



Outline Proposals: Land off Ravensthorpe Road

The site is approximately 8.37ha and is situated to the south of Dewsbury. The site forms part of the Ravensthorpe Road housing allocation (H10.5) within the adopted Unitary Development Plan (1999). The site is located to the south of Ravensthorpe Road, and is a large area of open agricultural land. It is bounded to the north by Ravensthorpe Road and housing and to the south, east and west by agricultural fields. To the east is the land which comprises the remaining UDP housing allocation.

The proposal will be an outline planning application as described below:

- Outline application for residential use including means of access.
- Matters relating to layout, appearance, scale and landscaping are reserved for approval later.

Vehicular access will be taken from Ravensthorpe Road via a priority junction. The illustrative layout shows a series of residential development cells accessed from the linear road and a dry drainage detention basin in the north-west corner of the site.

The scheme shown in the illustrative layout shows approximately 120 dwellings and has been formed and dictated by the neighbouring land uses, the retention of existing footpaths, bridleways and Public Rights of Way, topography and creation of development platforms, the pylons on the western boundary and the presence of a gas main and existing hedgerows and trees. The proposed drainage infrastructure will work with the topography of the site. The illustrative masterplan shows strategic landscaping and green infrastructure of a gas main and existing hedgerows and trees.



Brewery Lane

Thornhill Lees
Village Hall

Proposed dry
detention basin

Moor Farm

Existing
Allotments

Outline Proposals : Land off Lees Hall Road

The site is approximately 4.43ha and is situated to the south of Dewsbury. The site forms part of the Lees Hall Road Protected Open Land within the adopted Unitary Development Plan (1999). The site is located to the south of Lees Hall Road, and is a large area of open agricultural land and includes a farmstead. It is bounded to the north by Lees Hall Road and housing, to the west by housing, to the south by agricultural fields and to the east by allotments. To the east is also the land which comprises the remaining Protected Open Land allocation.

The proposal will be an outline planning application as described below:

- Outline application for residential use including means of access.
- Matters relating to layout, appearance, scale and landscaping are reserved for approval later.

Vehicular access will be taken from Lees Hall Road via a priority junction. The illustrative layout shows a series of residential development cells accessed from the linear road and a drainage basin in the northeast corner of the site.

The illustrative layout shows approximately 120 dwellings which has been informed by the narrow linear nature of the site, neighbouring land uses and the creation of an access road via a tree-lined boulevard. All routes within the site are well overlooked by adjoining dwellings offering passive surveillance to reduce crime and the fear of crime.

The proposed drainage infrastructure will work with the topography of the site, with a dry SUDs detention

basin which has been sized appropriately for the scheme, close to the existing drainage outfall at the lowest part of the site.

The illustrative masterplan shows strategic landscaping and green infrastructure and pedestrian linkages through to Lees Hall Road.

Existing allotments are retained on the western boundary of the site.

The illustrative scheme retains the existing farmhouse and stone barns, using these to create a distinctive square within the proposed development. This sketch assumes that the existing farm access can be used as a pedestrian link, enabling new residents access to the shops, services and Community Centre on Brewery Lane. It should be stressed that this is an indicative layout only and will be subject to further refinement and change through the Reserved Matters application.

I -Transport produced a Framework Travel Plan for the site dated 18th November 2016. Their report noted that : "The site is in a sustainable location with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport. There are a large number of local destinations, retail, education, health , leisure and employment that can be accessed on foot within an acceptable distance. Existing bus stops and services can access destinations further afield. It is therefore concluded that the site is readily accessible to a large number of facilities and services by sustainable modes of transport."

Main Issues	Response	Way Forward
How has the existing highway system been considered?	The scope of the Transport Assessments required to support the two Phase 1 planning applications has been scoped and agreed with officers at the Local Highway Authority. Traffic surveys conducted by independent specialists were undertaken during October 2016 and will be used to inform the traffic assessment. Junction turning counts and queue length surveys were undertaken at locations agreed with the Council on Tuesday 18 October 2016. Automatic traffic counters (ATCs), which record traffic volumes and speeds, were laid on Ravensthorpe Road and Lees Hall Road in the vicinity of the proposed site accesses for a seven-day period between 18 – 24 October 2016 Preliminary capacity tests have been conducted of the proposed site access junction arrangements to confirm these are suitable	Traffic generated by committed developments (i.e. that have planning permission but which are not yet built and operational) have been added to the surveyed flows. Relevant committed developments have been agreed with the Council. The traffic implications of the proposed developments will be considered at 2021 (i.e. 5-years hence, which is industry standard). Framework Residential Travel Plans will be submitted with the planning applications. Those documents will outline a series of measures designed to encourage sustainable travel patterns at, and to/from, the sites. Traffic assessment is on-going but the proposed developments are not anticipated to give rise to 'severe' off-site impacts or require physical off-site highways mitigation.
Has drainage of the site been considered?	ARP Associates has undertaken a Flood Risk and Drainage Appraisal. The Assessment shows that the Environment Agency confirms that the sites fall within land assessed as having less than a 1 in 1,000 annual probability of river or sea flooding in any year (less than 0.1%). Therefore, in accordance with Table 1 of the PPG, the site falls within Flood Zone 1 "low probability". The proposed development site is outside the maximum extent of flooding from reservoirs. There are no other canals or artificial sources which will result in flooding on the proposed development site. No special mitigation measures are required for emergency egress during times of flood.	Surface water discharge shall be restricted to no greater than the existing greenfield run-off rate with outfall to watercourse. Attenuation storage will be provided on site to store runoff for up to the 1 in 100 annual probability rainfall events plus allowance for climate change, in line with EA Guidance. The proposed surface water drainage system shall be designed with an allowance for climate change and restricted to the agreed discharge rate with appropriate attenuation incorporated into the design.
Has consideration been given to the impact of the development on health facilities?	The health facilities' capacity in the area is assessed and if the outcome is that the current capacity cannot accommodate the new resident then a case can be put forward to the NHS to build or expand facilities in the area. The NHS review this every four years.	In the meantime the team have been working with the Clinical Commissioning Group to determine if new healthcare provisions are required.
Has consideration been given to the impact of the development on Education?	The need in the area will be assessed by the Council at the time of the application and they will advise the S106 contribution necessary. The team have also meet with schools in the area to scope need in the area.	Continue dialogue with the local head teachers and if the application is successful an educational contribution will form part of the S106 discussion
What about ecology and local habitats?	There are no signs of protected fauna species and no significant flora species. The sites are a mixture of arable fields with introduced planted shrubs, improved and poor semi-improved grassland and woodlands, mature trees and hedgerows. There will be no direct significant adverse impacts on adjacent ecological features. Any potential indirect impacts including risk of pollution during construction and visual impacts will be managed under a construction method statement and through landscaping designs.	Aecom are undertaking ecological surveys to support the proposals. There are no statutory nature conservation designations relevant to the site and there are no non-statutory nature conservation designations that are likely to represent constraints. Ecological survey work and tree surveys are ongoing and ecological enhancement including habitat linkages, retention of key habitat areas such as the woodland and mature trees, and landscaping can be incorporated into the masterplanning process creating cohesive corridors to support wildlife and retain connectivity of habitats.

