

Miller Homes

Dewsbury Riverside: Land off Ravensthorpe Road and Lees Hall Road

Design and Access Statement

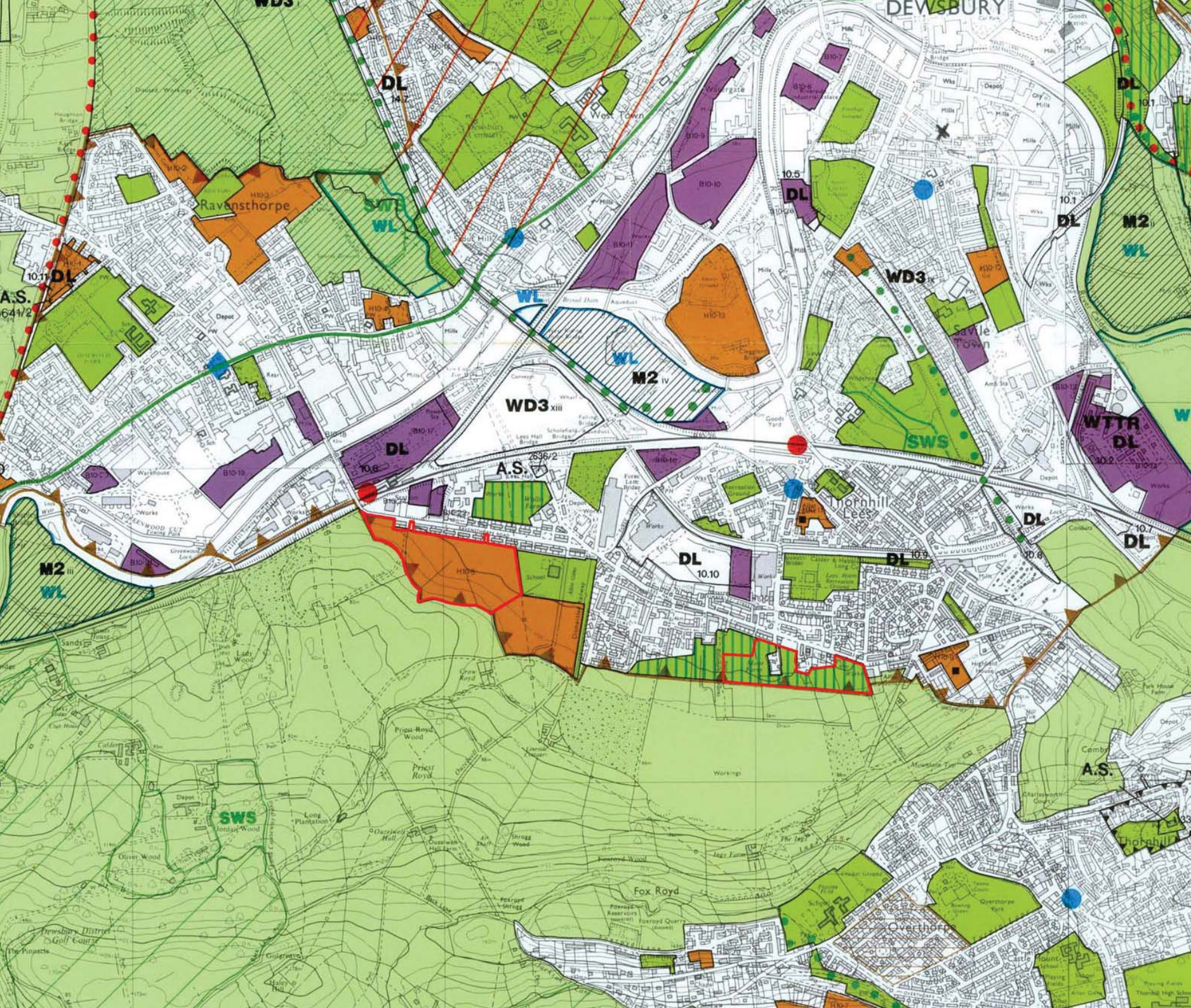
November 2016





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Unitary Development Plan



- Regeneration**
- ▲ Para 1.14 Regeneration Area
- Development Framework**
- D3 Urban Greenspace
 - D3 Provisional Open Land
 - D6 Green Corridor
 - D7 Green Corridor Gap
 - D8-14 Green Belt
 - D15 Storries Hall University Site
- Natural Environment**
- SSSI NE2 Site of Special Scientific Interest
 - NE2A Special Protection Area
 - SSI NE3 Site of Scientific Interest
 - SWS NE4 Site of Wildlife Significance
 - NE5 Wildlife Corridor
 - NE8 Area of High Landscape Value
- Built Environment**
- ▲▲ BE5-8 Conservation Area
 - A.S. BE9/10 Archaeological Site, Class 1 or 2
- Environmental Protection**
- WL EP3 Washland
- Minerals**
- M2 M2 Area for Future Mineral Working
 - M5 M5 Safeguarded Mineral Reserve
 - AMM Para 6.3 Active Mineral Site
- Waste Disposal**
- WD3 WD3 Site for Waste Disposal
 - WTTR WD6 Site for Waste Transfer Treatment and Reduction
- Transport**
- T3 Traffic Calming Zone
 - T7 Department of Transport Highway Scheme
 - T8 Major Council Highway Scheme
 - T12 Green Route
 - T18 Pedestrian/Cycle Route
 - T22 Proposed Rail Extension
 - T24 Additional Railway Station
- Derelict and Neglected Land**
- DL DL1-3 Derelict Land
- Business and Industry**
- B2 Site for Business and Industry*
 - B3 Buffer Zone
- Housing**
- H3 Area for Housing Improvement
 - H6 Site for Housing* ■ denotes site built at 1.3.99
- Community Facility**
- Ed C3 Site for New School
- Shopping**
- S2 Town Centre
 - S3 Large Local Centre
 - S3 Local Centre
 - S11 Primary Shopping Frontage
- Recreation**
- S R5 Stadium Site
 - R11 Extension to Oakwell Hall Country Park
 - R12 Lower Spen Valley Country Park
 - R19 R19 Huddersfield Narrow Canal

Purpose

Spawforths have been instructed by Miller Homes to prepare and submit a Design and Access Statement in support of two Outline Planning Applications for residential development on land to the south of Ravensthorpe Rd and on land to the south of Lees Hall Road Dewsbury. The former site is allocated in the Local Plan, the latter is identified as Provisional Open Land, (POL).

Both sites sit within a proposed allocation for up to 4,000 new homes with associated schools, community facilities and retail provision. This report will also describe the two small sites in the context of the larger proposal.

The red line on the allocated land (off Ravensthorpe Road,) extends to 8.29 hectares and the red line on the POL land (off Lees Hall Road), is 4.43 hectares. The planning application for both sites is in outline with details for means of access. only, with all other matters reserved.

The requirement for Design and Access Statements to support planning applications is set out in the National Planning Policy Framework (NPPF) Planning Practice Guidance. (revised 2014). Paragraph 031 states that a design and access statement must:

“(a) explain the design principles and concepts that have been applied to the proposed development; and
(b) demonstrate the steps taken to appraise the context of the proposed development and how the design of that development takes that context into account.

Design and Access Statements must also explain the applicants approach to access and how relevant Local Plan Policies have been taken into account. They must detail

any consultation in relation to access issues and how the outcome of this consultation has informed the proposed development.”

This Design and Access Statement also follows the broad structure for the purposes of design evaluation advocated by CABI in their document ‘Design and Access Statements – How to write, read and use them, 2006’.

The appraisal of the context, identification of constraints and opportunities and generation of design principles has been developed in consultation with Kirklees Council, consultation with the local community and other key stakeholders.

