



Residential Development at Ravensthorpe, near Dewsbury

Design Process Document, June 2024

AVANT
homes

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rl.
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1 | Contents

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2 | Context

Document Purpose ▾

This design statement is in support of a residential proposal for land allocated at Ravensthorpe near Dewsbury and part of a wider allocation site of around 30ha.

This document will bring together the residential proposals for the site highlighting a fully proved layout, access arrangements and indicative sections. The mix proposed is reflective of the need for quality, robust and suitable housing in the region.

Network Rail

The Scheme forms part of a site which is earmarked for a wider programme of works under the Transpennine Route Upgrade (TRU) which will improve the Transpennine railway between Manchester, Huddersfield, Leeds and York and improve connections between these towns and cities across the north of England.

Network Rail proposals for the Transpennine Rail Route [Huddersfield to Westtown] comprise the proposed re-aligning of the Calder Road Bridge and improvements to Ravensthorpe Train Station, including a bus drop-off and junction.

The Site is part of a wider masterplan for the 'Dewsbury Riverside allocation' (Local Plan ref: Site HS61), which is aimed at delivering around 4,000 homes alongside swathes of POS and community infrastructure in the area.

This design document will provide an explanation of development proposed on the site, highlight development parameters and the design concept for approximately 169 new homes. The development responds to the challenging topography of the site and reflects new access arrangements and strong frontages and positive outlooks.

Also covered will be items such as;

1. Concept for the site,
2. Proposed Masterplan Layout ,
3. Scale and Massing,
4. Landscaping,
5. Affordable Housing,
6. Access and Movement.



2 | Context

Planning Context ▾

Development Plan and Material Considerations

The Site is within Kirklees Council local planning authority, with the Development Plan at the RVD of 3rd April 2023 comprising the following policies relevant to the masterplan for the Site:

The Kirklees Local Plan (adopted 27 February 2019)

- Design – the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape (Policy LP24);
- Efficient use of land – proposals should allow access to adjoining undeveloped land so it may be subsequently developed; (Policy LP7);
- Density – Minimum densities sought of 35 dwelling per hectare (Policy LP7);
- Affordable housing – minimum of 20% of units (Policy LP11);
- Car Parking – in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development (Policy LP22);
- Open Space – New open space should be provided in accordance with the council's local open space standards (Policy LP63).

Kirklees Local Plan – Allocations and Designations (adopted 27 February 2019)

- The site forms part of a wider housing allocation for 4,000 dwellings (1,869 within the plan period) under Site Allocation HS61; and
- Includes strategic masterplanning considerations to be addressed in a masterplan for the site consistent with the Local Plan policies.

Planning Guidance – Dewsbury Riverside Masterplan Framework (March 2019)

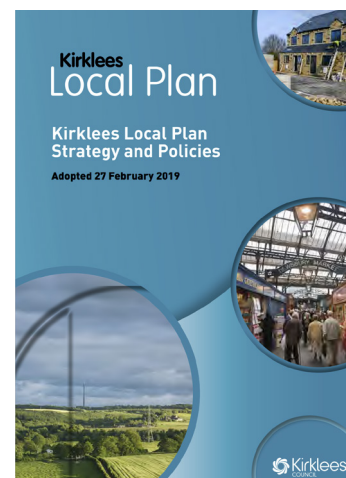
- The masterplan was approved by Kirklees Cabinet in March 2019 and covers the Site Allocation HS61 area and is a material consideration for proposals that fall within it.
- The masterplan identifies the Site as an area comprising housing, open space and four spur roundabout junction to Calder Road and Ravensthorpe Road.

Relevant Planning Applications

Kirklees Council submitted a Hybrid Planning Application (HPA) in September 2021 (ref: 2021/49/93689/E) for a residential-led development for 350 homes, with associated landscaping, parking, highways and drainage infrastructure on land, which surrounds the Site to the south and east.

This application seeks to deliver part of the wider Site Allocation HS61 and masterplan, including proposed vehicular access to the Site boundary with the intention of linking with an access through the Site to Ravensthorpe Road.

The proposed masterplan of the Site has taken the proposed Kirklees HPA layout into account to help demonstrate that the proposed layout for the Site would not prejudice the delivery of known planning applications within the wider masterplan.



Illustrative Masterplan from application ref: 2021/49/93689/E

2 | Context

Site Location ▾

The site is located 2km south of Dewsbury Town centre within the residential neighbourhood of Ravensthorpe. The site is adjacent to a railway line and further south of the River Calder.

This parcel red line forms approximately 7.1ha part of a wider masterplan allocation for residential development, mixed uses and swathes of green spaces forming a further ~30ha of agricultural land on the fringes of the town.

Ravensthorpe Train Station is around 500m north west of the development location and offers regular services towards Huddersfield and Leeds.

There are bus stops within reach of the site offering services to the surrounding area and are located along Ravensthorpe Road.



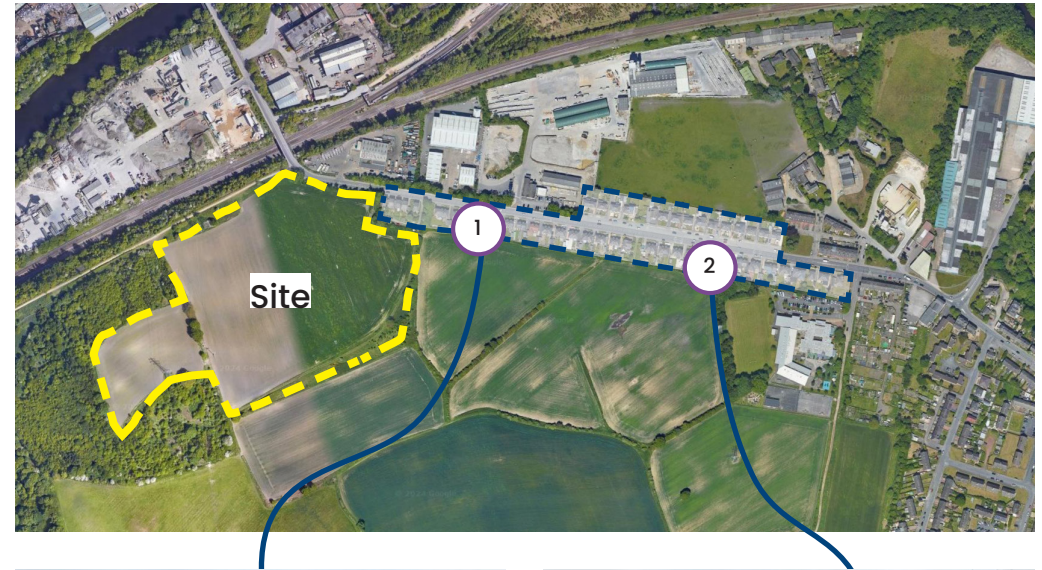
3 | Local Character

The site lays on the edge of an established residential area comprised of distinctive typologies from a range of periods. These unit types vary from post industrial to more modern types and are all found together within the reaches of Ravensthorpe and Dewsbury.

The vernacular directly adjacent to the development site comprises a variety of different housetypes but tend to be grouped in semi detached forms with off street parking behind low front garden walls and decorative planting.

