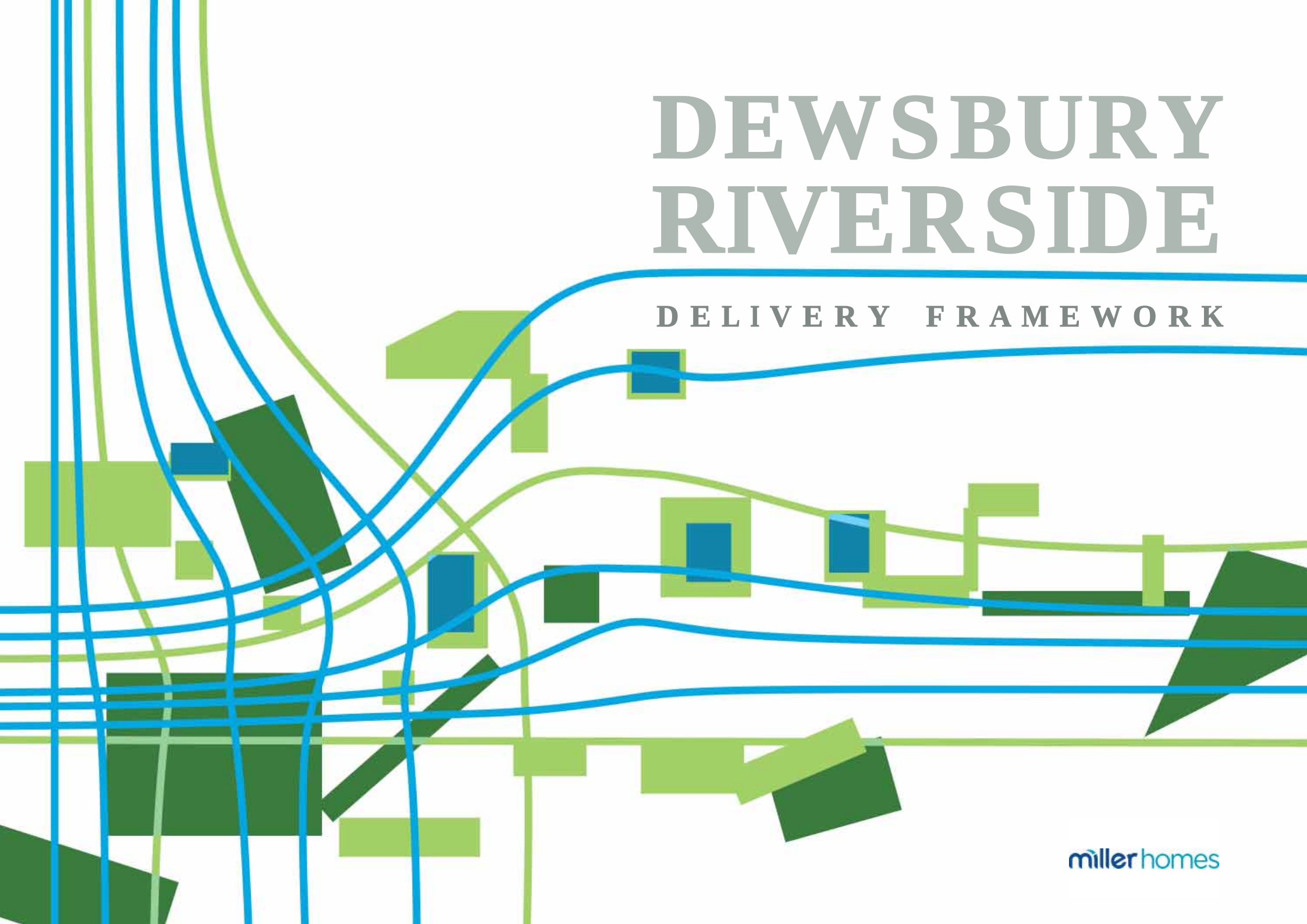
DEWSBURY RIVERSIDE

DELIVERY FRAMEWORK



miller homes

Consultant Team

Planners & Masterplanners

Transport Planners

Cultural Heritage

Landscape Architects

Ecologists

Measured Surveys

Arboriculturalist

Engineers

Flood Risk and Drainage

Utilities Consultants

Geotechnical Investigation

Ecologists

Engineers

Real Estate

Contents

Aerial Photograph looking east
Google (2017)

Dewsbury Riverside is a proposed sustainable urban extension to the south of the town and includes 4,000 new homes, a local centre, retail, primary care facilities, schools and highway infrastructure along with a network of connected green spaces and amenity areas. The scale of the development is intended to be large enough to allow a degree of "market repositioning" and thereby to act as a catalyst for the regeneration of the wider area.

Dewsbury Riverside is an important part of the strategic interventions within the North Kirklees Growth Zone. The potential of a new housing offer through Dewsbury Riverside will help to reshape the area, meet existing and new demand and provide the homes for the future to meet growing demand and aspirations. The site has major benefits sitting in a prime strategic location at the heart of the Leeds City Region. It is located equidistant from the M62 and M1 Motorways with an entrance corridor along the A644 and A638. Furthermore, the site is located directly on the Leeds to Manchester and Huddersfield railway line with Ravensthorpe Station on the site boundary. The site is therefore ideally located to appeal to all sectors of the housing market. It has a wide sales catchment for housing development and access to key employment markets for residents.

The site is **available** with Miller Homes and Kirklees Council controlling the site. The site is **suitable** with the proposed development being situated in a highly sustainable location, with significant regeneration, environmental and recreational benefits. The site is **achievable** as it has been assessed and there are no major constraints to development of the site. This Delivery Framework has therefore shown that the site is available, suitable and achievable and therefore viable and deliverable in accordance with the Framework and PPG.

The site is being delivered with the two first phase applications for 120 new homes each (240 in total) being approved by Kirklees Council on 12 April 2017. Both schemes are able to come forward immediately and deliver an early first phase of housing, which will start to open up the site and enable the housing-led regeneration.

Dewsbury Riverside can generate significant new benefits through:

- Enabling the regeneration and urban renaissance of Dewsbury and Ravensthorpe.
- Assisting in the provision of new strategic highways infrastructure.
- Creating significant new job opportunities and inject in the region of £400m GVA into the local economy.
- Creating the critical mass to assist in enhancing Ravensthorpe Station and surrounding area.
- Creating a high quality housing environment.
- Delivering a new local centre which will integrate with the existing communities.
- Delivering enhanced green infrastructure
- Creating a robust and defensible urban edge and new Green Belt boundary.

The Masterplan shows that the proposed scheme will radically change perceptions of the area through the proposed new local centre "gateway" and its associated neighbourhood and community facilities which will tie into the existing community.

Miller Homes and other development partners are keen to deliver this significant opportunity which has substantial economic, social and environmental benefits for the local people and sub-region.

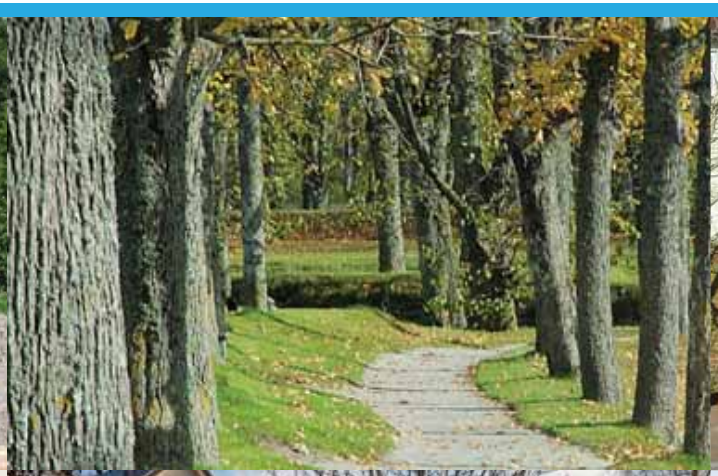
Miller Homes is a major national house builder with a track record in delivering strategic sites and creating attractive and high quality developments, which require investment in physical infrastructure up front. One such example in West Yorkshire is Wakefield East (also known as City Fields), which was allocated for 2,400 homes, 19 hectares of employment, district and local centres and the Wakefield Eastern Relief Road.

PART ONE

PROJECT OVERVIEW

DEWSBURY RIVERSIDE

Vision






The Dewsbury Riverside vision is based on three key drivers which are set out below:

Sustainability

To create a sustainable expansion of Dewsbury that will deliver social, environmental and economic benefits and improve the quality of life for its local population.

Community

To provide a mix of high quality homes of different tenures, community infrastructure and local centres to create a sustainable, vibrant and mixed community.

Lifestyle

To retain, expand and enhance the existing green and blue landscape infrastructure, connecting new and existing communities to healthy lifestyle opportunities.

Introduction to this Framework

This Framework is a summary of a significant amount of technical, design and viability work that has been undertaken over the last five years by a large team of planners, masterplanners, architects and technical consultants. It sets out an overview of the evidence that has been prepared to support the allocation of the site within the Kirklees Local Plan as well as the investigations already undertaken to enable the early delivery of the initial phases.

Background

This vision and masterplan builds on earlier studies and masterplans for regeneration including the North Kirklees Strategic Development Framework (2008) and the Dewsbury Strategic Development Framework (2010). The North Kirklees SDF includes a masterplan for South Dewsbury which principally focussed on improved housing offer, enhanced neighbourhood centres, better linkages to the River Calder and exploitation of the riverside location. It advocates a better relationship between industry and housing as well as improvements to the railway station and surrounding area.

Objectives

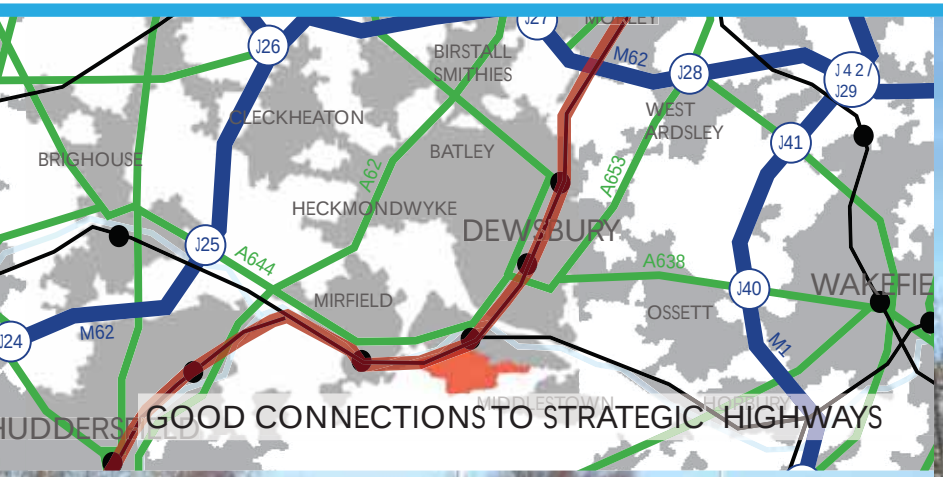
This Delivery Framework sets out a large scale development proposal for Dewsbury Riverside, which builds on earlier studies with the main aim of delivering regeneration and urban renaissance through the delivery of a sufficient quantity of housing to generate transformational change. The aims are to drive forward the economy in the region, enhance the residential offer, regenerate the Town Centre, improve the environment, create excellent transport connectivity and improved access to employment opportunities.

The delivery and regeneration ambitions for Dewsbury Riverside are progressing with two early phases. The schemes are for 120 dwellings each (240 in total) and are located at Lees Hall Road (Application Reference 2016/60/94117) and Ravensthorpe Road (Application Reference 2016/60/94118) and were granted outline planning permission on 12 April 2017. Both schemes are able to come forward immediately and deliver an early first phase of housing, which will start to open up the site and enable the housing-led regeneration of the wider area.

Scope

This Delivery Framework sets out the regeneration context and ambitions for Dewsbury Riverside before analysing and explaining the site's **availability, suitability and achievability** and therefore deliverability in the context of the National Planning Policy Framework (The Framework). The masterplan shows the land use framework along with green and blue infrastructure, movement and connectivity and place making framework and concludes with the high level delivery and phasing strategy for the scheme.

Why Dewsbury Riverside?



Dewsbury Riverside is large enough to stimulate new market interest and help catalyse regeneration in this part of the Kirklees District through a combination of early delivery of much needed local facilities; pedestrian and cycle links into the adjacent, underutilised local rail facilities at Ravensthorpe; access to the local highway network with good connections to both the M62 and M1; and enhancement of an attractive, established green infrastructure.

The regeneration of Dewsbury, and particularly South Dewsbury, has been a priority for a significant period of time. The now revoked Yorkshire and Humber Plan Regional Spatial Strategy (2008) identified that South Dewsbury/North Kirklees was an area where regeneration and growth needs to be encouraged stating "develop Dewsbury's role as a Principal Town by delivering regeneration and housing renewal and development".

This approach was expanded through RSS Policy LCR2 which identified the need "to support housing renewal and replacement in South Dewsbury/North Kirklees through land reclamation, and site assembly, road improvements, and improved public transport links between Dewsbury and Huddersfield and Leeds.

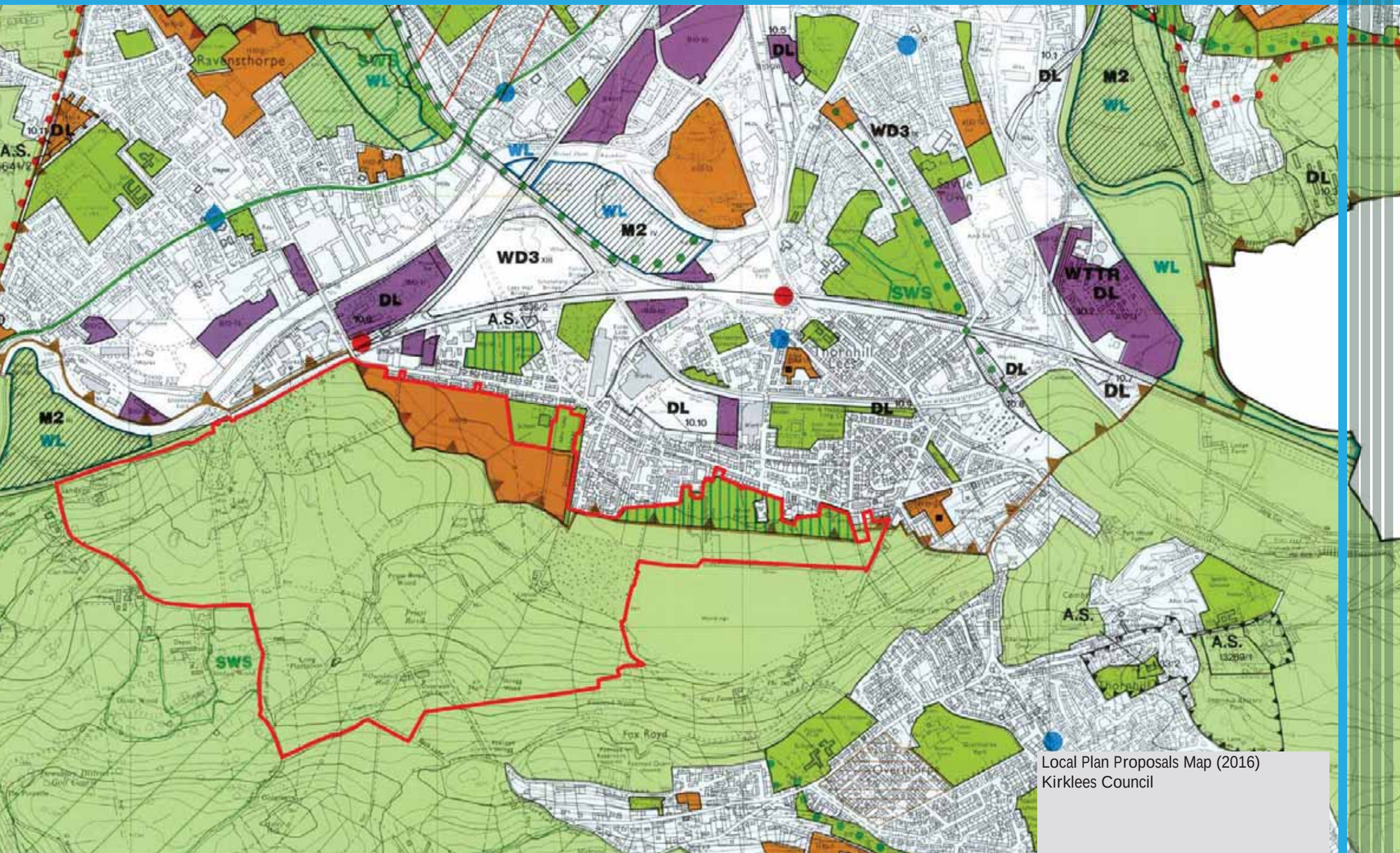
Masterplans, studies and frameworks have been undertaken over the years with the objective of securing the renaissance of Dewsbury. The North Kirklees Strategic Development Framework (2008) sought to form an overarching regeneration framework and to invest in the distinct and diverse character of each town. The masterplan for South Dewsbury mirrored principles established through the South Dewsbury Housing Market Renewal programme and created smaller masterplans for Saville Town, Thornhill Lees, Scout Hill and Ravensthorpe with the aim of producing a joined up approach to secure transformational change. The key objectives of the masterplan include; improving the housing offer, enhancing the neighbourhood centres, creating better linkages to the River Calder and exploiting the riverside location.

The Dewsbury Strategic Development Framework (2010) set a 25 year vision for the renaissance of Dewsbury as a thriving market town. Its key themes are: harnessing the potential of its young people; retaining and enhancing its distinctive retail economy; and reconnecting with the town centre via neighbourhood gateways.

The Leeds City Region is ambitious and seeks to unlock the areas potential and develop an economic powerhouse that will create jobs and prosperity. The North Kirklees Growth Zone (NKGZ) is located at the centre of West Yorkshire and has good connections to the Leeds City Region and the Northern Powerhouse. The NKGZ offers the potential for economic growth that will address the underlying economic conditions of an important part of the City Region to enable it to contribute to higher productivity and employment.

Dewsbury Riverside is an important part of the NKGZ. The new housing offer provided through the development will help to reshape the area, meet existing and future housing demand and to meet growing demand and aspirations. The site has major benefits sitting in a prime strategic location at the heart of the Leeds City Region. It is located equidistant from the M62 and M1 Motorways with an entrance corridor along the A644 and A638. Furthermore, the site is located directly on the Leeds-Manchester and Huddersfield railway line with Ravensthorpe Station close to the site boundary. Dewsbury Riverside has a wide sales catchment for housing development and access to employment markets for residents.

The site is currently in agricultural use but it has history of mining. The site is currently part allocated through the Kirklees Unitary Development Plan. A portion of the site is an existing housing allocation and Provisional Open Land, which is safeguarded for long term development. Approx. 138ha is identified to be released from the Green Belt through the Local Plan. The site can therefore start to come forward immediately with commencement of development on those parts of the site that accord with the current development plan. Dewsbury Riverside can therefore deliver early benefits.



Local Plan Proposals Map (2016)
Kirklees Council

The location of the proposal allows for the creation of a sustainable mixed community. The scheme will deliver a broad mix of housing requirements to meet the needs of people over a lifetime, ranging from entry level homes, through to mid range family housing and high end properties. The scale also enables funding of highway infrastructure improvements, schools and will significantly increase spending in Dewsbury and Ravensthorpe.

The Dewsbury Riverside project forms an essential element of the regeneration plans for Dewsbury. The vision for Dewsbury Riverside is to deliver transformational change and investment and create a high quality gateway. The key element being to drive forward the economy in the region, enhance the residential offer, regenerate the Town Centre, improve the environment, create excellent transport connectivity and improved access to employment opportunities. The redevelopment of the area will accelerate the urban renaissance of Dewsbury and enhance the connectivity between the existing communities and the environment beyond. This will create the potential for new active leisure opportunities within Dewsbury, promoting healthy living and an improved environment. The renewal of Dewsbury would help the town to achieve its economic growth aspirations over the coming decades. Consequently, it would enhance the effectiveness of previous and ongoing investment to revitalise Dewsbury Town Centre, as well as providing the opportunity to help support and enable housing growth.