Local Authority

Initial and follow up pre-application meetings took place with Local Planning Authority to introduce development proposals to the Council and the information is outlined below:

Date / Venue	Attendees
10th May 2016 at the Civic Centre 3	Steve Hopwood – KMC Mathias Franklin – KMC Simon Taylor – KMC Andrew Rose – Spawforths Carol Mather – Spawforths Tim Williams – Miller Homes Steve Egglestone – I-Transport

Date / Venue	Attendees
6 October 2016 at the Civic Centre 3	Steve Hopwood – KMC Keith Bloomfield – KMC John Buddle – KMC Andrew Rose – Spawforths Adrian Spawforth – Spawforths Tim Williams – Miller Homes Greg Jones – I-Transport

This process is invaluable to the team and has helped to highlight potential issues. Where possible comments raised by the community have been addressed through design development. This information has also been passed onto the consultant team to highlight the main issues and concerns relating to the project.

The local community have been informed of the next stage of the application and have been encouraged to take part and engage with the Local Authority during the statutory consultation period once the application has been submitted.

Community Engagement

The National Planning Policy Framework (NPPF) sets out the national policy approach to community engagement. Miller Homes and the team held a Community Engagement event on 10th November 2016 to which the local community, Ward Councillors and MP were invited, the feedback from the residents has been reviewed by the team following the event and where possible suggestions have been incorporated into the scheme. A full summary of the Community feedback is available within the Statement of Community Engagement which has been submitted as part of this application. Issues raised are being addressed through emerging design proposals are detailed over.

Event 10th November



Event Poster

Consultation Drop in Exhibition

RESIDENTIAL DEVELOPMENT PROPOSAL

Thursday 10th November 2016
Drop-in between 3pm - 7pm at
Thornhill Lees Community Centre

venue: Thornhill Lees Community Centre, 53 Brewery Lane, Thornhill Lees, Dewsbury, WF12 9DU

Spawforths have been instructed by Miller Homes Land to prepare and submit Outline Planning Applications for the development of two sites to the south of Dewsbury.

Site A is a housing allocation in the Local Plan and the proposals is for up to 120 new homes on land to the south of Ravenshorpe Road.

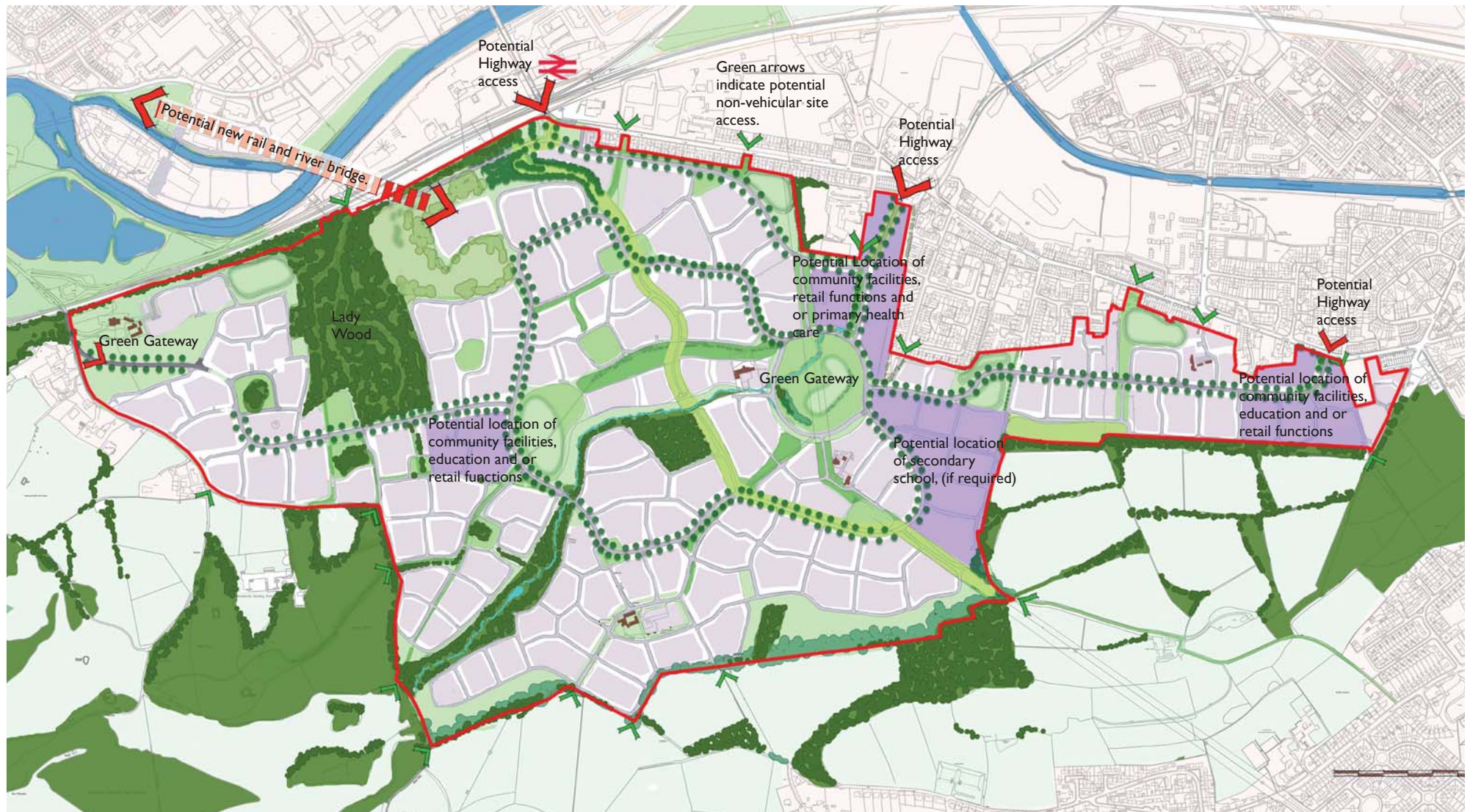
Site B is identified as Protected Open Land (POL) in the Unitary Development Plan and the proposal is for up to 120 new homes to the south of Lees Hall Road.