There are many architectural forms featured within the areas directly adjacent to the site and no 'specific or dominant single architectural style' is prevalent within the local area as a whole. There are a few key characteristics however that tie local properties together;

- Historic housing growth along linear streets. Linear development is common in the area due to topography challenges. Some units slope with the land and others work with split levels to respond to the level changes.
- Mixture of bungalow, 2 and 2.5-3 storey houses depending on location - some houses respond to topography through split levels
- High density areas comprised of mainly terraced properties with on street parking. Parking for larger detached and semi-detached units is on plot / driveways
- Terraced housing is located generally close to the main access roads and footpath with minimal space in front of the dwellings.
- Detached and semi detached properties are set back from the main road with front gardens and/or driveways.
- Varied in approach to elevation style, however, traditional materials such as stone, red brick, render with slate or tiled roofing are generally used.
- Detailing to elevations generally simple and uncomplicated with feature brick coursing or areas of timber cladding breaking up the elevation.



Traditional brick / render



Buff brick used along street

- On plot parking, units generally semi detached with driveways or bays to front
- Bay window details to most units
- Mix of brick and render, variation in brick colour, modern or renovated properties tend to have buff brick as opposed to red
- Decorative planting, small hedges and grass is common
- Windows and doors white or grey
- Slates brown or grey concrete

3 | Local Character



Balconies offering long distance views

- Parking contained off street
- Unit responds to topography of the area
- Balconies incorporated to offer long distance views over countryside
- 2.5/3 storey units features



Units work up the level change

- Street responds to topography
- Garages attached to house
- Units detached and semi detached to allow for rise in levels
- Brick common and white windows/doors

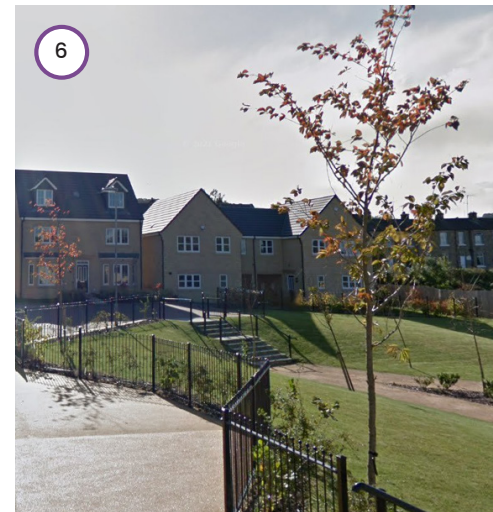
- Miller Homes housing development (built c2014).
- Focus around public spaces and green squares
- Building lines vary with frontage parking and driveways etc. Some units have integral garages and driveway spaces to the front - dispersed with street trees and planting
- Little or no front gardens with front minimal boundaries. Some railings, low level shrubs and hedges used to mark private / public space
- Scale changes depending on street type. Use of town houses, terraces and semi / detached units
- 2.5 and 3 storey units used alongside 2 storey to add interest - eg at street corners to create a sense of place



Units front onto POS park / play



2.5storey at corners to create interest



Scale created using 2 and 2.5storey units



Townhouses and integral garages

4 | Access and Pedestrian / Cycle Movement

Route 66

The site is within easy reach of a number of national and local cycle routes.

Sustrans National Cycle Route 66 is within 1km of the allocated site and can be directly accessed off Calder Road. This cycle route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Hull.

Calder Valley Greenway route 69

This section of the route running between Huddersfield and Dewsbury town centres is described by Sustrans as mainly traffic free and is surprisingly rural, passing through a pleasant wooded and agricultural landscape.

Spn Valley Greenway

The Spn Valley Greenway is a seven mile long cycle path connecting Dewsbury to Bradford. It uses a disused railway line running near the river Spen between the towns of Cleckheaton, Dewsbury and Heckmondwike, eventually leading to Bradford. The route is described by Sustrans as being a “wonderful green corridor running through densely populated urban areas with long distance moorland views, it passes a wildlife reserve and a rolling golf course. The path is also home to a collection of artworks.

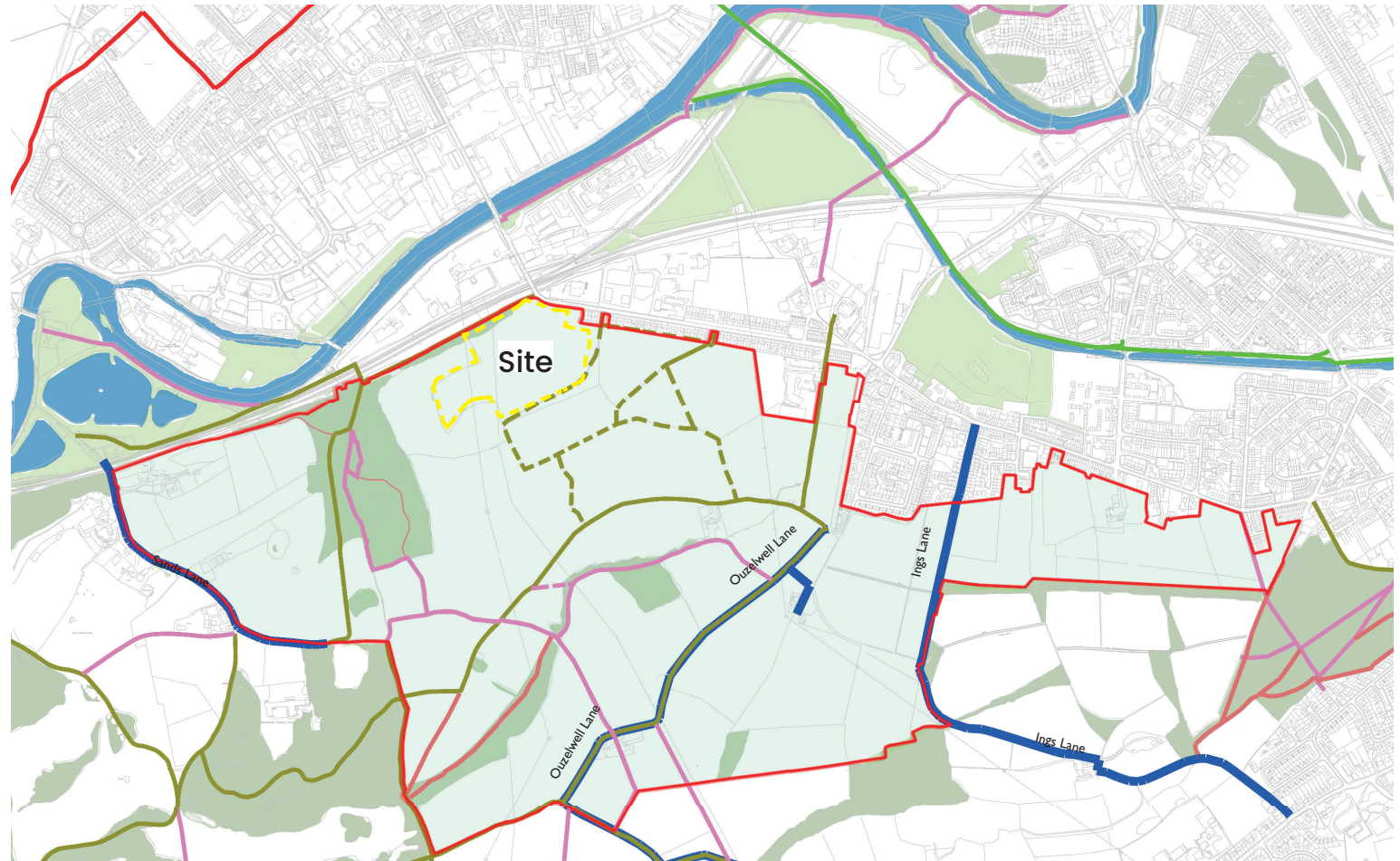
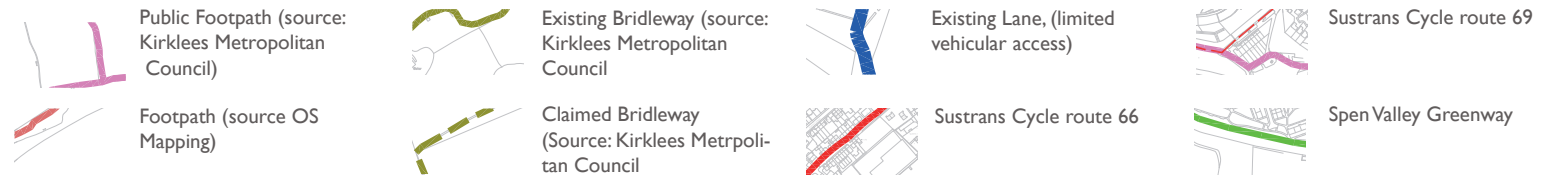