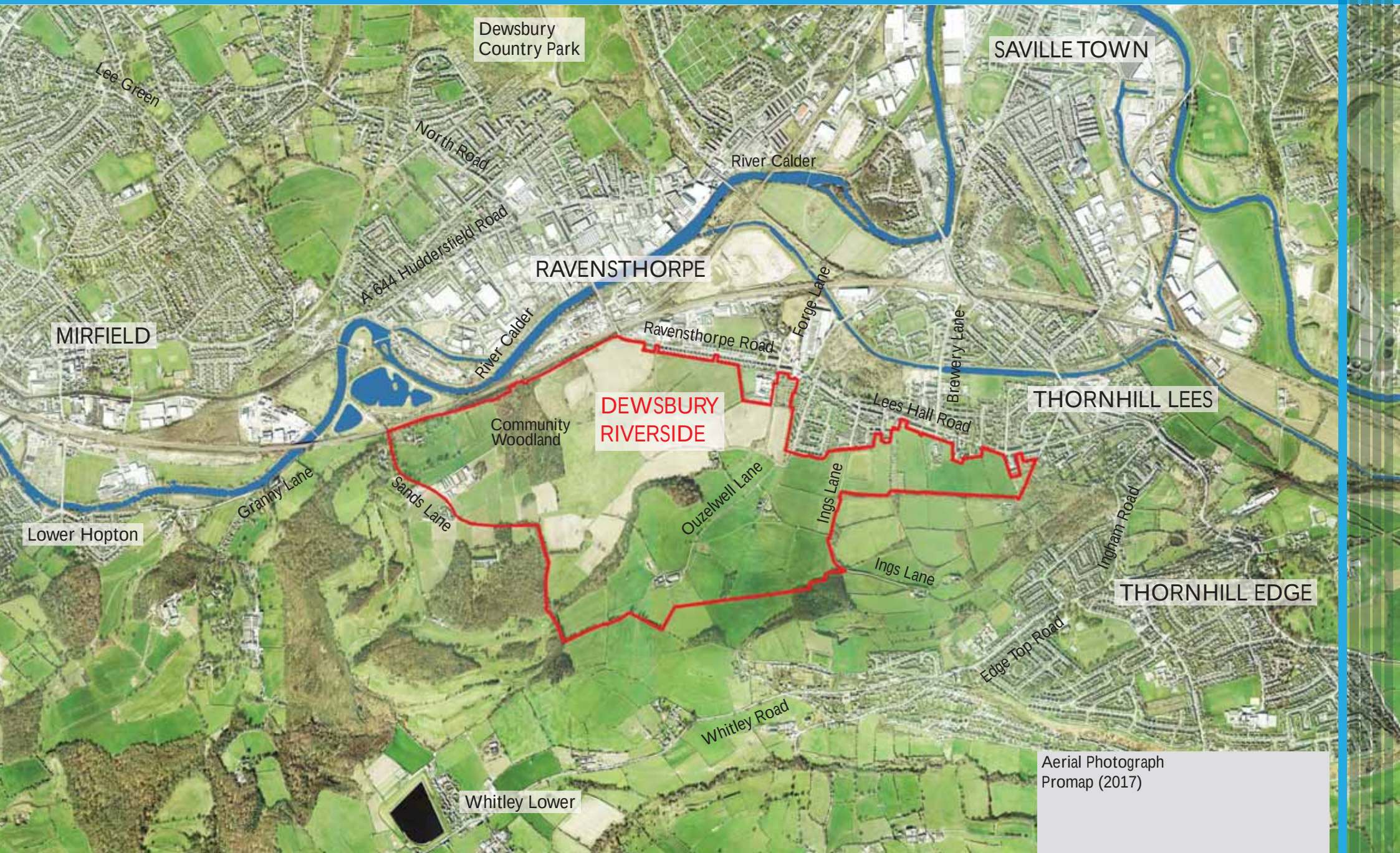
The project aims to:

- Deliver the regeneration and urban renaissance of Dewsbury and Ravensthorpe through housing delivery of sufficient quantity to generate transformational change. Assist in the housing-led regeneration of Dewsbury Town Centre.
- Rejuvenate Dewsbury Town Centre through creation of distinctive quarters, new linkages and reconnection with the Riverside.
- Address all sectors of market demand and affordable housing need in south Dewsbury.
- Enhance the level of service provision and recreation and leisure opportunities.
- Open up the potential for the delivery of improved infrastructure and connections whilst extending and enhancing green corridors and linkages.

The aim is to regenerate Dewsbury to the benefit of residents, employers, investors and visitors. The aim is to position Dewsbury as a quality place to attract new investors, employment opportunities and housing. The scheme aims to reduce future forecast congestion in Dewsbury and Ravensthorpe and deliver environmental improvements. It will reinstate Dewsbury as a place of economic and cultural activities in the Leeds City Region. In its wider context, the project will act as a catalyst for further investment and development across the Leeds City Region.

The redevelopment of Dewsbury offers the opportunity to develop the town's road network, improving connectivity and access to neighbouring communities and the Town Centre. It would also allow the coordination of public transport services in the area, enabling better access to employment opportunities across the District and Leeds City Region as a whole. Through such sustainable redevelopment, Dewsbury Riverside will deliver economic, social and environmental benefits and improve the quality of life for its local population and beyond.

The Site



Aerial Photograph
Promap (2017)

The site is located in a sustainable location and is well defined by existing housing, roads and tracks. Part of the site is an existing UDP housing allocation and part of the site is Provisional Open Land. The site is located on the edge of Dewsbury and Ravensthorpe, which provides shops and services, and also access to public transport facilities, with bus stops located on Lees Hall Road and Huddersfield Road and a train station at Ravensthorpe.

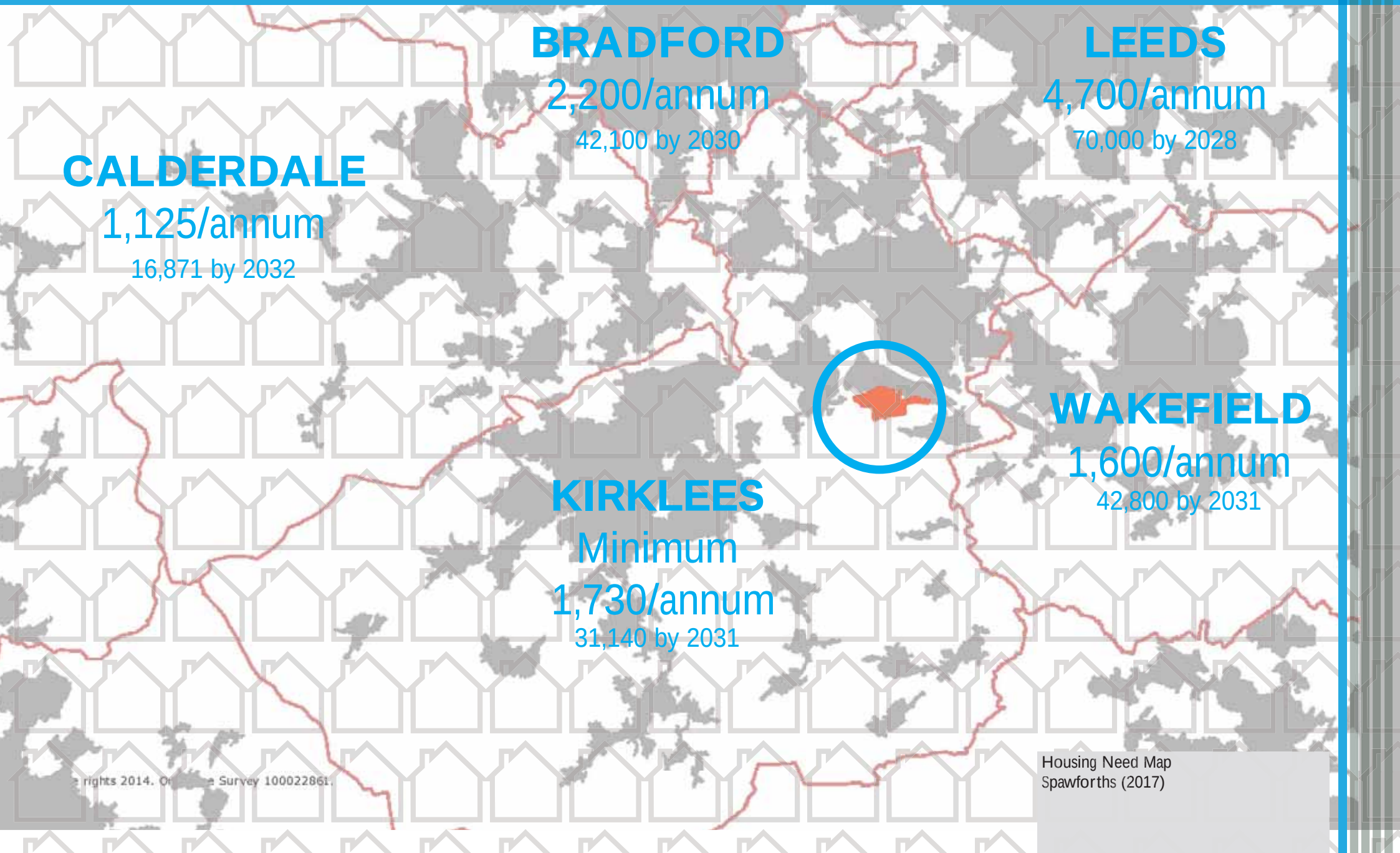
Dewsbury Riverside lies approximately 2 miles to the south of Dewsbury Town Centre and half a mile to Ravensthorpe centre. It is bordered to the north by residential properties along Ravensthorpe Road and Lees Hall Road, the railway line and Ravenshall School, to the east and south by tracks, tree belts and woodland, to the east by and to the west by Sands Lane, Jordan Wood, footpaths and tracks.

The site is approximately 160ha in size. This includes an existing housing allocation (13.1ha), land allocated as Provisional Open Land (7.37ha) and 138ha of land in the Green Belt. The site has a history of mining and is rolling in nature with hills rising to the south and comprises primarily 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 also a number of natural watercourses as well as field drains on the lower levels.

Three overhead high voltage electricity pylons cross the site along with a gas main and water main. There are also a number of existing farm houses and clusters of agricultural barns within the site.

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 has been planted within the last 20 years to the east of Lady Wood, under a “Community Woodland” initiative delivered by Kirklees Council.

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. It is understood in the Autumn of 2016 it was closed to vehicles in order to prevent fly-tipping. There are also a number of public rights of way and bridleways crossing the site and giving access for ramblers, cyclists and horse riders, to the wider area.



Housing Need Map
Spawforths (2017)

The Kirklees Publication Draft Local Plan proposes 31,140 new homes in Kirklees over the plan period to 2031 and recognises that this scale of development will require the release of Green Belt land. Dewsbury has been identified as an area for Housing Market Renewal and is the principal settlement in the North Kirklees Growth Zone. Dewsbury Riverside is therefore well placed to make a significant contribution to these strategic objectives.

There is a significant level of housing need in Kirklees and Dewsbury in particular. The area is identified for Housing Market Renewal, with the aim being to improve the choice of housing, including aspirational forms of housing which will satisfy local need as well as helping to attract different socio economic groups to the areas, thus reflecting a diversity of household needs and aspirations.

The Housing Market Renewal funding documents identify the area as suffering from severe social stress issues and displaying evidence of Market Failure. Demand for all types of property is high, with the majority of demand coming from within the area. There is growing evidence of overcrowding and a need for larger family housing and a significant level of supressed demand, that is, concealed households in larger groupings, who might wish to form their own households if viable financially and locally.

The National Planning Policy Framework (the Framework) states that local authorities should meet their objectively assessed housing needs in full. Furthermore, the Framework's core planning principles in paragraph 17 states that planning should "proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth". This is reflected in the Housing White Paper: Fixing our Broken Housing Market (2017) which states that "local planning authorities have a responsibility to do all they can to meet their housing requirements".

In relation to the housing need in Kirklees the Edge Analytics report "Kirklees Demographic Analysis and Forecasts" shows that in relation to the scenarios that the Council's economic growth aspirations will require significant housing growth. The Publication Draft Local Plan (November 2016) proposes 1,730 dwellings per annum and 31,140 dwellings over the Plan period up to 2031. The Council recognise to achieve this level of housing growth that some Green Belt land will need to be released for new housing land.

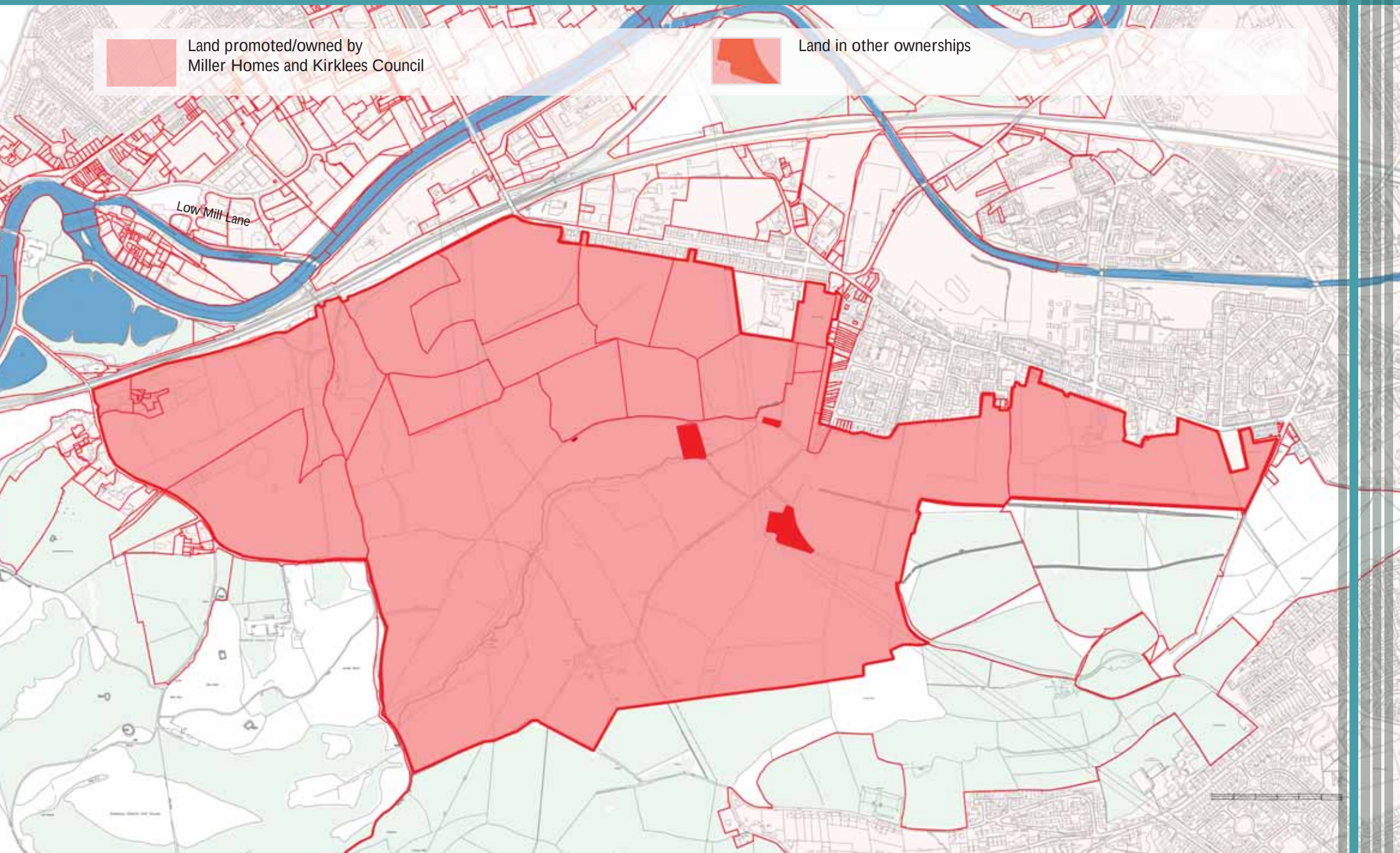
The opportunity to revitalise Dewsbury and utilise an urban extension to the south to transform and reinvigorate the area will deliver significant regeneration benefits alongside housing growth. Dewsbury Riverside is in keeping with the strategic aspirations for the area. This site includes a current UDP housing allocation and safeguarded site and Green Belt land, which can provide a significant number of dwellings, and therefore can assist in the strategic aims for transforming the area.

PART TWO

SITE AVAILABILITY SUITABILITY AND ACHIEVABILITY

DEWSBURY RIVERSIDE

Available: Land Promoted/Owned



Miller Homes and Kirklees Council are working in partnership to promote Dewsbury Riverside. The majority of the land is either owned or controlled by Miller Homes or Kirklees Council. Third party land that has been identified within the overall site boundary is not required to enable the development but could be included at some future date.

Part 6 of the Framework confirms the Government's commitment to significantly boost the supply of housing and paragraph 47 states:

Local planning authorities should:

- *Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- *Identify and update annually a supply of specific deliverable11 sites sufficient to provide five years' worth of housing against their housing requirement with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*
- *Identify a supply of specific, developable12 sites or broad locations of growth, for years 6-10 and, where possible, for years 11-15;*
- *For market and affordable housing, illustrate the expected rate of housing delivery through a trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five year supply of housing land to meet their housing target; and*
- *Set out their own approach to housing density to reflect local circumstances.*

Footnote 11 defines deliverable as:

To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

Footnote 12 defines developable as:

To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

Miller Homes and Kirklees Council control Dewsbury Riverside. Therefore, there are only two landowners for the delivery of a 4,000 home sustainable urban extension to Dewsbury.

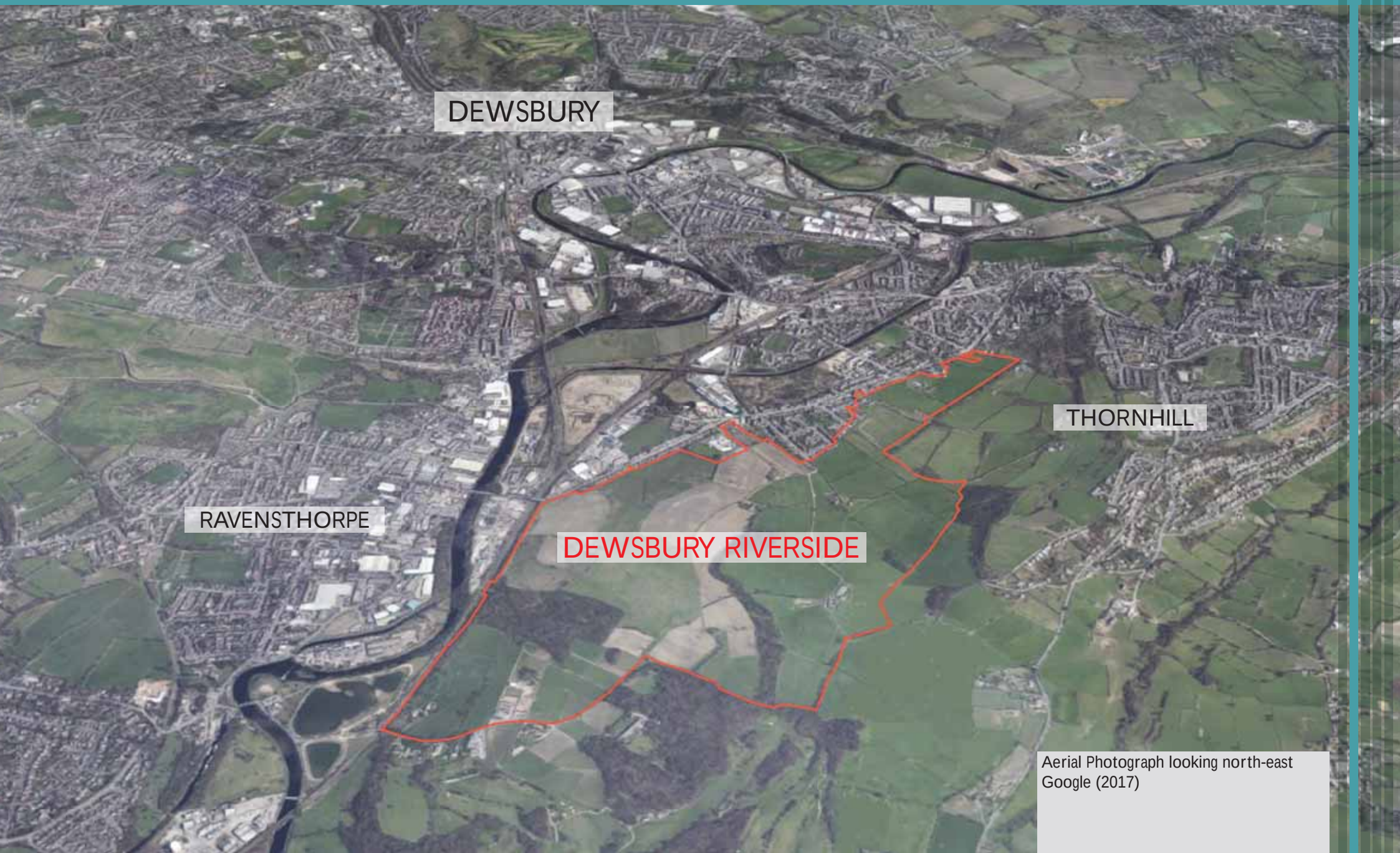
Some of the land under the control of Miller Homes and Kirklees Council is currently allocated for residential use or Provisional Open Land in the Kirklees Unitary Development Plan. There are therefore areas of Dewsbury Riverside which can be commenced in the short term, whilst recognising the enhanced benefits of the overall scheme.

