

# Luddenden



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LUDDENDEN CONSERVATION AREA

A POLICY OF PRESERVATION AND ENHANCEMENT

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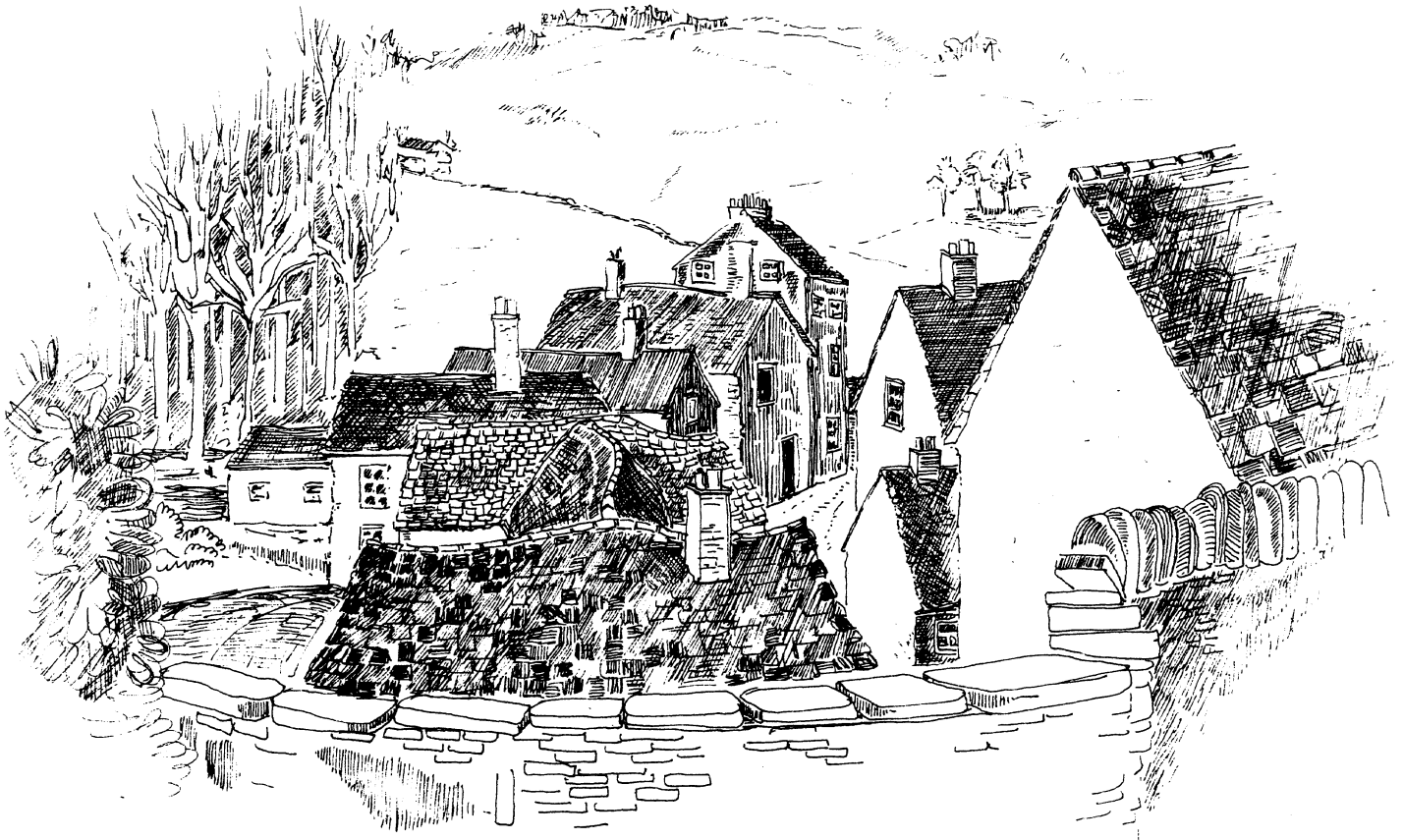
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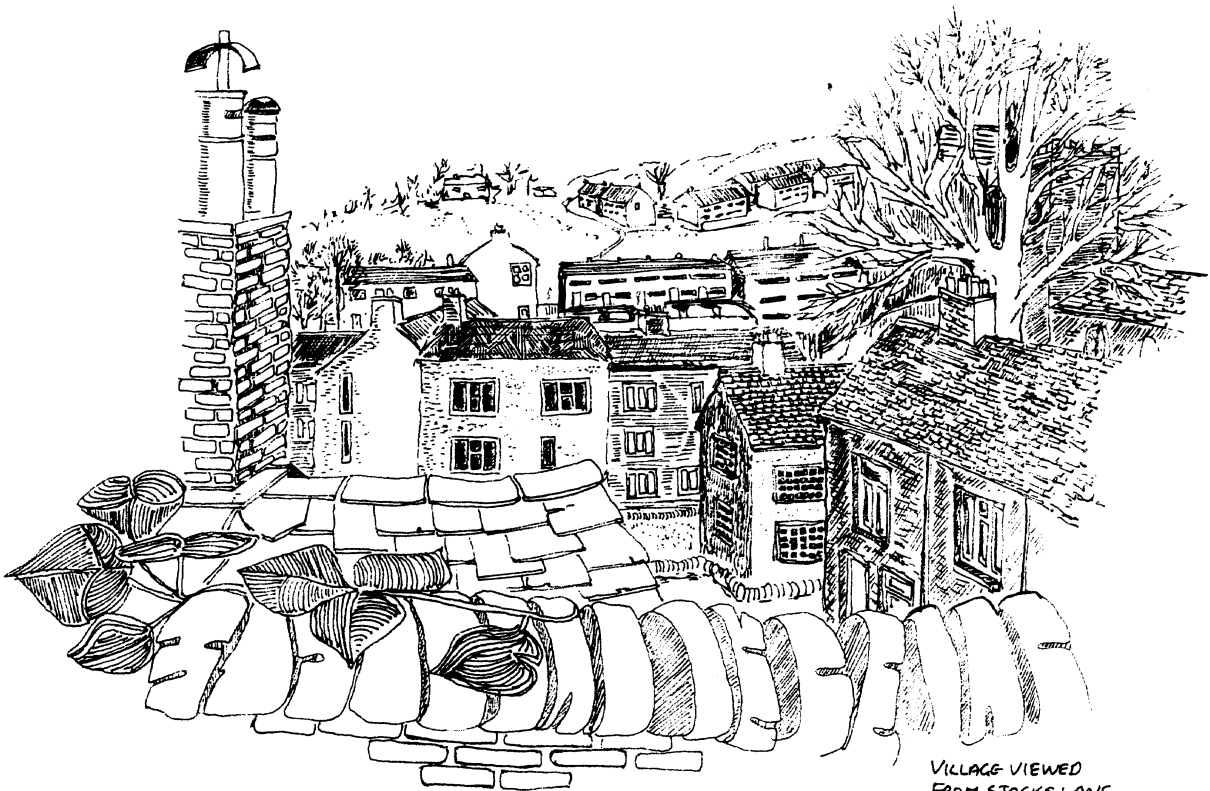
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'LIVING ROOFScape'



VILLAGE VIEWED  
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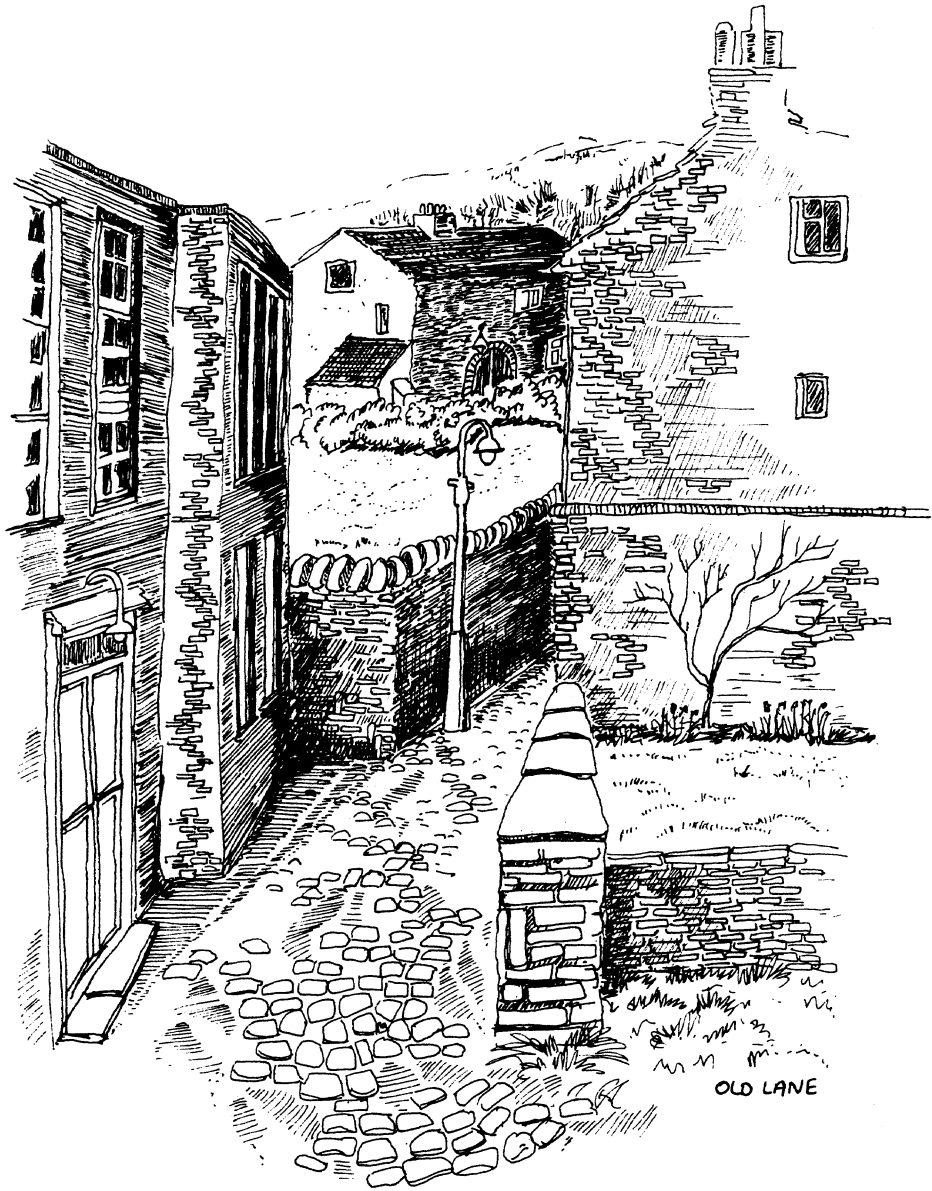


SECTION 1

INTRODUCTION

Under Section 227B of the Town and Country Amenities Act, 1974, all District Planning Authorities have a statutory duty to prepare schemes of 'Preservation and Enhancement' for all Conservation Areas within their District. This report is such a scheme for Luddenden Conservation Area, and takes the form of a village plan for the village of Luddenden, which is fully contained within the Conservation Area.

The report will form a base against which all Development Control decisions will be considered in the future. It also contains proposals for the improvement of the environment of the village by positive action. Some of these will be carried out by private individuals and some by the Local Authority. Although some proposals may be carried out in the near future as resources are available, some will be carried out as a phased programme as and when resources become available for this class of work.