Image source: Spawforths

5| Masterplan Background

Illustrative Masterplan (Wider Allocation)

Dewsbury Riverside is identified as a Housing Growth Area (HGA) within the Kirklees Local Plan document.

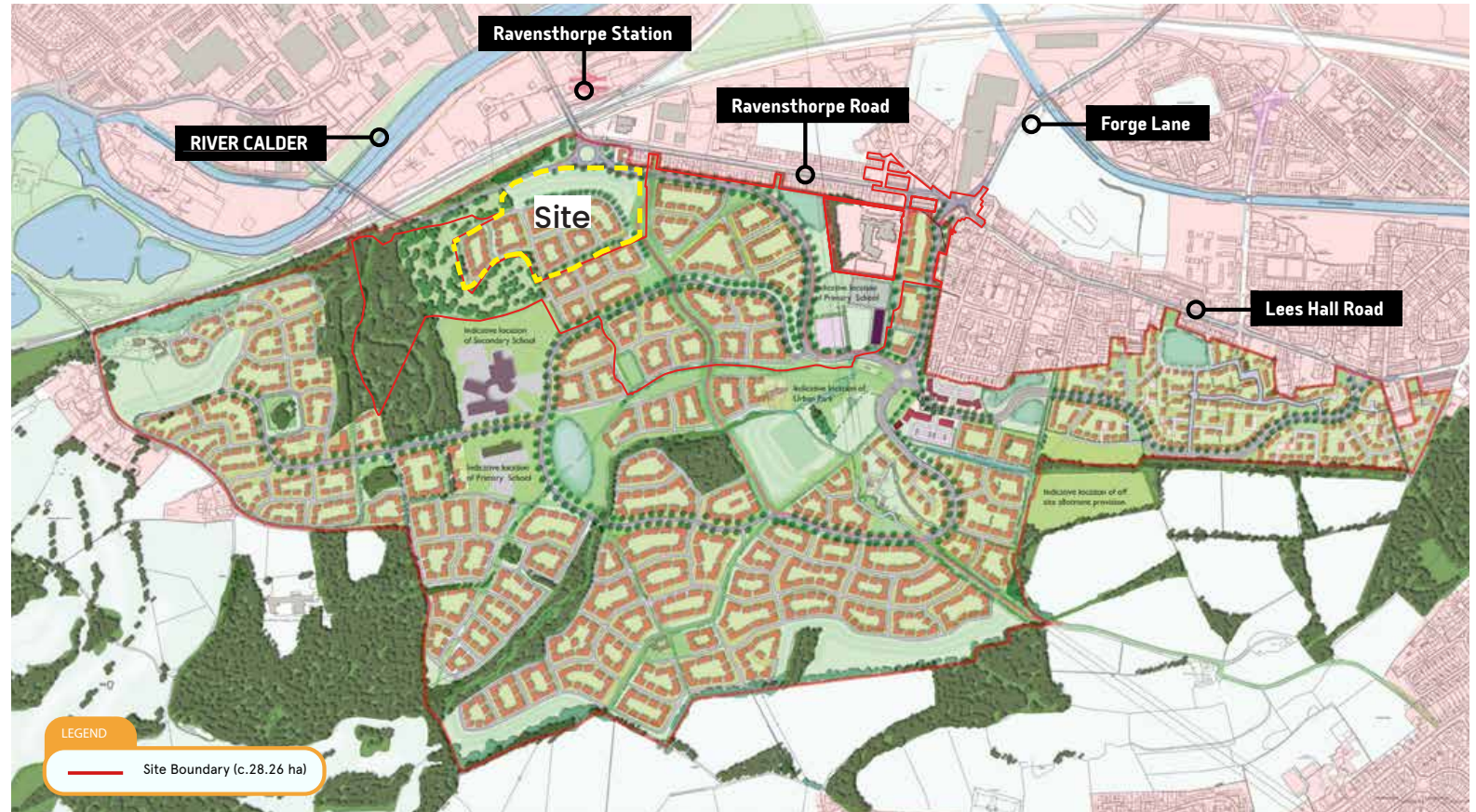
Site Allocation HS61 requires a masterplan for Dewsbury Riverside to be prepared in accordance with policies in the Local Plan. The Dewsbury Riverside Masterplan Framework was approved by Kirklees Cabinet in March 2019 and is considered to be the relevant masterplan at the RVD.

The masterplan identifies existing constraints and sets out how strategic access, open space, social infrastructure and housing can be delivered to across six linked neighbourhoods.

The masterplan proposed six housing blocks, open space and four spur roundabout junction to Calder Road and Ravensthorpe Road and identified the following fixed components:

- Retaining wall structures;
- Claimed bridleway;
- Strategic highway;
- Cyclepath; and
- Overhead HV cables (potentially diverted underground)

An interpretation of the masterplan is proposed in Kirklees Council's HPA for the land around the site.



An aerial photograph of a residential development. In the foreground, several completed houses with grey roofs and light-colored walls are visible, some with solar panels. A central area is under construction, showing dirt paths, construction equipment, and partially built structures. The background features rolling green hills and a river valley under a cloudy sky. A semi-transparent white box with a light blue gradient is overlaid on the top left, containing text.

We aim, to **minimise** and mitigate our **impact on the environment**.

We have in place robust policies to address issues around **ecology, resource use and biodiversity**, which see us manage environmental impacts throughout our developments life cycle.

6 | Constraints, Issues and Opportunities











Constraints

- 1 Access point to site
- 2 Existing Woodland
- 3 Topography Contours
- 4 Direction of Topography Slope
- 5 Railway
- 6 Overhead Cables
- 7 Railway Noise
- 8 Future Residential Development - opportunity for strong frontage
- 9 Existing Trees
- 10 Existing properties backing onto site



6 | Engineering Constraints and Opportunities

Key:

-  Site boundary
-  Link road from adjacent site
-  Existing overhead lines
-  Existing onsite tree
-  Existing boundary wall
-  Existing ground (2.5m contours)
-  Existing track
-  Overhead cable clearance zone
(Assumed corridor to be confirmed by National Grid)
-  Existing Surface Water Sewer
(Based on Yorkshire Water records dated 23/04/2024)
-  Existing Combined Sewer
(Based on Yorkshire Water records dated 23/04/2024)



7 | Concept Framework

The concept framework plan for this development carefully responds to the natural topography, ensuring that the layout actively works with the fall of the land. By aligning development parcels with the contours of the land, the concept is to create secure and defined perimeter blocks.