What factors should be considered when assessing availability?

A site is considered available for development, when, on the best information available (confirmed by the call for sites and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership problems, such as unresolved multiple ownerships, ransom strips tenancies or operational requirements of landowners. This will often mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell. Para 20 ID 3-020-20140306

Therefore, given Miller Homes and Kirklees Council control Dewsbury Riverside, the site is available and able to deliver housing in the short term, which fully accords with national guidance.

Suitable: Overview



Aerial Photograph looking north-east
Google (2017)

The proposed development can make an efficient and attractive use of the land. A portion of the site is an existing housing allocation and Provisional Open Land. Although primarily agricultural land and in the Green Belt, the site has a history of coal mining and does represent an excellent opportunity for future housing and development. This site would allow housing to be delivered within an appropriate and sustainable location within Dewsbury.

Dewsbury Riverside is the most appropriate site to provide for the housing needs of the District. The proposed development is in a highly sustainable location, with significant regeneration, environmental and recreational benefits.

The PPG expands and explains how to assess sites in terms of available, suitable and achievable and therefore whether sites are deliverable. In terms of suitability the PPG states:

What factors should be considered when assessing the suitability of sites/broad locations for development?

Plan makers should assess the suitability of the identified use or mix of uses of a particular site or broad location including consideration of the types of development that may meet the needs of the community. These may include, but are not limited to: market housing, private rented, affordable housing, people wishing to build or commission their own homes, housing for older people, or for economic development uses. Assessing the suitability of sites or broad locations for development should be guided by:

- **the development plan, emerging plan policy and national policy;**
- **market and industry requirements in that housing market or functional economic market area....**

cont...

When assessing the sites against the adopted development plan, plan makers will need to take account of how up to date the plan policies are and consider the appropriateness of identified constraints on sites/broad location and whether such constraints may be overcome.

- **The following factors should be considered to assess a site's suitability for development now or in the future:**
- **physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;**
- **potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;**
- **appropriateness and likely market attractiveness for the type of development proposed; contribution to regeneration priority areas;**
- **environmental/amenity impacts experienced by would be occupiers and neighbouring areas.**

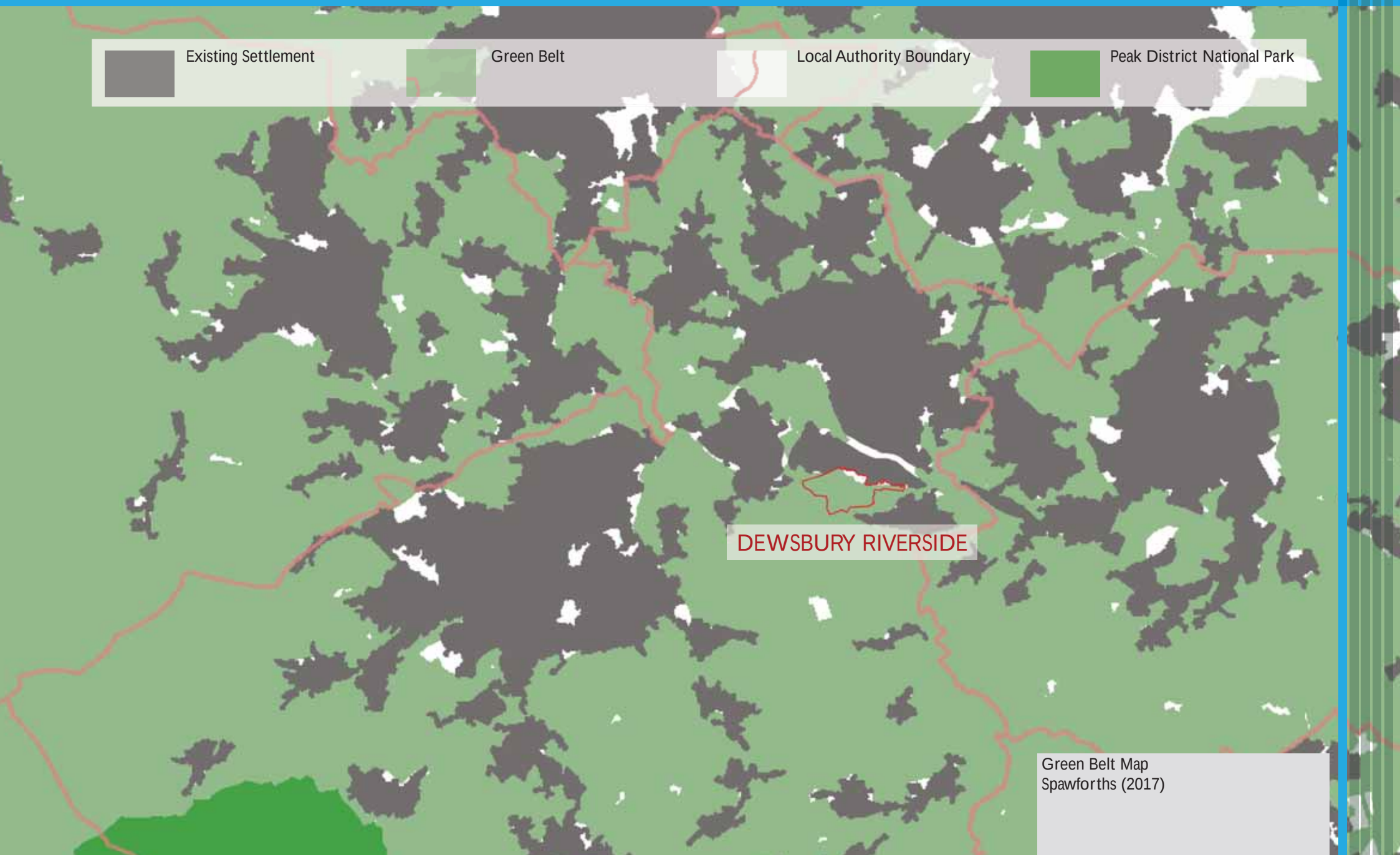
WPara 19 ID 3-019-20140306

The site is located within a highly sustainable location on the edge of Ravensthorpe and Dewsbury. The site's development would clearly accord with the emphasis set out in the Framework, particularly in relation to creating a high quality housing environment, providing a range and choice of new homes, creating the critical mass to assist and enhance economic growth ambitions for the area and in doing so transforming and regenerating Dewsbury.

The Council has established the need for Green Belt Review and has undertaken the work, supporting the release of those parts of the site that are in the Green Belt. A portion of the site is currently an existing housing allocation and Provisional Open Land. The site provides a vitally important opportunity to meet the housing needs of the District whilst addressing the regeneration and urban renaissance ambitions for the area, which provides the exceptional circumstances to justify the release of the site from the Green Belt.

The site benefits from being located close to a range of services and facilities, including local shops, public houses, primary school and other community facilities. The site is also within walking distance to bus routes to Wakefield and Leeds and the train station in Ravensthorpe, which is on the Leeds to Huddersfield and Manchester line. The technical work that underpins the masterplan confirms that there are no known constraints to development. It is therefore considered that the proposed allocation of Dewsbury Riverside is suitable, in accordance with national guidance.

Suitable: Green Belt Constraints



Kirklees Council have recognised that in order to deliver 31,140 new homes by 2031, Green Belt land will need to be released for development. Release of the Dewsbury Riverside site will not however result in the merging of any existing settlements or in any adverse impact on the setting and character of an historic town. It will however create a new, long term defensible Green Belt boundary to the south of the site and catalyse local regeneration.

The National Planning Policy Framework (The Framework) explains that there are five purposes of including land within the Green Belt, which is:

- To check the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

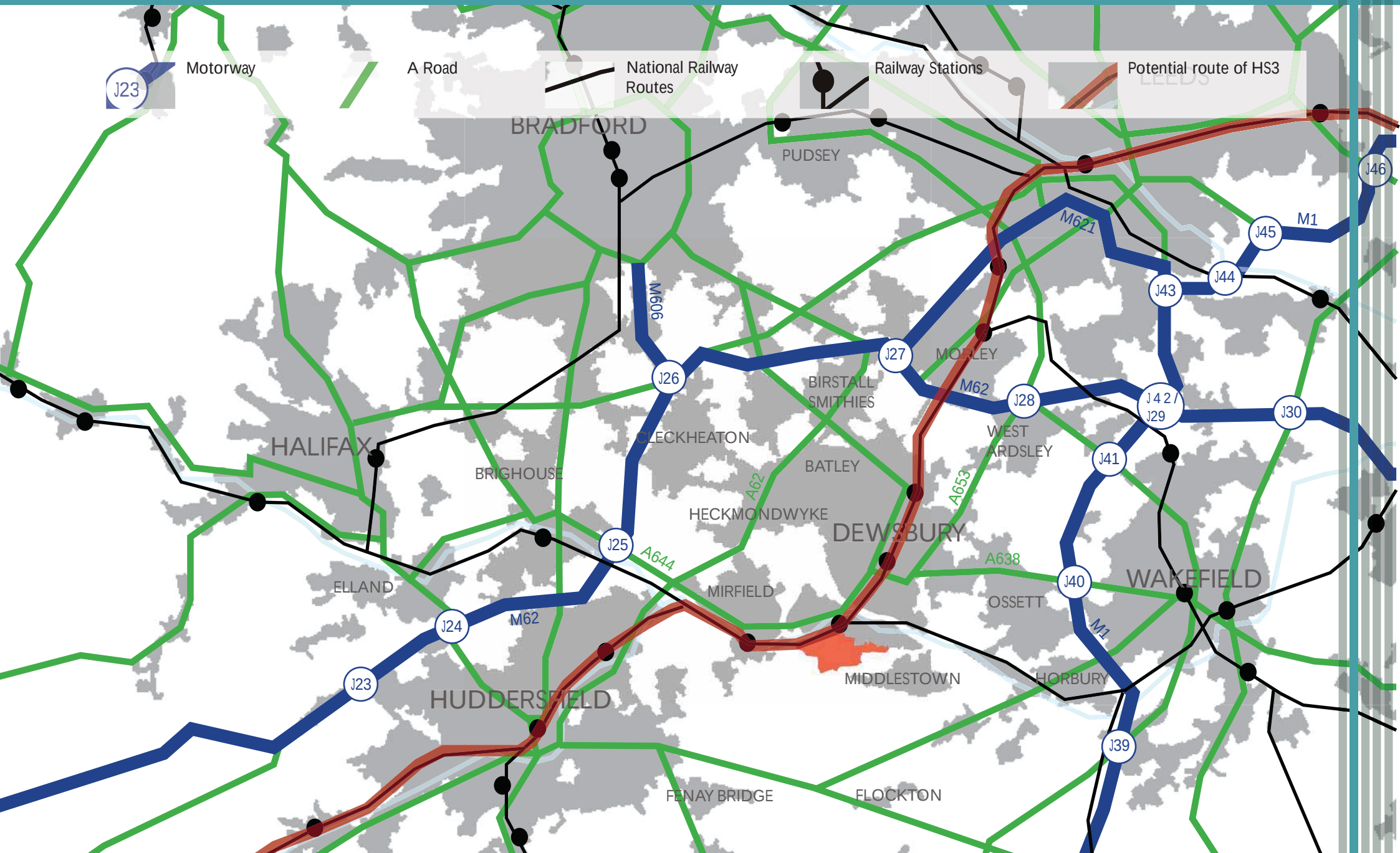
Kirklees is enveloped by the West Yorkshire Green Belt which is placing a significant pressure and obstacle to housing delivery. Within the Kirklees, Leeds, Bradford, Wakefield and Calderdale area over the next fifteen years approximately 200,000 new homes need to be provided.To meet the housing need and economic growth aspirations Kirklees will need to review the Green Belt. Dewsbury Riverside is a unique opportunity to meet the housing need and economic growth aspirations whilst delivering significant regeneration benefits for the area.

Paragraph 83 of The Framework considers that Green Belt boundaries can change "in exceptional circumstances". Such a circumstance exists through the significant need to provide housing in Kirklees, and the need for regeneration and renewal in Dewsbury and Ravensthorpe. The aspirations to revitalise the area, which stem from the Housing Market Renewal programme, North Kirklees Strategic Development Framework and the now revoked Regional Spatial Strategy provide the context for Green Belt change, inward investment and urban renaissance.

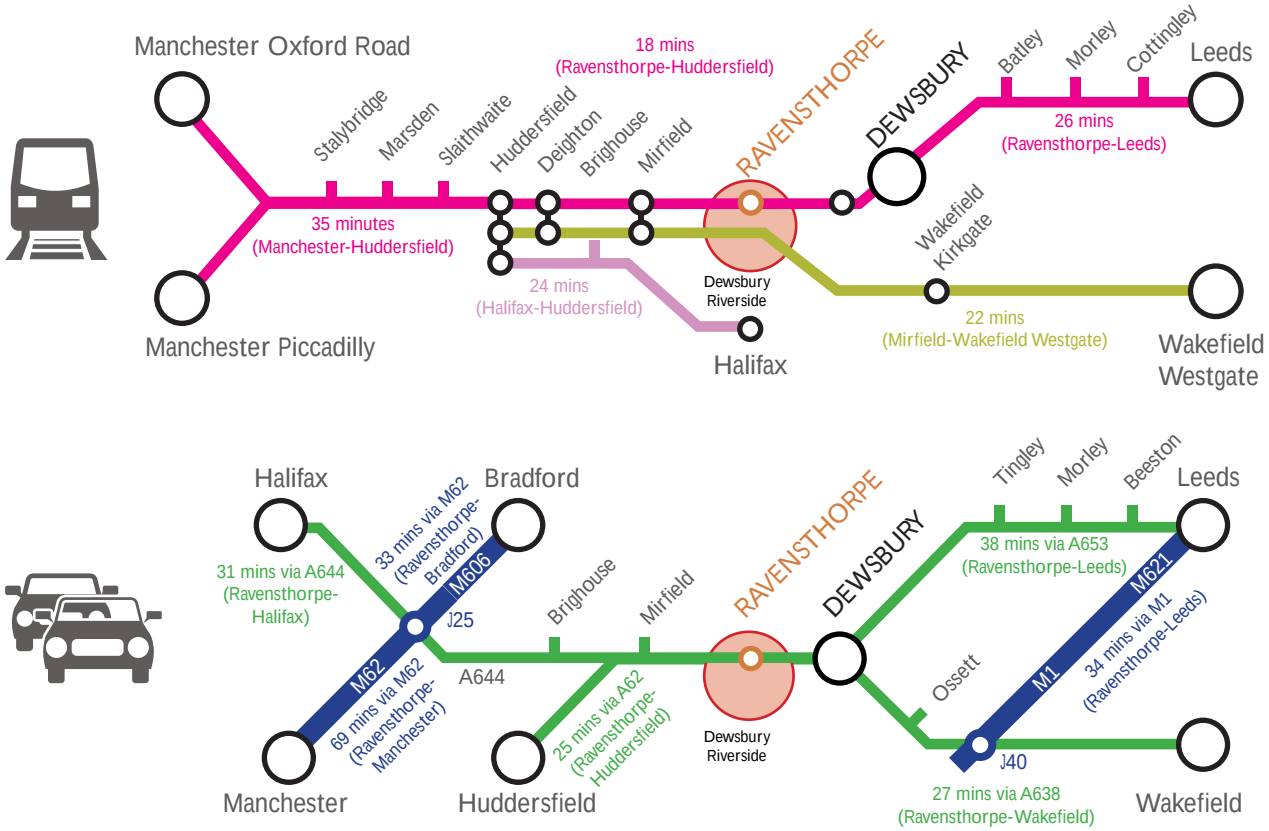
The development of this site will not have a significant impact on any of the reasons for the Green Belt designation in the area. The new Green Belt boundaries will be drawn to provide a long term robust boundary. The development will not result in the coalescence of neighbouring towns, and will not encroach on the countryside nor affect the setting and special character of an historic town.

The proposed new Green Belt boundary has been designed to accord with the Framework which requires that boundaries should be clearly defined using readily recognisable features to ensure permanency. The proposed edge of the Green Belt that would be created by Dewsbury Riverside would utilise distinctive features and have a positive role to play in distinguishing between the urban and Green Belt areas. The proposed new boundary would be amended to utilise existing woodland, field boundaries, tree belts, lanes and tracks to ensure the Green Belt is defined for the long term. The development of the site would lead to opportunities being created for green infrastructure and access to the green spaces beyond. The site would be within close proximity to both opportunities for outdoor sport and recreation and service and retail facilities and employment opportunities. The boundary therefore fully accords with the Framework and is well defined for the long term.

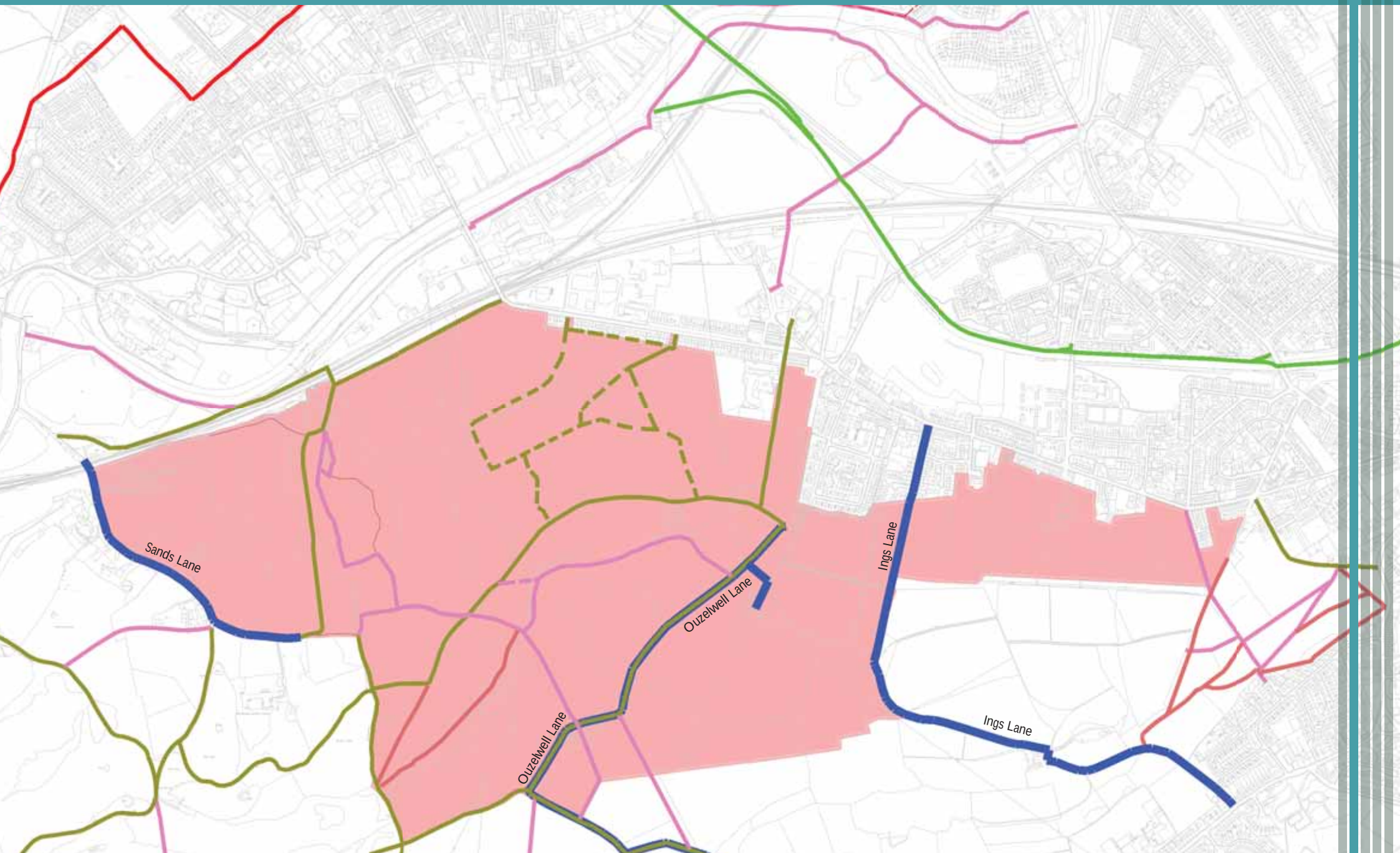
Suitable : Dewsbury and the Wider Area



From the existing train stations in Dewsbury and Ravensthorpe, Leeds Rail Station can be reached in approximately half an hour and Manchester Piccadilly in around one hour. By car the journey to Leeds currently takes around forty minutes and Manchester takes around one hour. In addition, potential routes for HS3 between Leeds and Manchester could skirt the site.