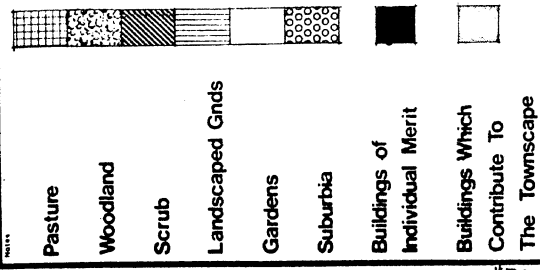
OLD LANE

SECTION 2

THE VILLAGE OF LUDDENDEN

A DESCRIPTIVE SURVEY

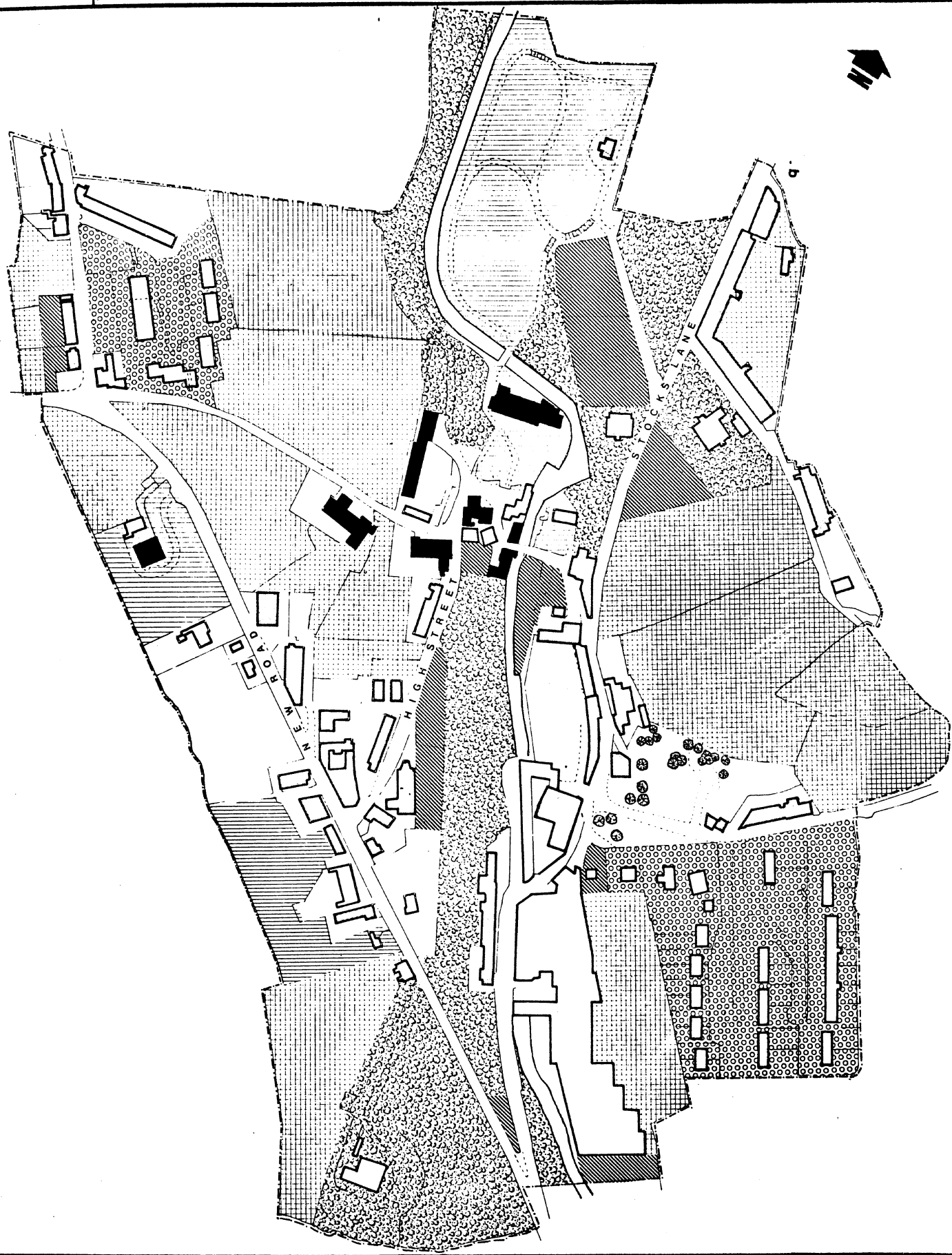
**LUDDENDEN  
CONSERVATION  
AREA STUDY**



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**PHYSICAL  
CHARACTERISTICS**

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 3-01-02-11  
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 G. S. L.  
 Date  
 April 75



## 2.1 Microgeology and Climate

Luddenden stands on the millstone grit flanks of the valley of the Luddenden Beck. The earliest settlement clustered about the ford in the valley bottom, but later, buildings were erected higher up the hillside.

The village experiences a typical Pennine climate which has been described as 'of nine months winter and three months bad weather'. More prosaically there is a high average rainfall coupled with a stormy North Westerly wind.

Thus the tightly packed huddle of stone buildings which characterise Luddenden, and many Pennine villages, are man's historical answer to the geological and climatic conditions of the area.

## 2.2 Historical Background

The origin of the village was the growth of a settlement at the point the pack horse trail from Halifax into Lancashire descended from the hills into the valley to cross Luddenden Brook. The fast flowing nature of the beck was exploited from early times, and the Warley corn mills were established in the village by 1284. Before the 15th Century the area was pastoral in nature, but during that century handloom weaving was established. These two activities were dominant until the latter part of the eighteenth century. Up to this date the village was confined to a small cluster of houses between the bridge and the Church.

By 1820 four water mills were established along the Dean, and terraces of workers' houses were constructed against the slopes of the hillside. The Parish Church was rebuilt in 1820 in a larger form, this being a clear illustration of the prosperity and growth of the period.

In 1842 the first steam powered mill was established at Oats Royd. The result of this expansion away from the valley bottom was that further development took place on the upper slopes of the valley above the old village, mainly for the Murgatroyd estate. The construction of the New Road to take coal from the Calder Valley at Luddenden Foot to Oats Royd Mill resulted in a ribbon of development along its line on the upper slopes of the hillside. Above the village a number of large houses, such as Carr Field, were built.

In the latter part of the 19th Century the village declined. The coalfield to the west was more favourable to industrial development, and the establishment of the Calder Valley railway encouraged the development of Luddenden Foot at the expense of the old village. Finally, the relief of the valley bottom route from tolls spelt the death knoll of the hill top pack horse route, and with it Luddenden's position as a stopping place on an important through route. All this brought about a slow, continual, but apparently irreversible, decline.

This situation, which lasted until after the Second World War, resulted in Luddenden being preserved as an urban village which illustrated the history of the Industrial Revolution as it affected the smaller villages of the Calder Valley.

## 2.3 The Village Today and its Setting

The pattern of historical development has created a compact, enclosed valley bottom village which later developed in a more straggling form up the valley sides. Surrounding this core are a series of small settlements based around old farmsteads and the New Road. This is set against an undeveloped backdrop of steep hillside fields, large copses of trees and scrub, bounded by dry stone walls. There is an exceptionally close relationship between the tightly enclosed village and the surrounding and penetrating fields or woods which has survived to the present day. The main physical features are noted on map 3/01/02/11.

The historical decline has been checked in recent years as the village has been 'discovered' and has taken on a new role as a residential satellite for the Halifax/Sowerby Bridge conurbation. Its picturesque character has also attracted a number of day visitors to stop for a while whilst on their way to Luddenden Dean.

#### 2.4 Population

After a long period of gradual decline which left an ageing population, there has been a recent rise due to an influx of young people who live in Luddenden but work in Halifax. The population in 1971 was 738 and this figure is likely to increase to 860 if the Carr Field site development is completed during 1977. This plan envisages a total population of about 900 persons by 1981.

#### 2.5 Employment

For many years industry has been leaving the area, and there are now only two works functioning in the valley above Luddenden Foot. Both of these appear unlikely to migrate, as one has up to date plant and the other is currently extending its premises. However, a sizeable proportion of their work force is drawn from outside the valley. It is unlikely that any new industry could be attracted to the valley, even if this was felt to be desirable.

#### 2.6 Retailing

The shops comprise a 'General Post Office, a village store, a haberdasher and a frozen food shop.' The three former depend on single item trading. The bulk of the residents' shopping taking place in Luddenden Foot, Halifax or beyond.

#### 2.7 Land Uses

##### 2.7.1 Within the Village

Existing land uses within the village are illustrated on map 3/02/01/20. The predominant ones are agriculture, residential and open space. Much of the open space within the village has been created by demolition which occurred as it contracted. There are no objectionable non-conforming uses, the wire works being well concealed by the surrounding woodlands.

##### 2.7.2 Surrounding Land Uses

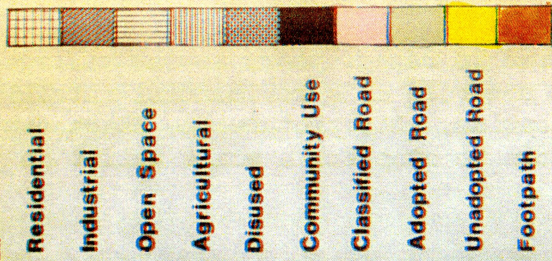
The majority of the surrounding land is in agricultural use, though the approach to the village from Luddenden Foot is through a Local Authority housing estate.

The farming consists of cattle rearing on the lower slopes of the valley, sheep rearing on the upper slopes and the flat moorland beyond its rim. In recent years some farms have been combined, and the surplus farmhouses together with their surrounding fields have been sold to commuters. In other parts of the valley this has resulted in the fields being allowed to revert to unsightly scrub land, though this has not yet occurred in Luddenden. Fortunately there has been no removal of dry stone walls to accommodate modern agricultural methods or leisure pursuits.

Luddenden Dean and Jerusalem Farm to the North of the village form a popular playground for the residents of the Calder Valley.



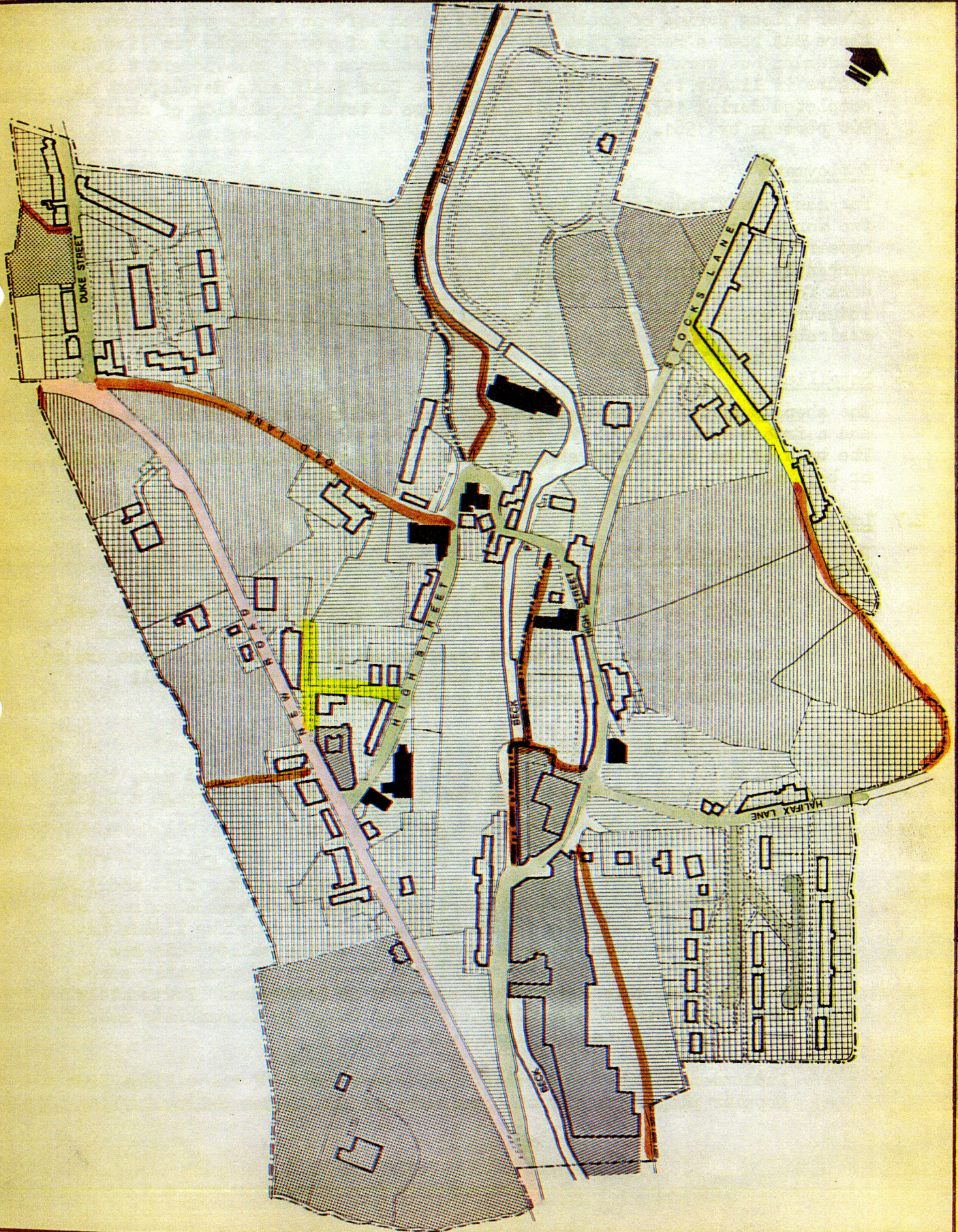
**LUDDENDEN  
CONSERVATION  
AREA STUDY**



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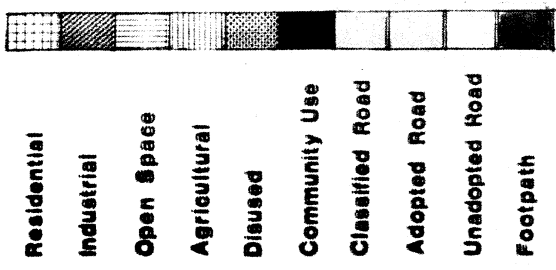
**EXISTING LAND  
USE, ROADS  
AND FOOTPATHS**

