniform design and lack interest. Where attempts have been made to break up the line it has been too regular to create the intimate spaces of the older housing. In a rural setting such design can have an urbanising effect with extensive use of imported materials, blocks of garages, expanses of tarmac and large areas of open impersonal grassed space. The recent use of stark red brick with red pan tiled roofs, in a large cluster high density development of universal design, has had a major impact on the appearance of the village.

In addition the trend towards replacement uPVC doors and windows of general factory design has, to an extent, resulted in a loss of traditional



▲ *A courtyard development*



▲ *A fine example of a traditional terrace in Shaftoe St. The overhead cables and support pole impair the street scene*

carpentry. The proliferation of overhead cables and highway signs in parts of the village has also had an impact.

From this elements emerge that are integral to the character of the village and of high value to residents:

1. There are few tall buildings.
2. The use of traditional and local materials predominate in the older parts of the village and the more open developments on the North Bank.
3. The countryside connects with the built environment with views along streets, between buildings and through archways.
4. Within the village are small scale spaces created by the siting of and relationship between buildings, some public some private, but all visually to the public benefit.
5. The streetscape generally reflects a human scale.
6. Traditional craftsmanship is still evident in many of the older buildings and in some of contemporary design.
7. Key buildings define the form of the village i.e. Low Hall Farm to the east and Watson's garage to the west give closure to the principle streets south of the river while 57 Ratcliffe Road has a similar effect on the main route along the north side of the bridge.



▲ *Watson's Garage provides closure to Shaftoe Street, but the valley sides can still be seen above the roof line*

The impact of the parked car is felt in many parts of the village and will continue to be evident after the by pass is opened.

Parking provision for residents and visitors within new developments is seen as a high priority by the majority of residents, and resolution to the current on street parking problems in the conservation area requires urgent attention.

Well designed buildings, whether houses, shops or factories, is a high priority and the necessity for well designed landscaping in all new developments is recognised as an important factor by nearly all residents.



▲ *Sound, contemporary, yet traditional. A new development on the North bank*

As well as limiting developments to fewer than ten houses, the majority of people want to see most developments on brown field sites, want developments to complement existing housing and be sympathetic in design to traditional local buildings.

There is agreement that developments on green field sites at the edge of the village, or at Langley and Chesterwood, should be resisted.

There is also widespread agreement on the need to include renewable energy sources in all new building schemes, for encouragement to be given to residents to improve energy efficiency in their homes and to develop the use of sustainable energy sources in existing dwellings.



▲ *This porch extension shows correct scale and proportion; timber and stone work perfectly well, and the fact that the ridge tiles on the porch and main roof are different adds interest.*

The majority of residents agree that: when existing buildings are altered, the replacement doors and windows should retain the scale of the original; care should be taken to retain original features when buildings are converted to other uses; extensions should respect the character and scale of the main building.

The retention of the rural village atmosphere, at present enjoyed by Haydon Bridge, is **the priority** for most residents.



▲ *There are several such 'people only spaces' in the village. (in this case residents only)*



▲ *Arches are a feature within the conservation area*

Extracts from Tynedale Local Development Framework that have particular relevance to this section of the Village Design Statement.

Vision.

- 2.2 In 2021 Tynedale will have retained the many positive characteristics that make it such an attractive place to live, visit and work. The scale of development will have been modest and there will not have been significant physical change.
- 2.3 The character of the built and natural environment will have been maintained and in some cases enhanced New development will have been sensitively located and designed.
- 2.4 The amount of green field land taken up by development will have been minimised and best use will have been made of existing buildings and previously developed land.

Spatial Objectives

To ensure that the design and location of development respects the character and local distinctiveness of Tynedale and promotes safety and well-being



Relevant Local Development Framework Policies:

- GD2 Prioritising sites*
- BE1 Principles for the built environment.*
- BE2 Appraising and reviewing conservation areas.*
- BE3 Listed buildings at risk*
- H1 Principles for housing*
- H5 Housing density*
- EN1 Principles for energy*
- EN3 Energy conservation*

Design principles for Haydon Bridge:

- 8.** New development should be in scale with adjacent buildings, take account of the ridgeline of existing structures and be of a size that does not dominate the surroundings, or the wider village.
- 9.** Generic designs should be resisted. Rather, architectural design should refer to the style and detailed traditional features of Haydon Bridge to enhance the appearance and character of the village.
- 10.** The layout of developments should draw on the successful elements within the older areas of the village.
- 11.** Materials employed in the external appearance should be in keeping with the traditional character of the village.
- 12.** New building schemes should include renewable energy sources.
- 13.** Well designed landscaping should be an integral part of all developments.
- 14.** Off road car parking provision for residents and visitors should be included in all developments.