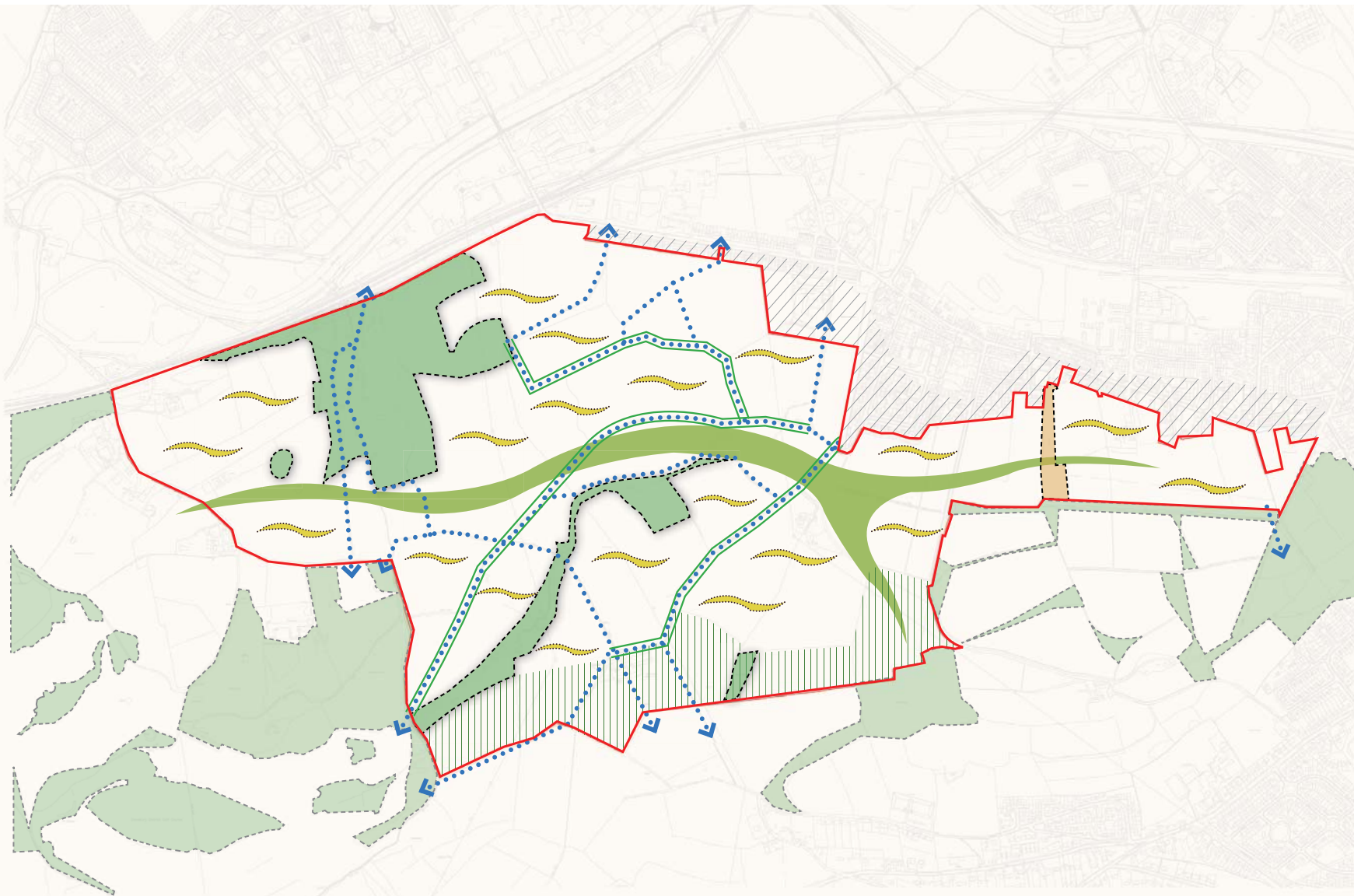
The local community are invited to attend a community drop-in event to explain the proposed development for the site. There will be an opportunity to view the current plans, ask questions and leave any comments you may have.

If you are unable to attend the event, but would like to make comments at this stage, please contact:

Email: katherine.lelohe@spawforths.co.uk
Call our consultation line: 01924 876876

The Wider Site





-  Existing woodland (on site) to be retained to provide mature green infrastructure and visual screening
-  Existing woodland (off site) to be retained
-  Existing allotment provision to be retained but potentially re-sited for improved access
-  Area of development 'stand off' to steep slopes and highest ground to provide a positive interface with adjacent farmland and to reduce visual impacts upon the valley ridge line
-  Properties at the edge of settlement who's views of the proposed development will require mitigation measures
-  Primary green artery through development
-  Existing public right of way retained as either stand alone path or along new streets
-  Focus on providing 'green link' between public green spaces and woodland or to the wider countryside
-  Tree planting amongst development blocks to break up extent of built form

Wire Frame of Site Area provided by TPM Landscape



Site Description

The site is rolling in nature, as the hills rise to the south. The site comprises open agricultural land with the upper slopes predominantly pastoral to the south, with the lower slopes used for arable crops. The arable fields have broken hedgerows and basic agricultural post and wire fencing perimeter enclosures. The pastoral fields have some mature hedgerows and natural stone walling. Woodland belts are scattered across the field structure.