The Wider Scheme Objectives

- To enable opportunities for the reconnection of Dewsbury with its waterfront
- To deliver up to 4,000 new homes in a sustainable location meeting the needs of all market sectors within the plan period.
- To assist with the delivery of infrastructure to support wider regeneration aims
- To deliver housing in a range of tenures together with associated social and physical infrastructure

Supporting Information

This statement should be read in conjunction with the following documents which support this application:

- Planning Statement [Spawforths]
- Statement of Community Involvement [Spawforths]
- Highways [I-Transport]
- Ecology [Aecom]
- Landscape, [TPM Landscape Ltd]

- Trees [Ian Tavendale]
- Ground Investigation [Lithos Consulting Ltd]
- Flood [ARP Associates]
- Archaeology [BWB]

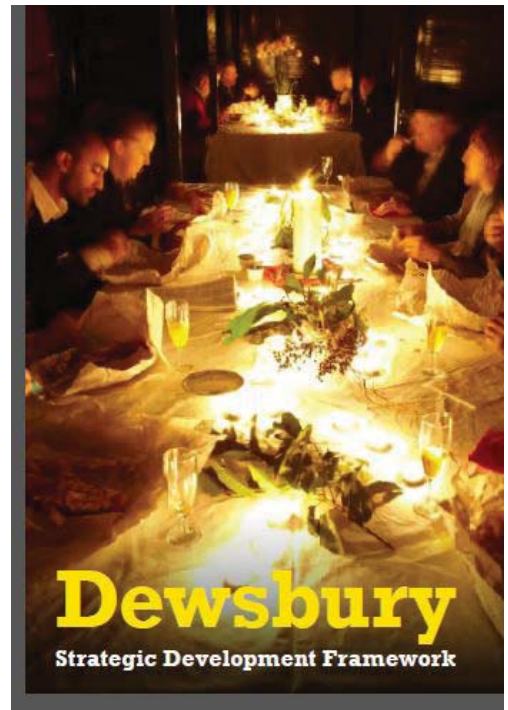
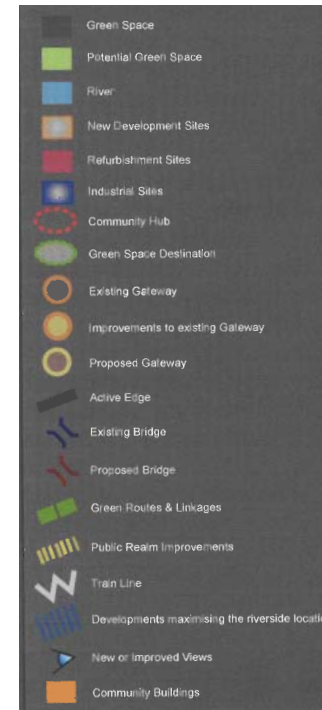
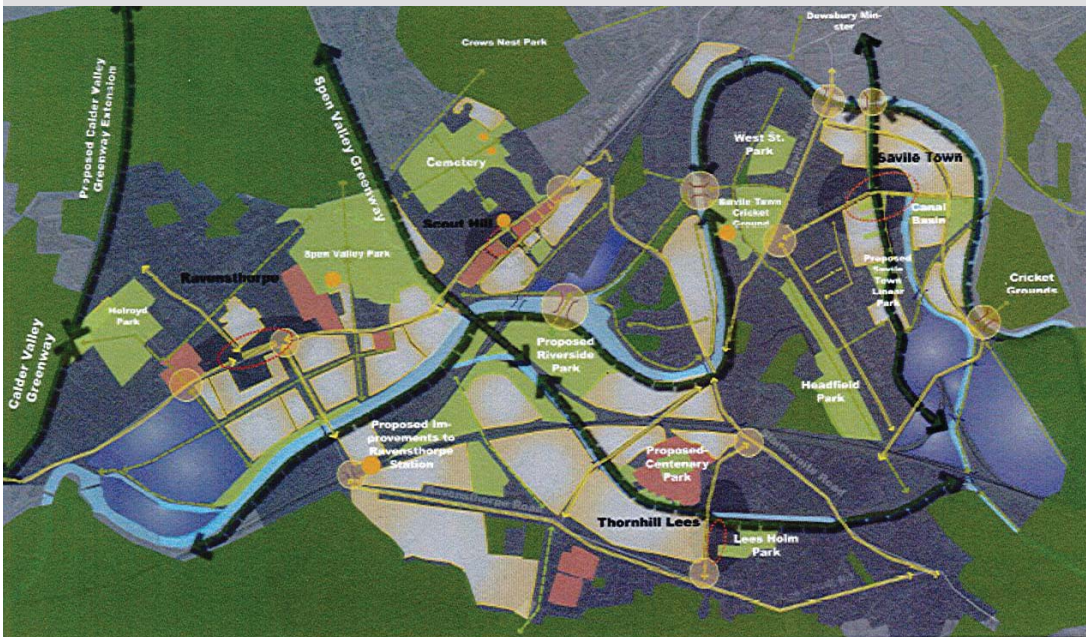
Summaries of key issues from these reports, which have informed the development of the scheme have been included in this statement. Full copies of these documents can be obtained from Spawforths, telephone 01924 873873

Scope and Structure

This statement is set out as follows:

- **Background:** the evolving masterplan in the context of Dewsbury
- **Design Policy and Guidance:** A review of relevant national and local policy and guidance which relates to the proposal.
- **Assessment of the Context:** Analysis and summary of site opportunities and constraints
- **Design Response:** Examination of the indicative design responses for the proposed outline applications
- **Engagement:** An outline of the process
- **The Wider Site:** Landscape, Site photographs, Concept evolution and summary of emerging Design Principles which will inform the evolving masterplan going forwards.
- **Summary and Conclusions**

North Kirklees Strategic Development Framework, 2008 by GVA Grimley



Background

The vision for this masterplan builds on the work of previous interventions and frameworks which seek to deliver transformational change.

South Dewsbury Housing Market Renewal

The South Dewsbury Housing Market Renewal, (HMR) programme, 2006, focused on the areas of Thornhill Lees, Scout Hill, Ravensthorpe and Savile Town. HMR measures to tackle deprivation included improvements to housing, streetscapes and highways with new housing designations

on greenfield land to boost the housing market in the area. A key aim was delivery of greater housing choice, including aspirational homes to satisfy local need as well as attracting in new socio-economic groups.

The focus on regeneration was emphasised in the Yorkshire and Humber Regional Strategy (2008) which identified the area for growth, housing renewal and a potential eco-settlement.

North Kirklees Strategic Development Framework

The North Kirklees Strategic Development Framework (2008), mirrored principles set out in the South Dewsbury HMR. Four neighbourhood masterplans were prepared for the HMR Neighbourhoods of Ravensthorpe, Savile Town, Scout Hill and Thornhill Lees.

The aim of the masterplan was to produce a joined up spatial strategy and to identify action necessary to secure transformational change within the local housing market, whilst guiding future investments and improvements. The

key objectives of the masterplan were:

- Retention of the distinct and diverse character of each town
- The creation of attractive riverside communities
- Improvement of neighbourhood centres
- Delivery of better housing choice and modern business premises
- Enhancement of public realm along key connecting routes
- Introduction of a network of new and enhanced green spaces
- Redesigned highways to create pedestrian priority, safety, secure parking and improved traffic flow.
- Major investment in Ravensthorpe Station
- A range of new facilities to support existing communities and new households

The North Kirklees Strategic Development Framework (2008) sought to form an overarching regeneration framework, guiding future investments in the distinct and diverse character of each town. For South Dewsbury the vision was one of 'New Neighbourhoods' with: "Attractive riverside communities that are well served, linked to the surrounding countryside and enjoy easy access to the immediate opportunities in Dewsbury Town Centre and the wider City Region"

The Dewsbury Strategic Development Framework

This document, produced in 2010, focussed on central Dewsbury. It set out three "Big Moves" for the centre which were:

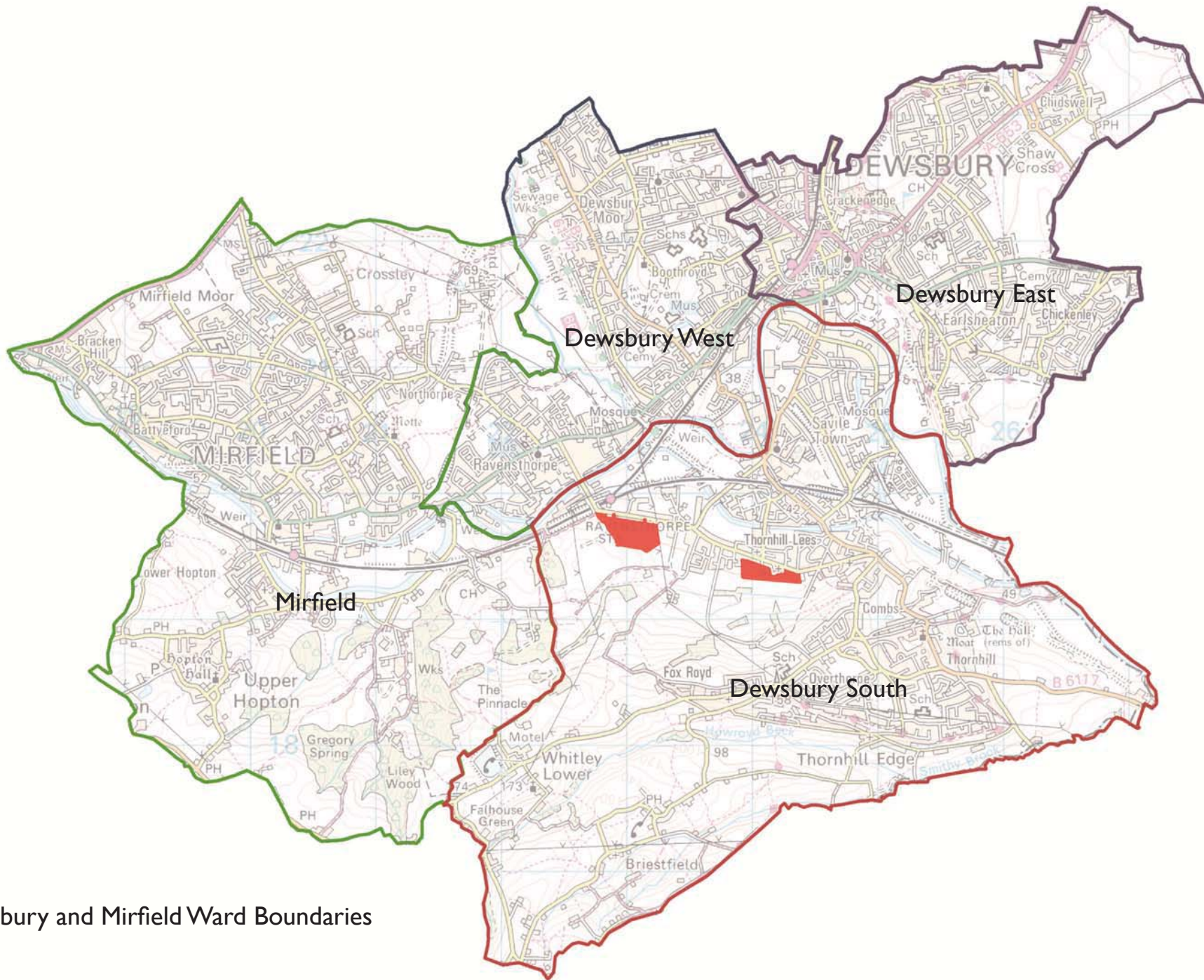
- Distinctive town quarters
- A new high street on Long Causeway
- Reconnecting the centre via neighbourhood gateways.

Dewsbury SDF Refresh, Summary Report August 2015

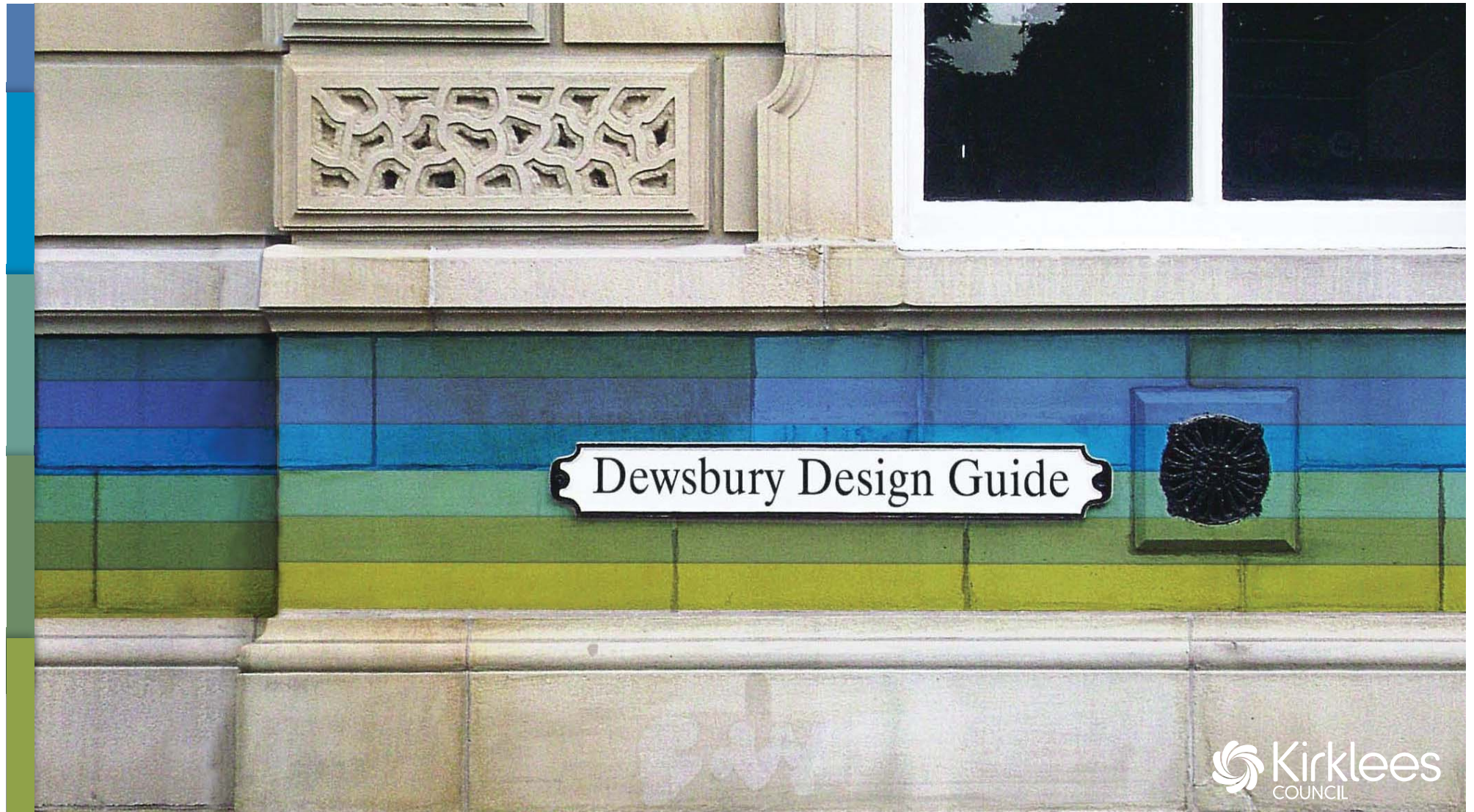
This report notes that the basic approach of the 2010 SDF remains sound, although there has been limited progress and delivery on the ground, with a lack of available funding being a key factor. Lack of alternative delivery mechanisms was identified as a shortcoming of the original document. It then sets out a number of potential "quick win" projects in the town centre which could build investor confidence and kick start the regeneration process.

Summary of key Design Themes

- Creation of attractive riverside communities
- key connecting routes with quality public realm
- New and enhanced green spaces
- Pedestrian priority
- Neighbourhood Gateways on key strategic routes



Dewsbury and Mirfield Ward Boundaries



National Policy and Guidance

National Planning Policy Framework

Section 7 of the Framework notes that good design is a key aspect of sustainable development, it is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 001 of Planning Practice Guidance states:

“As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations.

Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use -over the long as well as the short term.”

Planning Practice Guidance

Paragraph 006 of Planning Practice Guidance summarises The planning objectives that good design help achieve. “Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. and “The following issues should be considered:

- local character (including landscape setting)
- safe, connected and efficient streets,
- a network of green spaces (including parks) and public places

- crime prevention
- security measures
- access and inclusion
- efficient use of natural resources
- cohesive and vibrant neighbourhoods”

Taking each of the issues in turn the PPG states:

Paragraph 007: Planning should promote local character (including landscape setting)

“Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation.”

Paragraph 008: Planning should promote safe, connected and efficient streets

“Streets should be designed to be functional and accessible for all, to be safe and attractive public spaces and not just respond to engineering considerations. They should reflect urban design qualities as well as traffic management considerations and should be designed to accommodate and balance a locally appropriate mix of movement and place based activities.”

Paragraph 009: Planning should promote a network of green spaces (including parks) and public places

Development should promote public spaces and routes that are attractive, accessible, safe, uncluttered and work effectively for all users, including families, disabled people and elderly people.

Public spaces should be designed with a purpose in mind and wherever possible deliver a range of social and

environmental goals. They can take many different forms, (for example path, street, square, park, plaza, green) and can serve different functions for example informal, civic, recreational, commercial)

The benefit of green spaces will be enhanced if they are integrated into a wider green network of walkways, cycleways, open spaces and natural and river corridors.

Paragraphs 10 and 11 with respect to crime prevention and security measures, the guidance recommends early consultation by the local authorities with their police and Crime Commissioners re risk mitigation in a proportionate and well designed manner.

Paragraph 012 Planning should promote access and inclusion which “should not only be specific to the building, but also include the setting of the building, the location of the building on the plot; the gradient of the plot; the relationship of adjoining buildings; and the transport infrastructure. Issues to consider include:

- proximity and links to public transport;
- parking spaces and setting down points in proximity to entrances;
- the positioning and visual contrast of street furniture and the design of approach routes to meet the needs of wheelchair users and people with visual impairments; and
- whether entrances to buildings are clearly identified, can be reached by a level or gently sloping approach and are well lit.