New streets are designed to complement the existing topography, weaving through the terrain in a way that complies with highway standards while providing efficient connectivity. These streets are not to be thoroughfares; but rather thoughtfully integrated spaces.

Public open spaces and pocket parks are strategically placed throughout the development, offering residents opportunities for recreation and social interaction. A swathe of green runs through the spine of this concept to respond to overhead constraints as well as creating a green core to the parcel. This corridor not only serves as a visual amenity but also promotes biodiversity, improves air quality, and helps provide usable outdoor space for residents.

Attractive frontages and end vistas are incorporated into the plan at the concept stage; creating focal points that draw the eye and add visual interest to the streetscape. Corner turner units are used to animate key corners, adding architectural variety and enhancing the overall character of the neighbourhood providing dual aspects. These units serve as landmarks within the development, contributing to a sense of identity and place.

Overall, this concept framework plan embraces the topography of the land and integrates green spaces and attractive design elements, the plan sets a new standard for what this parcel can deliver in terms of residential development.



8 | Illustrative Masterplan

The concept has evolved and influenced the design of this masterplan. Road networks flow with the contours of the land in an efficient way maximising development.

Parcels have secure back to back distances and robust frontage along each street. Corner turner units have been used to turn corners and provide dual frontages onto the streets providing additional passive surveillance.

Play and green space have been integrated into the development. The green 'lung' follows an exclusion zone running along the spine of the site providing easily accessed public amenity space. A central LEAP has been included and a LAPs have been placed around the site ensuring play is within easy reach for all residents.

A strong 2-3 storey frontage is provided to the north overlooking a strategic green embankment. Here, attenuation and landscape planting will combine to create an attractive gateway to the development. To the south, a strong frontage is retained fronting onto the planned development to the south of this site.

1. Strong 2-3 storey frontage north
2. Attractive gateway attenuation & planting
3. Green lung to development
4. Secure development parcels & back to back distances
5. Landmark buildings, attractive corners
6. Play integrated into POS
7. Positive outlook onto future development
8. Opportunity for connections
9. Buffer to woods
10. Attenuation



9 | Street Hierarchy

All roads and streets within the development are designed to highways standards. LTNI/20 guidance outlines how cycling will be permitted and the entire development will have a design speed of 20mph.

A hierarchy of street types have been created to aid movement and legibility through the scheme:

A Main Access Road junction forms from Ravensthorpe Rd via new geometry at this junction. This link road forms the primary access to the site as well as providing a link to future parcels. It will be characterised by a wider highway accommodating buses and cars and a 2m footpath on one side and a wider, combined 3m footway on the other.

The Primary street is characterised as a 5.5m carriageway with 2m footways either side. This type of road flows through the development and accommodates most of the traffic movement within the scheme.

Secondary streets are characterised as lower order streets and shared surfaces. Generally a 5.5m carriageway with a 2m footpath to both sides however these act as arms off the primary street serving fewer properties.

Private drives are generally situated at the edges of the development and allow properties to overlook public open spaces. Characterised by a ~5m shared surface these roads will serve a maximum of 5no properties.

The proposed parking on site is fully compliant with parking standards. Allocated parking for each house is situated outside of the property and as conveniently to the unit as possible and will be broken up with landscaping, reducing the visual impact on the street. Unallocated visitor parking is located throughout the development at convenient locations and along the road which in turn acts as traffic calming.



10 | Building Heights and Scale

The scale and massing of the development is consistent with recent development in the surrounding area and with existing historic residential.

The scale and massing of the properties help to define key aspects of the scheme such as corners and focal driveways for example.

A mix of 2-3 storey units have been used in varying configurations. Split level units frame the northern edge to provide long distance views and respond to the falling topography of the site. The inner streets are lined with predominately 2 storey units with key 2.5 storeys adding interest to the streetscape and roof line.

3 Storey blocks frame the gateway (east) and POS (west) providing an attractive outlook and frontage to the green corridor, giving a sense of scale and importance to these key areas.

The scheme will be designed with a density not unlike other developments within the region. This is to promote an efficient and 'of the place' development.



11 | Tenure

The scheme provides 35 affordable homes (20.7%), comprised of 1 and 2 bed apartments and 2 and 3 bedroom houses. All of the units plotted will be tenure blind and architecturally indistinguishable from each other.

Affordable properties will be clustered throughout the scheme to ensure a cohesive and mixed community of new residents.

Open Market tenure and Affordable units will be designed to the same standards and will both offer quality, sustainable and robust housing. The affordable percentage will contribute to the marked need for quality affordable housing in the need.


➤ *20% Affordable*
35 units in a mix of 1-3 bedroom houses and apartments

➤ *70% Private*
134 units in a mix of 1-4 bedroom houses and apartments



12 | Landscape

1. Green entrance to site, framed by attenuation features and attractive gateway planting to create a sense of welcoming and arrival to the development
2. Stepped greens (from masterplan) to respond to topography
3. Green core of the scheme incorporating informal 'on the way' play
4. Fully equipped LEAP >10m from the nearest dwelling. 400m² in area
5. Street trees and vertical planting to break up parking scenarios
6. Pocket parks and incidental green spaces offering views and places to congregate
7. Buffer to wood maintained
8. Hedgerows created to buffer private and semi private / public spaces. Boost ecology and biodiversity within the scheme
9. LAP play space


LAP x 2
 Localised area of play (100m²)


LEAP x 1
 Equipped area of play (400m²)


c1.06ha
 Hectares of POS provided within scheme



13 | Drainage

The strategy for surface water drainage is based on the principles established by the West Yorkshire Combined Authority (WYCA) guidance on sustainable urban drainage systems (SuDS).

Infiltration has been ruled out due to evidence of inconducive ground conditions. There are no watercourses directly adjacent to the site, so the strategy is based on a connection to the local Yorkshire Water surface water network.

Surface water discharge from the site will be restricted to the greenfield run-off rate. Based on WYCA guidance this is calculated at a rate of 5 litres per second per hectare. The total impermeable area is 2.96 hectares therefore surface water discharge from the site is restricted to 14.8 litres per second per hectare in a 1 in 100-year (plus climate allowance) event.

In accordance with WYCA guidance a climate change allowance of 30% is applicable.