Suitable: Movement and Connections

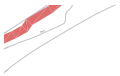


Public Footpath (source: Kirklees Metropolitan Council)

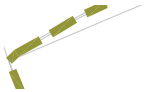
Existing Bridleway (source: Kirklees Metropolitan Council

Existing Lane, (limited vehicular access)

Sustrans Cycle route 69



Footpath (source OS Mapping)



Claimed Bridleway (Source: Kirklees Metrpolitan Council

Sustrans Cycle route 66

Spen Valley Greenway

A network of public footpaths is connect to Overthorpe. as well as through Lady wood to the railway bridge and Sands Lane beyond. A further footpath takes a route through Long Plantation and connecting to Ouzlewell Lane on the lower slopes.

A number of lanes give limited vehicular access to farms and dwellings. A number of these are unsurfaced tracks at the steeper higher levels. Ings Lane appears to be quite well used by parents taking children to school. It is currently unsurfaced and unlit.

Horse riders use the area and there are a number of claimed and designated bridleways crossing the allocated site. Cyclists also use the bridleways on the higher contours to access the wider area.

Route 66

The sites are 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.

Spen Valley Greenway

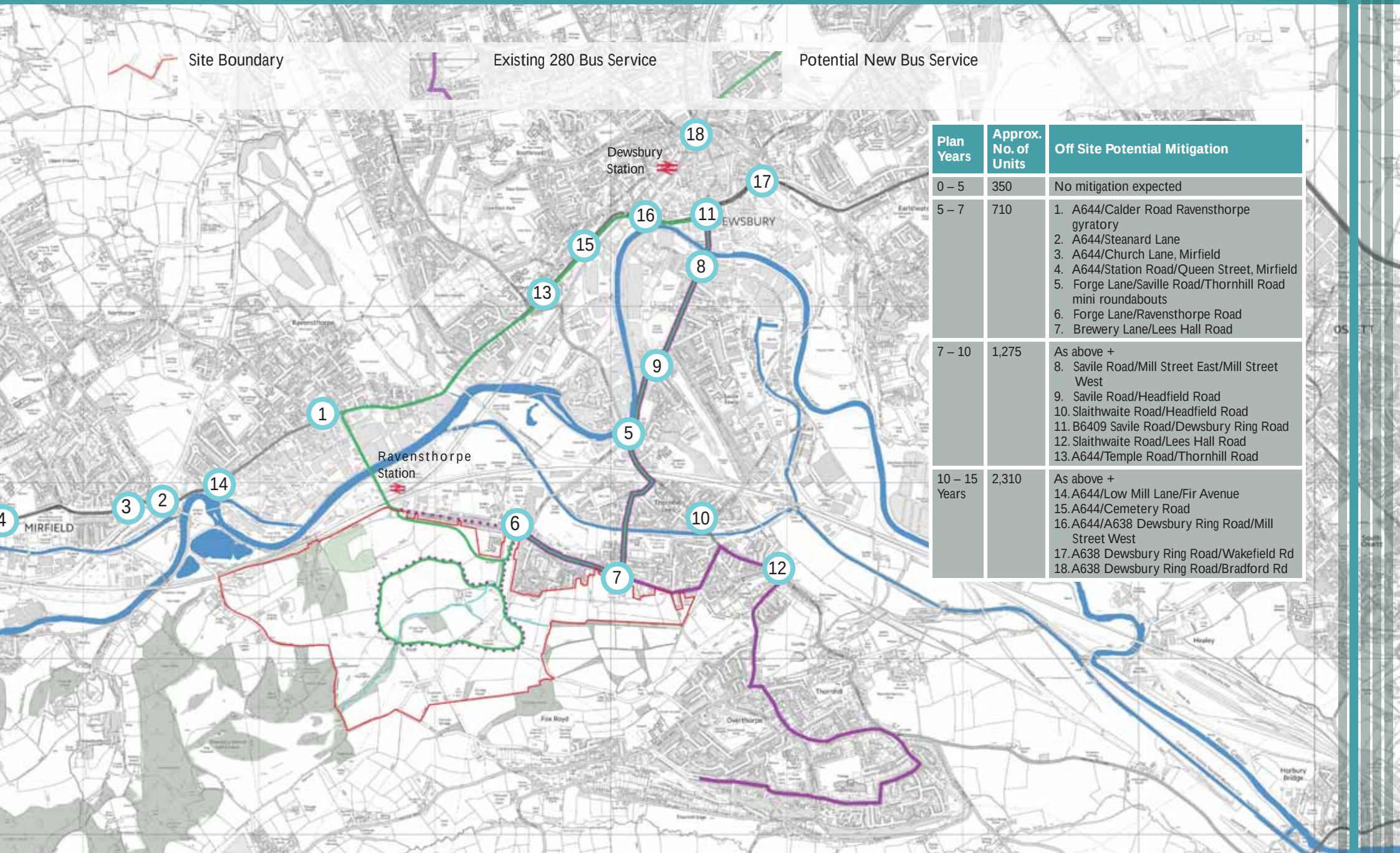
The Spen Valley Greenway is a seven mile long cyclepath connecting Dewsbury to Bradford. It uses a disused railway line running near the river Spen between the towns of Cleckheaton, Dewsbury and Heckmondwike, eventually leading to Bradford. The route is described by Sustrans as being a “wonderful green 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.

Emerging Principles: Connectivity within the Masterplan

There are clearly opportunities to improve low carbon connectivity through the site by retianing footpaths and bridleways and extending and connecting cyclepaths to the wider area and countryside beyond. The following principles could inform the development of the masterplan:

- Embed existing public rights of way, footpaths, bridleways and lanes into urban grain of masterplan
- Reinforce and extend routes giving improved access to wider countryside
- Produce a consultation draft bridleway strategy which offer alternative routes for horse riders on well used vehicular routes
- Explore off site options for connecting with Sustrans route 66 via off site measures.

Achievable: Highways Constraints & Opportunities



Plan Years	Approx. No. of Units	Off Site Potential Mitigation
0 – 5	350	No mitigation expected
5 – 7	710	1. A644/Calder Road Ravensthorpe gyratory 2. A644/Steanard Lane 3. A644/Church Lane, Mirfield 4. A644/Station Road/Queen Street, Mirfield 5. Forge Lane/Saville Road/Thornhill Road mini roundabouts 6. Forge Lane/Ravensthorpe Road 7. Brewery Lane/Lees Hall Road
7 – 10	1,275	As above + 8. Savile Road/Mill Street East/Mill Street West 9. Savile Road/Headfield Road 10. Slaithwaite Road/Headfield Road 11. B6409 Savile Road/Dewsbury Ring Road 12. Slaithwaite Road/Lees Hall Road 13. A644/Temple Road/Thornhill Road
10 – 15 Years	2,310	As above + 14. A644/Low Mill Lane/Fir Avenue 15. A644/Cemetery Road 16. A644/A638 Dewsbury Ring Road/Mill Street West 17. A638 Dewsbury Ring Road/Wakefield Rd 18. A638 Dewsbury Ring Road/Bradford Rd

Highway modelling has indicated that the site can accommodate the scale of residential development that is being proposed provided a number of off-site highway improvements are introduced during the life of the development as each phase of new homes is constructed. No significant highway works are required to enable the first phases of development to occur, although a more strategic intervention is required at around the 2,000th residential unit.

The size of the site and the mix of uses will assist in minimising off site travel, with residents able to access a range of facilities and services on the site, within easy walking or cycling distance. This combined with the sites location, adjacent to the existing urban area and in close proximity to additional services and public transport networks, means that the site presents an excellent opportunity to promote sustainable transport and reduce vehicular traffic generations.

i-Transport is undertaking highway analysis. The transport strategy for the site will focus on promoting sustainable travel modes and reducing car use, particularly that for single occupancy travel. Within this context, the travel and transport strategy for the site is to:

- Take advantage of the site's existing locational characteristics;
- Seek to minimise the number of vehicular trips generated by the proposal through the provision of mixed uses and high quality design, thus maximising trip internalisation;
- Maximise opportunities for walking and cycling trips, particularly over shorter distances;
- Encourage trips to/from Ravensthorpe and Dewsbury and their environs to be made by public transport or through shared transport;
- Encourage commuting trips to Dewsbury, Leeds, Huddersfield and other destinations to be made by bus and rail;
- Reduce emissions associated with vehicular trips which are generated by both public transport and private vehicles; and
- Mitigate the impacts of residual car borne trips by the design of the access strategy and introduction of highways mitigation improvements where absolutely necessary.

Traffic modelling and traffic capacity assessments of junctions has been undertaken to determine a phased access strategy for the site, also taking account of the likely development trajectory.

Jointly commissioned traffic modelling indicates that 2,000 dwellings can be occupied at Dewsbury Riverside before significant additional off-site highways capacity is needed. The additional off-site highways capacity in the A644 corridor is referenced as a new strategic intervention. One option for this is a new road connection running from A644 at Low Mill Lane, crossing the river Calder and railway line, then connecting with and running through the site and onwards to Dewsbury town centre via Forge Lane and Savile Road. This scheme is known as the Dewsbury Riverside Strategic Route (DRSR). Given the likely delivery rates for the development, the strategic intervention required at circa 2,000 units will be needed towards the end of the plan period in 13 to 14 years.

In advance of the DRSR (or an alternative), access to the proposed allocation will be provided at four locations with the delivery of these phased with development. These are, starting at the eastern end of the site:

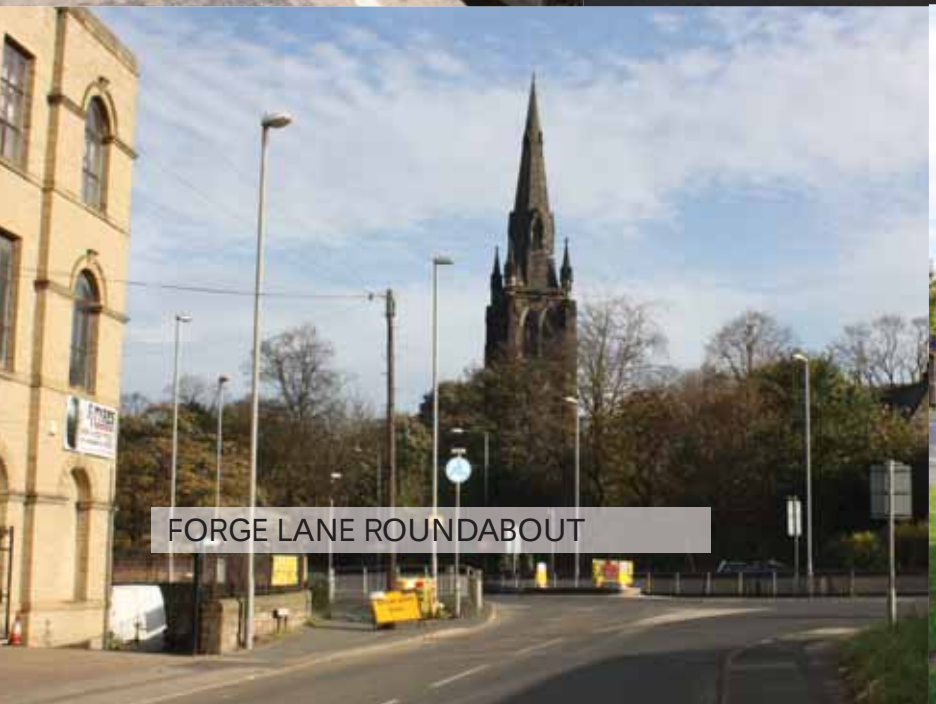
- Off Lees Hall Road
- Via a continuation of Forge Lane into the site
- Off Ravensthorpe Road
- Off Sands Lane

The accesses therefore have the capacity to accommodate all the traffic generated by the proposed allocation, both within and beyond the plan period.

SAVILE ROAD/ MILL STREET

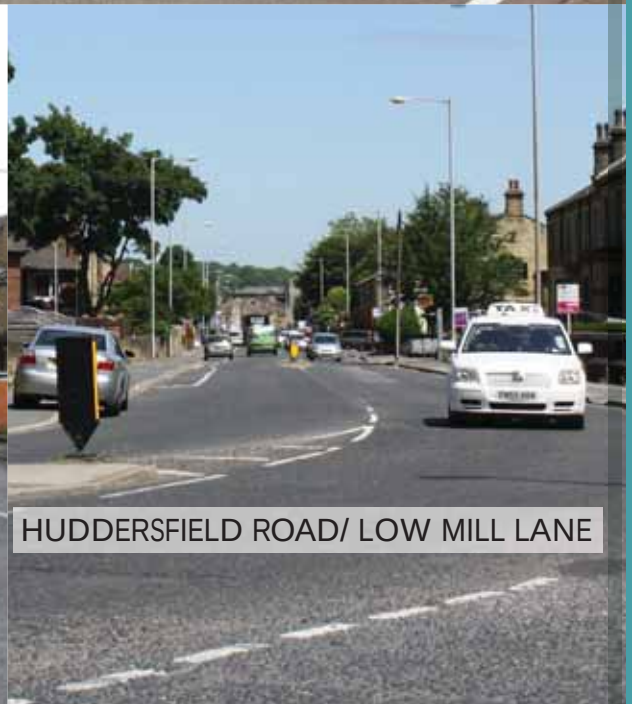
SAVILE ROAD

RAVENSTHORPE GYRATORY



FORGE LANE ROUNDABOUT

RAVENSTHORPE ROAD/ FORGE LANE



HUDDERSFIELD ROAD/ LOW MILL LANE

The occupation of the 2,000th house is likely to occur in 12 to 13 years towards the end of the plan period. At around this time it is recognised that additional works will be needed to increase the highway capacity of the A644 to facilitate delivery of the remainder of the site. One option that is being investigated is the creation of a new access (the Dewsbury Riverside Strategic Route or DRSR), details of which are included within this framework.

It is envisaged that off-site junctions will be assessed as planning applications for additional development come forward and the details will be agreed with the Council. This will also take account of any variations in trip generation rates with these observed from surveys at the initial phases of development.

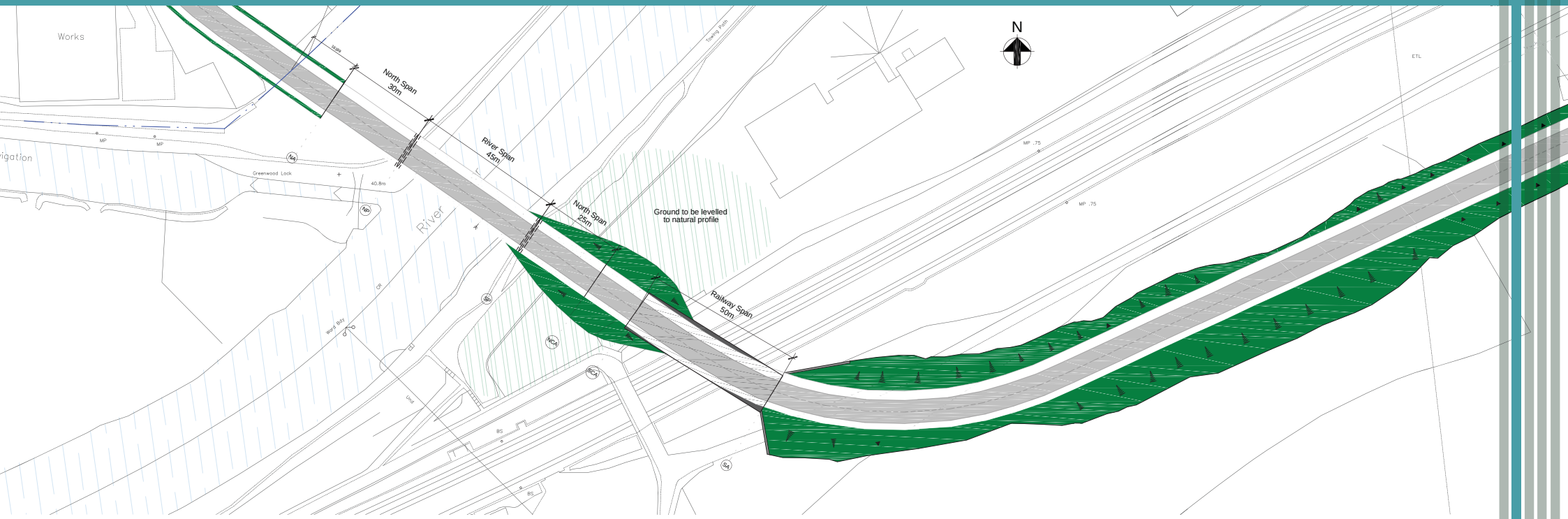
The off-site junctions and the anticipated timing where potential mitigation is expected are presented in the table to the left:

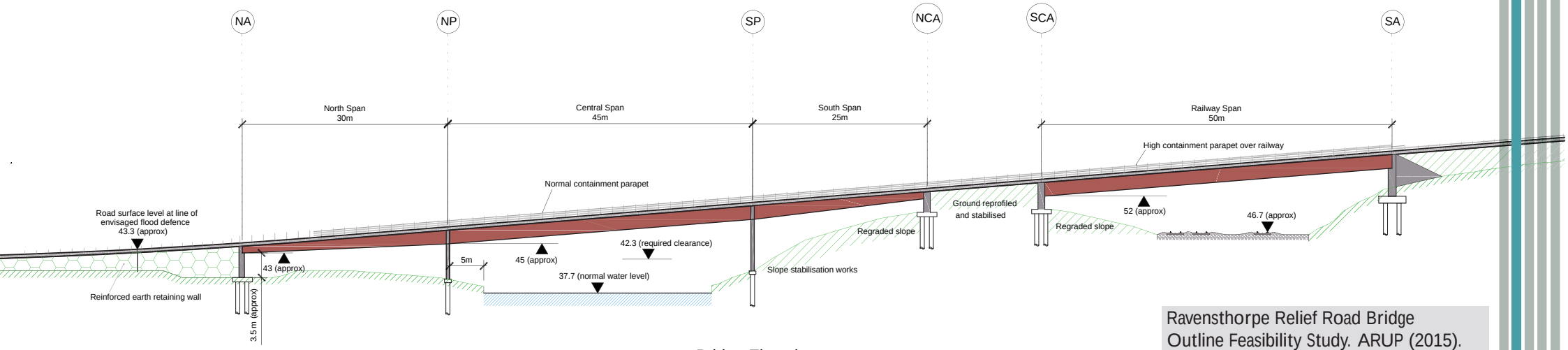
As well as achieving modal shift, it is anticipated that the travel strategy for the site will assist in creating a coherent new community and will reduce the vehicular traffic flows generated by the site.

Bus provision to the site will be phased. The early phases of development will be towards the northern end of the site, close to Ravensthorpe Road and Lees Hall Road, where there are existing bus routes. In the medium – longer term new or extended bus routes will be planned to serve the site. The bus strategy will provide connections to Dewsbury town centre; this will provide suitable access to the town centre itself and destinations further afield such as Leeds, Huddersfield and Manchester via rail services from Dewsbury station. In relation to rail provision, Ravensthorpe station is within a comfortable walking distance and provides connections to destinations such as Leeds and Huddersfield. A strategy will therefore be developed in detail that will encourage trips to Dewsbury, Huddersfield and Leeds by rail, particularly those for commuting journeys. This could include:

- Bus linkages between the site and the station;
- Improved access and environmental enhancements to the approach road;
- Improved waiting and information facilities.