Paragraph 013: Planning should promote the efficient use of natural resources. This paragraph

states: “The structure, layout and design of places can help reduce their resource requirements in terms of energy demands, water and land take and help sustain natural ecosystems. Having a mix of uses and facilities within a neighbourhood can reduce travel and energy demands.

The layout and design of buildings and planting can reduce energy and water use and mitigate against flooding, pollution and over heating.

It states that “Passive solar design is the siting and design of buildings to maximise the use of the suns energy for heating and cooling. Policies can encourage sites to be planned and permit good solar access to as many buildings as possible. The potential benefits of passive solar design can only be realised by careful siting and layout. For example access roads could predominantly run east west, with local distributors running north south and glazing minimised on north facing elevations to reduce heat loss.

It goes on to state” A range of design solutions can be considered to avoid overheating and the need for air conditioning. in terms of layout. The urban heat island effect can be reduced by allowing sufficient space between buildings, tree planting, shading and street layouts which encourage air flow and using light and reflective surfaces or vegetation on buildings.”

Paragraph 014: Planning should promote cohesive and vibrant neighbourhoods. This paragraph notes that Local and neighbourhood plans can set aspirations for areas considering what is already successful about them and how they could be improved. This might include movement networks, the mix and use of tenures, the

amount and position of open space and local vernacular building materials and styles. It goes on to state that neighbourhoods should also cater for a range of demographic groups, especially families and older people. A mix of uses will be successful when they are compatible with one another and interact with each other positively avoiding opportunities for conflict.

In defining what constitutes a well designed place, Paragraph 015 notes: “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;
- include successful public spaces;
- be adaptable and resilient;
- have a distinctive character;
- be attractive; and
- encourage ease of movement.

Paragraph 023 How should buildings and the spaces between them be considered?

- Layout- the way in which buildings and spaces relate to each other
- form- the shape of buildings
- scale- the size of buildings
- detailing- the important smaller elements of building and spaces
- materials- what a building is made from.

In terms of layout paragraph 024 states: “In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the

creation of unsupervised and unsafe public spaces and unsafe access routes” .

Paragraph 029 identifies a number of planning tools and processes available during planning application preparation to help good design to be achieved. They include:

- pre-application discussions
- design and access statements
- design review
- design codes
- decisions on applications
- the use and implementation of planning conditions and agreements.



Secured By Design

Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or high crime rates.

In achieving Secured by Design, the following principles should be considered and addressed:

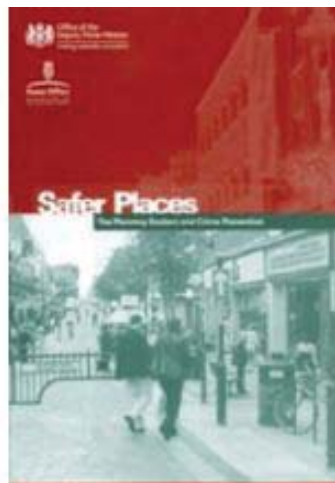
- Environmental quality and sense of ownership: high quality spaces foster a sense of community identity and ownership.
- Natural Surveillance: Public and semi-private areas should be visible from adjacent buildings or from well-located and used public rights of way.
- Access and footpaths: secluded routes should be avoided. Planting should avoid the creation of hiding places. Good visibility should be maintained along footpaths and routes; a balance is needed between choice of routes and perceived security against providing more less well used routes. Property boundaries which adjoin public spaces need to be secure.

Safer Places (ODPM/HO 2004)

This document highlights that safety and security are essential to successful sustainable communities and that well designed, attractive environments help reduce crime and the fear of crime.

The guidance details design and planning principles which help to create sustainable and safe environments. These are summarised as follows:

- Creation of well defined movement frameworks by foot cycle and public transport.
- Utilisation of defensible space
- Minimise potential escape routes.
- Use of natural surveillance- well-designed layouts, buildings and spaces create well overlooked places.
- Consideration of parking locations and parking courts.
- Places should have a clear distinction between public semi-private, communal and private spaces.



Manual for Streets. (2007)

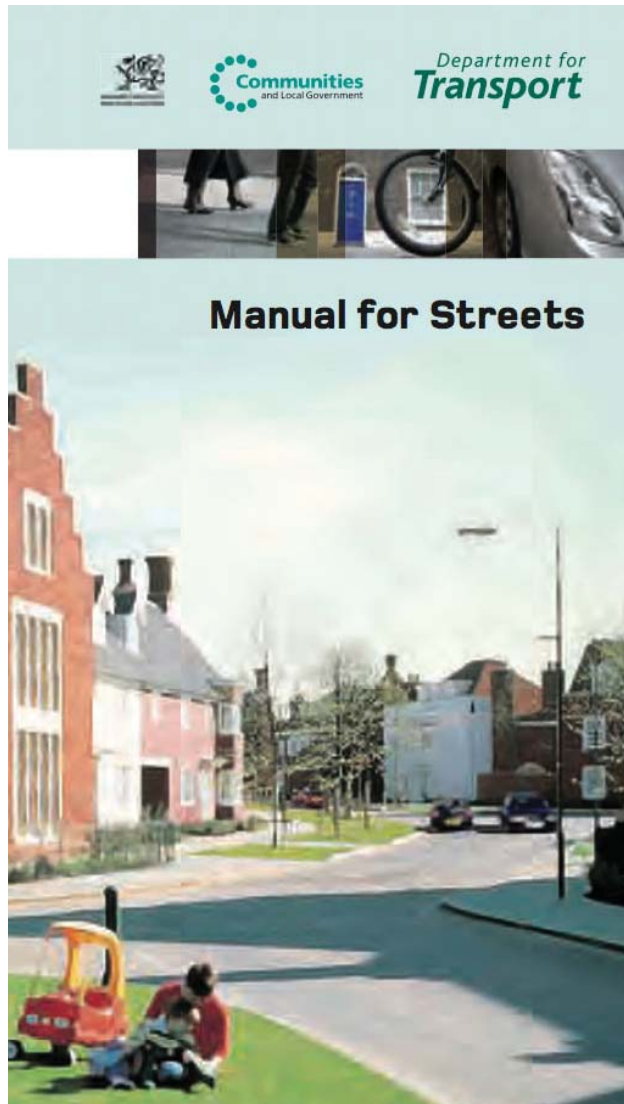
Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrian s and cyclists.

Key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of streets as places for social interaction.
- Promote an inclusive environment which recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and volumes and numbers of dwellings served.
- Develop street character types specific to place and movement requirements.
- Encourage an innovative and flexible approach to street layouts and the use of locally distinctive durable materials ad street furniture.
- Design to keep vehicle speeds at or below 20mph.
- Use the minimum amount of highway design features necessary to make the streets work properly.

Community Consultation

Paragraph 66 of the National Planning Policy Framework (NPPF) sets out the approach recognised by the Local Planning Authorities, and states that 'Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.' (NPPF, 2012)



Local Policy and Guidance.

The Dewsbury Design Guide: Kirklees Council

Whilst the Design Guide establishes principles that seek to improve the quality of the town centre through development, it sets out a number of principles central to for good design generally which are:

Local distinctiveness

- Respond to context
- Promote legibility
- Create distinctiveness

The public Realm

- Respect the building line
- Clearly Define public/Private Space
- Create active streets
-

Create a quality Public Realm

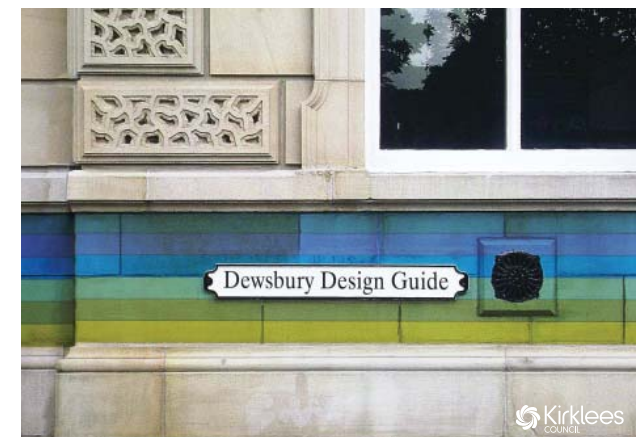
- Diversity
- Accommodate mix of uses
- Promote variety in visual appearance
- Accommodate change