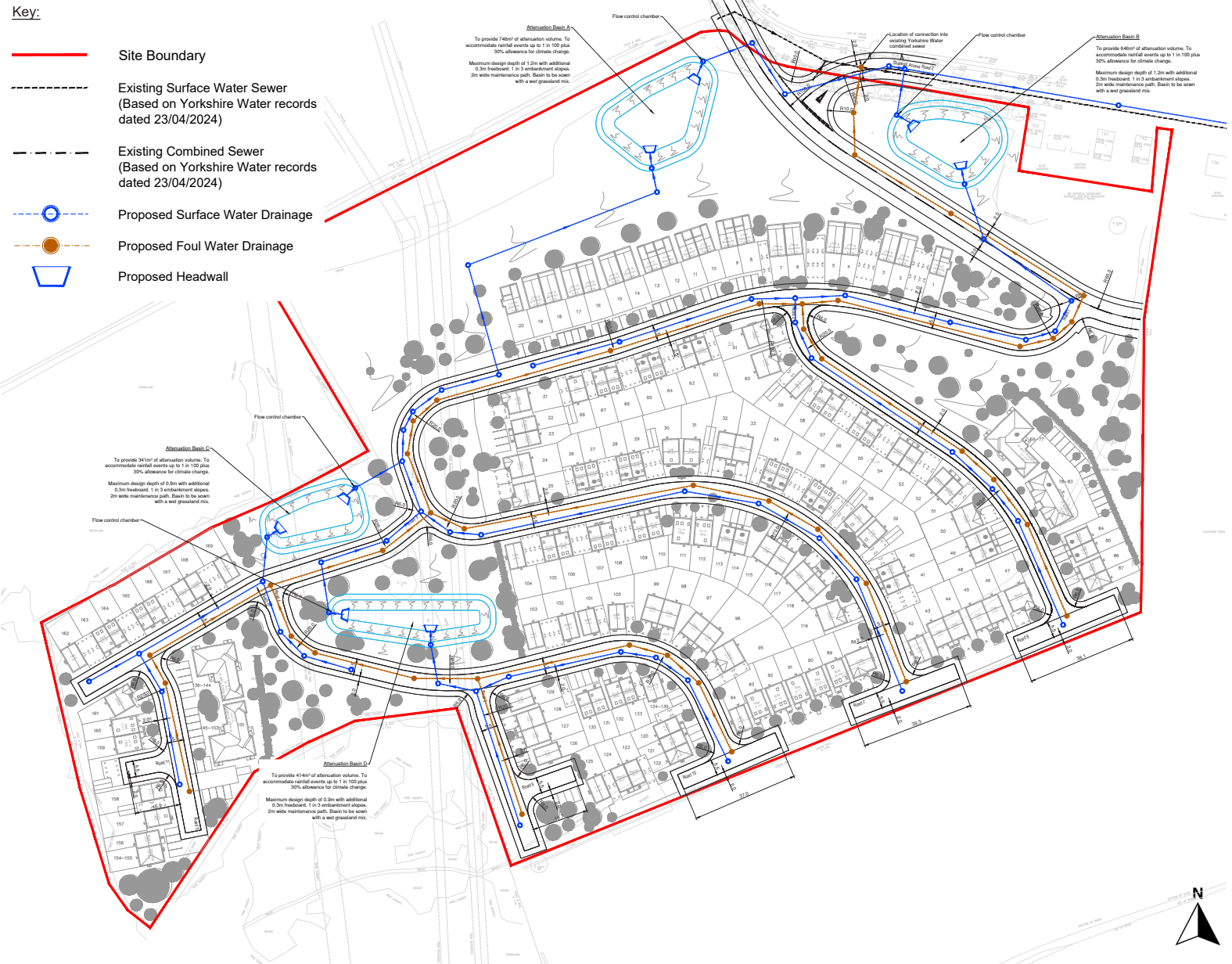
Four attenuation basins will provide 2,150m² of storage. The basins have a depth of 0.9 to 1.2m with 1 in 3 side slopes and 300mm freeboard. The basins are intended to incorporate a forebay, low-flow channel and exceedance spillway.

Residential developments represent a low pollution risk so in accordance with CIRIA 753 guidance the SuDS components described above will provide the recommended treatment.

The attenuation basins will also offer amenity and biodiversity benefits.

The site is in Flood Zone 1 and is therefore at low risk of flooding from a fluvial source. Flooding from other sources is unlikely in this area.

Foul water will discharge to the local Yorkshire Water network.



14| Illustrative Mix and Housetype Typologies

↘ Affordable Homes

1 & 2 Bedroom Apartments (538-657sqft)	15
2B Houses (~827sqft)	10
3B Houses (~972sqft)	10
Subtotal (20.7%)	35



↘ Open Market Sale Homes

1 & 2 Bedroom Apartments (540-692sqft)	22
2B Houses (808-827sqft)	16
3B Houses (931-1100sqft)	51
4B Houses (1145-1279sqft)	45
Subtotal (79.3%)	134



Housetype Leyburn



Housetype Maltby



Housetype Horbury



Housetype Fernlee

Total (100%)	169
---------------------	------------

15 | Final Development Layout

1. Split level units fronting North to create an attractive gateway frontage
2. Strategic stepped POS according to Masterplan
3. Attenuation features
4. Robust frontage and corner turners
5. Placemaking blocks at entrance and overlooking POS
6. LEAP integrated into open space
7. Buffer to woods maintained and strengthened
8. New proposed access and opportunity for connection to future development parcels
9. Turning heads end in private drives with frontages south to mimic potential future development
10. Mixture of parking scenarios to break up the street. Strategic tree planting and vertical shrubs used to minimise the impact of cars on the street
11. Positive frontage onto POS through spine of the development
12. Landscaped area creates welcoming gateway to the site



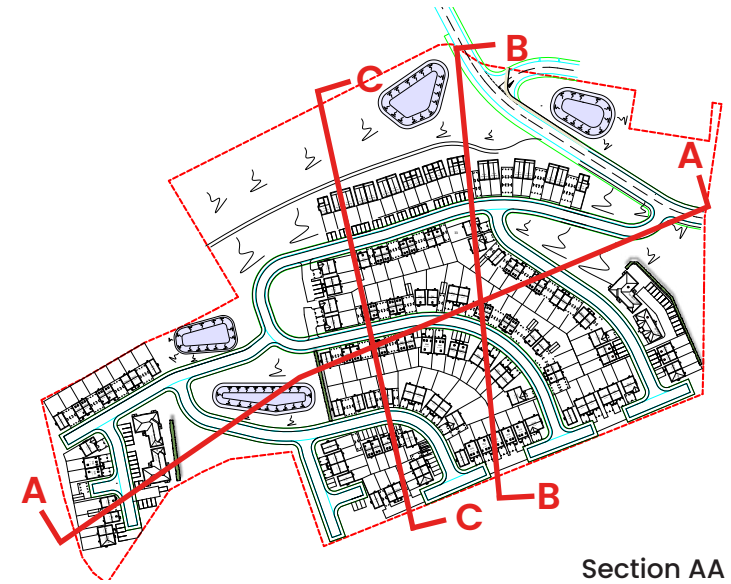
16 | Development Sections

The size and articulation of the dwellings add to the diversity and interest in the street scene through changes in scale, materials, detailing and projection.

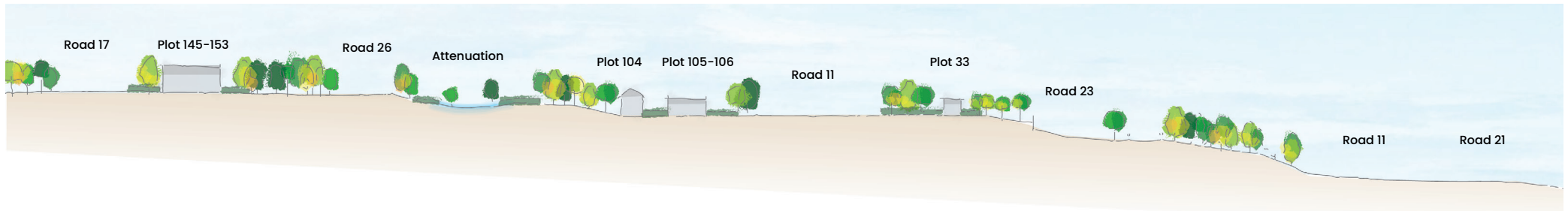
This is directly informed by the dwellings' use and internal arrangement.

Emphasis has been placed on creating attractive, workable streets that respond to the topography of the land while also conforming to highway regulations and standards for vehicle movement, fire and refuse tender and pedestrian / cycle use. Streets run with the contours of the land and have been tracked for fire/refuse vehicles.