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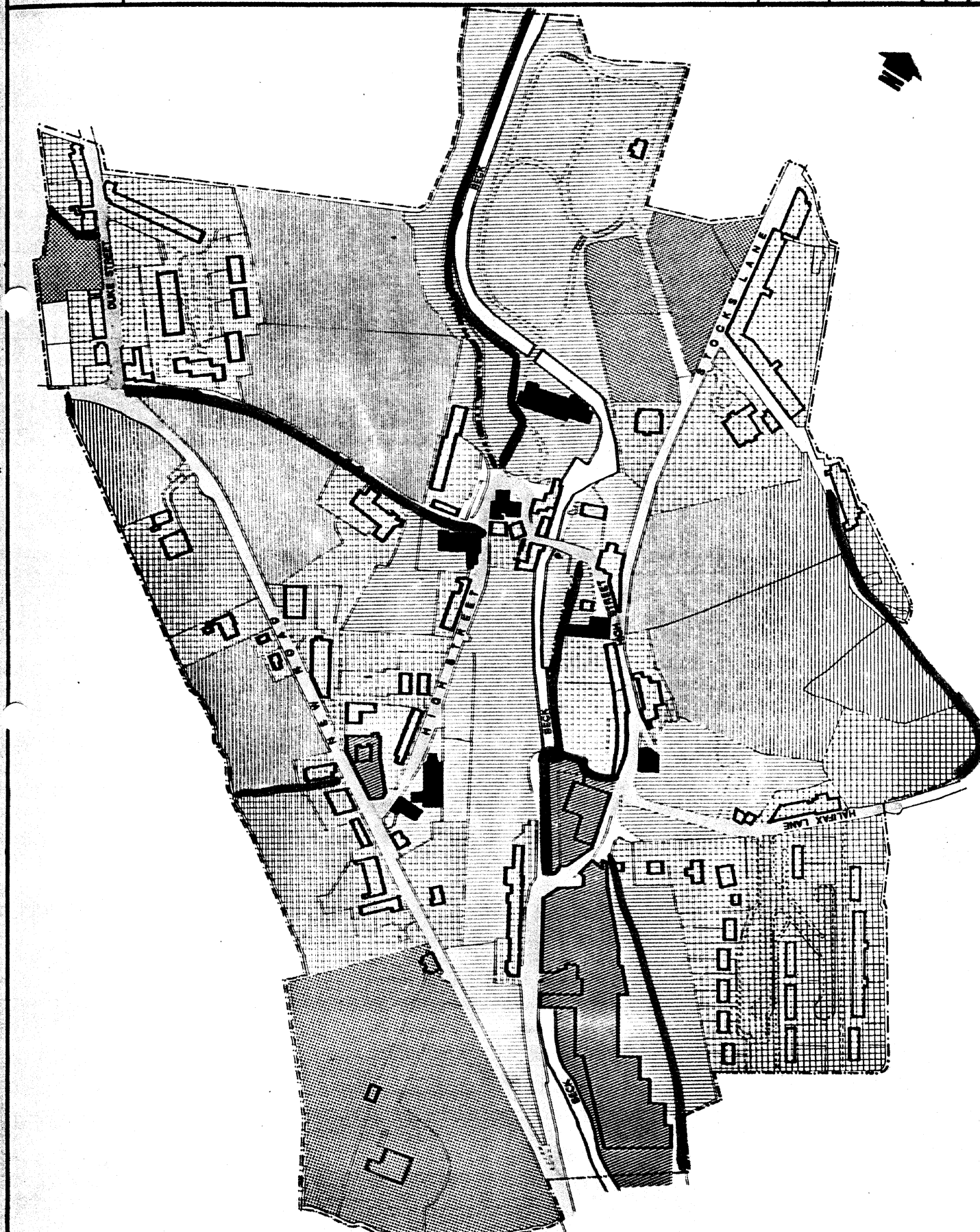
**LUDDENDEN  
CONSERVATION  
AREA STUDY**



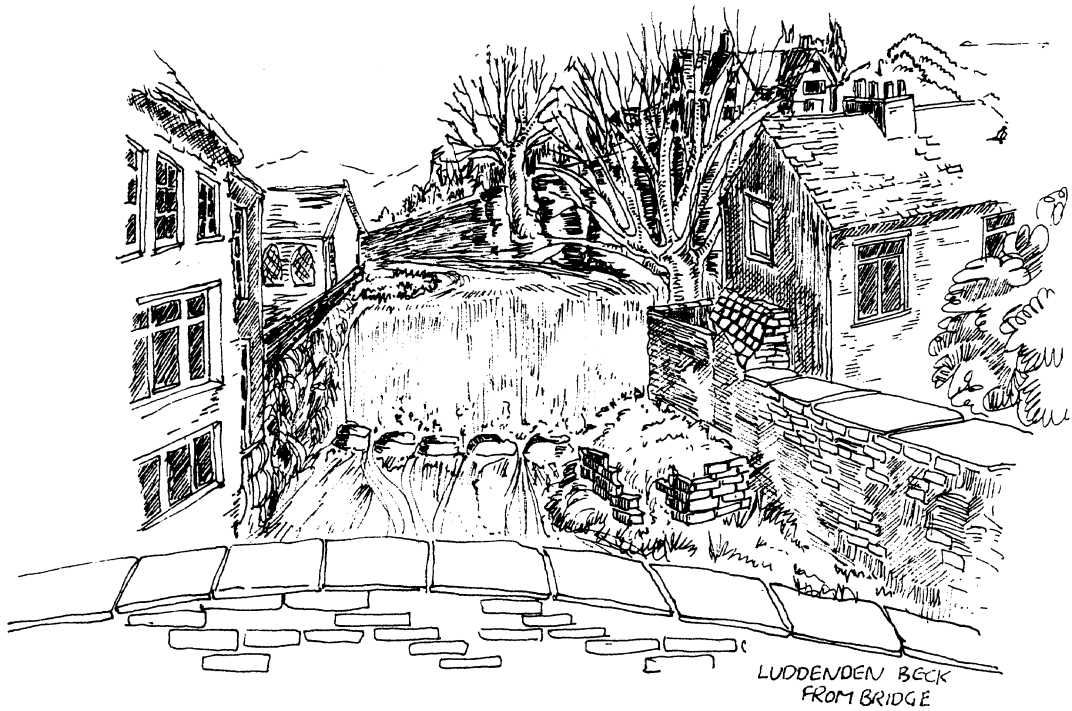
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**EXISTING LAND  
USE, ROADS  
AND FOOTPATHS**

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Date: APRIL 75







LUDDENDEN BECK  
FROM BRIDGE



LUDDENDEN BECK ABOVE  
BEAUVOIR WORKS

SECTION 3

PRESERVATION AND ENHANCEMENT

AN ANALYSIS OF THE PROBLEMS FACING  
THE CONSERVATION AREA, AND PROPOSALS  
TO TACKLE THEM AND ENHANCE THE AREA.

The main problems and opportunities  
discussed in this section are summarised  
on map 3/01/02/13.



VILLAGE CENTRE  
FROM HIGH ST.



HIGH ST./HALIFAX  
LANE JUNCTION



HIGH ST./STOCKS LANE  
JUNCTION

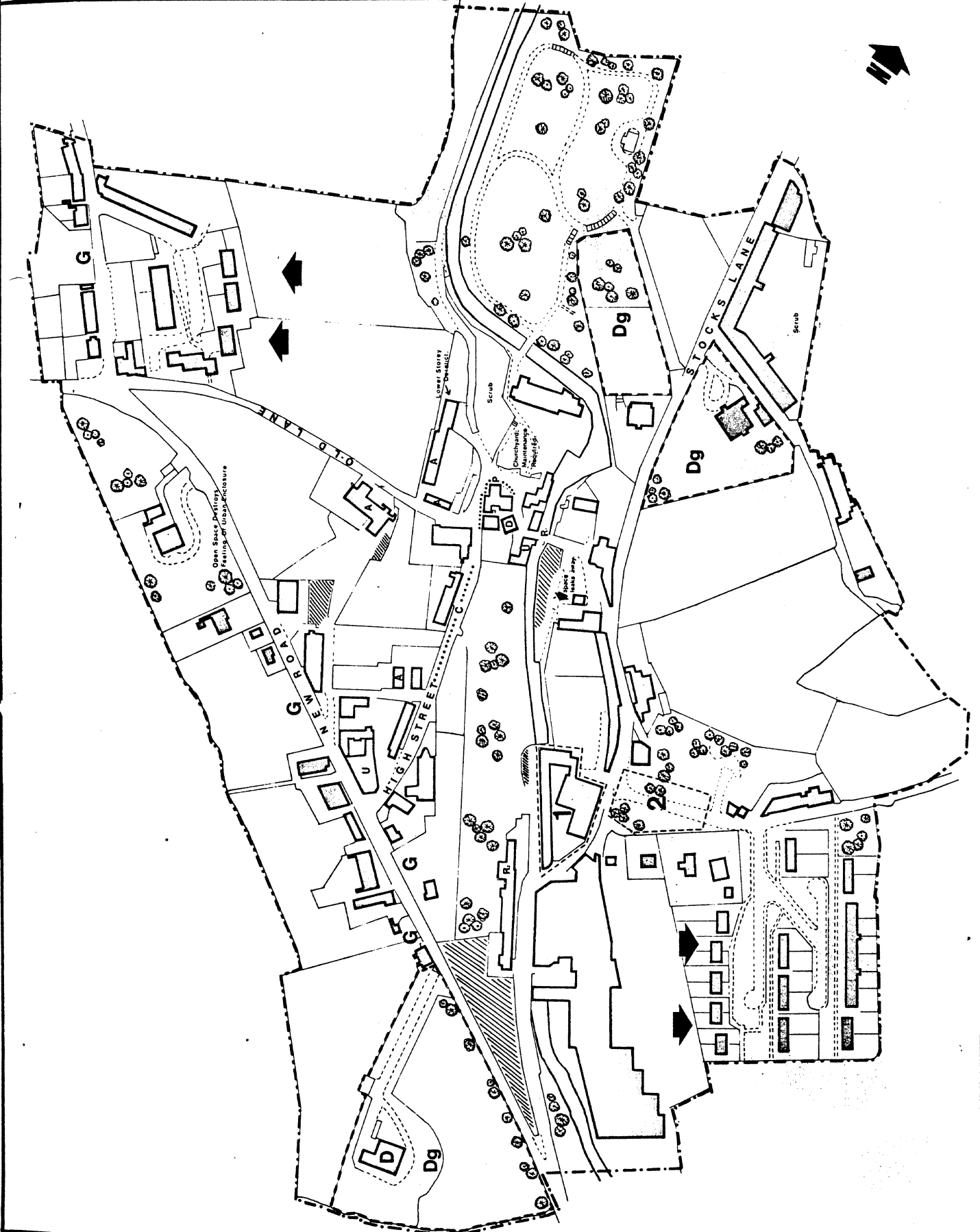
# LUDDENDEN CONSERVATION AREA STUDY

- ▲ Views Of Obtrusive Modern Development.
- D Derelict Building.
- Dg Derelict Garden.
- A Good Cottages Lacking Basic Amenities.
- U Underused Buildings.
- G Gap In Streetscape.
- ..C.. Traffic Congestion.
- ..p.. Public House Car Parking.
- R<sub>1</sub> Repairs Needed To Cracked Bridge.
- R<sub>2</sub> Further Repairs To Cottages.
- ▨ Untidy Ground/Unightly Sheds, Garages.
- 1 Demolition Of Mill Will Remove Visual Stop.
- 2 Demolition Has Destroyed Urban Spaces.

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## Problems and Opportunities

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Date APRIL 73



### 3.1 The Physical Environment

#### 3.1.1 Townscape

The physical features which have been discussed in Section 2 and are noted on map 3/01/02/11, give rise to a distinctive townscape form. The major components of this Townscape are noted and analysed in visual form on map 3/01/02/12. If the traditional townscape is to survive, it is important that the key physical features together with the main visual characteristics are preserved and enhanced.

A major feature of the townscape is small enclosed spaces which occur throughout the village linking serially one to another, and affording brief glimpses of the countryside beyond. They are the essence of the character of Luddenden and this would be lost if they are opened out.

#### 3.1.2. Condition of the Physical Environment

The overall condition of the physical environment is good considering the degree of contraction which has taken place. The one exception is the area between New Road, High Street and the lower half of Old Lane. Here the environment is somewhat degraded by unmade streets and small patches of derelict land. As this area contains the hardcore of unimproved properties, there appears to be housing/environmental problems in this area of the type which are dealt with by General Improvement Area procedures.

Other areas of visual blight are limited, with untidy blocks of timber garages, disused gardens reverting to scrub land along with areas where works of site clearance and planting are required forming a lengthy list of minor improvements which if fully carried out would greatly enhance the area. A survey has been carried out, and all these works, with the exception of those to be executed by the Conservation Society, are set out in 3.1.6.

Luddenden is fortunate in having a Conservation Society which is willing to undertake works of maintenance and improvement within the village. It has already carried out much valuable work, and with the aid of a European Architectural Heritage Year Grant is due to carry out further works. In the present economic climate, this type of self help will need to become more common if areas such as this are to be maintained and improved. Such activities deserve official help and encouragement, and it has been suggested that the loan of equipment and the provision of some materials would assist their efforts. They have already landscaped the rear of the village hall and much of the banks of the brook, and future proposals include the landscaping of the approach to the footpath leading to the Dean.

#### 3.1.3 Land Use Pressures

Until recent years, the only land use pressure was 'lack of use' due to the closure of mills and the out migration of young people. Now the popularity of Luddenden as a commuter village is creating new pressures. Many cottages have been purchased and converted by newcomers, and a few new houses have been built on vacant sites. There still remain some disused cottages capable of restoration, a large number of cottages fit for improvement, and a number of sites which could accommodate infill development.