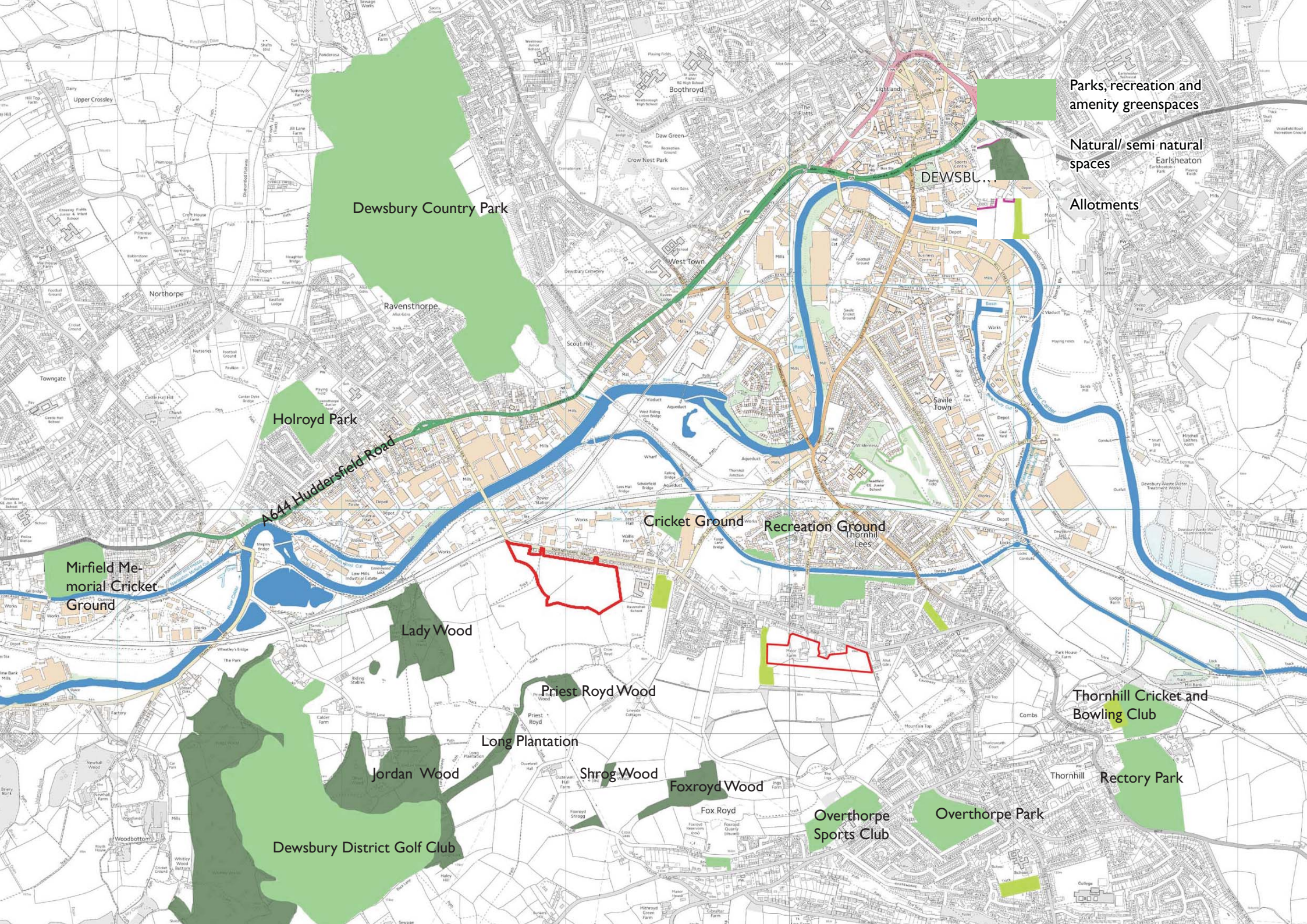
Movement

- Make the connections
- Balance needs of motorists and other users
- Car parking should not dominate

Sustainability

- Minimise environmental impact
- Re-use existing buildings
- Promote Biodiversity





Parks, recreation and amenity greenspaces

Natural/ semi natural spaces

Allotments

Dewsbury Country Park

Holroyd Park

Mirfield Memorial Cricket Ground

Lady Wood

Priest Royd Wood

Long Plantation

Jordan Wood

Shrog Wood

Foxroyd Wood

Overthorpe Sports Club

Overthorpe Park

Thornhill Cricket and Bowling Club

Rectory Park

Dewsbury District Golf Club

A64 Huddersfield Road

Cricket Ground

Recreation Ground

Thornhill Lees

DEWSBU...

Savile Town

Priest Royd

Fox Royd

Thornhill

Northorpe

Ravensthorpe

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Kirklees Green Streets Programme

The West Yorkshire Plus Transport Fund

The Local Plan and Economic strategy for Kirklees to 2031, would see the creation of 32,000 new jobs and 29,000 new homes in Kirklees. This will create a real need for improvements to road and transport links going forward.

In July 2014, the Government announced that the West Yorkshire Combined Authority had secured funding to establish a one billion pound fund, to be released over 15 years.

Kirklees together with Leeds, Bradford, Wakefield and Calderdale Councils, York and the West Yorkshire Combined Authority have created a government funded West Yorkshire Transport Fund (WY+TF) which will facilitate major investment in transport to create an environment where economic growth can occur.

The key highway design principles supported by Kirklees are:

- Creating Gateways on main roads on approaches to main town and Urban centres
- Secure environmental and economic benefits of greening up key transport corridors (Green Streets)

The West Yorkshire Combined Authority (WYCA), in collaboration with Yorkshire West Local Nature Partnership has adopted a policy of using Green Streets principles as a unique selling point for the City Region. Best Practice green infrastructure will be considered for every Kirklees scheme, to further support the economic growth agenda of the WY+TF.

The A644 Dewsbury to Brighouse (via Ravensthorpe) has been identified as a WY+TF Scheme. New Strategic Highway links from the A644, could also follow the Kirklees Green Streets principles, with new green gateways into the urban area.

Kirklees Cabinet adopted its Statement of Community Involvement (SCI) in September 2015 as part of its involving communities framework. An SCI will be provided with this application which sets out the approach to and outcomes of consultation.

Green Space Provision:

Kirklees Local Plan Open Space Study: Open Space Assessment Report, November 2015, the introduction to this report states:

“The National Planning Policy Framework 2012 (NPPF) requires planning policies to be based on robust up to date assessments of open space which identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational provision are required”.

Kirklees open space audit looks at five categories of space:

- Parks and recreation grounds
- Natural/ Semi-Natural
- Amenity Green space (informal recreation, village greens)
- Allotments
- Provision for children and young people

A Borough wide open space audit of existing provision has been combined with an analysis of demand information, to inform the development of district wide standards for the quantity, quality and accessibility of different types of open

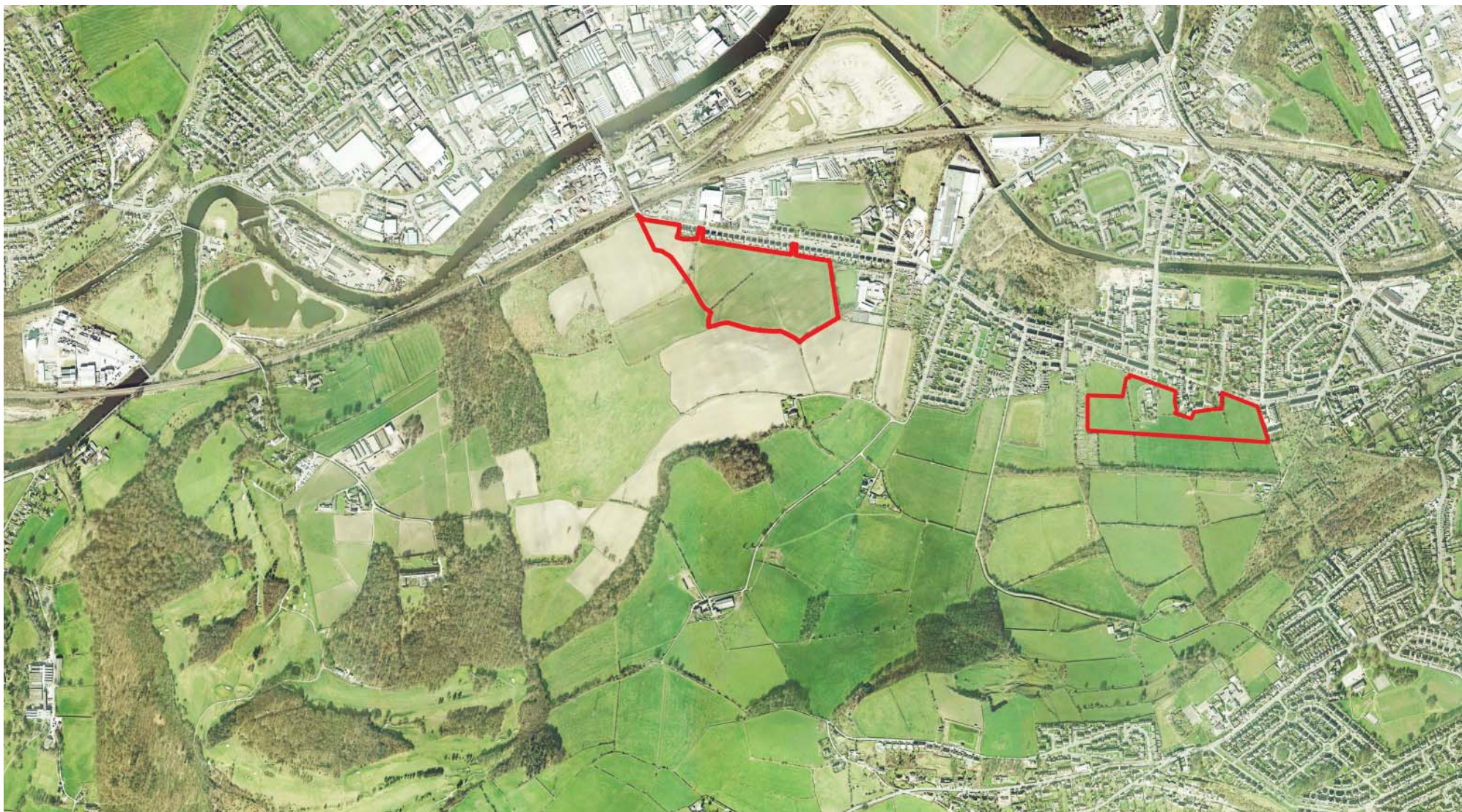
space across Kirklees. The base line standards will be used to calculate open space requirements for wider site area as the masterplan evolves.