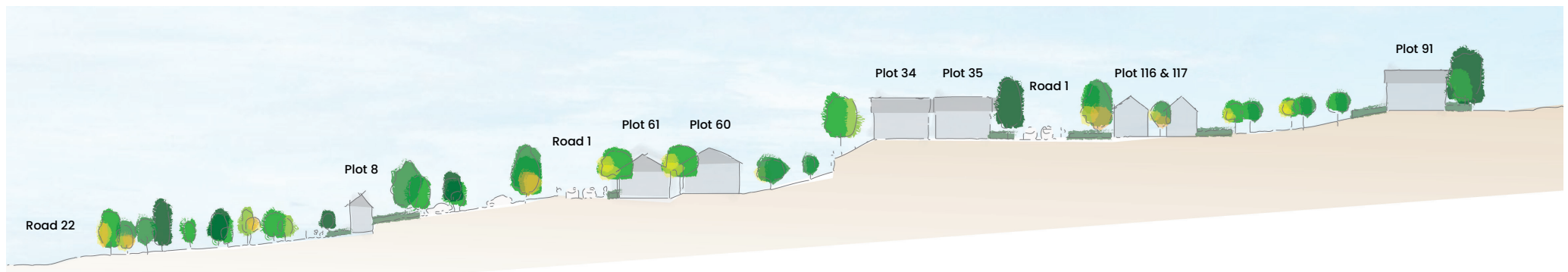
All turning heads etc can easily accommodate tender vehicles and private driveways / shared surfaces are sized to comply with bin collection distances.



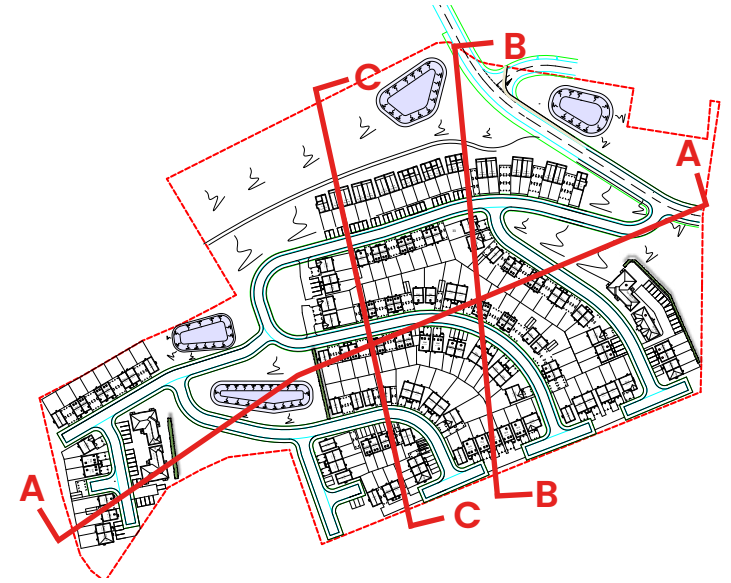
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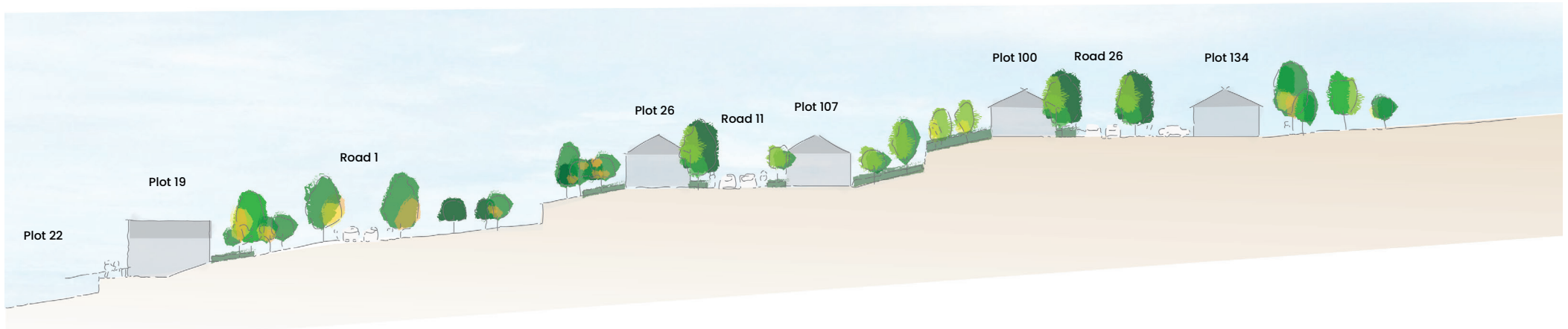
Section BB



16 | Development Sections



Section CC




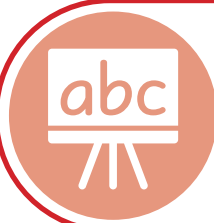




17 | Compliance with Dewsbury Riverside Masterplan

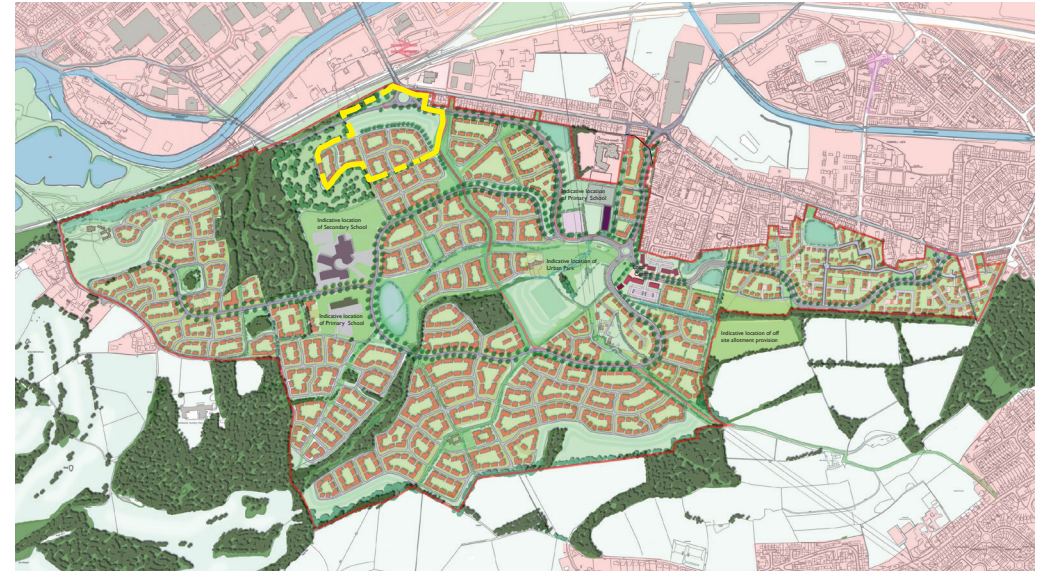
Whilst the masterplan is not an adopted document, it is a material consideration for these proposals which fall under the wider site.

This masterplan identifies existing constraints and sets out how strategic access, open space, social infrastructure and housing can be delivered to across 6 linked neighbourhoods.