An existing footpath network to the west of the site is readily access from Ouzlewell Lane and Ravensthorpe Road, (alongside Ravenshall school). Private tracks leading to residential properties appear to be used at a local level by walkers and horse riders to connect to Thornhill Edge on the higher hills.

Existing residential development directly adjoins the arable fields on the lower topography. Existing hedgerows and garden fences limit the views at ground floor, with more open views from the second floor of properties.

The site does not have any environmental designations in relation to Kirklees Local Plan

National Character Area (Natural England)

The proposal site falls within the National Character Area 37- Yorkshire Southern Pennine Fringe

Key Characteristics

Character Area 37-Yorkshire Southern Pennine Fringe

- Close conjunction of large scale industry, urban areas and transport routes with open countryside
- Urban development mainly confined by valleys creating dramatic interplay of views between settlements and the surrounding hillsides
- Predominantly pastoral farming with strong linear patterns of walled enclosures
- Predominantly broadleaved woodlands on steep sides forming important backdrops to industrialised areas.
- Views to surrounding hills so that the town and country appear inextricably linked-"urban fringe countryside"
- Urban development has extended further and has covered the hillsides
- Skylines are often topped with pylon lines and communication masts.

Emerging Design Principles:

- Create a strong landscape buffer along the southern site boundary on the higher slopes
- Retain important landscape features
- Reduce the impact of detracting features like pylons and overhead electricity cables
- Retain and enhance the existing footpath and bridleway network
- Create a series of landscape corridors lining the footpath network to maintain the existing links between the residential areas and the open countryside.
- Include a comprehensive Landscape Design Strategy with the development proposals which provides for a quality landscape design, an open space strategy, green space hierarchy and character areas, together with a landscape management strategy.



1.View from Ings Lane looking west



2.View from top of Ings Lane looking east



3.View from Ings Lane west

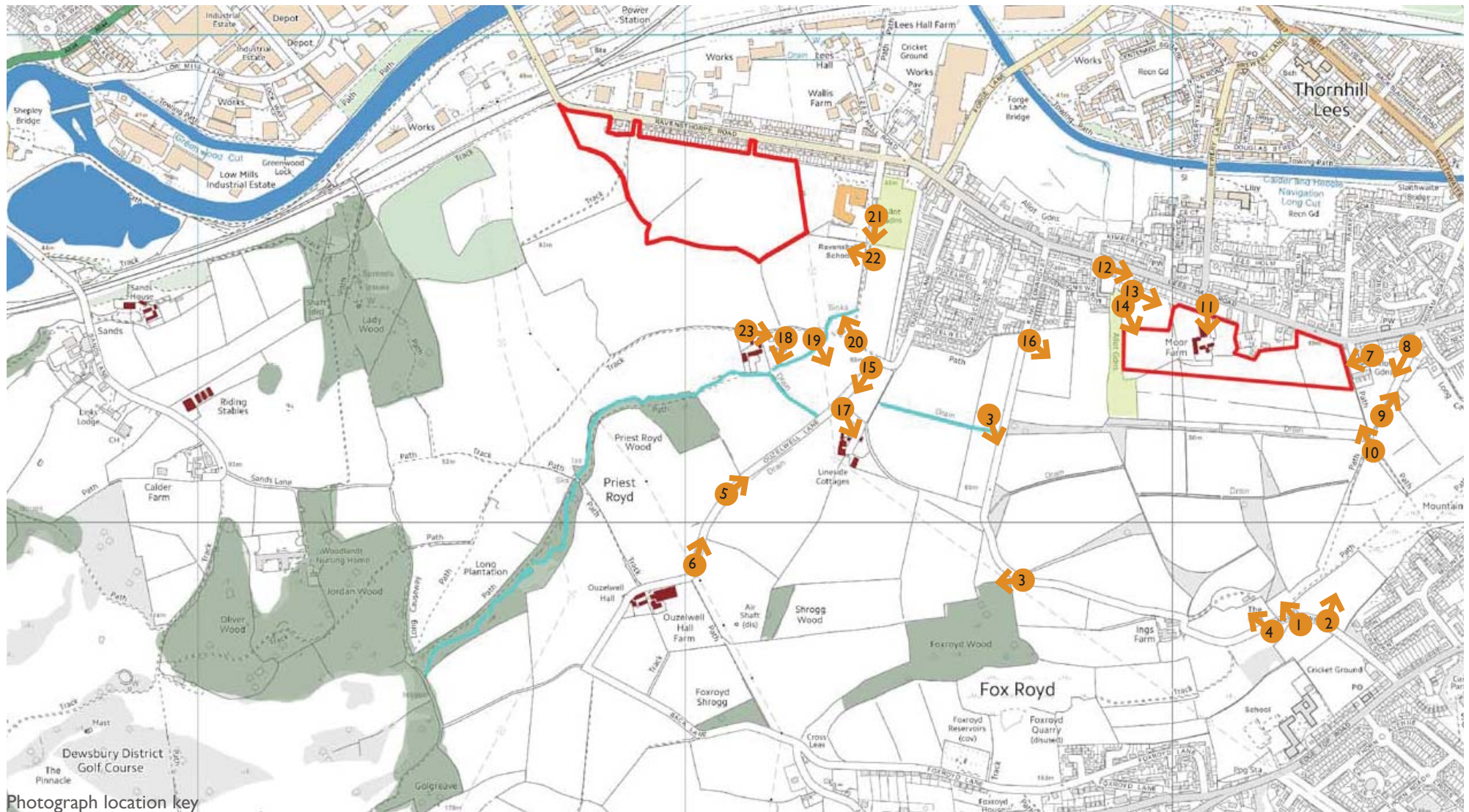


4.View of The Ings from Ings Lane



5.View Ouzlewell Lane looking north

Site Photographs





6.View from Ouzlewell Lane looking north



7.Olympia Court and Lees Hall Road



8.Junction of Ingham Road and Lees Hall Road



9.View down Ingham Road.