Council Cemetery Provision in Kirklees

Dewsbury Cemetery has approximately 2000 remaining plots with estimated capacity for the next 48 years.

Emerging Design Principles:

- 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 guidance, to enable the correct proportion of green space to residential development as the scheme evolves going forwards.
- Create positive pedestrian and cycle links to existing green space provision throughout the locality

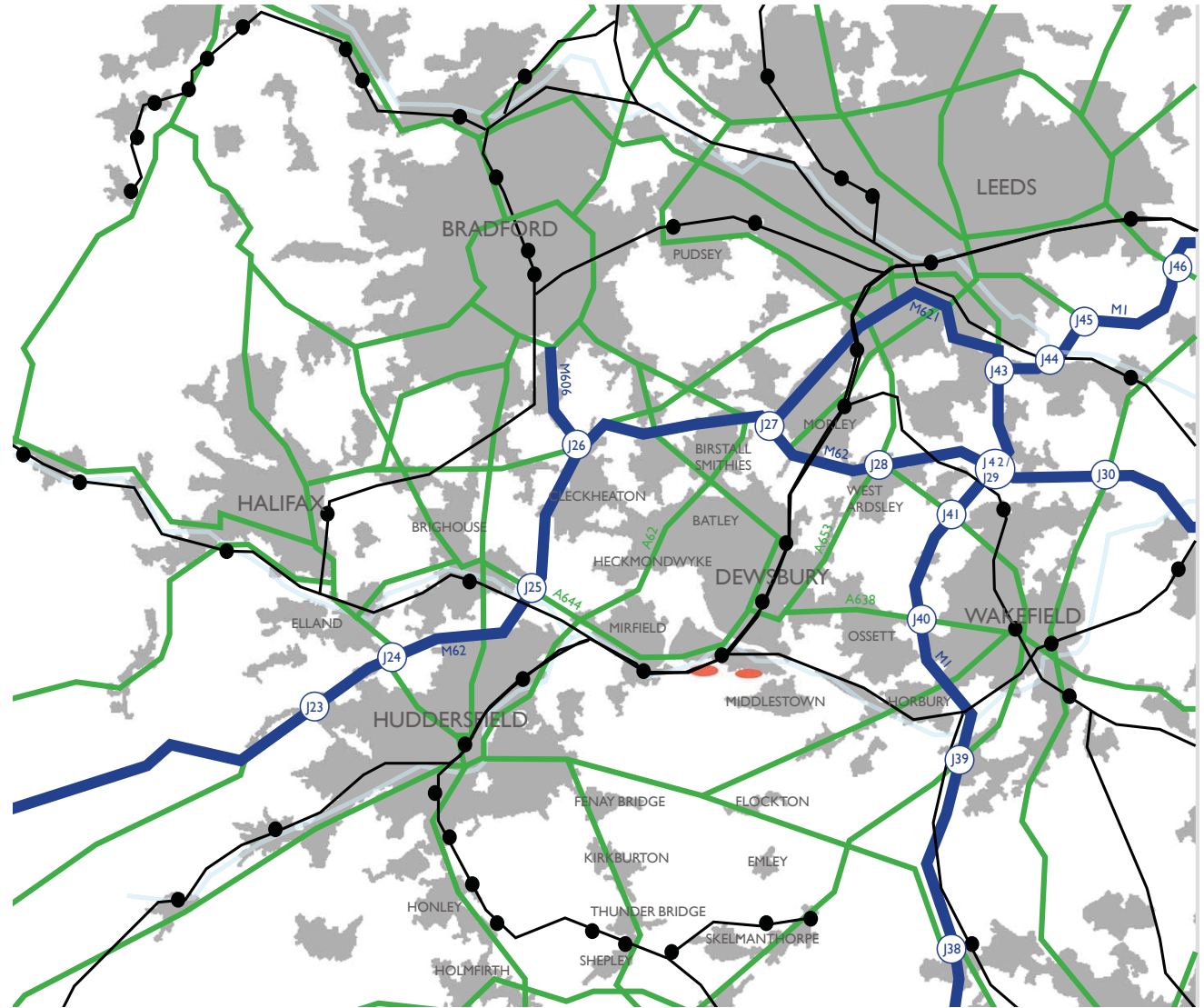
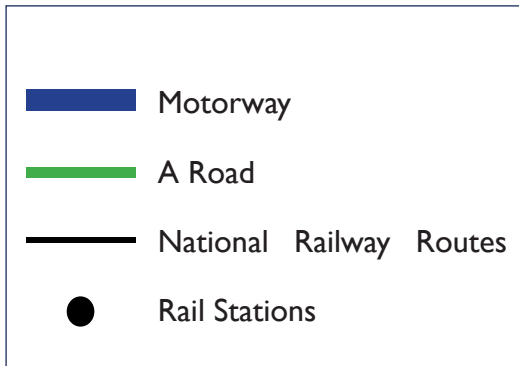


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Ravensthorpe and Connectivity with the Wider Area

Ravensthorpe sits in a prime strategic location at the heart of the Leeds City Region. It is equidistant from the M62 and M1 motorways with an entrance corridor along the A644 and A638.

The Leeds to Manchester and Huddersfield railway lines are in close proximity to the site with Ravensthorpe station located on the site boundary. This allows for easy commuting to major centres of employment. The site is currently 26 minutes to Leeds and 53 minutes to Manchester and 22 minutes by train to Wakefield (from Mirfield)