The masterplan identifies the site as an area comprised of housing, open space and four spur roundabout junction to Calder Road and Ravensthorpe Road, with the roundabout being required after the completion of ~1,700no dwellings. This development site is earmarked for residential and will form a key junction at the entrance to Ravensthorpe Road and on to the station

Kirklees plan allocations and designations mark this site as forming part of the wider HS61 development (c161ha in gross area). This parcel forms part of the Lady Wood View neighbourhood within the wider scheme. Some of the key points of which are;

 <p>Indicative capacity 1,869 dwellings (Further 2,121 beyond plan period)</p>	 <p>New 2 form entry primary school to begin with</p>
 <p>Replaced allotments and new local centre</p>	 <p>Option to provide a secondary school if needed</p>
 <p>Biodiversity, recreation and POS green infrastructure habitats</p>	 <p>Improved movement. Rail, road, pedestrian and cycle connections</p>



Dewsbury Riverside Masterplan (2019)



17 | Compliance with Dewsbury Riverside Masterplan

Lady Wood View

The neighbourhood 'Lady Wood View' is divided by topography. The entrance roundabout at Ravensthorpe Road cuts into the hillside and offers opportunities to create dramatic ground sculpture which cuts and terraces the hillside.

A cycle path/ green route and a number of Public Rights of Way descend the hillside. The highway has landscaped central reservations which enable traffic calming as well as providing pedestrian refuges and crossing points.

Masterplan Framework (2019)
[www.kirklees.gov.uk]

The proposals comply with the constraints etc highlighted in the Masterplan Framework Document. Items such as high pressure gas mains have been mitigated against. The overhead cables have restricted development as highlighted in the masterplan.

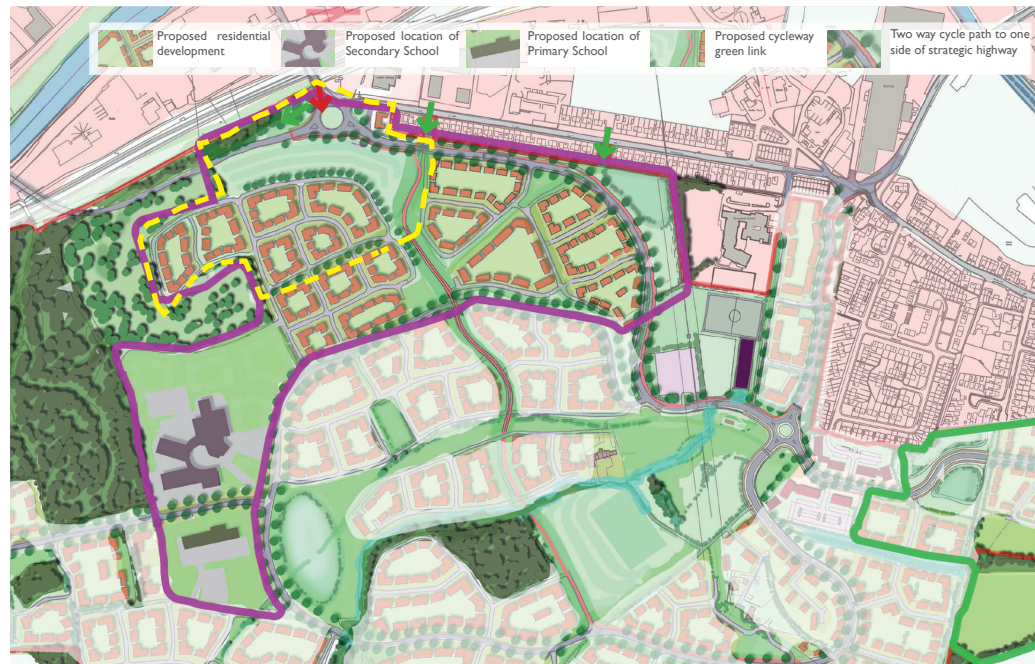
The block structure has been followed while pushing development to be appropriate and make an effective use of the land within this wider masterplan. Development blocks follow the same principle of secure back to back distances with minimal blank walls and gable ends fronting onto Public open space.

Tree lined boulevards have also been carried across from the masterplan document.

The development shape, form and layout have been inspired by the masterplan albeit with more refinement due to the more detailed engineering work we have carried out influencing the layout at this stage.

Access will be via a spur of Ravensthorpe Road which will serve this parcel as well as continuing south to serve the wider development. (A roundabout junction is shown on the wider site masterplan which will be required after the completion of circa 1,700no dwellings)

Neighbourhood 3 (Lady Wood View) Masterplan



Does this scheme comply with the masterplan and with guidance?

Yes | No

Drainage	<input checked="" type="checkbox"/>
Green Infrastructure	<input checked="" type="checkbox"/>
Internal Space Standards	<input checked="" type="checkbox"/>
Density	<input checked="" type="checkbox"/>
Housing Mix	<input checked="" type="checkbox"/>
Affordable %	<input checked="" type="checkbox"/>
Parking	<input checked="" type="checkbox"/>
Visitor Parking	<input checked="" type="checkbox"/>
Play Space	<input checked="" type="checkbox"/>

17 | Compliance with Dewsbury Riverside Masterplan

Green Infrastructure



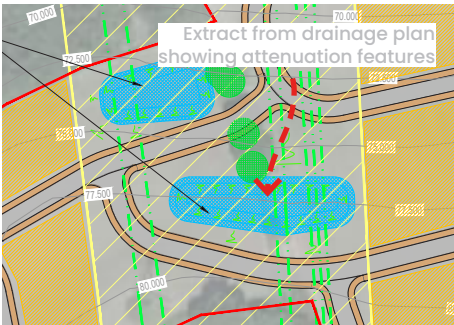
All existing green infrastructure in the form of woodland belts and hedgerows adjacent to existing lanes have been retained in the masterplan.

The site backs onto a community woodland which will be retained and buffered against to promote ecology. The Green Infrastructure (GI) has followed from the masterplan.

Amenity green space has been provided in the form of green gateways into the site at the primary access, this is framed by attenuation features and gateway landscaping.

A green lung has been created at the core of the scheme to mitigate against constraints and to also provide attractive, usable and quality outdoor public open space for the residents.

Drainage



The site falls within the wider masterplan and within the catchment area for a dry detention basin. On site attenuation will be via four dedicated features along the green spine and northern edges.

Surface water run off discharges in a northerly

direction towards the proposed attenuation features. The current scheme indicates dry detention basins that are sized to meet requirements. These will be dry grass basins for the majority of the time and could be used for informal play and recreation

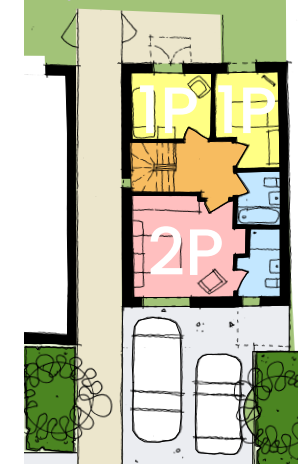
Internal Space Standards



Typical 2B3P NDSS compliant house



Typical 3B4P NDSS compliant house



Here are examples of how the development complies with NDSS standards for a 2B3P and 3B4P typical housetype.

All units have been designed to comply with these NDSS requirements. All units regardless of their tenure will comply with these standards.