To promote walking and cycling, the most important factors are distance and quality of routes. The mix of uses on the site and approach to high quality design will facilitate movements by pedestrians and cyclists. Many everyday destinations will be available within the site (schools, health facilities, shops and leisure areas) and will be within walking and/or cycling distance. The layout of routes for pedestrians and cyclists within the site will be designed to encourage travel by bike and on foot. 'Safe Routes to School' will be at the forefront of the place design with priority and crossing facilities where appropriate. The range of travel modes within the site will therefore be in accordance with the Framework.





Bridge Elevation

Scale 1:350

Ravensthorpe Relief Road Bridge
Outline Feasibility Study. ARUP (2015).
Drawing No. 1

The New River Calder Bridge would provide an alternative access to the south-west corner of the site with the intention of increasing highway capacity in Ravensthorpe Town Centre and along the A644 corridor at or around the 2,000th new home. Technical studies have indicated a preferred location for the bridge along with budget costs for the works. The study has concluded that the works appear to be both technically and financially achievable.

Given the likely delivery rates for the development, modelling work identifies that a strategic intervention is needed towards the end of the Plan period in 12 to 13 years as the development reaches around 2,000 dwellings.

Nevertheless, as a strategic intervention is not needed for 12 to 13 years, all options are being considered and assessed in terms of short, medium and long term procurement and delivery options. The DRSR is one potential option, and if delivered, it will also provide an additional access to the site.

The traffic modelling undertaken shows that the DRSR has benefits in terms of flow reductions in Ravensthorpe with limited adverse effects. The need to mitigate for any adverse effects will be subject to more detailed assessment as planning applications for development are progressed.

Miller Homes commissioned Arup to carry out a review into the engineering feasibility of a potential new bridge which would form a key part of the DRSR. The new bridge would span the River Calder and the railway line.

It is envisaged that this new link will not only assist in creating a new access to Dewsbury Riverside it will also act as a catalyst for the regeneration of the riverside area of Ravensthorpe. It is therefore important that the design of the new bridge recognises the need to maintain the open aspect of the northern bank of the river.

As an important link, there is an aspiration that the new structure should be visually impressive without being overly architectural. However, there is a need to balance aspirations with a requirement for cost effectiveness and adoptability by the local highways authority.

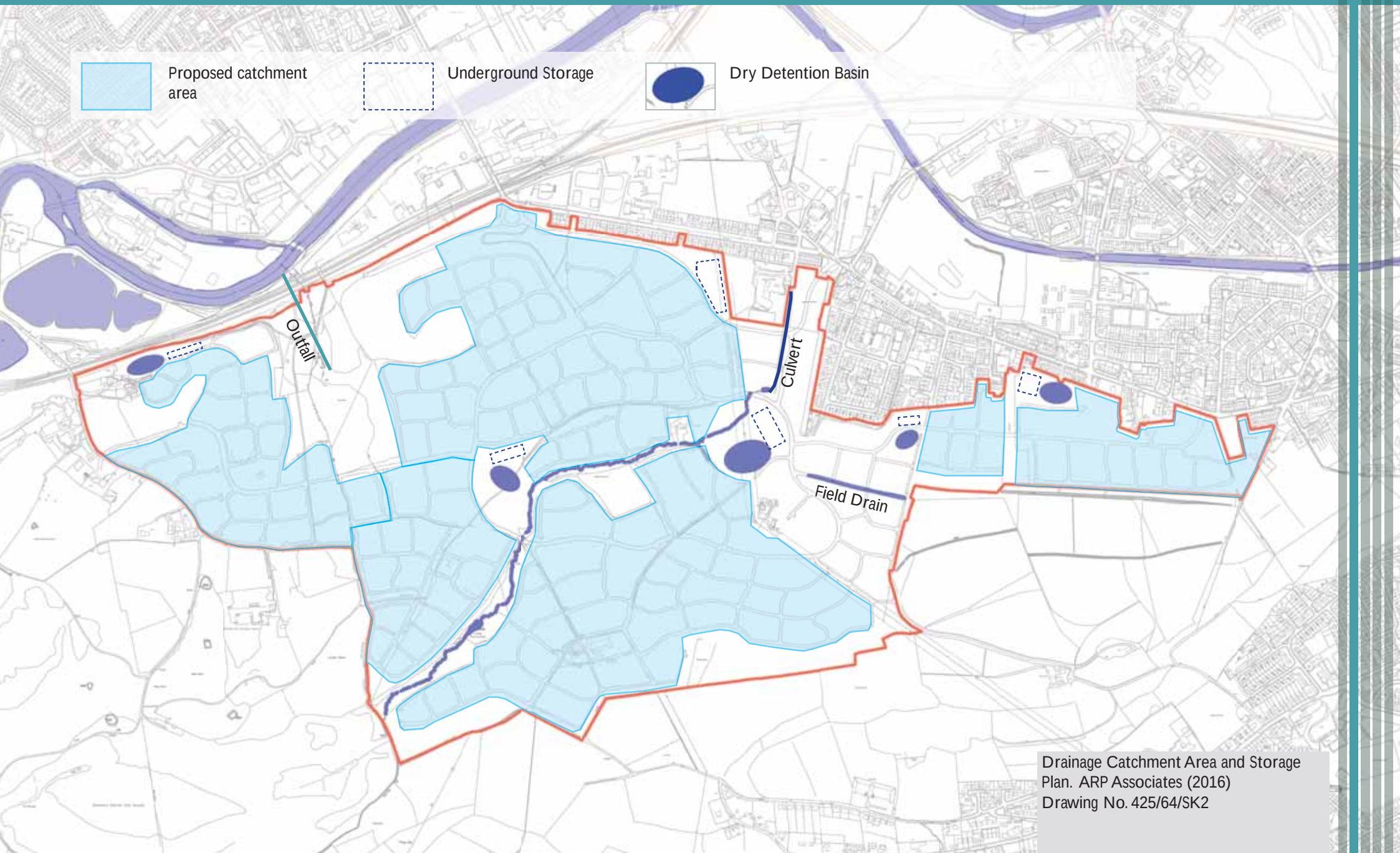
The Arups feasibility review concluded that the proposed structure is deliverable. The report recommends that the span over the river should be separate to the span over the railway. The river span would be formed from a three span viaduct with central span over the river and two back spans over both river banks. This would require two piers approximately 5m from the edge of the river. This distance gives adequate clearance to the river whilst minimising span. This arrangement would allow use of the land at the river banks for pedestrian links to future riverside development.

At this stage, the form of the railway crossing has been determined using very conservative assumptions regarding the stability of the railway cutting which has driven the size of the span. Through consultations with Network Rail and detailed investigations and studies, it should be possible to significantly reduce the span of the bridge by bringing the abutments much closer to the railway whist still maintaining the requisite clearances. This should make construction of this bridge both easier and safer.

In terms of aesthetics it is envisioned that the structure would mirror the aesthetics of 'The Calder Span', a structure completed in 2013 a few miles along the Calder from Ravensthorpe, south east of Dewsbury. By linking the aesthetics of the two modern structures a more unified appearance of the area is created.

Slim piers are used to make the structure as unobtrusive as possible to the land and appear to glide effortlessly over the river. A composite weathering steel and concrete deck is used to optimise structural depth and give a rustic appearance which requires minimal maintenance.

Achievable: Flood Risk and Drainage Constraints



Drainage Catchment Area and Storage Plan. ARP Associates (2016) Drawing No. 425/64/SK2

The site falls wholly within Flood Zone 1 with a less than 1 in 1,000 chance of river or sea flooding in any one year. A surface water management strategy has been devised for the whole site that accommodates 1 in 30 year storage volumes below ground, with 1 in 100 year water storage occurring above ground in dry basins. A new, separate foul water drainage network will connect with the existing public combined sewer to the north of the site.

ARP Associates has undertaken a Foul and Surface Water Drainage Strategy. The Assessment shows that an extensive land drainage system is present throughout the site, with various open ditches and culverted watercourses flowing generally in a northerly direction. Surface water run-off clearly discharges in a northerly direction towards existing positively drained impermeable surfaces, or will be intercepted by the open watercourses throughout the site.

The nearest main river is the River Calder, which is located approximately 70m to the north, from the site boundary at its nearest location.

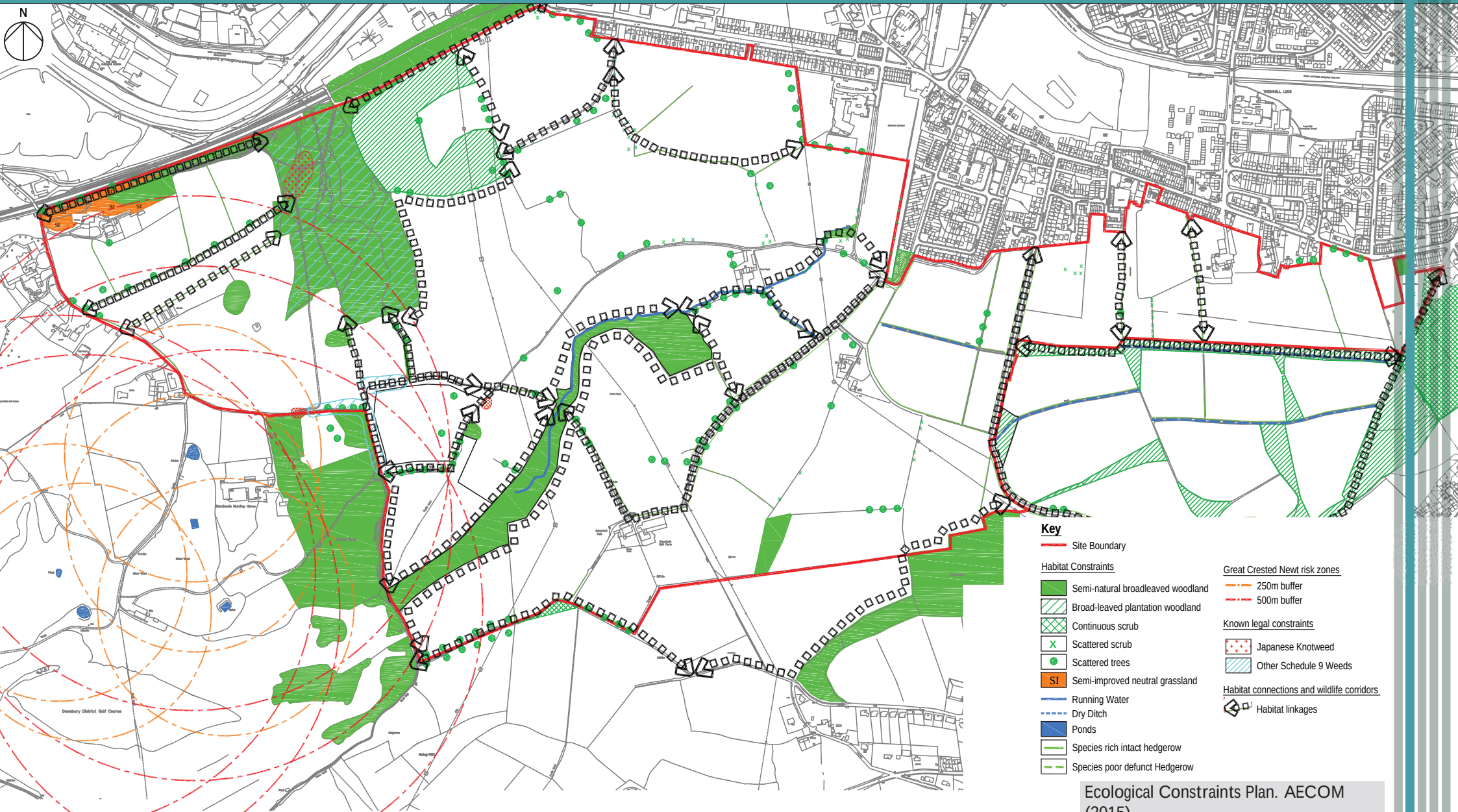
The Assessment shows that the Environment Agency confirms that all of the site falls within land assessed as having less than a 1 in 1,000 annual probability of river or sea flooding in any year (less than 0.1%). Therefore, in accordance with Table 1 of the PPG, the site falls within Flood Zone 1 “low probability”.

Foul water domestic waste shall be discharged to the public combined sewer network adjacent to the site.

The proposed surface water system should be designed to accommodate the 1 in 30 year storm event without flooding and the 1 in 100 year storm plus 30 per cent event. Surface water discharge shall be restricted to the pre-development greenfield run-off rates.

The proposed development site is subdivided into six discrete catchments based on topography, the masterplan layout and surface water flows, with an outfall and attenuation structure proposed to control surface water to an agreed discharge rate within each catchment. Due to drainage adoption requirements from the approving Authorities, it is proposed that the 30 year storage volumes are below ground with the 100 year above ground in dry detention basins. The detention basins will be located in the Public Open Space areas and be maintained by a management company with Yorkshire Water being granted a right to discharge in-perpetuity.

Achievable: Ecological Constraints



Ecological Constraints Plan. AECOM (2015)
Drawing No. 47 /EC/002

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. Recent ecological surveys, have not identified any signs of protected fauna species and no significant flora species. Further investigations have also indicated there will be no direct significant adverse impacts on adjacent ecological features.

AECOM and Brooks Ecological are undertaking ecological surveys to support the proposals. There are no signs of protected fauna species and no significant flora species. The site is a mixture of arable fields with introduced planted shrubs, improved and poor semi-improved grassland and woodlands, mature trees and hedgerows.

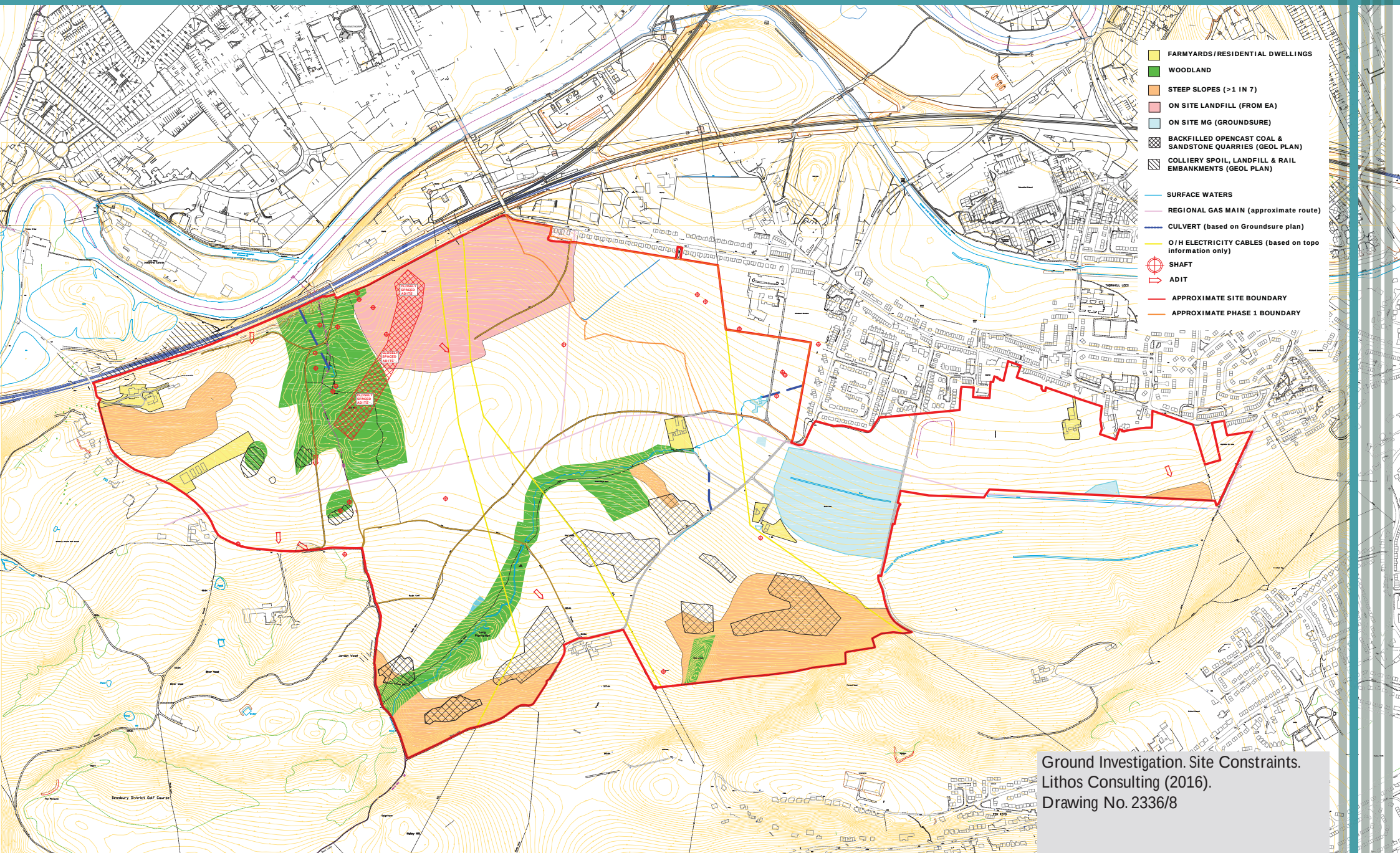
There will be no direct significant adverse impacts on adjacent ecological features. Any potential indirect impacts including risk of pollution during construction and visual impacts will be managed under a construction method statement and through landscaping designs. Ecological survey work and tree surveys are on-going.

The ecological surveys highlight the environmental opportunities that that scheme could create through the creation of habitat linkages in the masterplan providing wildlife corridors encompassing existing features, adjacent buffer habitats and land for additional ecological enhancement. In many cases ecological objectives will align with objectives for amenity green space provision. Based on this, the following potential opportunities are identified:

- Increase the cohesiveness of east/west and north/ south habitat connectivity across the site through the inclusion of a network of new habitats of high biodiversity value (woodland connections juxtaposed with areas of scrub, species-rich hedgerow and areas of species-rich grassland);
- Pond creation involving a combination of sensitively designed Sustainable Urban Drainage systems (SUDs) and wildlife ponds located in areas of complementary terrestrial habit;
- Eradication of controlled weed species, particularly from woodland where they compete with native vegetation.
- Provision of permanent low-maintenance bat nesting and bat roosting habitat in the structure of new buildings or as standalone structures. Bat roosting habitat should be suitable for year round use by bats.

An aspiration exists for early delivery of the green infrastructure and SUDs. The green infrastructure and ecological enhancement can be incorporated into the masterplanning process, which will include habitat linkages, retention of key habitat areas such as the woodland and mature trees, open space areas and sustainable drainage systems alongside landscaping with the aim of creating cohesive corridors to support wildlife and retain connectivity of habitats.

Achievable: Ground Constraints



Ground Investigation. Site Constraints.
Lithos Consulting (2016).
Drawing No. 2336/8

Geo-environmental investigations and intrusive surveys across parts of the site have been undertaken and indicate that the site is suitable for residential development. Large parts of the site have had little or no development on them that is likely to give rise to significant contamination. Nonetheless, due to the nature of some previous activities including mining on some of the site, remediation and restoration may be required in certain areas.

A Preliminary Geo-Environmental Investigation and intrusive surveys across the site have been undertaken by Lithos. The investigation included review of a third party report; a site walkover and inspection; an assessment of the land use history; determination of the site's environmental setting; a mining risk assessment; assessment of anticipated ground conditions; assessment of anticipated foundation and engineering issues associated with redevelopment for a residential-led scheme. Lithos has also undertaken intrusive surveys across a northern portion of the site which includes the Ravensthorpe Road UDP housing allocation and the Lees Hall Road Provisional Open Land site which both benefit from outline planning permission.

The majority of the site is essentially greenfield and no significant contamination is anticipated. The site is largely undeveloped. However a former railway ran across the east of the site and several backfilled coal pits and quarries exist on the site. Nonetheless, due to previous activities, including mining on some of the site activities remediation and restoration may well be required in certain areas. The site is underlain by 10 coal seams at shallow depth, and there is known workings in 8 seams of coal at shallow to 300m depth. If old mine workings are considered to pose a significant risk to surface stability, mitigation of the risks posed will be required; this could be achieved in one of two ways, either via extraction of the remaining coal or consolidation, via drilling & grouting.