10. Footpath adjacent allotments



11. Moor Farm from Lees Hall Road



12. 383-399 Lees Hall Road

Site Photographs



13. Looking from the end of King Edward Street south east towards Edge Top



14. View south east to rear of Lees Hall Road



15. View up Ings Lane from Ouzlewell



16. View from King Edward Street looking south east over settlement pond from former mineworks



17. Blare House and Wood Lea



18. Crow Royd



19. View from end of Ravenshall School access road looking



20. View north from school access road

Site Photographs



21. View from end of Ravenshall School access road looking south.



22. View of school playground looking north



23. View south towards rear of Ravensthorpe Road



24. View of river and nature reserve



25. Huddersfield Road and Low Mill Lane Junction looking west

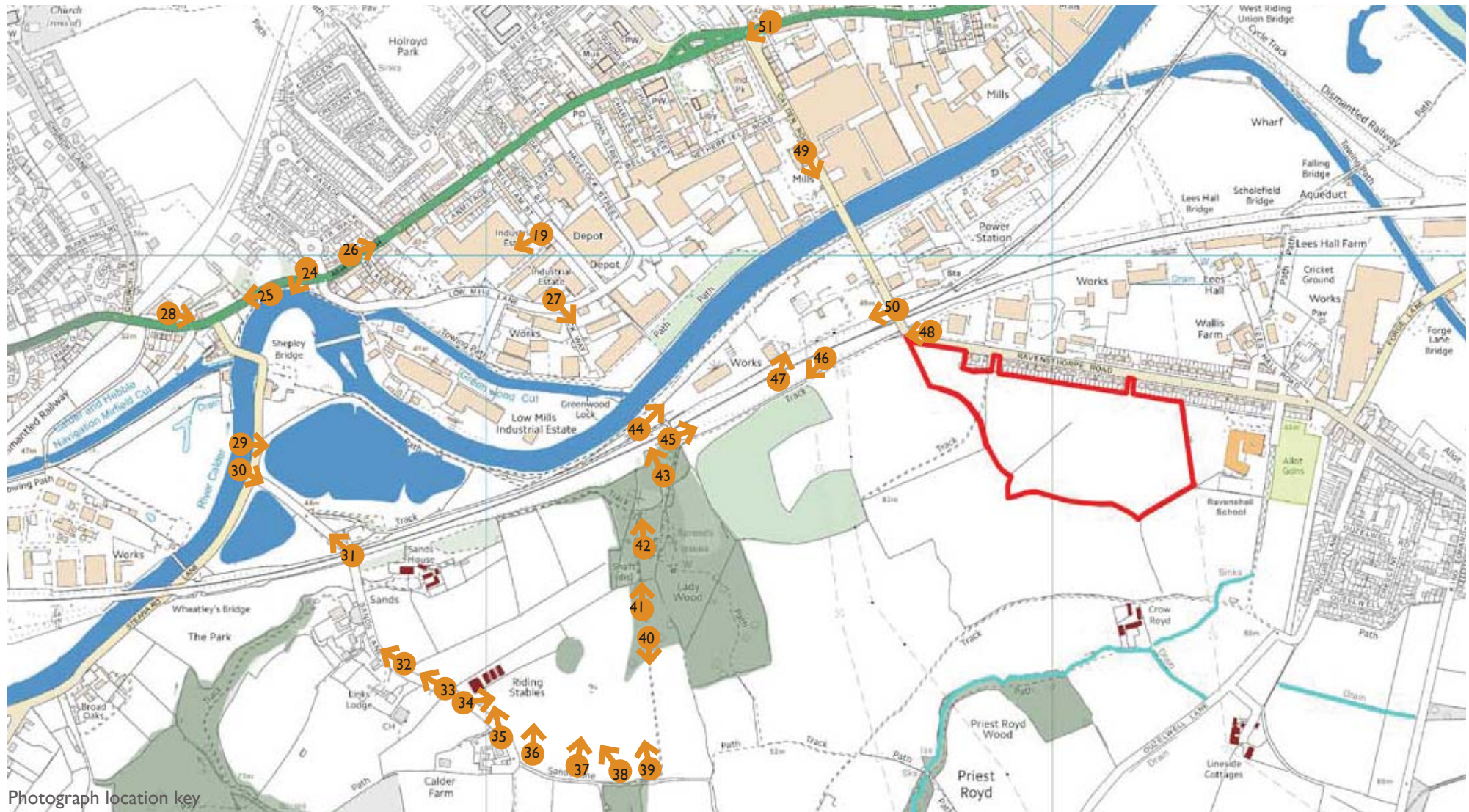


26. Huddersfield Road looking east



27. View down Lock Way

Site Photographs



Photograph location key



28. Huddersfield Road, Shepley Bridge



29. View of Lake from Stenard Lane



30. Sands Lane from junction with Stenard Lane



31. Sands Lane rail bridge



32. Sands Lane looking east



33. Sands Lane looking east

Site Photographs



34. View across paddocks towards Lady Wood from Sands Lane



35. View towards Calder Farm from Sands Lane



36. View across paddocks from Sands Lane



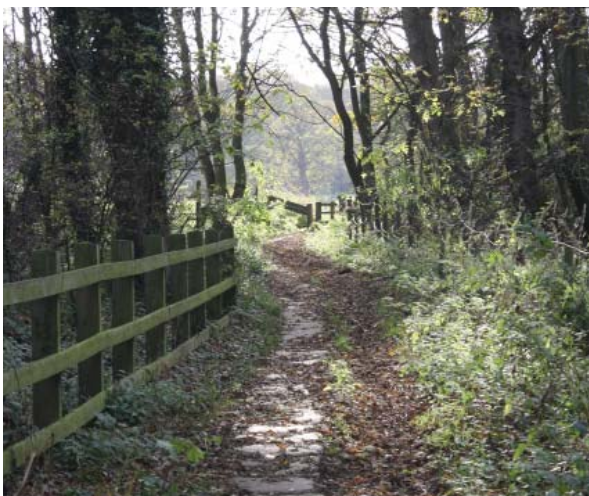
37. View across paddocks from Sands Lane