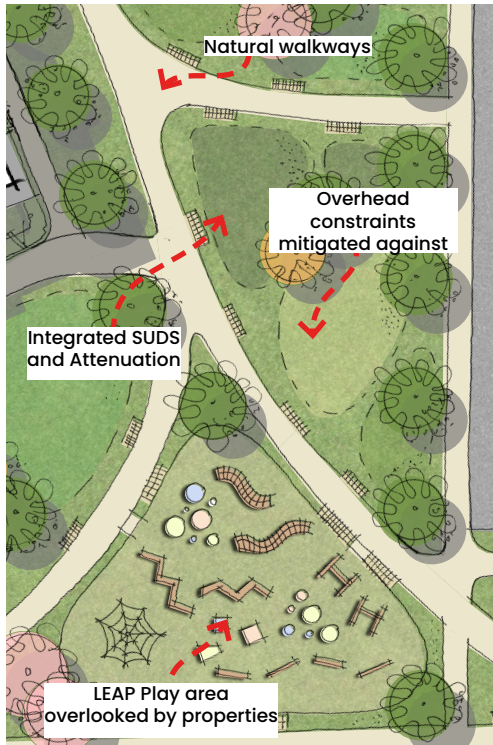
17 | Compliance with Dewsbury Riverside Masterplan

Play Space



Play spaces are integrated into the POS in a naturalistic way, suitable to the development. A LEAP will be provided to comply with the requirements and masterplan. This will be c400m2 with an exclusion zone to the enarest dwelling of 10m as a minimum.

Located within the green lung of the development, this natural play will be actively overlooked by properties and will create a focal point for residents animating the space.



Tenure Mix



Affordable

1B - 17%
 2B - 54%
 3B - 29%
 4B+ - 0%
 Total = 100%

Open Market

1B - 7%
 2B - 21%
 3B - 38%
 4B+ - 34%
 Total = 100%

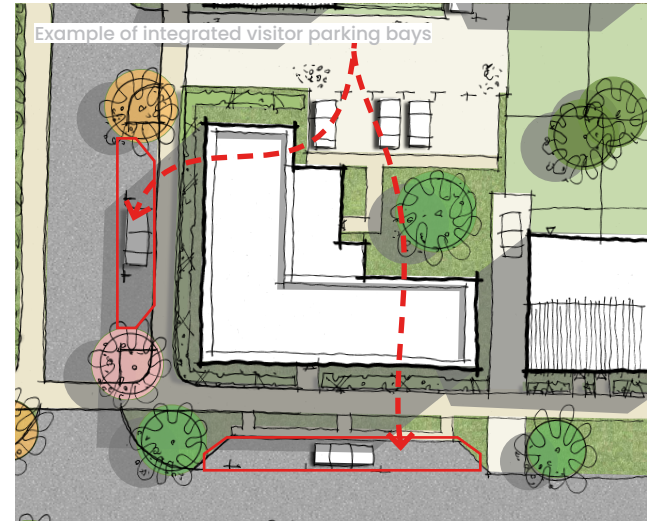
Housing Mix



The housing mix is reflective of the need in the local area and of that described in the original masterplan. All proposals for housing provide a mix (size and tenure) of housing suitable for different household types.

The above is complied with through the introduction of a varied range of unit types in terms of scale, mass, size and number of bedroom spaces provided. The scheme includes units ranging from one bedroom apartments (~538+sqft) up to four bedroom houses (~1279+sqft). This scene highlights how varied housetypes work together in a cohesive way to create an attractive street.

Visitor Parking



One space is provided for every four units across the scheme in varying configurations. This not only allows visitors to park close to the house they are visiting but also mitigates against any informal street parking which may cause obstacles and spoil the street scape.

Parking is provided in a number of ways and will be screened by shrubs and planting to mitigate the impact of parked cars.



17 | Compliance with Dewsbury Riverside Masterplan

Affordable %



The affordable mix is as prescribed by planning. This is reflective of a need for quality, varied sized units within the area and as part of the wider masterplan. This parcel works within the parameters of the wider masterplan and seeks to offer a range of affordable units.

A mix of 6no one bedroom units, 19no two bedroom units and 10no three bedroom units is proposed which combine to provide 35no units (20.7% of the development)

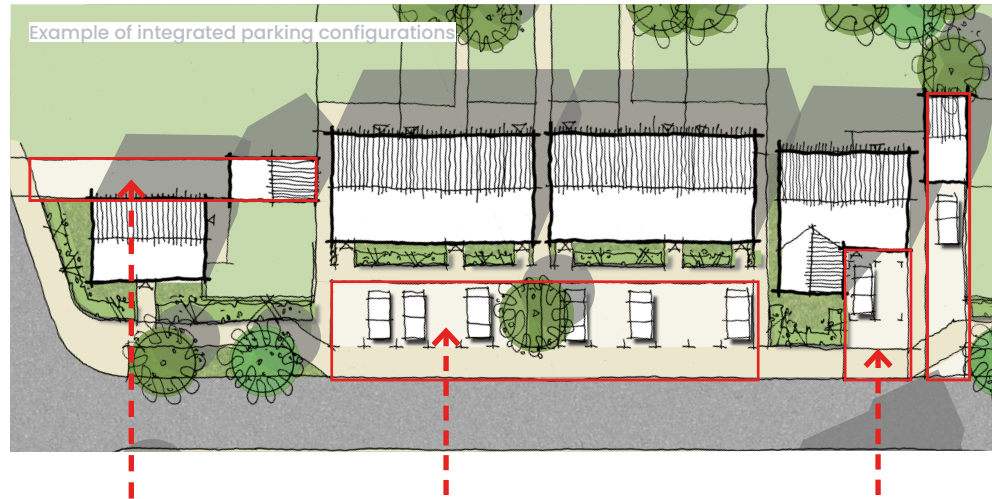
The type and configuration of affordable units are based on the specific needs of the Ravensthorpe area and these have been reflected on the site layout plan. The figures place emphasis on delivering units that are in demand within the local area as an updated 'need' One bedroom units are required in the local area and as such have been considered as part of these plans to deliver a broad range of types for individuals, couples and families alike. All affordable units will be delivered in an architecturally indistinguishable way and will be subject to the same material treatment as private sale units.

Density



The scheme is reflective of the masterplan in terms of delivering units in an efficient way for the site. The topography poses challenges for this parcel however a density of 35units / ha is still applied across the parcel in line with the overarching masterplan and guidance.

Parking



Driveways with garages

Frontage bays broken up with vertical planting, shrubs and strategic tree planting

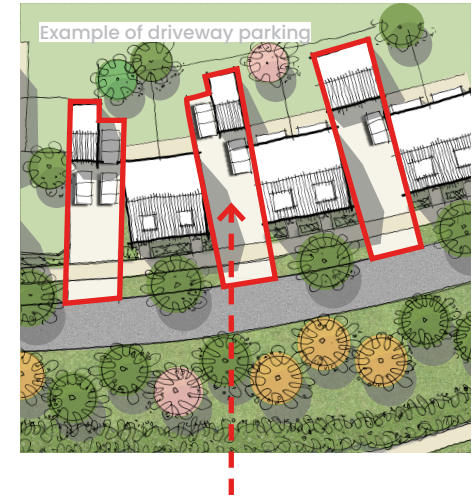
Integral garages with front gardens, planting and driveway spaces to front

Car parking provision is in compliance with the masterplan as well as Policy LP22 relating to car parking for new residential developments within the region.

This parcel will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance.

Parking typologies take the form of frontage bays, private driveways, integral garages (with spaces) and in some instances, garages for larger units. The existing masterplan highlights one allocated space per dwelling as a minimum. We have met this requirement in a way that screens cars from the street and provides enough parking on plot so residents do not park on kerbs or in turning heads for example.

Provision will be made, in compliance with the masterplan, to meet the needs of cyclists for cycling parking and each unit will have dedicated cycle



Driveways with mixture of garages

spaces to securely lock bicycles. Walk ups and apartment blocks will have dedicated cycle and bin storage buildings.



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