Intrusive surveys in the area of the site east of Ings Lane accessed off Lees Hall Road has shown that there is no risk from shallow coal mine workings in this part of the site and that there is a substantial thickness of drift soils in this area.

Intrusive surveys in the northern area off Ravensthorpe Road has found the absence of any made ground within the licensed boundary of the Former Thornhill Power Station landfill, which suggests that if any tipping occurred it was restricted to the area of new planting, which is now the community woodland, further to the south and west of the area investigated.

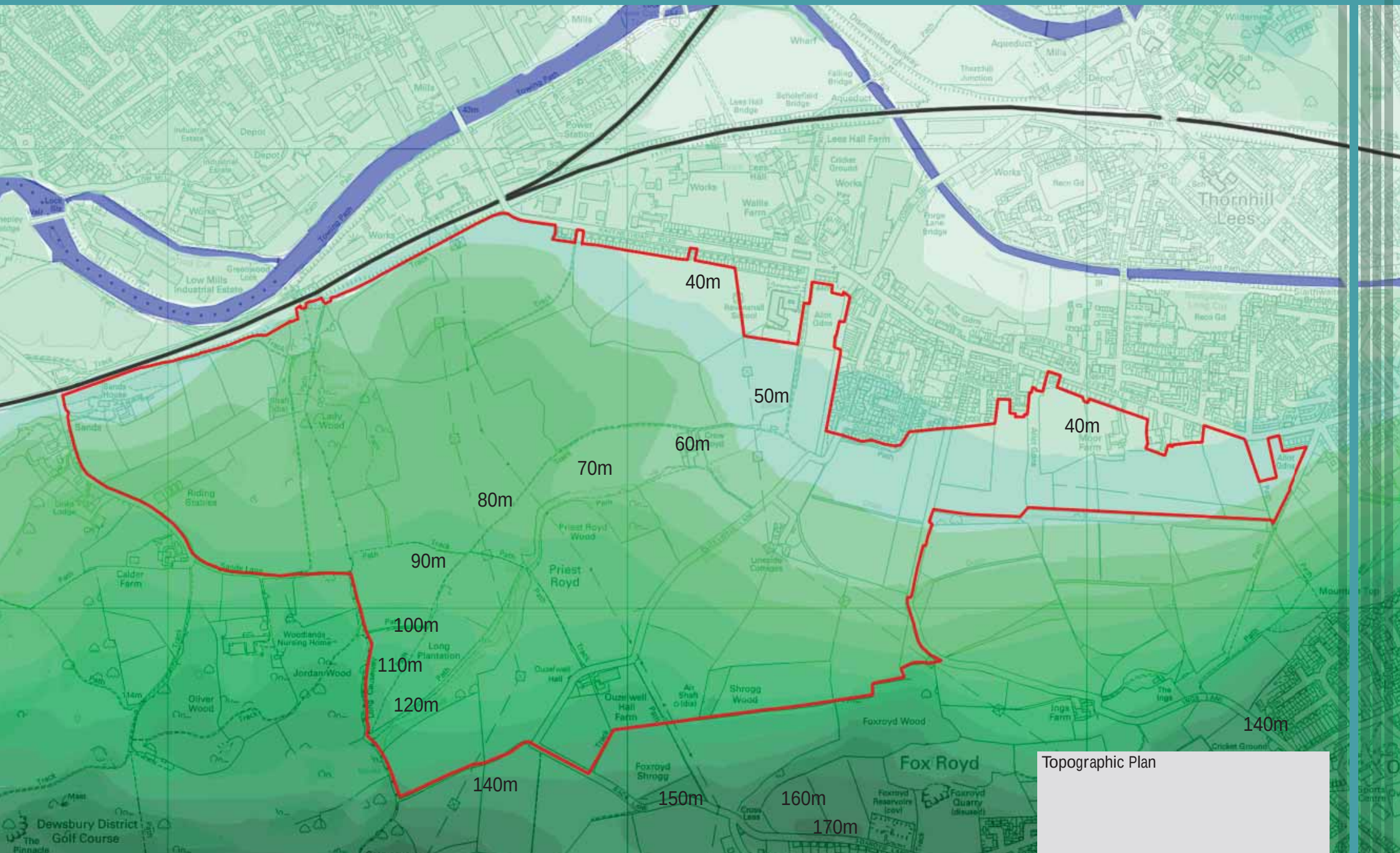
Locally, a veneer of made ground associated with existing buildings, hardstand and former railway is anticipated. Deeper made ground associated with backfilled coal pits/ quarries is also anticipated. Areas of contamination associated with fuel and heating oil tanks (farmyards etc) should be anticipated.

In terms of anticpated foundations for the new dwellings if grouting is preferred, shallow footings will need to be at least 300mm thick, and reinforced top and bottom with a layer of mesh. If extraction of coal is undertaken, rafts would likely provide the most appropriate foundation solution.

Given existing topography, some significant site re-grade is anticipated, with the need for under-build and retaining walls. Careful consideration will need to be given to earthworks design, and implications for slope stability, retaining walls, foundations, highway gradients and drainage.

During the operational phase, the proposed development will have a relatively low environmental impact. SUDs will be considered where appropriate.

Achievable: Topography

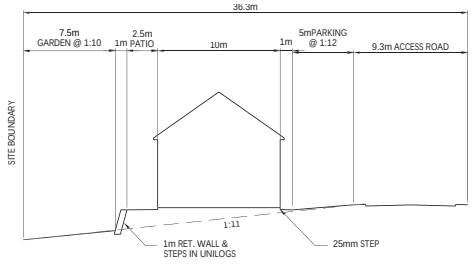


Topographic Plan

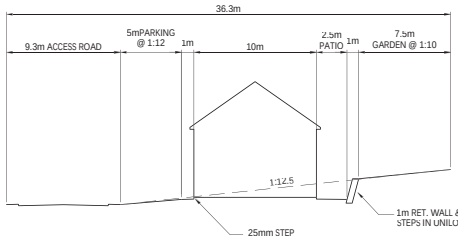
The site rises from a height of approximately 40 metres AOD on its northern boundary to a high point on the southern boundary of the site of 130m AOD. Ground modelling exercises have shown that the majority of the site is capable of remodelling into development platforms to allow the construction of conventional house types with level accesses with split level homes being introduced on a small proportion of the steeper parts of the site.

The site is sloping south to north with the steepest gradients towards Overthorpe in the south. The gentlest slopes are on the eastern section of the site to the south of Lees Hall Road.

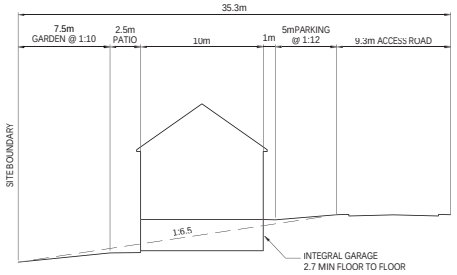
Cross-sections illustrating Options for delivery of housing on slopes (Civic Engineering, 2017)



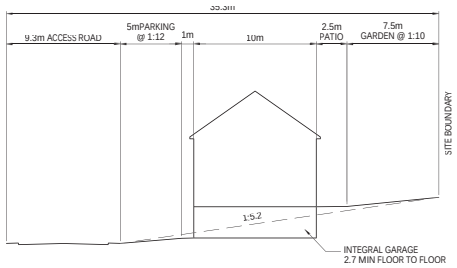
PLOT CROSS SECTION - SINGLE LEVEL USING UNILOG RETAINERS
DOWNSIDE



PLOT CROSS SECTION - SINGLE LEVEL USING UNILOG RETAINERS
UPSIDE

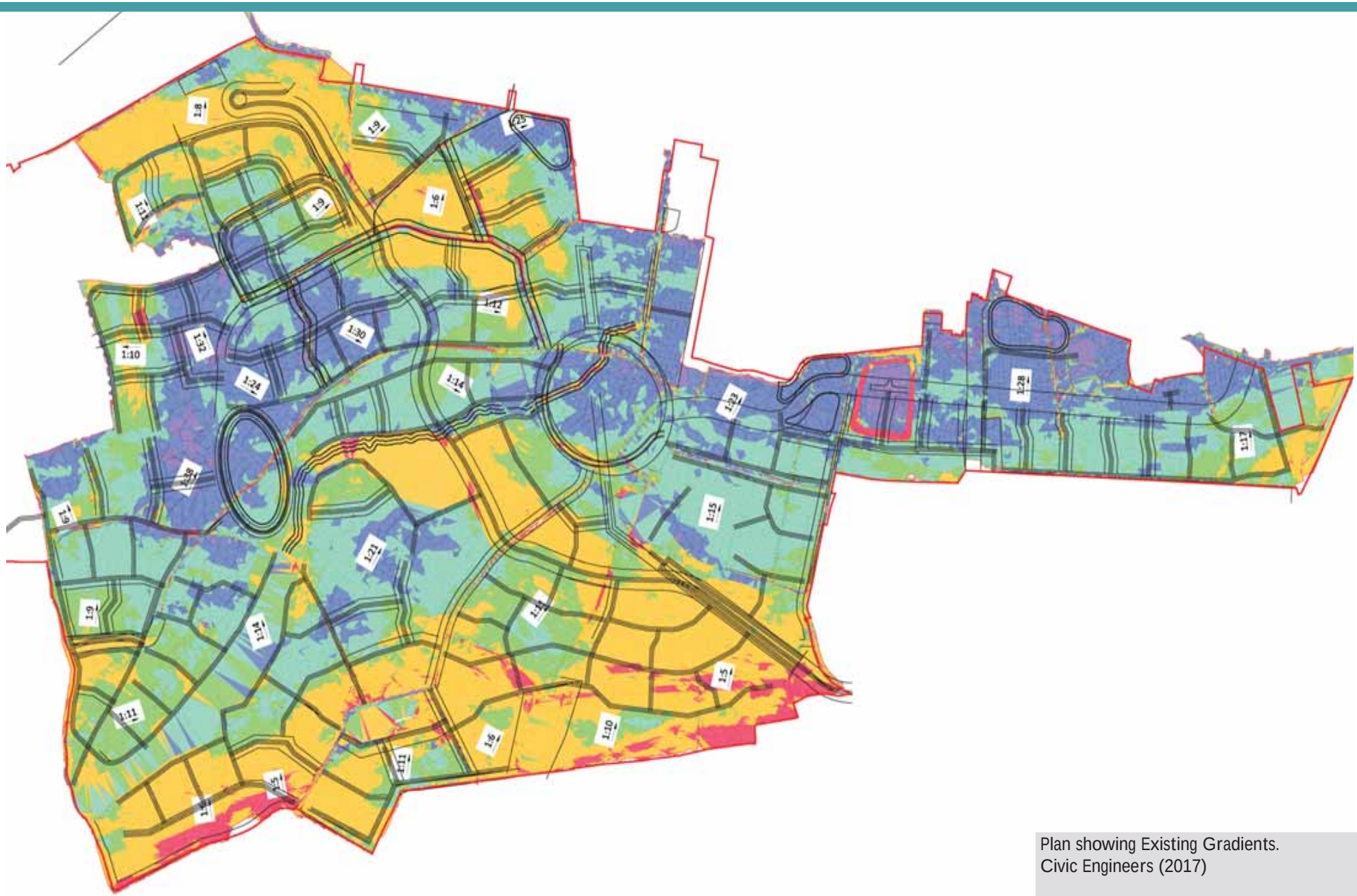


PLOT CROSS SECTION - SPLIT LEVEL
DOWNSIDE



PLOT CROSS SECTION - SPLIT LEVEL
UPSIDE

Achievable: Remediation and Development Platforms



Plan showing Existing Gradients.
Civic Engineers (2017)

Given the sloping character of large parts of the site, a detailed topographical survey and earthworks modelling exercise have been undertaken. This work has confirmed that it is possible to deliver a cut and fill balance across the site (i.e. the export of surplus materials from the site is not required). These calculations have been used to set acceptable gradients for the internal highways, development platform levels and surface water drainage.

Civic Engineers have underttaken earthwork analysis for the site. The ground topography varies from relatively level in the east, but includes a significant fall from south to north of 93 m with gradients increasingly steep towards the south.

The below ground geology consists predominantly of coal measure strata of interspersed mudstone, siltstone, sandstone as well as numerous coal seams, many of which outcrop within the hillside of the site. Historic and recent site investigation information along with historic mining records and geological maps has been used to predict outcrop locations of various coal seams. This information has also allowed an assessment of the risks from shallow worked coal seams to be undertaken. These predicted shallow coal seams have been incorporated into a three-dimensional model of the existing and proposed ground levels.

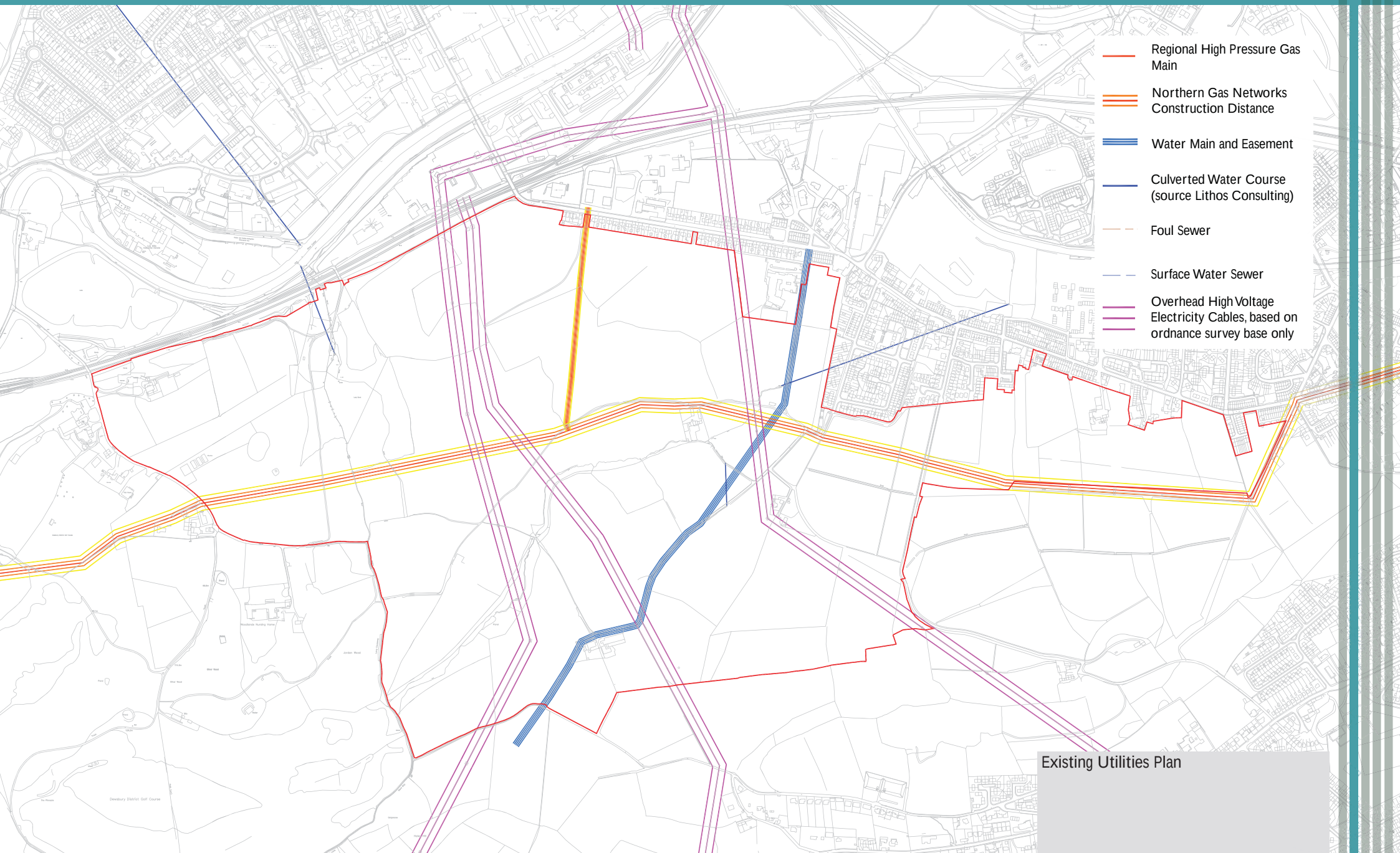
In order to develop the site for residential use, a masterplan defining building plots of sizes approximately 50 to 60m² has been developed. The masterplan incorporates primary circulatory highways and secondary distributor highways, green corridors, landscaping zones and SUDs attenuation facilities.

The masterplan, both in plan terms and proposed levels, have respected a number of site constraints including existing boundary levels, areas of retained woodland, an existing water course and existing utility services; gas, clean water and overhead electricity networks.

Development platforms of various gradients have been modelled. In general, platform gradients increase from north to south with maximum cross falls of 1:5 to 1:6 being proposed in some locations. Highways gradients have, where possible, been designed to meet adoptable standards of 1 in 21.

In summary, an earthworks cut and full exercise is deliverable in a phased manner or whole site solution. The modelling has demonstrated that a significant cut and fill earthworks exercise is required to deliver platforms and an associated highways network. However, this is achievable and able to deliver a cut to fill balance across the site. These works could be undertaken in a single contract or in a phased manner.

Achievable: Utilities Constraints



Existing Utilities Plan

It has been confirmed that there is sufficient existing utilities capacity in the area to meet the water, electricity and gas supply requirements of the new development. The majority of existing utilities that cross the site are being retained in situ and the masterplan has been prepared to accommodate these constraints. Where a diversion is required or beneficial, these costs have been factored into the site viability appraisal.

ARUP has undertaken a Utilities Services Study which analysised the existing and proposed utilities services for the proposed housing scheme. Gateley Hamer has provided advice in terms of diverting utility apparatus.

Water

Yorkshire Water has confirmed that they are able to provide sufficient water to the development site, which will be supplied from Huddersfield Road. The development will be supplied via a gravity fed system. Off-site main laying and mains extension is required. Running approximately north south through the centre of the site is a water main owned by Yorkshire Water. This pipeline is to be left in situ.

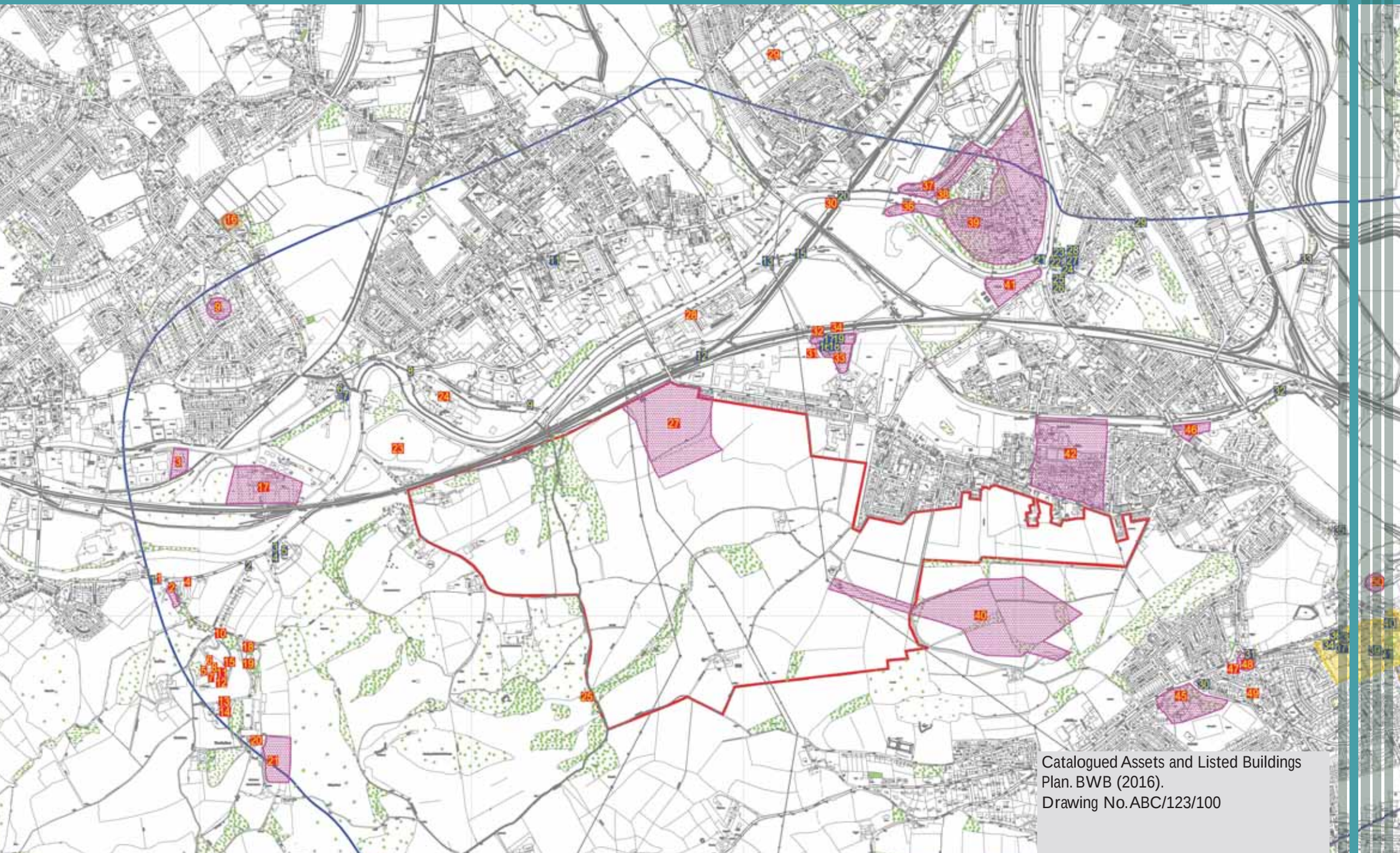
Electricity

Northern Powergrid has confirmed there is capacity to supply the development. There are numerous overhead lines and some underground cables crossing this site. At the western end of the site are three overhead lines, one of which operates at 132,000 volts. Running centrally through the site is another 132KV overhead line, which will be retained. Running east west across the eastern part of the site are two 33KV overhead lines which are assumed to be replaced with underground cable.