38. View of copse adjacent Lady Wood



39. Track leading to Lady Wood



40 View from footpath in Lady Wood



41. Sculpture in Lady Wood



42 Footpath /bridleway at Lady Wood



43. Footbridge over railway



44. View over railway bridge

Site Photographs



45. Footpath adjacent rail line



46. Footpath adjacent rail line



47. Cement works from footpath bordering site



48. Ravensthorpe Road site access



49. Calder Road river bridge

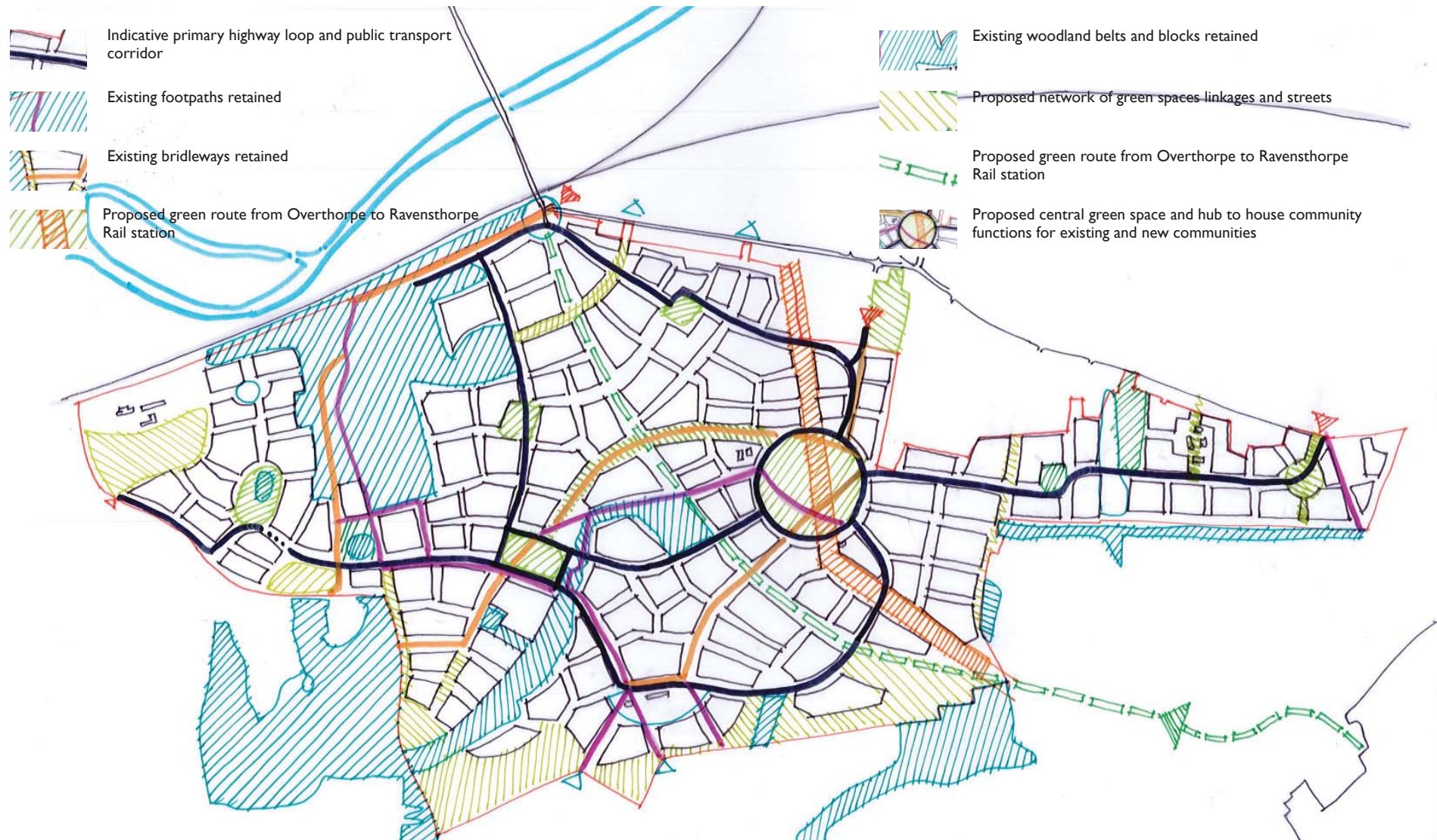


50. Ravensthorpe rail bridge



51. Calder Road Gyratory

Concept Evolution



Use and Amount

The proposal for the wider site seeks to deliver up to 4,000 new homes with associated community facilities, potentially primary healthcare, schools and some retail space. The applicants would seek to continue the dialogue with key stakeholders to determine the amounts and disposition of such uses within the masterplan.

Emerging Design Principles: Connectivity

- Design the highway layout within the Allocated site and the POL site, such that it can accommodate future expansion of development into the wider site area.
- Embed existing public rights of way, footpaths, bridleways and lanes into urban grain of masterplan.
- Reinforce and extend green routes giving improved access to wider countryside
- Produce a consultation draft bridleway strategy which offer alternative routes for horse riders where these will intersect with vehicular routes
- Explore off site options for connecting site with Sustrans route 66 via off site measures.
- Be aware of listed bridges, buildings and structures in terms of creating a new strategic access

Emerging Design Principles: Layout

- Once the wider site has been assessed in terms of archaeological heritage take steps to incorporate potential find sites into areas of POS where possible or assume that finds will be extensively recorded prior to any work on site.
- Use opportunities to create picturesque townscape by using existing heritage assets as destinations or focal points
- Mitigate the impact of historic mining activity on the site by incorporating appropriate stand offs for grouted and filled mine-shafts. Or assume that the remaining coal will be removed from the site and the contractor will deliver a remediated site with appropriate development platforms.
- Explore the options for re-opening the culverted watercourse which formed the historic boundary of the Lees Hall Estate.
- Align proposed highway over gas main where possible.
- Ensure existing water mains are accommodated within highway or POS.
- Use building orientation and local barriers to mitigate the impact of retained overhead cables and electricity pylons.
- Provide a development layout which responds to the site constraints and where possible to surrounding development forms and movement patterns
- Provide a block structure which aligns east west to enable the maximum number of

dwellings to benefit from passive solar gain.