Site Location

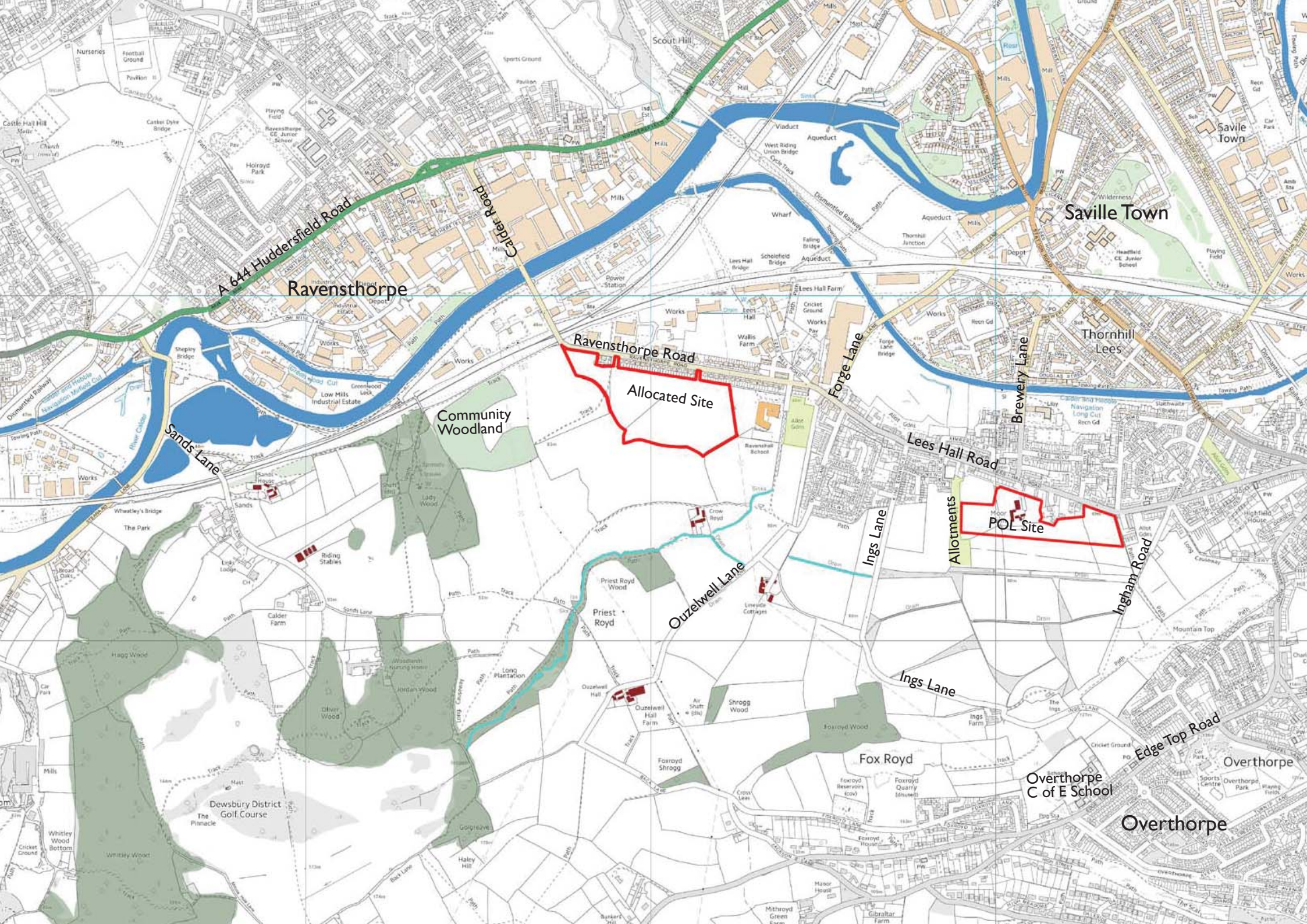
National



Dewsbury lies 14.7 miles to the south west of Leeds, 27.7 miles to the north of Sheffield, 37.6 miles to the north east of Manchester and 188 miles to the north west of London. By train, London can be reached in 2 hours and 39 minutes and 3 hours and fifteen minutes by car, (without traffic)

Local





Ravensthorpe

Saville Town

Ravensthorpe Road

Allocated Site

Forge Lane

Thornhill Lees

Sands Lane

Community Woodland

Lees Hall Road

POL Site

Allotments

Ingham Road

Priest Royd

Ouzelwell Lane

Ings Lane

Ings Lane

Fox Royd

Overthorpe C of E School

Overthorpe

Edge Top Road

Overthorpe

Dewsbury District Golf Course

Introduction

The following physical assessment of the site explains how the site was initially appraised, identifying the site characteristics, how it is connected to the surrounding development and the wider area and how this has informed the development of the masterplan layout. The physical opportunities and site constraints have been assessed against relevant local and national planning policies and design guidance.

Site Description

The sites are situated approximately 3.2km to the south of the main urban area of Dewsbury and to the east of Ravensthorpe and north west of Thornhill Lees. They can currently be accessed from the wider strategic highway, (A644)Huddersfield Road via Calder Road, via Forge Lane through Saville Town or Via Brewery Lane

The allocated site is bound to the north by Ravensthorpe Road and to the south by fields and woodland. The POL site is bordered by Lees Hall Road to the north and to the south by fields and trees.

The River Calder lies beyond the railway line and to the north of the sites beyond Lees Hall Road lies the Calder and Hebble Navigation Long Cut.

The wider area is rolling in nature with hills rising to the south. and comprises open agricultural land with the higher slopes predominantly pastoral to the south and with mainly arable crops on the lower gradients to the north. There are numerous unnamed natural watercourses as well as field drains on the lower levels.

Three overhead high voltage electric cables cross the site.

It may be necessary to divert these in order to deliver the wider development.

Priest Royd Wood, Lady Wood, Shrogg Wood and Long Plantation are woodland belts within the wider proposed site area. There is also an unnamed but substantive copse of trees to the west of Ladywood. An area of trees have been planted within the last 20 years to the east of Lady Wood, under a “Community Woodland” initiative delivered by Kirklees MDC.

Two lanes currently provide limited vehicular access, particularly on the higher slopes. Ouzelwell Lane connects Ouzelwell Hall Farm on the higher ground to the south. Ings Lane connects Ings Farm and Overthorpe to Lees Hall Road to the south. At the higher levels towards Overthorpe, Ings Lane is unsurfaced and unlit. We understand that in the Autumn of 2106, it was closed to vehicles in order to prevent fly-tipping. A number of pedestrians use this important link for access to the schools and services found in Overthorpe. There are a number of public rights of way and bridleways crossing the site and giving access for ramblers, cyclists and horse riders, to the wider rural area.

There are existing farm houses and clusters of agricultural barns within the proposed wider site area. Moor Farm sits within the proposed POL site area. This comprises a farmhouse and a range of barns and outbuildings.

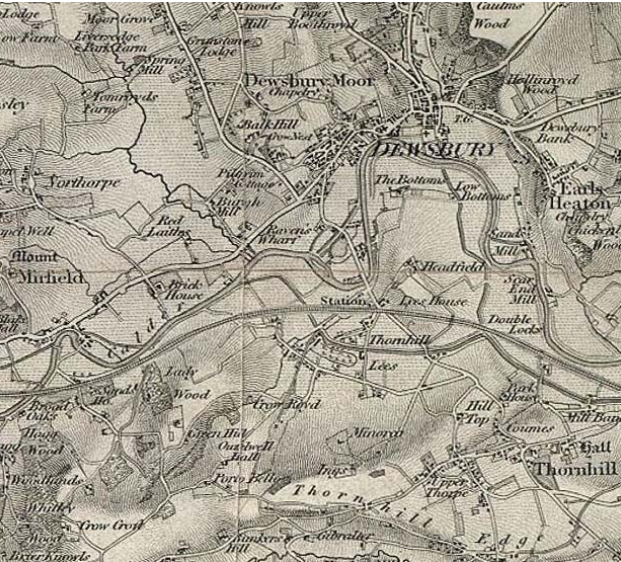
Ravenshall school borders the site allocated site along the eastern edge. It is a large day special school which caters for pupils with complex needs. Overthorpe C of E Academy lies to the south and can be accessed via Ings lane.

The school provides pre school, nursery, infant and junior classes.



Historical Context

1843 Ordnance Survey First Series: Dewsbury

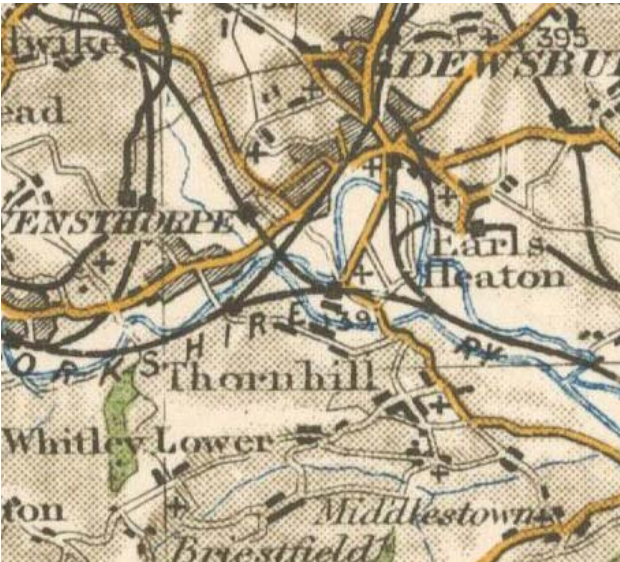


The earliest available map shows the development of Dewsbury focused around its river frontage and highways to the north.

In 1770, a short branch of the Calder and Hebble Navigation had been completed, linking Dewsbury to the canal system and giving access to Manchester and Hull. This map shows the newly arrived rail line which opened in 1848.