◀ (Left, top) Scale and proportion achieved by the small projection of the bay and interest added by the pediment.
 (Left, bottom) Repetition of elements gives rhythm and delight – Station Cottages

THE FUTURE

Over the last ten years about 90 housing units have been built in Haydon Bridge. Most of these have been in large cluster developments at Innerhaugh Mews (42) and the Showfield (20) with a further 12 units at Foundry Court. Of these 37 are social/affordable accommodation. In the next few months the development of 20 units at Tait's Yard will be completed. This amounts to an increase of about 15% in the village's housing stock over 10 years.

As Haydon Bridge has been identified in the Local Development Framework as one of four 'Local Centres' in Tynedale it will be the focus for further development.

The scale of possible future development in Haydon Bridge is the cause of widespread concern in the local population. Many of these concerns were expressed at the well attended consultation meeting, held in 2007, on the proposed development sites for inclusion in the Site Allocation Development Plan Document. (At the time of writing this had not been completed).

These same concerns, mainly to do with the retention of the character and rural nature of Haydon Bridge have surfaced once more in the public consultations that have taken place during the production of this Village Design Statement.

While people want to see some housing built in the village, particularly sheltered accommodation for older or disabled people and one /two bedroom units for singles or first time buyers, the overwhelming majority of residents do not want to see further large scale developments.

The LDF Core Strategy states that, *'In all cases the scale and nature of development should respect the character of the town or village concerned and take into account the capacity of essential infrastructure'*. If that is the case, the residents of Haydon Bridge hope that the conservation area of the village is referred to by the planning authority when issuing guidance to developers, rather than using the newer developments to set the precedent for further eroding the intrinsic character of Haydon Bridge.



▲ A space created by an open corner



▲ Left; Decoration, craftsmanship, proportion and natural materials, right; Traditional door, Ratcliffe Road



▲ Streetscape creating human scale; the stone flags and walling could be handled and placed by human hand; the tarmac only by machine

► *Spectacular glimpse connecting the village to the countryside – there are many instances in Haydon Bridge*



Increased flood risk from the river and the capacity of the sewerage system to cope, are recurring concerns in any discussion on proposed development in Haydon Bridge.

The closure of four shops and a public house in recent years has reduced village facilities. The opening of the by pass, with a loss of ‘passing trade’ and possible future improvements in public transport, could further erode the viability of local businesses.

Haydon Parish Plan (2008) has been compiled to alert the community to the positive and adverse affects of the by pass on the future of the village. This has generated widespread support and interest and better prepared the village to build on the advantages brought by the by pass and mitigate the possible disadvantages.

There is still a strong sense of community in Haydon Bridge valued by ‘local’ and ‘incomer’ alike. Haydon Bridge will and must continue to evolve, but that evolution must be for the good of the village and for the people who live here. The character of Haydon Bridge’s built environment remains special. Our goal must be to ensure its integrity and enhancement for future generations.



▲ *The centre of Haydon Bridge from Langley Road. Hidden among the clump of trees at the top of the hill is Haydon Old Church*