If large scale expansion was to take place in addition to the development at Carr Field then too rapid and too great a scale of change could irreversibly damage the townscape and social structure of the village. However, when the plan is reviewed in 1981, the possibility of further development should be considered as a permanent bar on all future development could also damage the

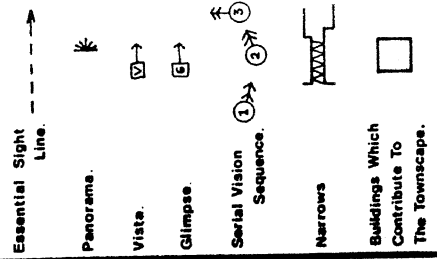


'BEAUVOIR WORKS'  
LUDDENEN



VIEW TOWARDS LUDDENEN FOOT  
FROM BEAUVOIR WORKS

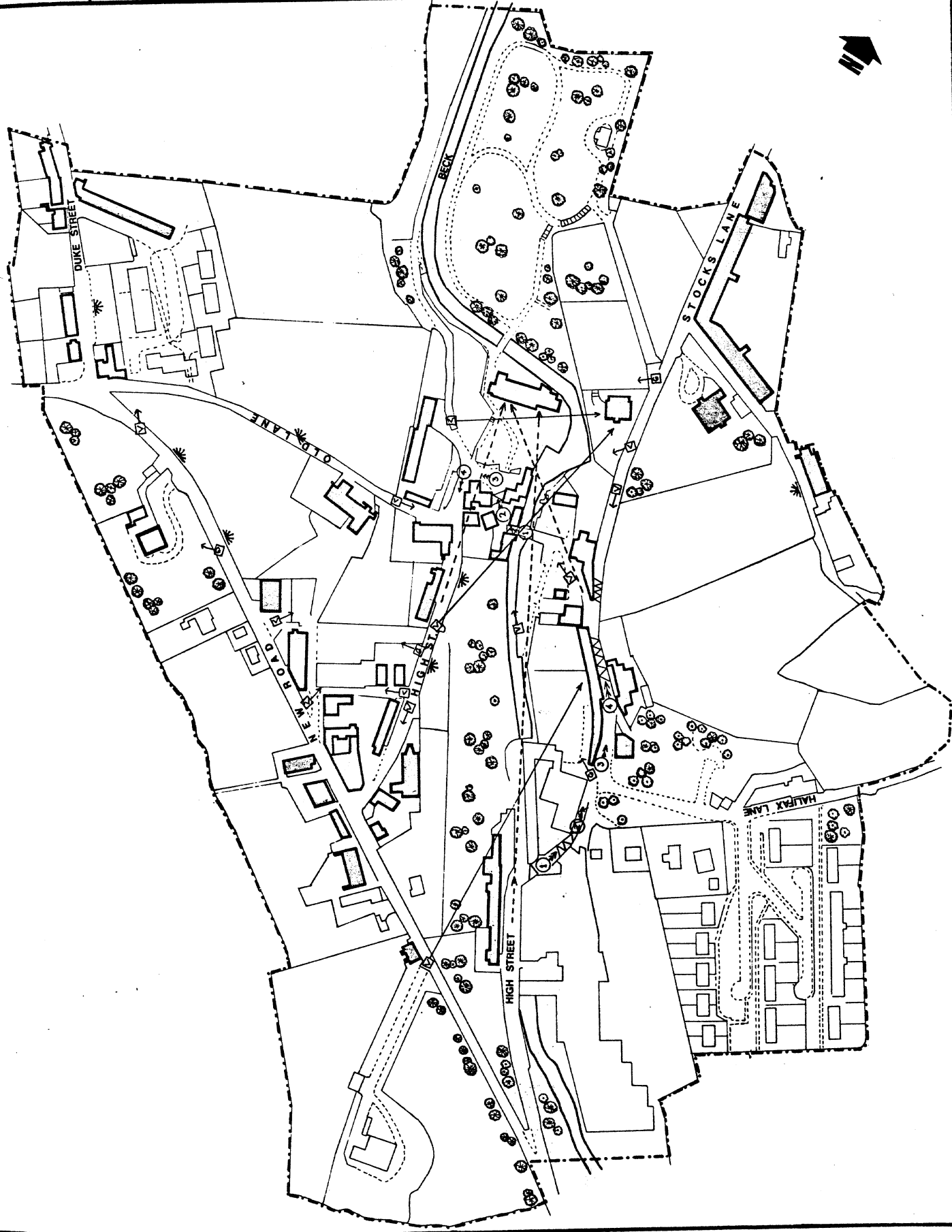
# LUDDENDEN CONSERVATION AREA STUDY



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## Visual Analysis

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Drawn By R.E.  
Date APRIL 75



character of the village by changing it from a living, evolving environment to a dead museum.

Apart from residential activities, the only significant land use pressure is due to visiting.

### 3.1.4 Visiting

The role of Luddenden Dean as a Local Centre for recreation and camping coupled with the picturesque nature of Luddenden makes the area attractive to visitors. The present promotion of the South Pennine area as a centre for tourism does not seek to attract visitors to the village. However, it is inevitable that the village will experience an influx of visitors when the existing tourist attractions such as Hebden Bridge and Hardcastle Crags become congested and the overflow of visitors look for quieter and less congested locations for relaxation.

In view of the small scale of the village it is accepted that no action should be taken to encourage visiting. However, a level of visiting does occur, and this level is likely to rise in the future. So at this stage it is desirable to monitor the level of visiting, and to prepare plans to manage the influx of visitors as and when they reach proportions which would adversely affect the inhabitants and/or the fabric of the Conservation Area. The West Yorkshire Metropolitan County Council will carry out a traffic and parking survey during the summer of 1976, and this survey will also monitor the level of visiting. If the survey indicates that there is not sufficient pressure to justify specific action at present, then the position will be monitored at regular intervals in the future so that measures may be introduced as and when necessary.

The pressure which would be exerted by visiting on the village is in part due to the nature of the motor car and in part due to the physical pressures caused by the presence of large numbers of people. Before deciding policies to deal with sizeable numbers of visitors, the effects of the influx should be considered.

If trends in other areas may be relied upon, then the likely benefits of visiting could include increased trade that helps support local shops, the justification for spending public money on environmental improvements within the Conservation Area and the provision of recreational facilities for the urban residents of Calderdale and West Yorkshire. The likely disadvantages include congestion with resulting inconvenience and the loss of the quiet village character, damage to natural and historic features due to vandalism and over use, and a demand for trinket shops which are undesirable as they are out of character, do not serve the residents and may well force up commercial rents and values pricing out local service shops. There is an additional danger that incomers attracted by the recreational character and facilities would wish to buy properties for use as holiday homes, and in the process out bid local people who wish to live in the village and work nearby.

Four possible policies in relation to sight seeing visitors have been proposed for other places which have this type of problem. These are:-

- i. Exclude all visitors from the area
- ii. Exclude all car borne visitors from the area
- iii. Permit a limited number of car borne visitors into the area
- iv. Permit and cater for unlimited access



The first alternative would be unenforceable and not justified as walkers do not now or in the foreseeable future threaten the area by an excess of numbers. The congestion created by the last alternative once there is a sizeable number of car borne visitors could completely destroy the character of the village, and may also be dismissed. The second alternative is attractive as it excludes all such generated traffic, and naturally limits the visitors to walkers and those willing to use public transport. It has the disadvantage that at peak holiday periods the public transport services could be over-loaded to the disadvantage of residents, though special buses could be provided to cope. However, such a proposal could well encourage an excessive level of visiting which has already been noted as being undesirable. The third alternative, managed as described under parking is attractive in that the number of car borne visitors is easily limited to the maximum number of parked cars and coaches considered desirable. A maximum of 30 cars and 3 coaches visiting at any one time may easily be accommodated without causing too much congestion in the village.

The Council and the Conservation Committee both indicate that they favour alternative (iii). However, it must be pointed out that the initial survey and later monitoring could well point to factors which would require this decision to be reviewed, and further alternatives to be considered.

### 3.1.5 Services

The provision of services has had the following effects on the Environment:-

#### a) Wirescape

Telephone supply and television trunking cables have created wirescapes on the edge of the Conservation Area, though the great majority of cable based services are underground.

#### b) Road Maintenance and Cleaning

The areas of setts, cobbles and stone paving slabs are gradually being eroded by road and pavement 'improvements'. They are a traditional feature which richly contribute to the overall homogeneity of the village character. However, they have resulted in elderly people having bad falls on the steeper slopes.

Residents have complained that streets and gully cleaning has not been carried out regularly in the past.

#### c) Street Lighting

The existing fittings are either unsightly electric bulb holders fitted to the top of gas standards, or unsightly concrete lamp standards which give an unpleasant yellow coloured sodium light. The Conservation Society have stated that they consider the gas standards, though not the electric bulb holders which surmount them should be preserved.

#### d) Street Furniture

This should be simple and rugged in design, in order to match the character of the village.

e) Public Toilets

There is already a public toilet in the village at the cemetery entrance opposite Apple House Terrace, and a urinal at W.Y.M.C.C. tip on Luddenden Lane. If any additional facility is called for at a future date, then it should be located at the proposed visitors' car park if this is shown to be necessary. Otherwise, a new public toilet should either be in a well landscaped position on the outskirts of the Conservation Area or be incorporated into the proposed new development at the rear of No. 80 High Street.

3.1.6 Proposals of Preservation and Enhancement

a) Development Control Proposals

All new proposals must in no way adversely affect the main physical characteristics shown on map 3/01/02/11, and the key visual characteristics indicated on map 3/01/02/12.

Up to 1981 new developments should be restricted to those already committed together with the developments proposed in this plan. After 1981, pressure for and possible locations of new development should be reviewed.

No new shops should be permitted unless it can be shown that there is a demand for their services by the residents.

b) Management Proposals

The Committee will consider detail actions to control and provide for visiting once the results of the survey are known.

The Authority should seek to encourage the Conservation Society by loaning them equipment and providing materials.

Street cleaning and gulley cleaning should be carried out at regular intervals in the future.

c) Environmental Improvements

All the numbers relate to the map 3/02/01/17. All costs quoted are for rates applying on the 1st August, 1975.

- 1) Garages - The scatter of unsightly timber shacks and garages should in time be replaced by garage courts. (See 3.3 for details).
- 2) Footpaths - The footpath to the rear of the Beauvoir Works site together with its link to Halifax Lane should be tidied up, provided with setts and reinstated in those places where it has been demolished. The high boundary wall which creates a sense of enclosure by separating this path from the works must be retained. The footpath which links Halifax Lane to the site proposed in (4) for a visitors' car park should be cleared of the undergrowth which at present blocks it. The West Yorkshire Metropolitan County Council should be asked to consider carrying out this together with the construction of a link footpath from this footpath to the car park if the survey indicates a need for a visitors' car park. Steps down to Luddenden Beck and a small footbridge would also be required if this proposal proceeds.
- 3) Disused Butchers Shop - The disused butchers shop facing High Street is too dark and overlooked to be converted into a house, it should be brought into some effective use by the brewery who own it.