Emerging Design Principles: Built Form

- Provide new development of a scale and massing suitable to relate to the adjacent dwellings with a mix of unit sizes.
- Allow the materials selection to be informed by a full character area analysis and review of local buildings and materials palettes
- Use building types and forms found in the locality, (including on the steeper gradients)

Emerging Design Principles Landscape

- Create opportunities for green streets and green gateways to ensure district wide consistency of approach.
- Ensure there is sufficient quantum of green-space to address existing deficiencies and provide space for the new development in line with current and future policy and guidance,.
- Create positive pedestrian and cycle links to existing green space provision throughout the locality
- Create a strong landscape buffer along the southern site boundary on the higher slopes to maintain the current view of the horizon.
- Retain important landscape features
- Reduce the impact of detracting features like pylons and overhead electricity cables
- Retain and enhance the existing footpath and bridleway network .
- Mitigate the impact of new highways on existing

Summary of Emerging Design Principles

bridleways by offering alternative routes for horse riders.

- Create a series of landscape corridors lining the footpath network to maintain the existing links between the residential areas and the open countryside.
- Include a comprehensive Landscape Design Strategy with the development proposals which provides for a quality landscape design, an open space strategy, green space hierarchy and character areas, together with a landscape management strategy.

Emerging Design Principles Ecology

- Retain woodland blocks with suitable buffer zones
- Increase cohesiveness of east west and north south habitat connectivity
- Explore opportunities for pond creation for SUDs (subject to satisfactory management and adoption arrangements)
- Explore options for dark zone external lighting scheme at a more detailed planning stage
- Take steps to eradicate controlled weed species
- Provide structures for permanent bat roosts in the earliest phase of the scheme.

Emerging Design Principles: Drainage and Flood Risk

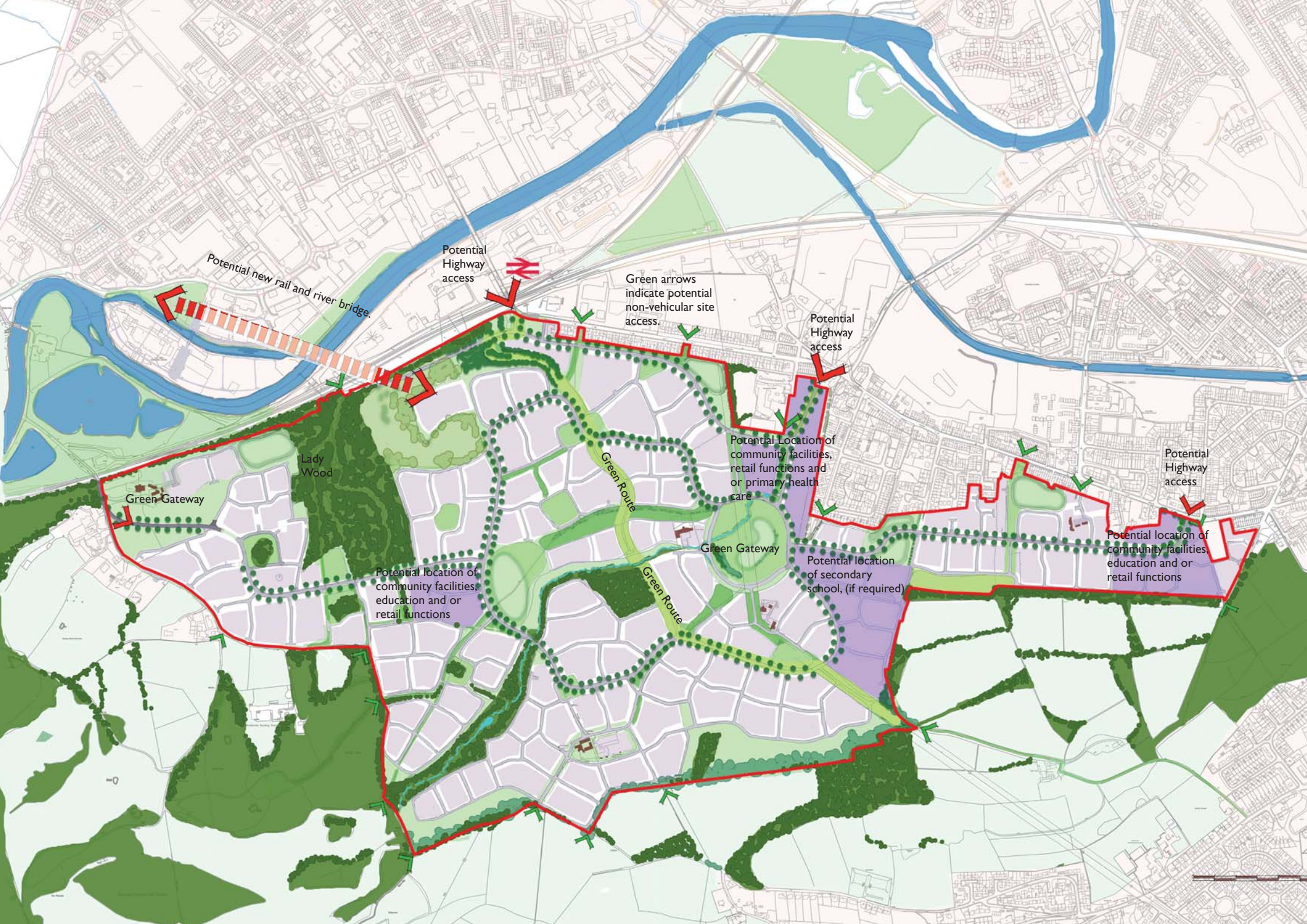
- Explore options to mitigate off site flooding by use of sustainable Urban drainage measures, with a view to securing long term adoption and maintenance of the SUDs features.
- Accommodate the dry detention basins for areas and volumes given by ARP in line with their report dated May 2016

In addition to those principles identified through contextual analysis, sustainability should be embedded as follows:

Emerging Design Principles: Sustainability

- Create walkable neighbourhoods, with a mix of uses within walking distance
- Create and reinforce opportunities for walking and cycling
- Explore opportunities for the use of renewable technologies.
- Provide housing with a range of sizes and tenures to meet the needs of diverse communities into the future.
- Create a central community space which can interface existing and new communities.