Gas

Running east west across the site is a 450m high pressure gas main. A tee from this site supplies the Cogen Power Station which is located outside the site to the north. It has been confirmed through consultation with Northern Gas that the gas pipeline under the site can be moved, if required.

Achievable: Culture and Heritage Constraints



Catalogued Assets and Listed Buildings Plan. BWB (2016).
Drawing No. ABC/123/100

A heritage assessment undertaken for the site has identified only two recorded heritage assets within the proposed development boundary, however the higher parts of the site provide long distance views over Ravensthorpe and Dewsbury and a number of heritage assets in the wider conurbation. The opportunities afforded by these assets will be considered at the detailed design stage.

BWB Consulting has undertaken a Heritage Assessment, which shows that the site is suitable for residential development.

The site of the former Cromwell Colliery is located in the eastern part of the site. It has been largely demolished and the railway line to it removed and replaced by a track. The cropmark features and potential anomalies in the north of the site will need to be further explored prior to development.

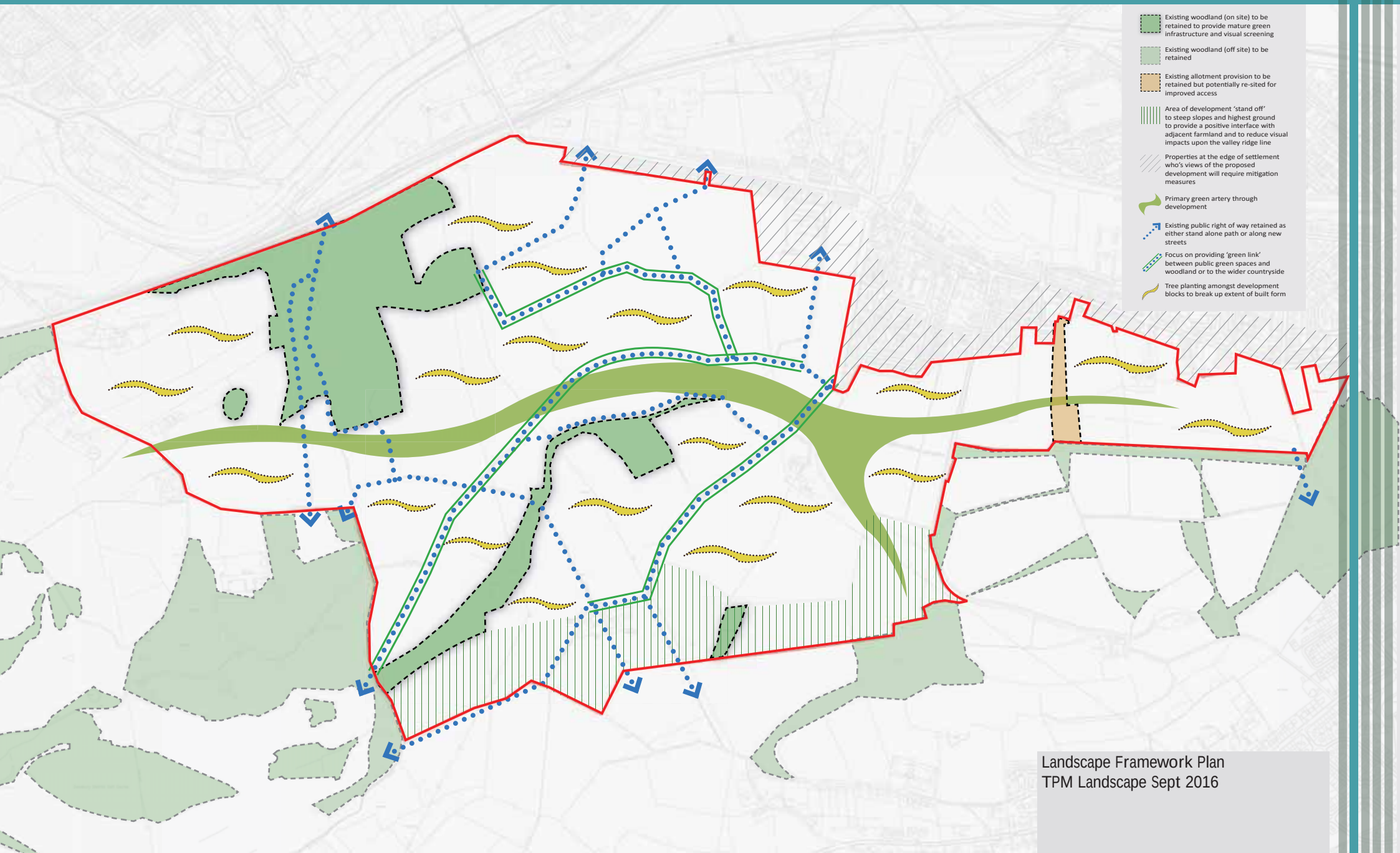
The areas to the east of the Thornhill Hall site, within the Thornhill conservation area have been developed significantly between the 1930s and the present day with residential housing. It is unlikely that the proposed development will have any impact on the setting of either asset.

The site is situated on a sloping hillside and the eastern part of the site in particular has good views to the north and east. The proposed development will have limited additional impact on the listed assets given the built form around these monuments and to some degree the intervening mature vegetation including woodland.

The proposed development is also unlikely to impact on the settings or views to and from the heritage assets to the south due to the crest of the hill between them and the proposed development site. The hill to the north of Whitley Road has a peak of approximately 175m AOD and the heritage assets to the south lie at approximately 140m AOD.

The heritage assets to the west are also unlikely to be impacted upon as these assets lie between approximately 60m and 80m AOD and a hill with a peak of approximately 125m AOD, covered in woodland (Oliver Wood and Jordan Wood) lies between them and the site, which lies between 60m and 100m AOD.

Achievable: Landscape Constraints



Landscape Framework Plan
TPM Landscape Sept 2016

The landscape of the Dewsbury Riverside site is a combination of farmland, hedgerows and both established and recently planted woodland. The colliery that once occupied part of the site has been demolished and the associated site has been remediated but overhead pylons remain a dominant feature. A recent Landscape Assessment undertaken for the site concludes that overall the site is characteristic of the wider Southern Pennine fringe.

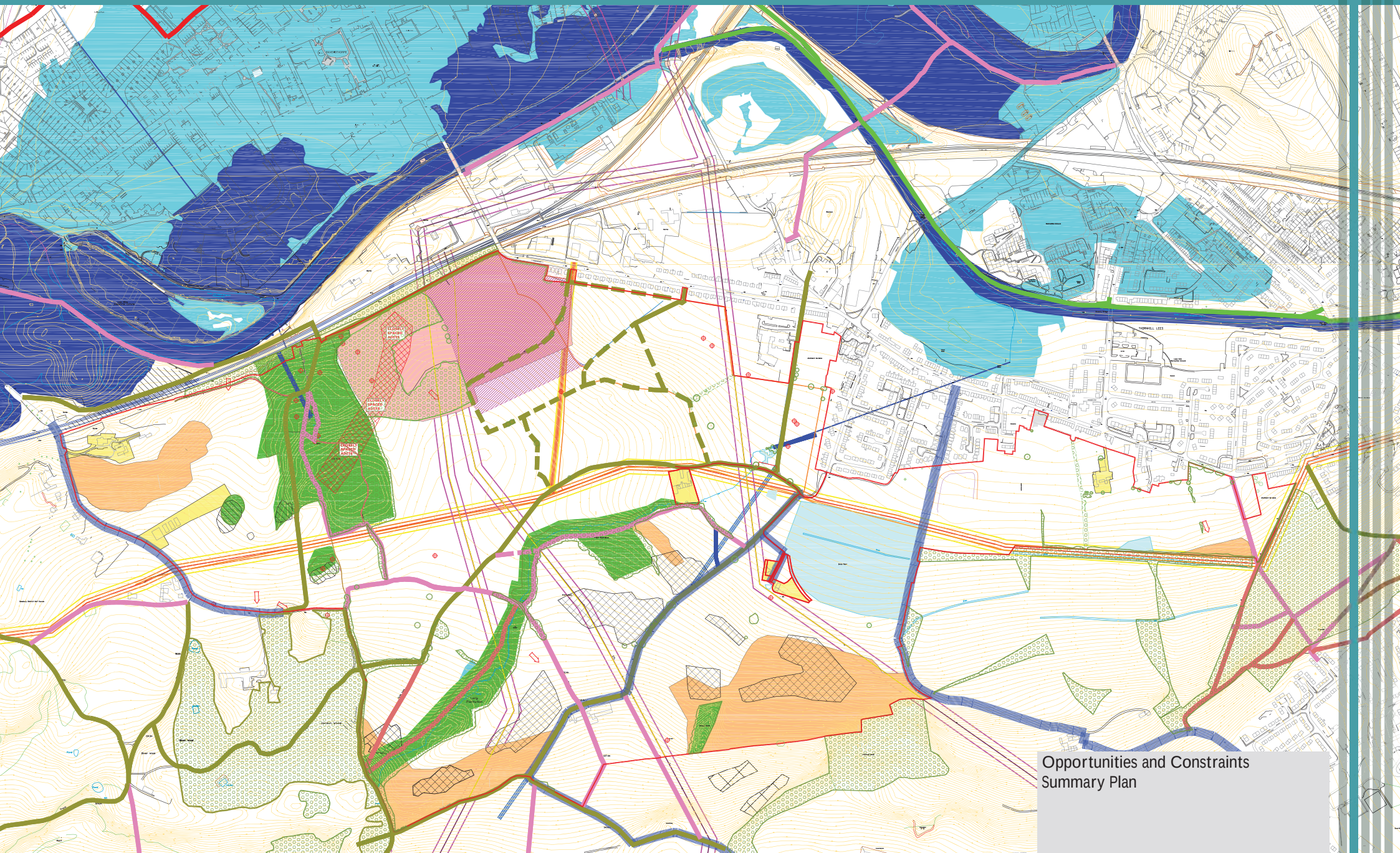
TPM Landscape has undertaken a Landscape Assessment. The site contains many landscape features, including woodlands, allotments, intact hedgerows and quality trees. These features should be integrated into a wider open space network which enhances the existing footpath/ bridleway network. There are some existing detracting elements such as pylons which may be able to be improved or removed within the development proposals.

There are a limited number of long distance views from public locations, and long distance views from residential properties are predominantly from rear windows of terraces on the opposite hillside. Local receptors will experience a change of view, both from residences bordering the masterplan area, and people using the footpath and bridleway network.

The development proposals can be successfully integrated into the landscape by incorporating the following:

- Create a strong landscape buffer along the southern boundary of the site.
- Retain important existing landscape features, such as woodland, in-tact hedgerows, quality isolated trees.
- Seek to reduce the existing detracting features such as 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 design strategy, street hierarchy and character areas, and a landscape management strategy.

Achievable: Opportunities and Constraints Summary



Opportunities and Constraints Summary Plan

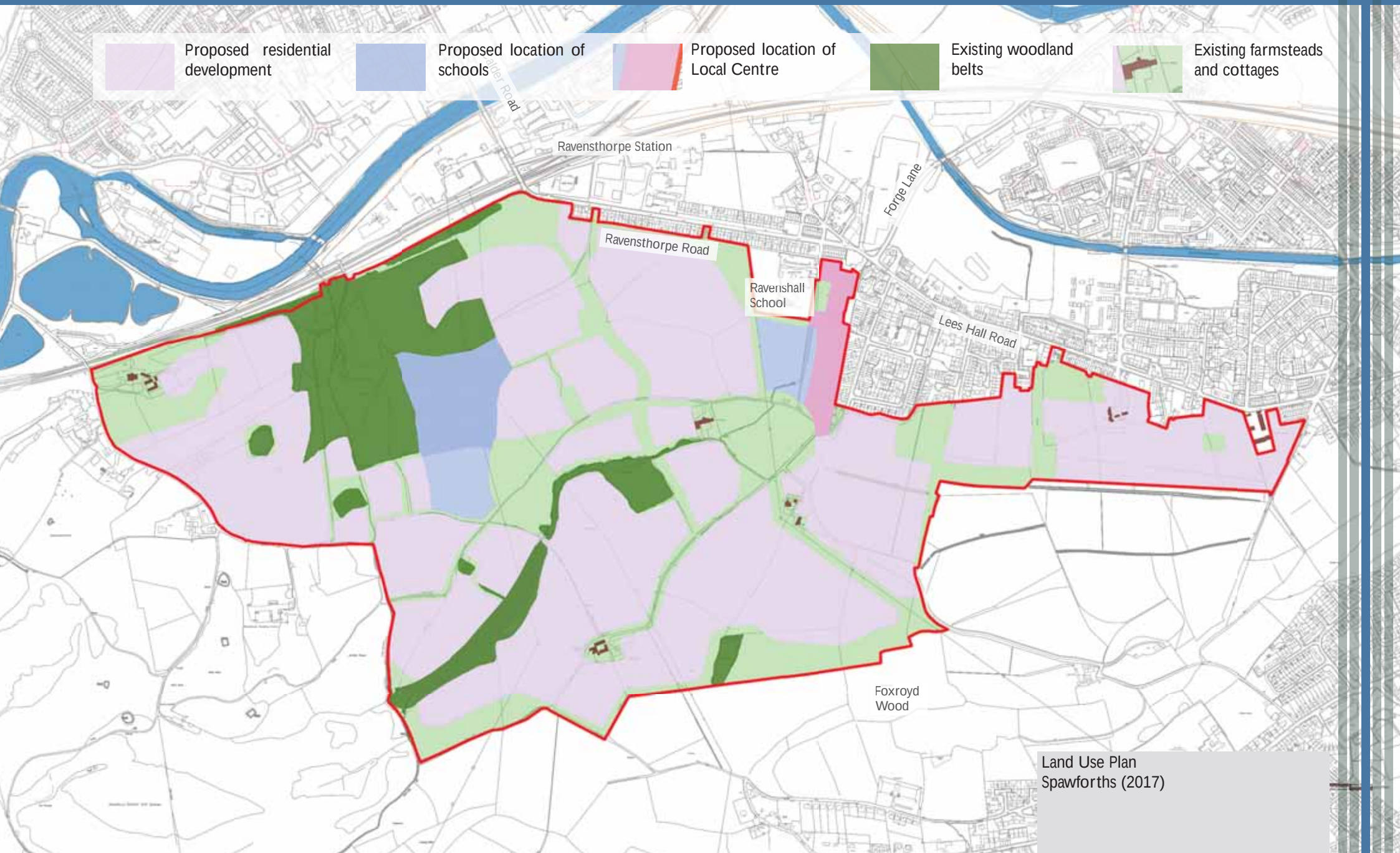
Although the site has a significant number of technical issues and constraints, each of these areas has been investigated in detail by qualified consultants to understand their impact on design and delivery. The current masterplan with its associated green and blue infrastructures, highway hierarchy, development platforms and disposition of uses has been informed by these technical considerations as well as broader placemaking principles.

PART THREE

MASTERPLAN FRAMEWORK

DEWSBURY RIVERSIDE

Masterplan Framework: Land Use



Land Use Plan
Spawforths (2017)

Although the predominant land use for the site is residential, a number of complementary uses have been identified to ensure the development is both sustainable and attractive to potential future occupiers. Just over 30% of the site has been retained as green space including woodland, amenity areas and allotments, with additional land allocated for both primary and a potential secondary school and a local centre offering both retail and local services.

Land Schedule	Area (Ha)	Area (Acres)
Gross Site Area	161	397.84
Parks and Recreation	7	17.30
Natural/Semi Natural (Inc. Woodland Belts)	26	64.25
Existing Allotments	2	4.94
Proposed Allotments	2	4.94
Amenity Greenspace	15	37.07
Local Centre	1.5	3.71
Primary School (Local Centre)	1.5	3.71
Primary School (West)	1.5	3.71
Secondary School (if required)	4.5	11.12
Strategic Highway	2	4.94
NET Residential Development Areas	97	239.69

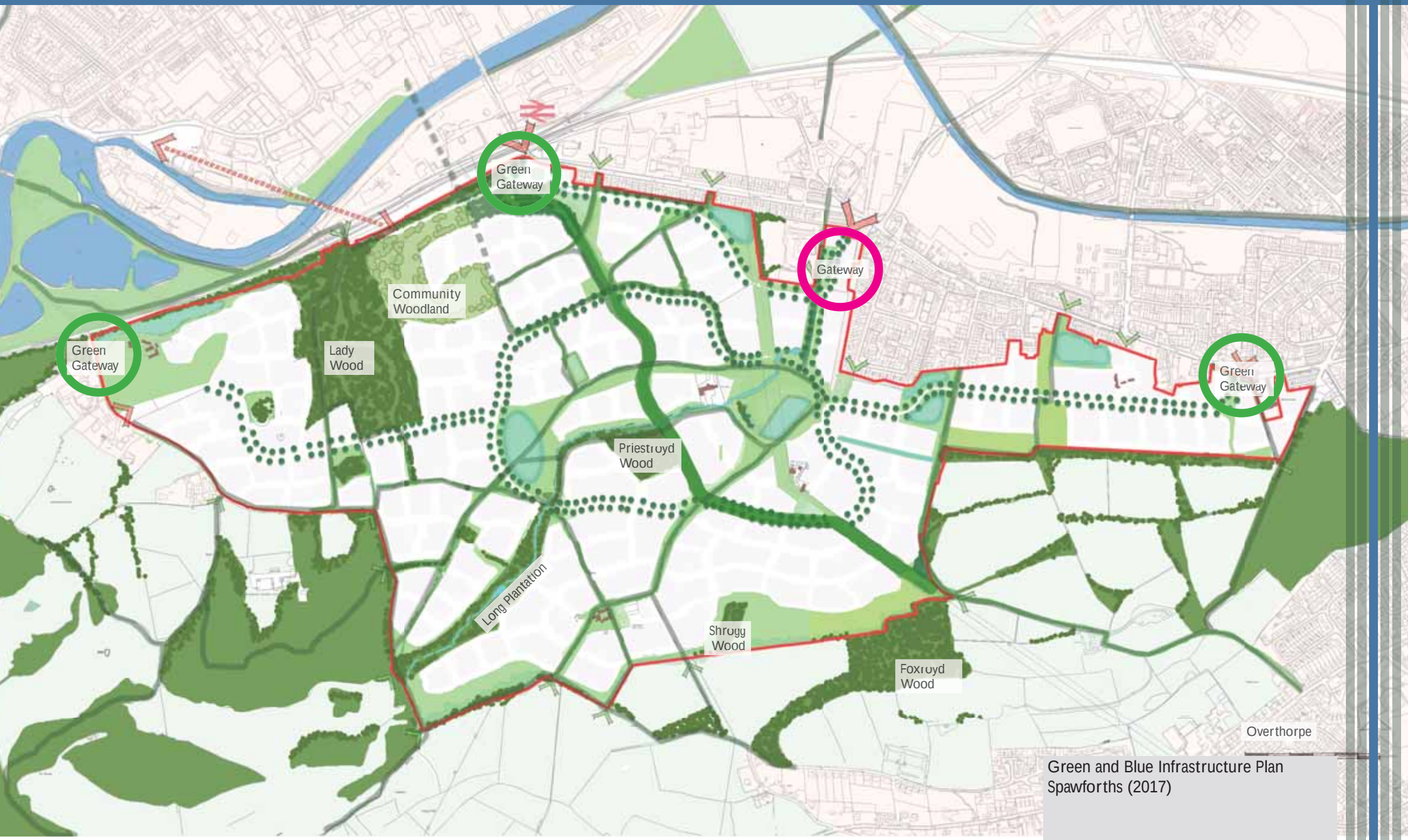
Density Range Possibilities									
Coverage Options (sqft/acre)	13,500	13,500	13,500	15,000	**15,000**	15,000	16,500	16,500	16,500
Average Size of Unit	1000	900	850	1000	**900**	850	1000	900	850
NET Dwellings/Acre	13.5	15	15.9	15	**16.7**	17.6	16.5	18.3	19.4
NET Dwellings/Ha	33.4	37.1	39.2	37.1	**41.2**	43.6	40.8	45.3	48.0
No. of Units Delivered	3,236	3,595	3,807	3,595	**3,995**	4,230	3,955	4,394	4,653

In the current iteration of the masterplan there are 161 hectares gross within the red line. The masterplan makes provision for private land titles, two primary schools and a potential secondary school , in conjunction with a well connected green and blue drainage infrastructure. Residual residential development land will be in the order of 97 hectares. A range of dwelling numbers for given housing densities and coverage have been indicated. Final dwelling numbers delivered will be between 3,237 and 4,655, with median values in the order of 3,997.