**LUDDENDEN  
CONSERVATION  
AREA STUDY**

Numbers On Map  
Refer To Items In  
Report

Boundary Of Proposed  
G.I.A. - - - - -

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Drawing Title

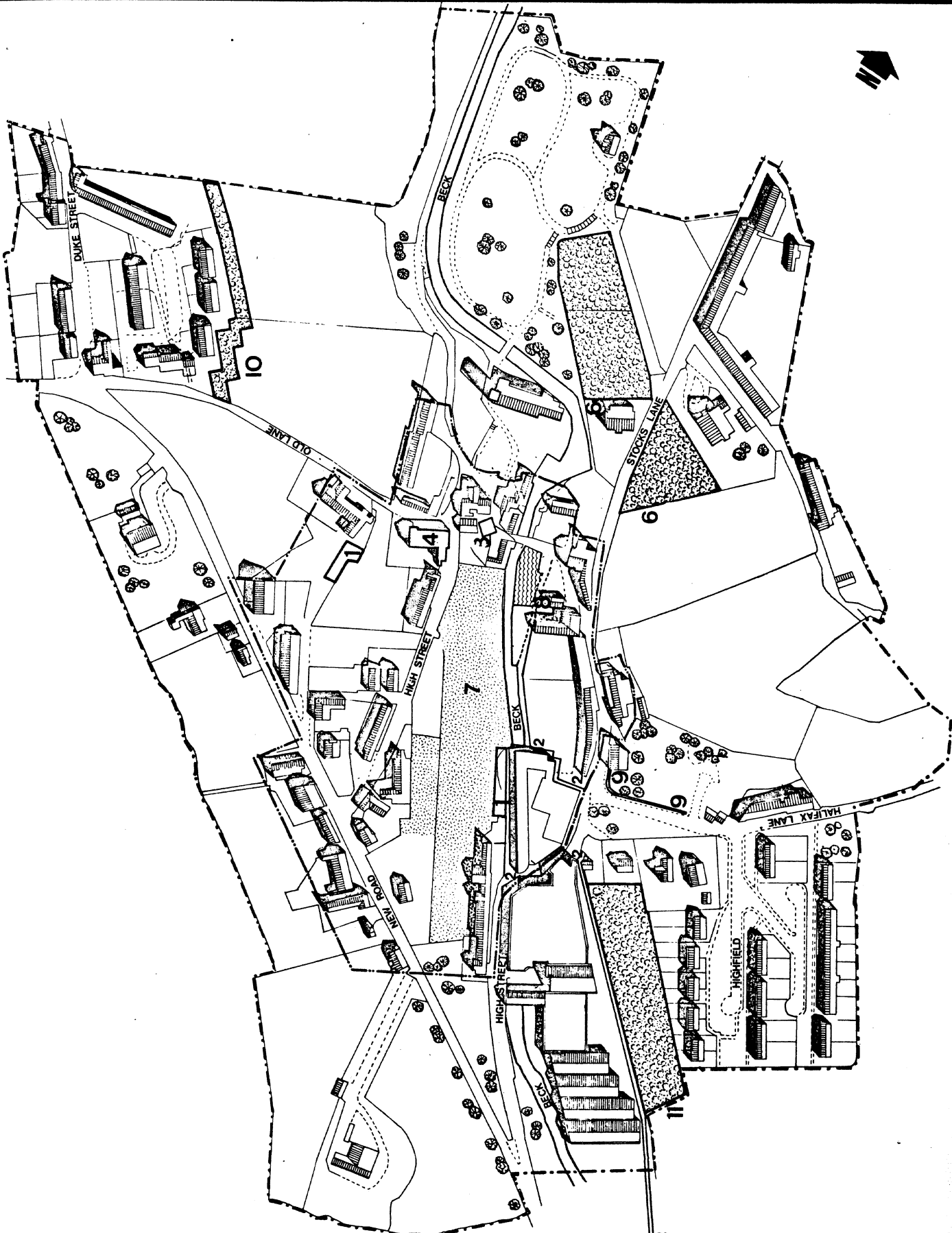
**ENVIRONMENTAL  
IMPROVEMENT**

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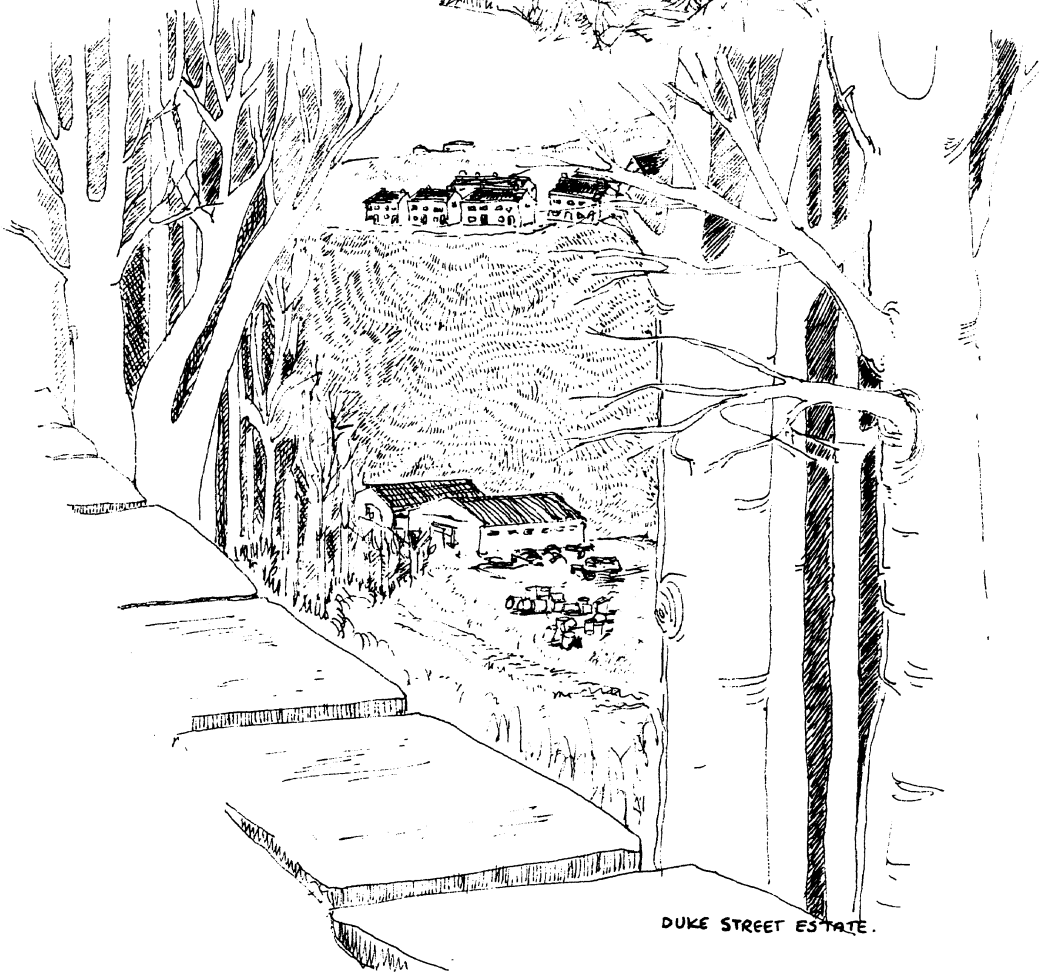
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G.S.S.L.\*

Date  
AUG. 75





LUDDENOWEN FROM  
APPLEHODGE TERRACE



DUKE STREET ESTATE.

- 4) Village School - The doors of the old prison cells under the school should be carefully preserved and maintained as an interesting local feature.
- 5) General Improvement Area - It is proposed that all works of environmental improvement in the area bounded by High Street, New Road and the lower part of Old Lane should be tackled as part of the General Improvement Area works. The housing justification for this is discussed in Section 3.2.
- 6) Hillsides, Landscape and Tree Preservation - It is important that the hillsides remain undeveloped as they form the setting of the village. It is equally important that they do not appear to be derelict or ill-maintained. For example, the owner of the grounds of Laurel Bank should be encouraged to plant them with deciduous forest trees to prevent them reverting to scrubland. Grants for tree planting are available from the Countryside Commission for planting small areas of hardwoods, and the Local Authority should encourage the owners of these gardens to apply for these grants.

All other backdrop areas should be kept in use as grazing or arable land, so that they do not revert to unsightly scrub. Where owners do not wish to retain them in agricultural use, they should be encouraged to plant them with deciduous hardwoods, using the grants discussed above.

The various areas of allotments should be considered as all are partly in a neglected condition. All users should be consolidated into one or two locations, and the remainder of the allotments planted with trees once it has been determined that there is no use for them. The area behind the vicarage (6a) is particularly unsightly, and should be planted with deciduous hardwoods if no longer required.

- 7) New Road Area - It would improve the environment considerably if the owners of land adjacent to the road could plant appropriate deciduous forest trees along New Road so as to provide a feeling of enclosure and continuity along it.

The area of land between the west half of High Street and the Beck should be cleaned up, and the derelict shacks and greenhouses removed. The tree cover should be strengthened. The cost of this improvement to a visually key area would be some £1,187. If the private landowner is willing, it would be a suitable task for the Conservation Society. Countryside Commission grants could help finance the tree planting though the cost of shrubs, such as rhododendrons, to act as ground cover would have to be found elsewhere.

The above proposals would be implemented at no charge to the Committee, who would have an advisory and co-ordinating role. The following proposals would be chargeable to the Committee. (as would 6a above if the allotments are not required).

- 8) High Street - The area of land owned by this Council between the village hall, the Beck, the bridge and High Street should be cleared of debris and landscaped. The car park should be tidied up, laid out and surfaced. The estimated cost of this is £1,460. This work is important as this site is at the heart of the village, and the area which has not been tidied up contrasts sadly with the pleasant garden and restored cottages on the far side of High Street.

- 9) Playground - The unsightly iron railings which form the boundary between the playground and the street should be replaced by a stone wall. This would shelter the playground and help create an urban feeling of enclosure at this point, where the townscape has been burst open by road improvements.
- 10) Duke Street - The Duke Street estate built by the authority is skyline development when viewed from High Street. To screen this, it is proposed to purchase a ten metre belt of land on its eastern boundary, and plant a shelter belt to screen it. The cost of acquiring the land and planting trees has been estimated as being some £2,353.
- 11) Highfield - The field between the wire works and the Highfield Estate should be intensively planted with deciduous trees in order to form a tree belt to camouflage the estate. The approach to the footpath across this field from Halifax Lane together with the Y.E.B. sub-station and adjacent derelict land should be landscaped. Tree planting here would in time help to counteract the 'Prairie' open space feel of the junction. The likely cost of this is £1,928 including land acquisition. As the land is in private ownership, the owner should be approached to see if he is willing to carry out this work himself or to sell the land for this purpose to the Council.
- 12) Services - The following improvements should be carried out:-  
The remaining wirescape placed underground.  
No further removal of setts and cobbles should take place. Stone pavings and setts should be reintroduced along the level and gently sloping parts of High Street, though non-slip surfaces must be retained along the steeper stretches for safety reasons. This must be carried out in broad areas related to the enclosing boundaries so as to avoid a patchwork effect. This work must be considered as long term, as various sewer and utility works will have resulted in the disruption of the setted surface, requiring relaying rather than merely melting off the tar.

As and when the existing concrete lamp standards with sodium lanterns become due for replacement, County should be requested to replace them with well designed units, well hung where possible, and of a colour rendering sympathetic to the built environment. The surviving gas standards should be retained, but more attractive lanterns fitted as and when the existing ones become due for replacement.

## 3.2 The Built Environment

### 3.2.1 Architectural Form

Despite the village's long history, the oldest surviving building is the early 17th century Lord Nelson Inn. Parts of Box House Farm on the hill above are probably contemporary with the Lord Nelson. Most of the other old buildings date from between 1780 and 1840. As is indicated in the illustrations, the houses are simple stone cottages with minimum details to doors and windows, and stone or slate roofs. They possess rows of square mullion windows reminiscent of weavers' windows. The overall effect is well suited to the surrounding country, being simple buildings, grouped in a Pennine landscape to which their materials relate closely, being composed of the same natural elements as the landscape. Internally, the majority of the cottages are two up and two down with a side staircase.

**LUDDENDEN  
CONSERVATION  
AREA STUDY**

Buildings To Be Listed

Buildings Whose Removal Should Not Be Permitted

**Note**

1. Numbers Correspond With Report
2. Lord Nelson Inn (7) Is Already Listed

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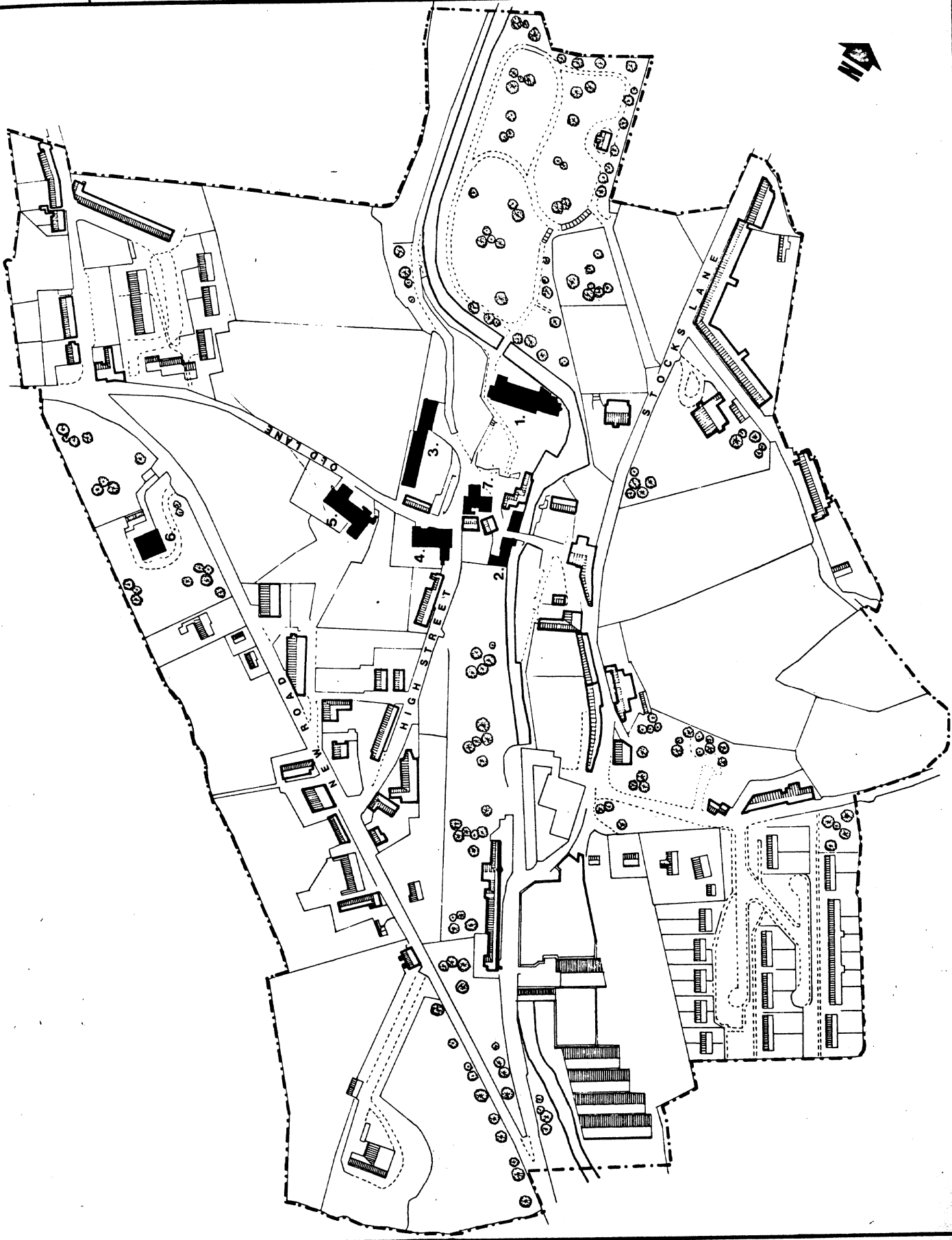
**CONTROL OF  
DEMOLITION**

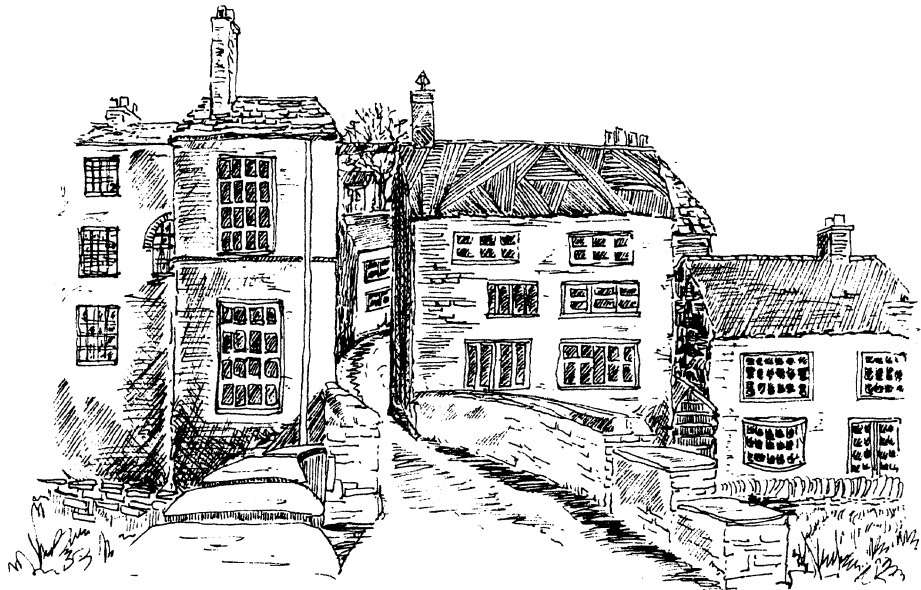
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3-01-02-14