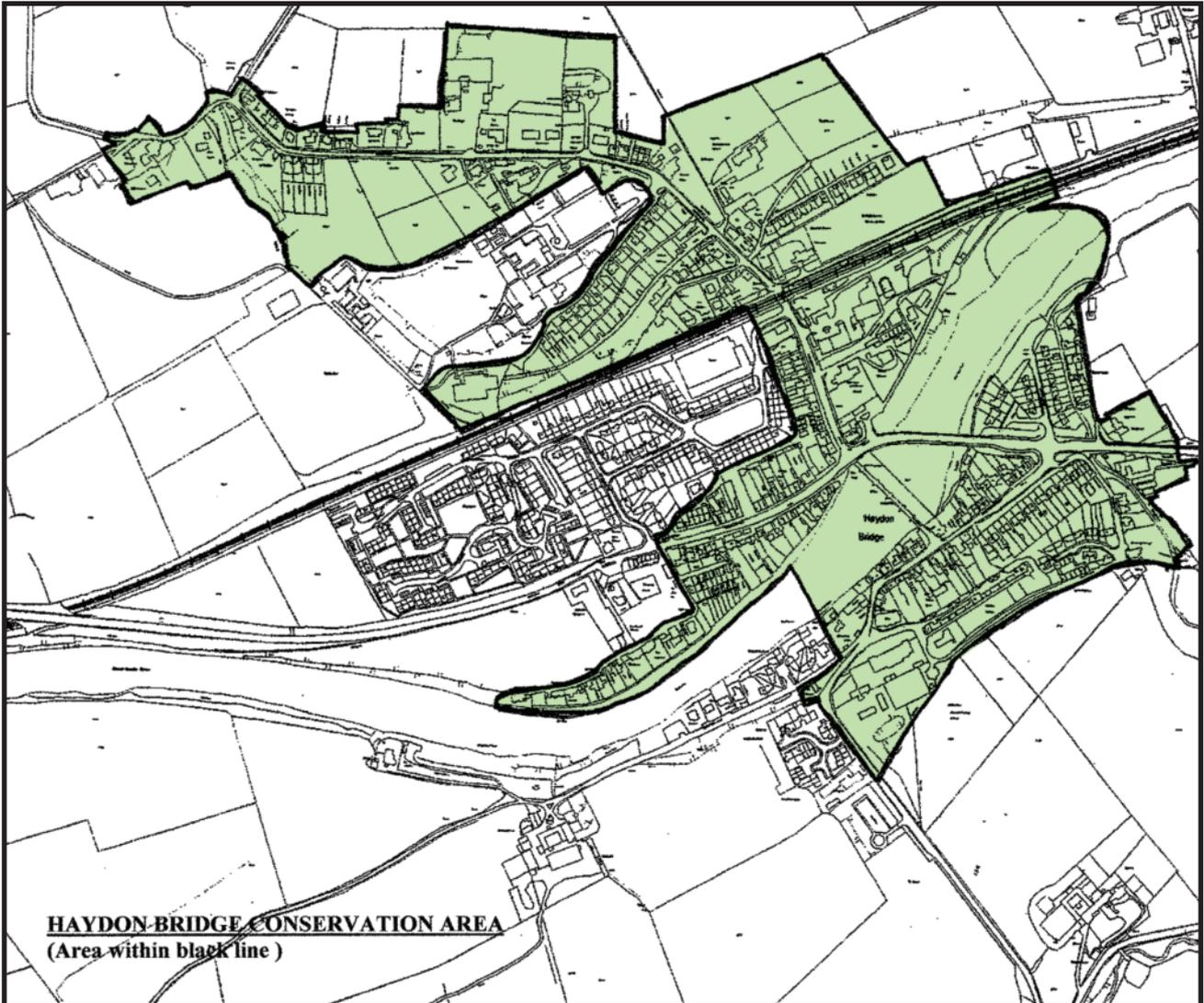
▲ *New flood defences, wall and high ramp, built at Low Hall Park following the floods of 2005.*

► *The A69 in Ratcliffe Road – the opening of the bypass will remove through-traffic from the village and improve the village environment for residents*



▲ *The Spa Well path at Low Hall Park – the close proximity of the countryside and its easy access from the village is highly valued by residents*





▲ The conservation area includes most of the built area of the village



▲ Haydon Bridge from the Lowgate Road



▲ The route of the bypass. Due to open Spring 2009

ACKNOWLEDGEMENTS

Mick Hall for his advice, help and support throughout the VDS Project
Jane Hart, Community Action Northumberland, for guidance on the process
Dennis Telford for information on the historical background of the village.
Michael Haggie for advice and support on technical detail.

Kate Minto for her analysis of the questionnaires

Peter Fletcher, Sonja Bailes and Aron Mazel for help with compiling the questionnaire and to all members of the Parish Plan Group who collected the completed questionnaires

The Friends of Haydon Bridge for printing and distributing the questionnaires with the Haydon News.

Pupils from Shaftoe First School and their teacher, Julie Cooper, for their interest, enthusiasm, ideas and involving parents.

The people of Haydon Bridge for contributing in the public consultation, completing the questionnaires, and without whose interest this project could not have succeeded.

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Bypass route map reproduced by permission of The Highways Agency

Mike Parkin. 2008

On behalf of the people of Haydon Bridge.

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Tynedale Local Development Framework:

Statement of Community Involvement.

Core Strategy.

Core Strategy: Sustainability Appraisal

Several Village Design Statements from;

East Devon District,

Bedfordshire,

Warwickshire