During the Industrial revolution, Dewsbury at the centre of the Heavy Woollen District, becomes the focus of the

1903 Ordnance Survey Map

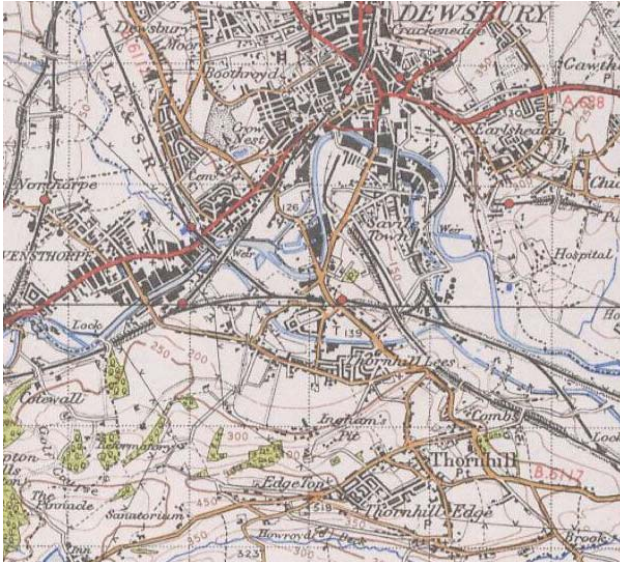


shoddy and mungo industries. With access to the canal, road and rail links and nearby coal mines, steam powered looms led to an unprecedented expansion of the industry, which recycled woollen items to make blankets and uniforms. Large scale mills become an important feature in the town.

Road communications continued to improve with the opening of the Savile Bridge over the Calder in 1863, which enabled development of land to the south of the river.

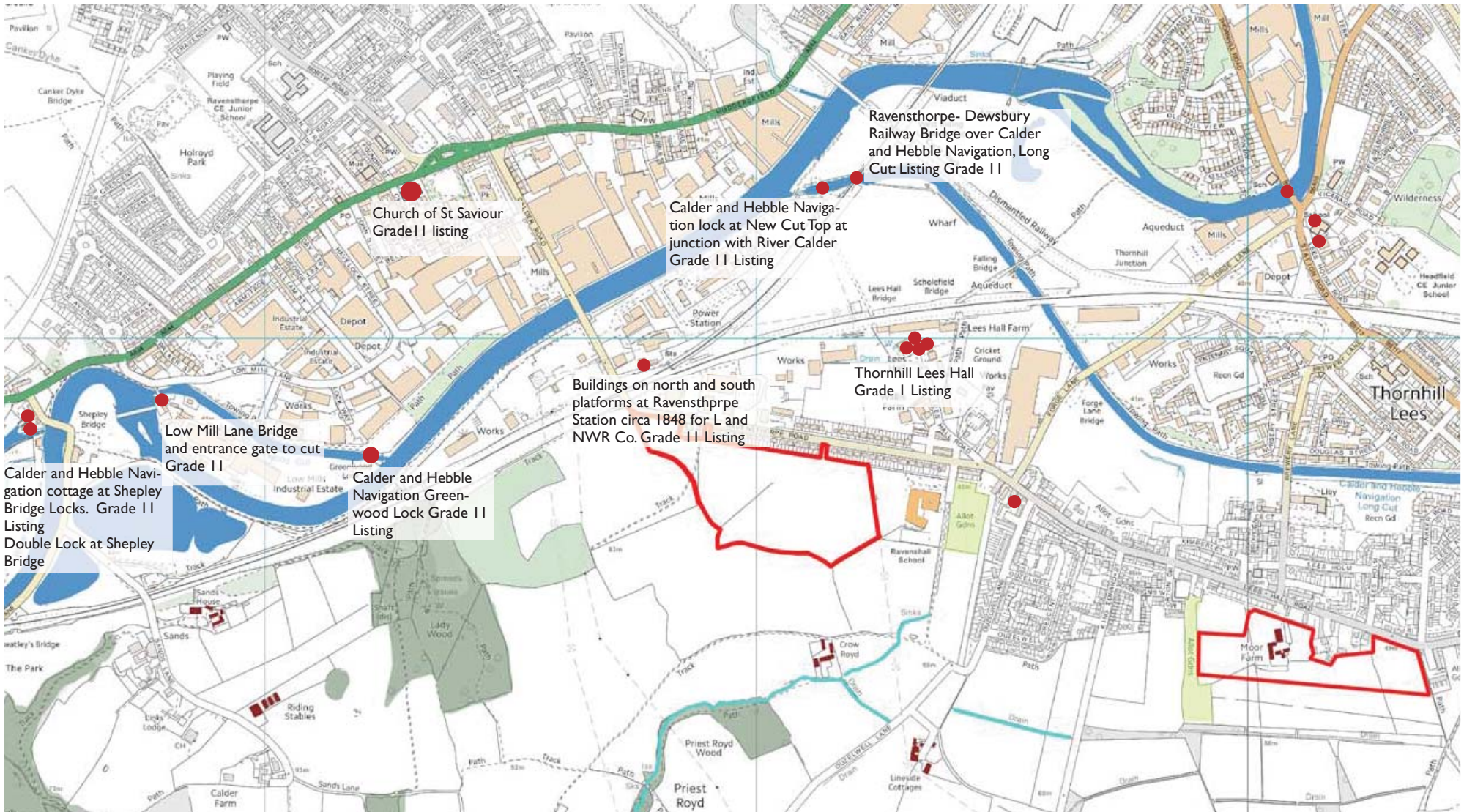
By 1903, Dewsbury is well served by railways, with several

1945 Ordnance Survey Map



stations, most of which are now closed. The 1903 map shows the development of Ravensthorpe focused on the junction of Calder Road and Huddersfield Road.

By 1945, development of housing is indicated in Thornhill Lees. Inghams Pit is recorded to the south of Lees Hall Road, although historic records indicate that the colliery was established much earlier than this.



Church of St Saviour
Grade II listing

Calder and Hebble Navigation lock at New Cut Top at junction with River Calder
Grade II Listing

Ravensthorpe- Dewsbury Railway Bridge over Calder and Hebble Navigation, Long Cut: Listing Grade II

Buildings on north and south platforms at Ravensthorpe Station circa 1848 for L and NWR Co. Grade II Listing

Thornhill Lees Hall
Grade I Listing

Low Mill Lane Bridge and entrance gate to cut
Grade II

Calder and Hebble Navigation cottage at Shepley Bridge Locks. Grade II Listing
Double Lock at Shepley Bridge

Calder and Hebble Navigation Greenwood Lock
Grade II Listing

Moort Farm

Townscape and Built Heritage Dewsbury Conservation Area

The Dewsbury Design Guide states that the Dewsbury Conservation Area was designated in March 1981 and includes most of the historic core of the town, within the ring road, and includes the Town Hall and nearby Listed buildings. The Design guide goes on to state that “The special interest of this Conservation Area is that it provides a particularly important example of a Victorian town centre with fine examples of its commercial, civic and industrial heritage within an area that has suffered less from redevelopment than other towns. The general consistency of the Ashlar building materials and its location on the sloping land towards the Dewsbury Beck and the River Calder create the particular qualities and attractions of the heritage townscape”.

Heritage Townscape Designations in the Vicinity of the Sites.

Lees Hall

Lees Hall to the north of the site is Grade I listed. The English Heritage listing describes it as the east wing and part of a central hall range of a timber framed house. The rest has been destroyed. Built in around 1412 for William Nettleton of Quarmby. The east wing is a 2 storey 2 bay structure of sawn oak jointed by round section pegs driven from the outside. Close studding to sides, diagonal studding to gable ends: king post trusses braced to ridge. The first floor has a single chamber with an exceptionally fine plaster frieze and ceiling of C17 date. The ceiling consists of squares lozenges and triangles with flowers, fleur de-lis and exotic fruit.

The Church of St Saviour

The Church of St Saviour on Huddersfield Road is described in the English Heritage listing a large Gothic revival church, (1901), by C Hodgson Fowler. It has a short square tower with octagonal open bell-cote with slated spine and archivolted slender cusped bell cote openings. Views of this short tower from the wider area may be obscured by trees.

Buildings on the north and south platforms at Ravensthorpe Station

It is understood that these were destroyed by fire and have been replaced by modern platform shelters.

Locks on the Calder and Hebble Canal.

There are numerous listed locks on the Calder and Hebble Navigation. The Canal lock at junction of Calder and Hebble is described as Circa 1769 by the Engineer John Smeaton. It has stone sides and copings and a pair of wooden lock gates with original balance beams.

Ravensthorpe to Dewsbury Railway. Rail Bridge Over Calder and Hebble Navigation, Long Cut

This bridge is described as being constructed in 1847 for L and NWR Co, (line opened in 1848). It is a single span on large rusticated ashlar abutments. The span is in cast iron. 6 arched girders, the spandrels of which are in the form of a Gothic arcade, reducing towards the centre. The outer arches read Joseph Butler and Co Stanningley Iron Works Nr Leeds 1847 and are slightly more decoratively treated.

Church of St Saviour, 1901



Emerging Design principles:

Consider mitigation of the impact of the wider development on the setting of heritage assets.

Use Opportunities to create pictureque new town scape by referencing the old townscape elements.

Be aware of listed bridges, buildings and structures in terms of creating a new strategic access