Date  
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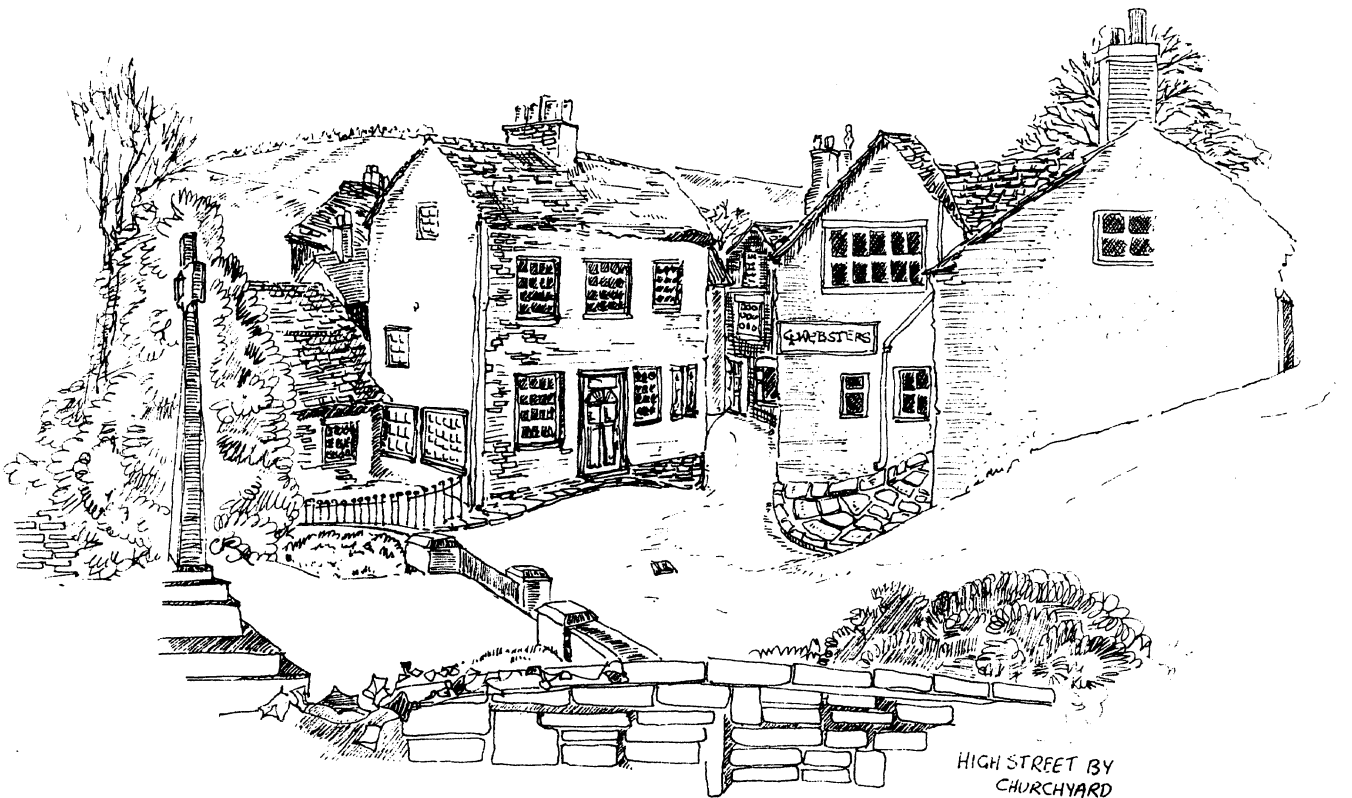
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G.S.S.L.

Date  
JULY 75





HIGH STREET AT  
BRIDGE



HIGH STREET BY  
CHURCHYARD



Although all of the traditional buildings in the village contribute to the townscape, and are hence worthy of preservation, only the following are of sufficient individual architectural merit to be considered for addition to the Statutory List:-

Parish Church, Mill House, Mill Building Opposite  
Church Hill Terrace, Village School, Box House  
Thorne Bank, Lord Nelson Inn (already Listed)

It is possible to prevent the demolition of any building in a Conservation Area, as under the Civic Amenities Act (1974) planning permission is required for any demolition within a Conservation Area. All buildings of interest are noted on map 3/01/02/14.

### 3.2.2 Ownership and Use

Much of the land and many of the cottages are owned by a single private landlord. The majority of these are occupied by mill workers or retired mill workers. Some have passed into individual ownership, and these tend to be occupied by young professional couples and business men. Most of the buildings in commercial use are well cared for, and well used.

### 3.2.3 Condition and Physical Problems

The majority of the dwellings appear to be structurally sound. Those in individual ownership have been improved and now comply with modern standards, but the great majority of landlord controlled property (still more than half of the total dwellings) does not comply with minimum modern standards. All of these houses are suitable for improvement, and it is essential that they are improved if they are not to be lost, as 'Closure' on health grounds and subsequent decay leads inevitably to eventual demolition. Some buildings might be too small for family use if bathrooms are added. However, there is a shortage of one and two bedroom accommodation for young couples and the elderly throughout the District, so they should find ready occupiers.

It has already been noted that the areas which adjoin the unimproved dwellings especially between New Road and High Street are most in need of extensive external environmental improvements. It is unlikely that special moneys would be forthcoming from national sources for internal restoration and external environmental improvements in this Conservation Area, and the scale of the necessary works is beyond the financial scope of the Council at the present time. It was proposed by the Department of the Environment in the seminar on 'Positive Urban Conservation' that where housing and environmental problems existed in Conservation Areas, they and the linked 'Conservation Problems' could be tackled by declaring the area as a 'General Improvement Area'.

### 3.2.4 Maintenance and Repair

There are examples throughout the District of how modernisation and extension can damage or destroy the character of old buildings. It is not only a matter of using the correct traditional materials, though this is important, but also the way in which they are used as detailing effects the visible form of materials. Any extension should also respect the architectural form of the building, for correct materials can not disguise inappropriate massing, height or roof slope. A guide is to be produced at a future date by the Planning Department indicating appropriate guidelines for the repair and extension of typical Pennine house types, and when accepted by the Council its tenets should be followed in the village.

The most damaging type of alteration is the removal of the stone mullions from the weavers type of window in order to create picture windows. This spoils the traditional appearance and human scale of such buildings, and psychologically it is very unsatisfactory, as the flat lintel of stone appears to span a distance far greater than the natural physical capacity of the stone. Recently, Georgian style bow windows have appeared in the village when houses have been modernised. These, of course, are completely alien in character, and no further examples should be allowed to appear.

A survey has been carried out of vernacular buildings within the Conservation Area which are in need of maintenance or restoration. They are indicated on map 3/01/02/16.

### 3.2.5 New Development

There are a number of sites within the Conservation Area whose development would improve the townscape. These, together with suggestions as to the appropriate form of development are noted in 3.2.7.

### 3.2.6 New Building Design Considerations

In recent years only residential or agricultural buildings have been erected in the valley. In the village a few bungalows and houses have been erected on large vacant plots. These are innocuous in themselves, but have tended to dilute the compact urban form of the village by introducing a scatter of suburban forms. The new developments along New Road are a good indication of the effect of this type of development.

The Highfield estate does not integrate successfully with the fabric of the village as its massing, grouping, form and materials are all inappropriate. The Duke Street estate is more successful, but is skyline development when seen from High Street. The mistakes made in their design should be avoided in the future. It is to be hoped that the private Carr Field development which proposes houses scattered in a well wooded park will be less obtrusive. An outline design guide setting parameters for the design of individual and groups of buildings has been approved, but a detail design guide has yet to be prepared. Until it is, it is proposed that any new buildings or groups should be designed in accordance with the following principles:-

- i. New individual buildings are urban in character, and infill gaps in the village's fabric.
- ii. New groups of buildings should have an urban massing, or be set individually in existing landscaping. They should conform with the existing pattern of settlement.
- iii. Have a massing and outline that compliments the homogenous fabric of the village.
- iv. Be constructed of materials which are compatible with those used traditionally within the village and are detailed in a sympathetic manner.
- v. Be no slavishly copy of past styles, especially inappropriate ones such as neo-Georgian, but rather be in a style which uses traditional vernacular elements and is in sympathy with its surroundings.

However, a high quality of design is of greater importance in achieving satisfactory infill development than the adherence to any set of rules.

**LUDDENDEN  
CONSERVATION  
AREA STUDY**

**LETTERS REFER TO  
TEXT OF REPORT**

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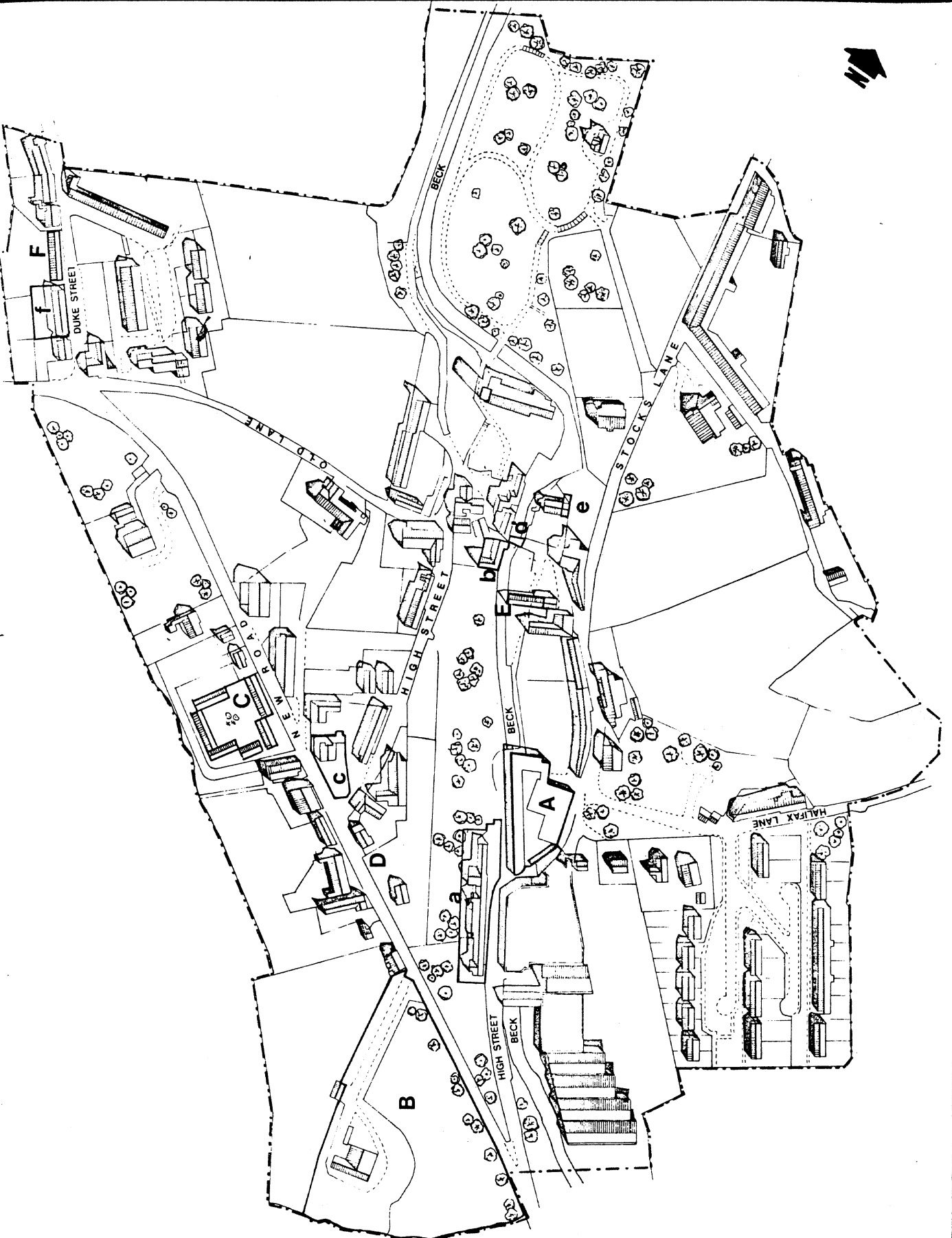
**MAINTENANCE  
PROPOSALS  
AND ACTION SITE**

Drawing No. **3/01/02/16**

Scale **1:1250**

Drawn by **G.S.S.L.**

Date **July 75**



### 3.2.7 Proposals of Preservation and Enhancement

#### a) Development Control Proposals

The Department of the Environment should be requested to add the buildings noted in Section 3.2.1. to the Statutory List of Buildings of Architectural or Historic Interest.

The Council should not entertain any application to demolish any of the properties noted on map 3/01/02/14 as being of townscape interest.

In order to prevent inappropriate alterations of or extensions to buildings noted as being of townscape interest an Article 4 direction of the General Development Order should be placed on the Conservation Area removing all permitted development rights.

The alteration of existing buildings, and the design of new buildings should be carried out according to the principles set down in Sections 3.2.4 and 3.2.6 until such time as the Design Guides are prepared.