The principles set out will continue to evolve and inform the design of the masterplan going forwards. The illustrative masterplan for the wider area included in this document, will continue to evolve through the design process. What is presented in this document is the illustrative masterplan at a stage in time.



The Illustrative Masterplan for the Wider Area

The indicative masterplan illustrated over represents a stage in the process the evolution of a scheme which will deliver 4,000 new homes with associated green space, community and retail functions. The final version of the masterplan will evolve through ongoing key stakeholder and community engagement, with formal design review until spring 2017.

Strategic Access Overview.

Alleviation of congestion on Huddersfield Road was a key objective in looking at highway solutions for the scheme. It is bordered by small businesses, with a fine urban grain and multiple highway junctions. Anecdotally, the Gyratory at the junction with Calder Road also appears to form a bottleneck, slowing traffic on this important route from Dewsbury/ Huddersfield.

Options are currently being explored to secure a highway access to the site is from Huddersfield Road via Low Mill Lane, crossing the river and rail line before coming into the site. This route has the advantage of creating the potential of a green front door to the site as it comes from Low Mill Lane adjacent to the Nature Reserve and it overlooks the canal. Once it reconnects with Ravensthorpe Road at the north west corner of the site, it also creates a by pass option for those travelling on Huddersfield Road which could alleviate congestion.

There is also the potential to reduce traffic congestion by using a route through the site which connects to Forge lane, thereby achieving dilution of traffic volumes travelling on Huddersfield Road into Dewsbury. This route via Forge Lane and Savile Road, however, also has its bottlenecks. The existing double roundabout where Forge Lane skirts

the Calder was identified as a potential constraint to the delivery of a second bypass option.

Traffic modelling is currently being undertaken to explore the potential impacts for these draft strategic highway options on the surrounding highway network. Further options will be explored as necessary.

Movement

The principle highway within the site, which will become the public transport corridor is illustrated over as a tree lined, orbital route with connections to Ravenshall Road, Forge Lane and Lees Hall Road. The orbital route ensures that all new homes are within 400m of a bus route, (five minutes walking distance). The access to the site via Sands Lane will not connect to the wider site, prohibiting through traffic.

Options for establishing a “green route” for pedestrians and cyclists from Overthorpe through the site to the Station at Ravensthorpe are being explored. A route has been selected which connects green spaces as part of a green infrastructure strategy and which can be maintained at a 1:20 gradient.

Existing lanes, bridleways and public rights of way are embedded within the urban block structure, giving access to open space and leisure routes beyond the site.

Primary Health Care.

Primary care providers are being consulted to ascertain the possibility of providing GP services on the site.

Schools.

Existing school provision and demand in the local area will be reviewed in order to better understand the requirements in terms of on site school provision. Kirklees MDC have noted that two primary schools are likely to be required.

Retail Facilities

One of the key drivers of this scheme is the delivery of regeneration. It will be important to ensure that any new shops have no detrimental impact on existing shops and businesses. Careful consideration will be given to any new retail provision in terms of its size and location.

Green Space

Existing woodlands are retained. A large central green space could host the main community outdoor functions for the site such as festivals and celebrations. It could have play space for older children and meet site wide recreation needs. A network of smaller spaces are distributed through the site along key routes. It is intended that these will be connected to maximise opportunities for bio-diversity. Green gateways are provided at key site entrances and these are linked by the tree-lined major highway. Green space will be assessed throughout the design process to ensure that policy requirements are met and local deficiencies addressed.

SUDs

A high level drainage study has been undertaken and areas identified for surface water attenuation at greenfield run off rates with an allowance of 40% for climate change. This will see detention of water on site during periods of heavy rainfall in detention basins which would otherwise remain dry. A number of detention basins have been identified



Summary and Conclusions

This application seeks outline planning permission for residential development of a UDP housing allocation and Provisional Open Land, with all matters reserved except for means of access.

The illustrative masterplans demonstrate that both sites can be designed in accordance with current Planning Practice Guidance set out in the National Planning Policy Framework.

Planning Practice Guidance

In accordance with Paragraph 006 of Planning Practice Guidance, the Design and Access statement demonstrates that the following issues have been considered;

- Local character (including landscape setting)
- Safe, connected and efficient streets.
- A network of green spaces (including parks) and public places
- Crime prevention (all public spaces are well overlooked)
- Security measures
- Access and inclusion (spaces serve new and existing communities)
- Efficient use of natural resources. The block structure has attempted to retain an east west orientation in the context of topographical constraints)
- Cohesive and vibrant neighbourhoods"

Paragraph 15 Planning Practice Guidance

What is a well designed place?

"Well designed places are successful and valued. They exhibit qualities that benefit users and the wider area. Well designed new or changing places should:

- Be functional;
- Support mixed uses and tenures;
- Be adaptable and resilient;
- Have a distinctive character;
- Be attractive; and
- Encourage ease of movement.

Paragraph 29 Planning Practice Guidance

Design: Which planning processes and tools can we use to help achieve good design?

In planning applications

"In the evolution of planning applications and proposals there are established ways in which good design can be achieved. These include;

- Pre-application discussions
- Design and access statements
- Design review
- Design codes
- Decisions on applications
- The use and implementation of planning conditions and agreements.

This Design and Access Statement demonstrates that the proposed developments are a suitable response to the sites and their settings, (subject to more detailed design work) and they can be adequately accessed by prospective users.

In accordance with Paragraph 31, of Planning Practice Guidance, this Design and Access statement

"Explains the design principles and concepts that have been applied to the proposed development :and

Demonstrates the steps taken to appraise the context

of the proposed development and how the design of the development takes that context into account".

This Design and Access Statement demonstrates that the two early phase schemes work as independent schemes but sit within the context of a wider master plan and can be developed without prejudicing delivery of the wider scheme, if and when the whole site is allocated, notwithstanding due process of the emerging local plan. We therefore respectfully request that the application proposals be supported by the Local Planning Authority.