All new buildings and extensions to existing buildings must be of a first rate design quality. Inferior design is unacceptable in the context of the Conservation Area.

#### b) Management Proposals

The area defined on map 3/01/02/17 should be considered in consultation with the Department of the Environment for designation as a General Improvement Area, and if declared all properties within it together with their surroundings should be improved.

#### c) Preservation and Enhancement

##### i. Maintenance

The works of maintenance listed below should be encouraged. All except (d) and (f) are the responsibility of private owners, and it is to be expected that the stimuli of enhanced property values and the levying of rates and penalties upon disused property will ensure that they are carried out within two years. The letters refer to the Maintenance and Action Site proposals map 3/01/02/16.

- a. Spring Bank Terrace requires improvements be completed, and the scaffolding be removed if these cottages are to remain attractive dwellings.
- b. The old mill building, house and warehouse by the bridge should be restored and the whole fully utilised for housing. The integral shop facing the High Street should be either exploited as a shop, or converted to living accommodation. Its present use as a depository, whose contents are visible to the passer-by is most unsatisfactory.
- c. The houses and shop at the junction of New Road and High Street should be refurbished and used. Their present abandoned condition blights this part of the village.
- d. The old bridge over the beck was decayed, but has been repaired since this report was first prepared.
- e. No. 57 High Street should be restored and brought back into use.
- f. Nos. 4-8 Duke Street should be restored to a habitable condition and used as houses. This could be carried out at the expense of the Council, who would rent the property, or it could be sold to a housing trust or private individuals on condition they restore them.

ii. Action Sites

The following sites are suitable for development. The letters refer to the Maintenance and Action Site Proposals Map 3/01/02/16.

- A. The Beauvoir Works is beyond repair, and permission has had to be granted to demolish it. The wire works who own the site will use it as a car park for their employees and it is to be hoped that it may be used out of working hours as parking for residents. It must ultimately be replaced by a new building which performs the same vital visual stop function in the townscape. Until this is constructed, the high boundary walls must be retained or unwelcome vistas will be opened up to the bridge which will destroy the intimate scale of spaces in the heart of the village. The owners of the works have indicated that they would like to redevelop the site, and it is possible to do this without losing any parking spaces. Parking and sight line considerations are discussed in Section 3.3.
- B. Permission has been granted for a road layout on the Carr Field site, but not for the siting of the individual houses. These must be individual elements spaced around the mature landscaping of the grounds, whose screening effect should be strengthened by further planting. The density and the layout of these houses must be so organised that no healthy mature or semi-mature trees need be cut down.
- C. New housing should be permitted to be built on the frontage to New Road between Thorne Terrace and Hill Crest on the west side of New Road. A simple group of terraces facing New Road could be an appropriate solution, though further development of a 'Court Yard' nature behind the street frontage would be acceptable.
- D. Carefull infill development on this site would help to frame the junction of High Street with New Road, and lessen the suburban appearance which adjacent development has conferred on the area.

- E. There is need for an infill building between No. 80 High Street and the near bank of the beck so as to screen the backs of the houses facing High Street, and to restore the boundary of the open space before the bridge. The footpath to the far side of Beauvoir Works would pass through this building which would help to form a boundary between the linear space of the path, and the static space of the Square.

If the public toilets have to be located in the village centre, then they should be sited here. In either case, some garage accommodation should be incorporated to replace the existing unsightly timber shacks. Carefully designed in stone, with a pitched and slated roof, this development will tidy up this area of the village.

- F. An infill terrace of houses is required in the gap between 8 Duke Street and 1 Ails Lane. The owner could develop the site or sell it to either a private developer or a housing society.

The above developments should all be carried out by private enterprise, and be no charge to the Local Authority who will benefit from the rate income derived from them.

### 3.3 Movement and Traffic Management

#### 3.3.1 Road Pattern

Two roads pass through the village. The more important is New Road which connects the village to the main Calder Valley route at Luddendenfoot, and either leads on to the village of Midgley, or via Duke Street leads to Booth and Luddenden Dean. The traffic levels on this road appear to be well within its capacity except at peak times on Bank Holiday week-ends. The secondary route along Stocks Lane up the east side of the valley is only of local importance, and is perfectly adequate for the traffic it carries except at the Beauvoir Works. It is essential that the sense of enclosure here is retained if the road is improved following the demolition of the Beauvoir Works.

The internal road system of the village is formed around High Street which connects New Road to Stocks Lane, along the line of the old pack horse route. This section together with its associated road junctions could not be improved without destroying the character of the core of the village. It is congested on occasions, this being due to the parking problems discussed below, together with the difficulty two-way traffic finds in negotiating the sharp corners and narrow carriageway.

#### 3.3.2 Traffic Management

In view of the congestion which occurs within the village, the West Yorkshire Metropolitan County Council intend to carry out a survey of visitors, traffic and parking during the summer months of 1976. The object of this is to determine there is a need to introduce a traffic management system within the village.

A one-way system is impracticable within the village due to the structure of the road junctions on High Street. However, if the survey indicates that there is congestion, then a scheme to restrict access along High Street between Stocks Lane and New Road to residents, business and service access could be introduced. This could be seasonal if visitors cause congestion or for all the year if it is caused by regular traffic.

If current levels of usage do not require such restrictions, then the position will be monitored at regular intervals to check for any rise in the level of usage which would require a traffic management scheme.

If the scheme has to be introduced, it should be co-ordinated with the closure of Old Lane to through traffic, though this should occur anyway if the scheme is not required. The current complaints about traffic speeding down Stocks Lane and New Road indicate the difficulties involved in enforcing traffic restrictions in rural areas. Thus any scheme should be relatively self-enforcing or require only the minimum level of supervision.

This scheme should not proceed until the Heptonstall restrictions and signing experiment has been completed. If this is a success, it would mean that the size and number of signs could be reduced, and yellow lines would be totally eliminated. Otherwise, it is likely that traffic control signs would create a considerable visual impact on the townscape of the village.

### 3.3.3 Parking

This is the heaviest pressure on the fabric of the village. The narrow streets can hardly cope with such motor cars as require access, and the parking of vehicles in the old streets create serious blockages. Few of the older houses have any adjacent parking provision, creating further problems. If excessive tourist traffic penetrates into the heart of the village the result could be chaos, which would adversely affect the environment of the village and the well being of its residents.

The problems created by the parking requirements of villagers, tourists and others who have business in the village are specific yet different, so each receives separate consideration. The problems of both will be re-examined in the light of the survey to be carried out during the summer of 1976.

#### A. Residents' Parking

The existing roads can not absorb the parking requirements of both residents and visitors with business in the village. Yet commuters are becoming the predominant residential group in the village and the majority of these are car users. As few of the existing houses possess garages or parking spaces, there is a need to provide accommodation for residents' cars at suitable locations throughout the village.

A survey of the village has revealed that it is feasible to provide garage or parking court accommodation on the following sites, as indicated on map 3/01/02/15.

- G.1 The closed houses under Church Hill Terrace should be opened up and converted into garage accommodation with communal workshops over. The yard in front of these houses should be laid out to provide a sheltered hardstanding.
- G.2 The untidy scatter of garages to the rear of Bos House.
- G.3 The plot of land to the rear of East View.
- G.4 A garage court and hardstanding should be constructed on the rear part of the plot between South Carr and Hill Crest to serve the Thorn area of the junction of New Lane and High Street.

**LUDDENDEN  
CONSERVATION  
AREA STUDY**

Garage Site G1 Refers  
To Text

Short Stay Visitors  
Car Park **P**

Major Footpaths

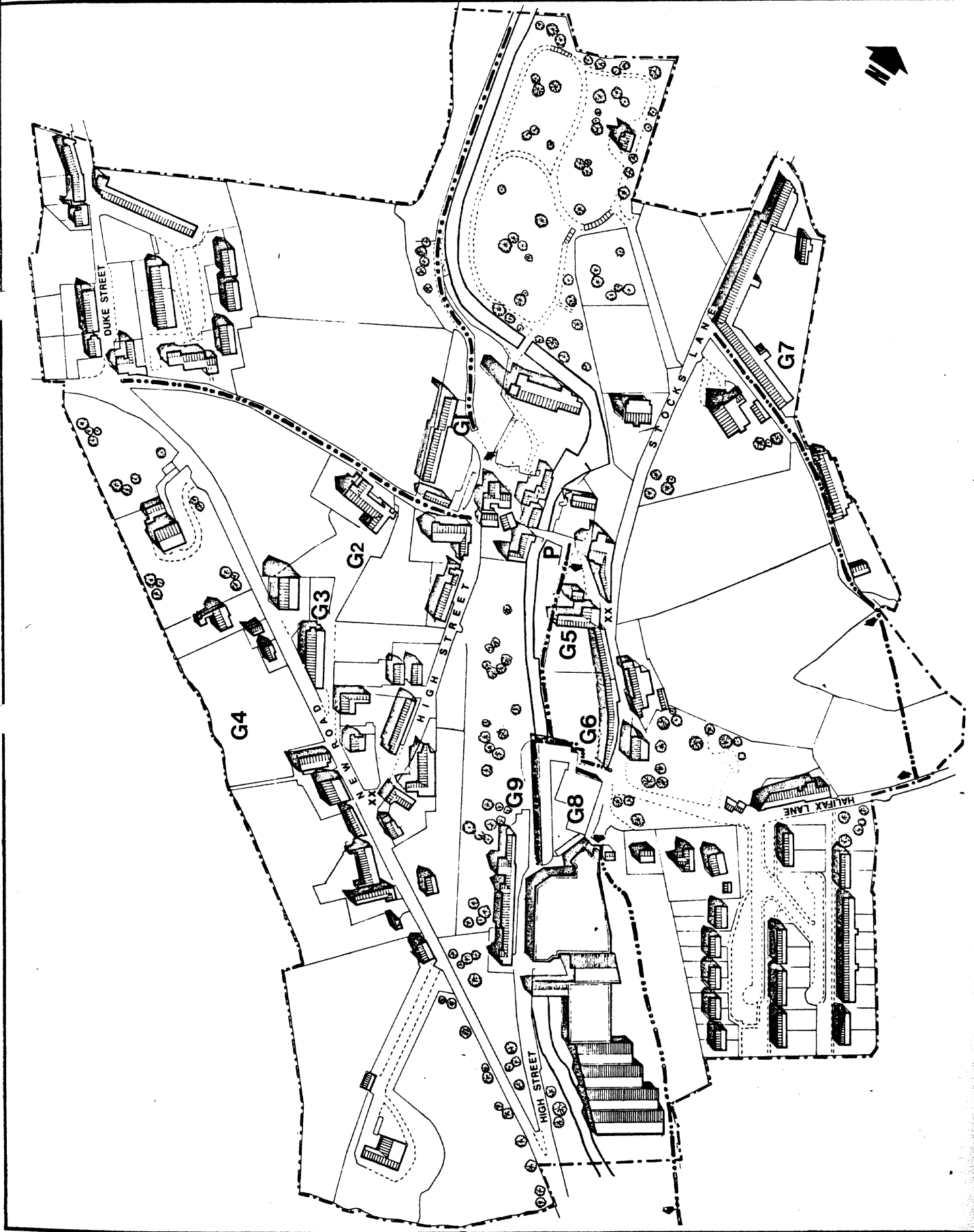
New Footpath Markers

Entry Restricted To  
Access Only **XX**

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**TRAFFIC MANAGEMENT  
PROPOSALS & FOOTPATHS**

Drawing No.  
**3 01 02 15**  
Scale  
**1:1250**  
Drawn by  
**G.S.S.L.**  
Date  
**JULY 75**





- G.5 Some garages should be included in the redevelopment of the land adjoining No. 80 High Street.
- G.6 The southern part of the Orchard to the north of Beauvoir Works.
- G.7 The land to the rear of Apple House Terrace.
- G.8 The Beauvoir Works site outside the hours it is required by Messrs. C. Linley. This would have to be negotiated between the residents requiring the facility and Messrs. C. Linley.
- G.9 Site adjacent to Beauvoir Works. This would provide an opportunity to tidy up a particularly unsightly group of sheds and timber garages.

Most of the above sites are in private ownership, and the co-operation of their freeholders is therefore essential if they are to be developed. As most of the parking is required for private houses, one of the two methods proposed below could be used to finance suitable garage accommodation. The final choice of method would depend on consultations between householder, the affected landowner, the local authority and local amenity societies. In either case the local authority would provide guidance for the groups setting about the construction of the garage courts.

The methods are:-

- i. All interested householders would form a private trust to purchase a particular site and construct garages. The Chief Financial Officer comments that this would have to be financed from private sources as Council policy does not allow for financial assistance towards the construction of garage courts in G.I.A.s.
- ii. That the Local Authority purchase the land, construct the garages and lease them to the householders. This runs counter to current Council Policy but if there is no alternative way to construct the garages it should be considered in the last resort as a conservation area policy.

All garages would be stone faced with pitched slate or stone roofs. The hardstanding would have stone built screen walls, and be paved with stone setts where they are visible from outside the site.

As it is thus practicable to provide off-street parking for residents, it will further relieve congestion along High Street if long term parking is restricted so as to discourage overnight parking.

Short term callers may need to park at or near to a particular property. The parking restrictions outlined above will not affect them, and usually they do not stay long enough to cause long term congestion.

For those who wish to stay longer, or do not need to park outside a particular premises, parking can be provided on the small car park adjacent to the bridge. P.10. In order to accommodate the workers' cars at the wire works on High Street, landscaped parking (G.8) is being provided on the site of the Beauvoir Works.

The other problem of this type is that caused by visitors to the Lord Nelson Inn, whose parked cars have given rise to complaints from residents. Parking for the Lord Nelson Inn during the day could be provided on part of the court of G.1.

#### B. Visitors' Parking

The decision on whether to provide a car park will depend on the results of this summer's survey. If this or a later monitoring exercise indicates that a visitors' car park is essential, then one should be provided in an inconspicuous location on the edge of the village. There should be easy access to it from the main traffic routes, and visitors' cars should be able to reach it without approaching the inner core of the village. Ideally, there should also be a traffic free pedestrian link to the centre of the village.

The only site available which meets these requirements is the West Yorkshire County Council Highway Materials Store at the junction of New Road and High Street. This may accommodate about thirty cars and three coaches. The cost of laying this out has been estimated as being £8,800 at today's prices. The cost of tree planting to screen Luddenden Lane would be additional, but could qualify for a Countryside Commission Grant. The construction of a bridge across the beck together with a link to the footpath which runs down the valley from Halifax Lane provides a good pedestrian link to the centre of the village.

It is stressed that this site could only be released by the West Yorkshire Metropolitan County Council if an alternative site for the tip is found. Suitable alternative sites are at present being examined.

#### 3.3.4 Public Transport

It is a policy of the District Council and the West Yorkshire Metropolitan County Council to encourage the use of public transport, so as to reduce the pressure of private motor cars on the Town Centre. To facilitate this, there should be an effective morning and evening bus service to Halifax designed to be attractive to commuters.

Out of peak hours the local bus service should serve that element of the population which does not have access to a motor car, and the service improved during the day to encourage residents to use the bus rather than a car when shopping in Halifax.

#### 3.3.5 Footpaths

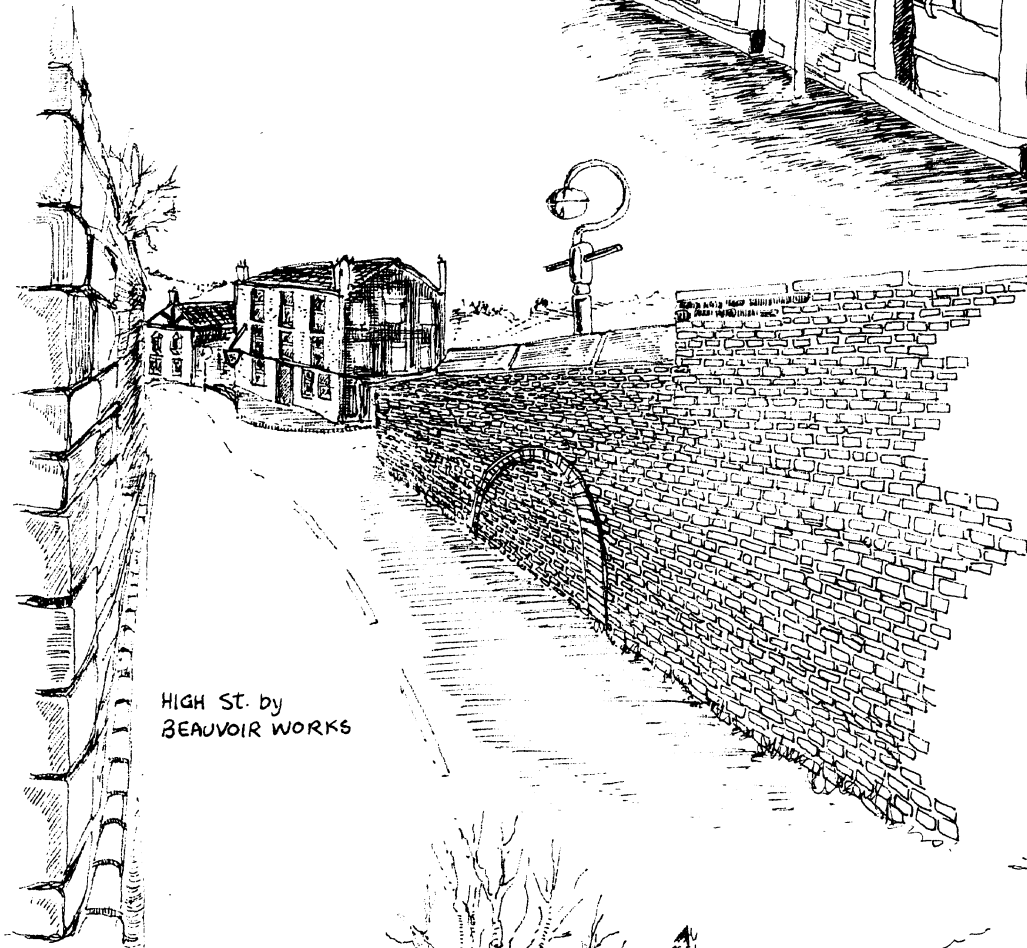
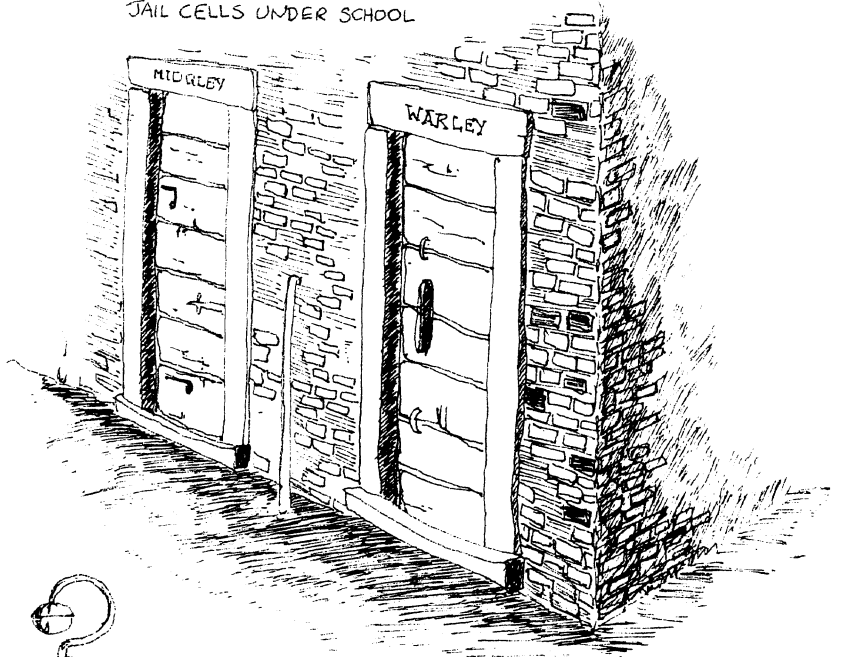
There is an extensive network of footpaths within the village which are of particular value as they provide direct and pleasant pedestrian routes with the additional advantage that they separate vehicles and pedestrians in several hazardous locations. Most are well used, but some are badly sign-posted and badly maintained.

The only additional footpath required to complete the system is a short path and bridge from the tourist car park over Luddenden Beck to link with the footpath running down the east side of the beck from Halifax Lane.

To link this to the centre of the village, the footpath which runs between the Beauvoir Works site and 69 High Street should be restored. The footpath beside the Beauvoir Works should be sign-posted and paved with stone paving flags so as to encourage its use by pedestrians as an alternative to that length of High Street between Halifax Lane and Linleys wire works which lacks a footpath and is dangerous for pedestrians as there is no visibility of oncoming traffic.

Steps are already in hand to erect a handrail up Old Lane for the safety and convenience of pedestrians. The footpath up the Dean from the Church should be improved, and also closed to motor vehicles in the interests of pedestrian safety. This forms part of the pedestrian route to Jerusalem Farm along Luddenden Dean.

JAIL CELLS UNDER SCHOOL



HIGH ST. by  
BEAUVOIR WORKS



CEMETERY

SECTION 4

FINANCE AND IMPLEMENTATION

#### 4.1 Financial Implications

The financial implications of the proposals to the District Council may be summarised as follows. None of the Development Control proposals outlined will involve any additional expenditure by the Development Services Committee.

In Section 3.1 (Environmental Improvements) the only cost of the management proposals is that of aid given in the form of materials and equipment loaned to the Conservation Society.

With regard to the Environmental Improvements outlined in Section 3.1.6. County might contribute to and administer footpath improvements. The private sector should fund the former butchers shop, the backdrop areas and the New Road area. The General Improvement Area, if implemented would be funded in the normal manner. The remaining projects would be funded by the Local Authority, and were estimated to cost on the 1st August, 1975:-

High Street/Village Hall	£1,460
Highfield Estate Screen Planting	£1,928
Duke Street Estate Screen Planting	£2,353
Playground	£1,616

The tree planting on the allotments at the rear of the vicarage is not included as it is not yet certain which allotments will continue to be disused.

There is now Government grant aid for works of improvement in non-outstanding Conservation Areas, and it is likely that some of these projects would now qualify for grant aid.

The undergrounding of cables would be a charge on the Council. The exact cost depending upon negotiations between the Council and the Statutory Undertakers. The cost of replacing the lighting and road surfaces will fall on County.

In Section 3.2 (Maintenance and Action Sites) all works of maintenance will be carried out by the private sector or County. The land next to Nos. 4-8 Duke Street may be developed by private enterprise or a housing association.

In Section 3.3 the survey and all of the resultant road works described would be executed by and paid for by the County with the possible partial exception of the visitors' car park. As car parking provision is a joint District/County function, negotiations should be undertaken with County on sharing the cost of the scheme.

The construction of the garage courts should be financed from private sources by the residents. The District Council should only consider building and leasing garages if all other efforts fail, and on-street parking becomes a serious problem.

#### 4.2 Phasing

##### 4.2.1 Work Carried Out by District Authority

As may be judged from the report, the majority of the work should be carried out by private individuals and bodies. If people are to be persuaded to spend money on improving their environment or to risk it in carrying out developments to the terms of the conditions laid down, they must be inspired with confidence that the area will be enhanced. The only way that the Local Authority can inspire this confidence is for them to set an example by carrying out works of enhancement in the area.

Large scale expenditure throughout the village is out of the question at the present time, but a major impact in one area would help to create confidence. This should be followed by a phased programme of improvements, the phasing of which will depend on the availability of moneys and grants for the work.

Most local authority environmental improvements to date have been concentrated on creating the garden between the bridge and 55 High Street. So to achieve the maximum impact, such money as is immediately available should be used to landscape the untidy car park and land in Council ownership between the village hall and the bridge.

Assuming that the General Improvement Area is approved by the Department of the Environment, then works in the village should be phased as below:-

- 1976 - 77      Environmental improvements to area between 80 High Street and Bridge.  
Feasibility study for the General Improvement Area.
- 1977 - 78      Plant screen belt in field between Highfield Estate and the Wire Works.  
Start preparing General Improvement Area proposals.  
Co-ordinate with County on the implementation of traffic management and parking schemes if necessary.
- 1978 - 79      Plant screen belt in field below Duke Street Estate.  
Landscape redundant allotments if necessary. Start implementation of General Improvement Area.
- 1979 - 80      Erect stone wall around playground.  
Continue implementation of General Improvement Area.
- 1980 - 81      Completion of General Improvement Area.  
Review of plan area.

#### 4.2.2 Works by West Yorkshire Metropolitan County Council

The implementation of the access restrictions and parking proposals will depend either on the results of the survey, or the results of the monitoring exercises. The following timetable is therefore only a sketch of the likely train of events.

- 1976  
Onwards      Start replacing inappropriate light fittings as and when opportunity arises.  
Start reintroducing stone paving setts and slabs into High Street as and when the opportunity arises.
- 1976 - 77      Survey of traffic and visitors in village.
- 1977 - 78      Implementation of traffic management scheme and parking scheme if necessary. Start of annual monitoring if either are not at present necessary.

#### 4.2.3 Works by Private Sector

The timing of those works to be carried out by private individuals and organisation depends to a considerable extent on factors beyond the control of the Local Authority, and which therefore cannot be timetabled. However, certain phases may be picked out.

The sale of Nos. 4-8 Duke Street to the private sector has now been authorised by the Housing Committee.

A meeting between representatives of the District Council, the Luddenden Conservation Society and the owners of land where tree planting or other works of improvement have been suggested should produce a plan of action for private works in the village. The District's role here would be one of liaison, co-ordination and help with such matters as Forestry or Countryside Commission grants. It is to be hoped that all suggested works will be carried out by 1981.

As the village becomes more popular with commuters, it is to be expected that all developments indicated as desirable in this report will be carried out by 1980.

#### 4.2.4 Exhibition

In order to familiarise residents with the proposals in this report, and to encourage their participation in projects, an exhibition will be mounted in the village hall in collaboration with the Luddenden Conservation Society. At this point of time this study will be published.

As a follow up exercise, the District and the Conservation Society could jointly produce a leaflet setting out a village trail which includes all points of major interest but avoids the more sensitive areas. The rural footpaths and footpath up the Dean to Jerusalem Farm could be included in this leaflet.



Acknowledgements

The following individuals and organisations have taken part in a great variety of ways in the production of this study. I thank them all.

J. M. Stables

Calderdale Town Planning Department

J. Thornton, C. W. Robson,  
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Miss P. A. Stansfield,  
Mrs. C. Kerrin (Graphics)

West Yorkshire Metropolitan County  
Council

Mr. J. Dixon

Luddenden Conservation Society  
(Incorporating the Action  
Committee and Volunteer Group)

Mr. P. J. Harrison, Mr. J. A.  
Heginbottom, Mr. B. J. Davenport,  
Mr. E. Tuke, Mr. G. Pickles,  
Mr. P. Kelly, Mr. G. Tyler,  
Councillor G. Smith, Mr. J. G.  
Hewitson-Townley

Together with all of the residents of Luddenden who have contributed their experience, advice and labour.