The Local Centre has been centrally positioned at the interface between the existing and new communities so that it can meet both needs, whilst not detracting from existing services and provision in Ravensthorpe. It could accommodate a mixture of uses, including a well being hub with GPs, pharmacy and opticians. It could include a day nursery and soft play, a gym, community cafe, a faith centre, small retail facilities and some housing to animate the centre at night.

A Primary School sites alongside the Local Centre to be provided in the early phases of the scheme. A second primary school and a potential secondary school could be delivered in the later phases of the scheme as the demand for school places increases in line with the growing development.

Masterplan Framework: Green and Blue Infrastructure



Green and Blue Infrastructure Plan
Spawforths (2017)

Existing woodland belts

Indicative avenue trees

Exisitng green links (Public Rights of Way)

Proposed Green Link connecting Overthorpe to Ravensthorpe Station

Proposed Green Space

Proposed Allotments

Proposed dry detention basin

Existing Watercourse.

Green Space Provision			
Type of Green Space	**Emerging Local Plan Policy Requirement (Ha/1000 Pop.)**	**Emerging Local Plan Policy Requirement (Ha)**	**On Site Provision**
Gross Site Area	Based on 2.2 residents/ dwelling		
Parks and Recreation	0.8	7	7
Natural/Semi Natural (Inc. Woodland Belts)	2	17.6	26
Amenity Greenspace	0.3	2.6	15
Allotments	0.5 ha/1000 households	2	2
Childrens Play	No standard		
Total		**29.2**	**50**

Blue Infrastructure

Existing watercourses and field drains have been retained in the masterplan. Surface water run off discharges in a northerly direction towards existing positively drained impermeable surfaces, or is intercepted by open watercourse throughout the site.

The SUDs drainage masterplan produced by ARP Associates, mimics the existing flow regime and routing will be further developed as the scheme progresses.

The current scheme indicates dry detention basins that are sized to meet Yorkshire Water requirements to accommodate storm water resulting from a 1 in a 100 year event plus 30% climate change. These will be dry grass basins for the majority of the time and could be used for informal play and recreation whilst dry.

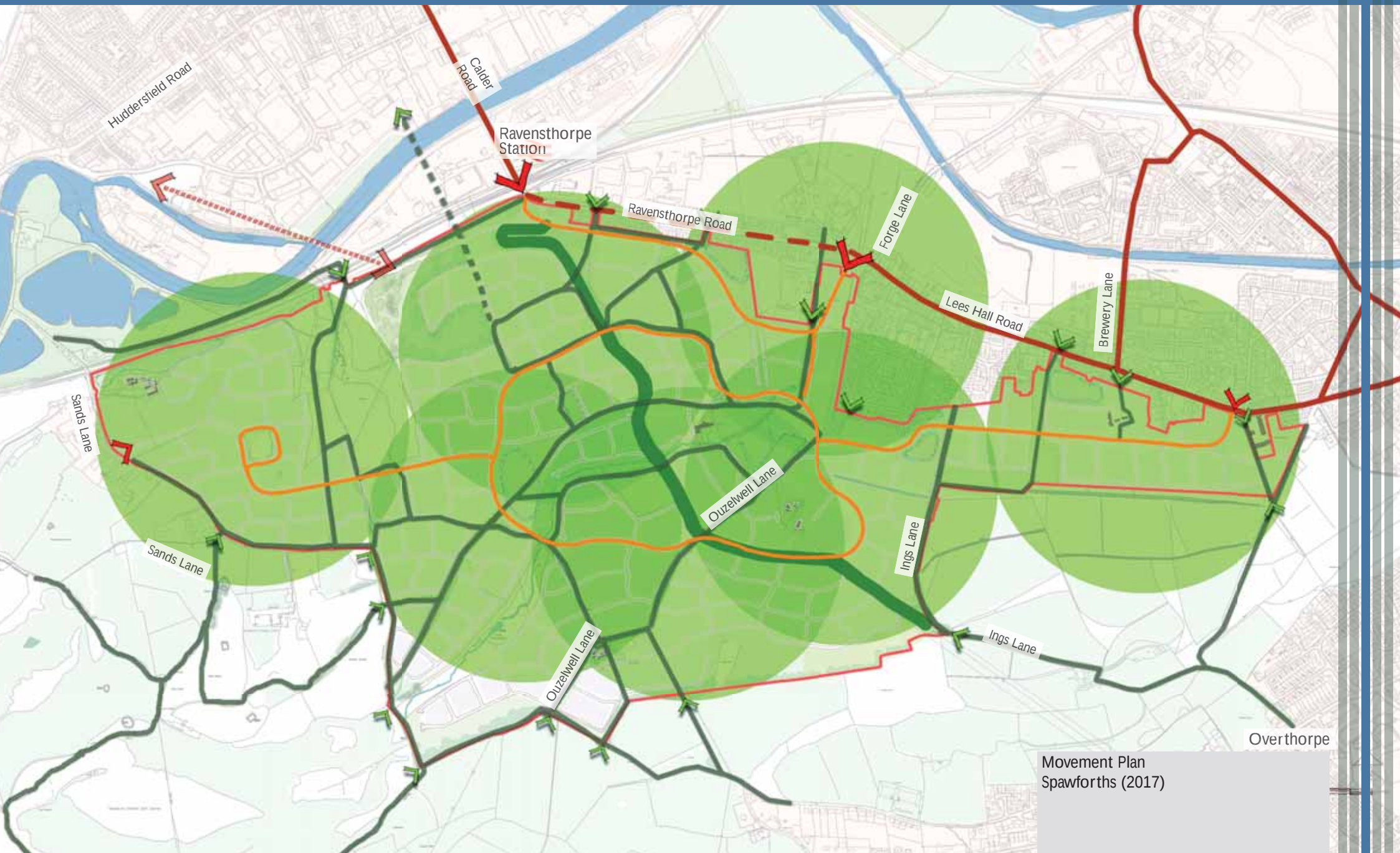
Green Infrastructure

An aspiration exists for the early delivery of the green infrastructure and SUDs. All existing green infrastructure in the form of woodland belts, copses and hedgerows adjacent existing lanes have been retained in the masterplan, with incursions into these for highway access minimised.

Amenity green space has been provided in the form of green gateways into the site at all major vehicular access points. Two connected parks are provided centrally within the scheme and these are supplemented by smaller pockets of green throughout the scheme. The spaces are connected by green routes aligned to existing Public rights of way and bridleways. These extend the Habitat corridors up to the green site margins and into green space beyond the site. Additional green connectivity will be afforded by avenue tree planting on the principle highway loop serving the development.

A green route cuts the loop on a median line and connects Overthorpe to Ravensthorpe rail station. This alignment could also accommodate a cycleway. Proposed allotments are located adjacent to existing allotments to create a hub which creates opportunities for shared resources.

Masterplan Framework: Movement and Connectivity



Movement Plan
Spawforths (2017)

Proposed vehicular site access point

Proposed pedestrian/ cyclist site access point

Existing Bus Route

Proposed Public Transport corridor

400m diameter circles or 5 minutes walking distance to public transport loop

Public Rights of Way/ Bridleways

Potential vehicular bridge link

Potential future pedestrian bridge link

Access Points

It is anticipated that new highway junctions will give access to the site from Ravensthorpe Road, Forge Lane and Lees Hall Road to the East. A new bridge over the Calder and railway could be delivered in the later phases of the scheme after 2,000 new homes have been delivered to provide an additional connection.

Vehicular access from Sands Lane will serve only a small number of dwellings. There will be no vehicular connection from Sands Lane to the wider site to keep traffic flows low on this route.

Sands Lane and Ings Lane cross the site and give limited vehicle access to farmsteads and cottages lying within the site boundary. These lanes have been retained within the masterplan as green routes as they are contained by existing hedgerows which will enhance the green infrastructure, whilst maintaining access for residents who use them currently.

Public Transport Loop

This loop has been designed so that the route sits at a maximum gradient of 1:20. The route has been designed so that majority of dwellings are within 400m of bus route or five minutes walk to support the use of public transport. This loop could include a cycle-path. The Public Transport Loop could easily connect with existing bus provision at Ravensthorpe Road, Forge Lane and Lees Hall Road.

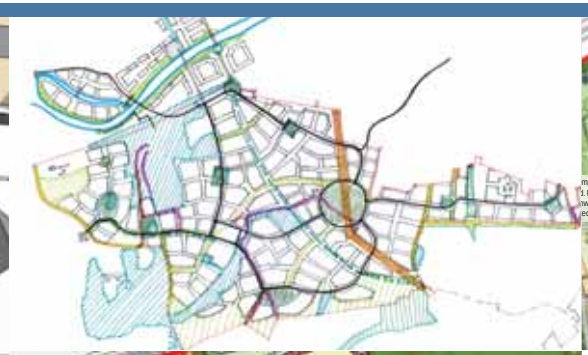
Green Routes

A green route cuts the public transport loop on a median line and connects Overthorpe to Ravensthorpe rail Station, traversing the hill on the diagonal to achieve acceptable gradients for pedestrians and cyclists. This route could accommodate a segregated cycle-path running through a green corridor.

Existing Bridleways and public rights of way are embedded in the urban block structure of masterplan. Alternative bridleway provision could be made where proposed highways intersect existing bridle-paths, as part of the evolving masterplanning process. Similarly, the provision of off site connections to the Sus Trans cycle routes could be explored, to improve cycle connectivity through the site to the wider area.

Overall, pedestrian and cycle connectivity is much greater than that for vehicles which should support the move towards sustainable transport options.

Masterplan Framework: Placemaking and Management Plan



Preliminary Placemaking, Masterplanning and Management Plan Proposals (Work In Progress) 2017

A masterplanning process is being undertaken that involves the council, developers and key stakeholders. This masterplanning process will build on the technical evidence that has informed the Local Plan representations and cover additional matters such as design quality and creating a sense of place. Preliminary work has already commenced and will continue through 2018.

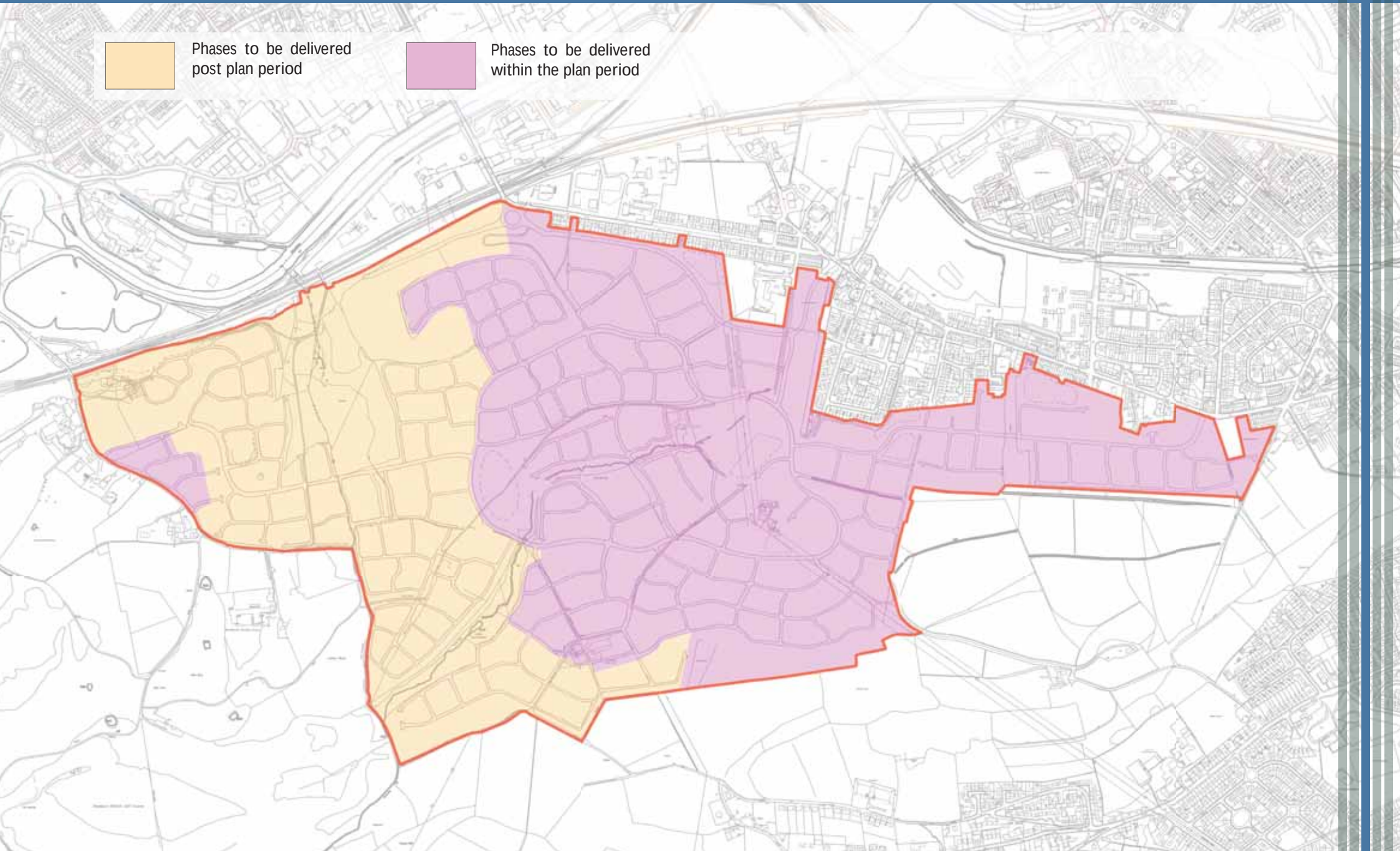
Placemaking and Management Plan Contents

1. Project Objectives and Vision
2. Technical Constraints
3. Land Use Disposition and Schedule
4. Character Areas
5. Quality Standards and Controls
6. Detailed Phasing Proposals
7. Housing Mix by Phase
8. Infrastructure Delivery Plan
9. Local Centre Proposals
10. Green Infrastructure Strategy
11. Highway Strategy
12. Flood Risk and Drainage Strategy
13. Land Remediation and Earthworks Strategy
14. Energy Efficiency Strategy
15. Natural Environment Strategy
16. Heritage Environment Strategy
17. Infrastructure Management Plan
18. Community Assets Management Plan

Placemaking Stakeholders

1. Kirklees Council
2. Miller Homes
3. Other adjacent landowners
4. Development Partners
5. Local Communities
6. Local Faith Groups
7. Utilities Providers
8. Public transport providers
9. Local schools and education providers
10. Kirklees Clinical Commissioning Group

Masterplan Framework: Delivery and Phasing



Dewsbury Riverside is to be delivered over two plan periods, with around 2,310 new homes, the local centre, first primary school and much of the green infrastructure being developed over the next 15 years. The remaining 1,690 homes, second primary school and remaining green infrastructure are expected to be delivered over the following plan period.

Miller Homes has experience of the project management and implementation of major developments throughout the UK. Inevitably these schemes require long term commitment from landowners and developers and the management of infrastructure costs in relation to both on-site and off-site (mitigation) requirements.

Miller Homes has accumulated expertise in the delivery of major schemes, most notably in West Yorkshire at Wakefield East/City Fields and associated delivery of the Wakefield Eastern Relief Road.

The site is readily available for development being in two landownerships. The scale of the site and the multiple potential access points provide an opportunity to maximise the delivery rates within the site, with potential for the development to be delivered simultaneously on different locations. The Phasing Plan shows the different phases and areas of the site, which in effect given the scale of the site are different outlets. The Plan shows a logical and structured programme of phasing which is based on the coordinated implementation of the earthworks and delivery of infrastructure and relocation of the gas main and pylons.

Furthermore, on the basis that part of the site is allocated in the current UDP for housing and another part as Provisional Open Land which benefit from a recently granted Outline Planning Permission it is considered reasonable for the development to commence in 2018 from two outlets, in advance of the Local Plan adoption, and for this to ramp up on adoption of the Local Plan.

Upon adoption of the Local Plan a modest scheme will be able to come forward immediately at Sands Lane with its own access arrangements. Furthermore, in relation to highways the Forge Lane access is not needed until around 1,500 units, nevertheless it is anticipated that this access along with the Local Centre will be delivered much sooner in the short term around 2018/19. The delivery of the Forge Lane access will allow for later phases to be brought forward earlier as the infrastructure will be in place at the heart of the site. The Local Centre is a key gateway into the site and has the ability to 'market make' and is likely to include a GP surgery, local shops and community facility along with older person accommodation.

The delivery of the site is further amplified through key delivery partners with the Registered Provider Yorkshire Housing progressing the first phase from Lees Hall Road and looking to take an interest in the wider site. There is also interest in the site from the Private Rented Sector and in developing the Local Centre along with the older person accommodation. Further opportunities also exist within the scheme for custom build properties.

Each phase therefore has the potential to address different markets and distinct value bands. Based on what is currently known about the site and the proposed scheme, and the assumptions above, we anticipate that the scheme could deliver 2,310 homes in the local plan period and in the region of 1,690 homes beyond the plan period.

Anticipated Annual Delivery (Year)	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	15+
Annual Delivery	0	0	45	130	175	180	180	180	190	195	200	205	210	210	210	1690
Cumulative Delivery	0	0	45	175	350	530	710	890	1080	1275	1475	1680	1890	2100	2310	4000

Masterplan Framework: Infrastructure Delivery

Year No	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Year Commences 1 April	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Year Ends 31 March	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Infrastructure																					
Primary School (No. 1)																					
Off-Site Highways																					
Pylon Removal																					
Gas Main Diversion																					
Potential River Calder Bridge																					
Primary School (No. 2)																					

The provision of social, community, utilities and highway infrastructure capacity has been planned to meet both network capacity issues as well as addressing the requirement to create an accessible, attractive residential location at the earliest opportunity. Higher cost infrastructure relating to pylon diversions and the creation of a second site access have been timed to ensure the scheme remains viable and fundable at all stages.

The delivery of the site is based on a number of access points and phased implementation. I-Transport's Transport Strategy fully explains the approach. In the short term access will be gained from Lees Hall Road and Ravensthorpe Road via priority junctions, which will be later upgraded to roundabouts at the appropriate time. The two access points will link through the internal road network of the site. The Forge Lane access is not needed in terms of highways capacity until circa 1,500 dwellings, but is likely to come forward earlier which will allow for greater permeability of the scheme and the creation of the strategic route through the site.

A modest scheme at Sands Lane will have its own access which will not connect, in terms of vehicular access, to the wider site.

The approach to off-site highway improvements will be assessed as planning applications for additional development come forward and the details will be agreed with the Council, but these are expected from years 5 to 7 onwards.

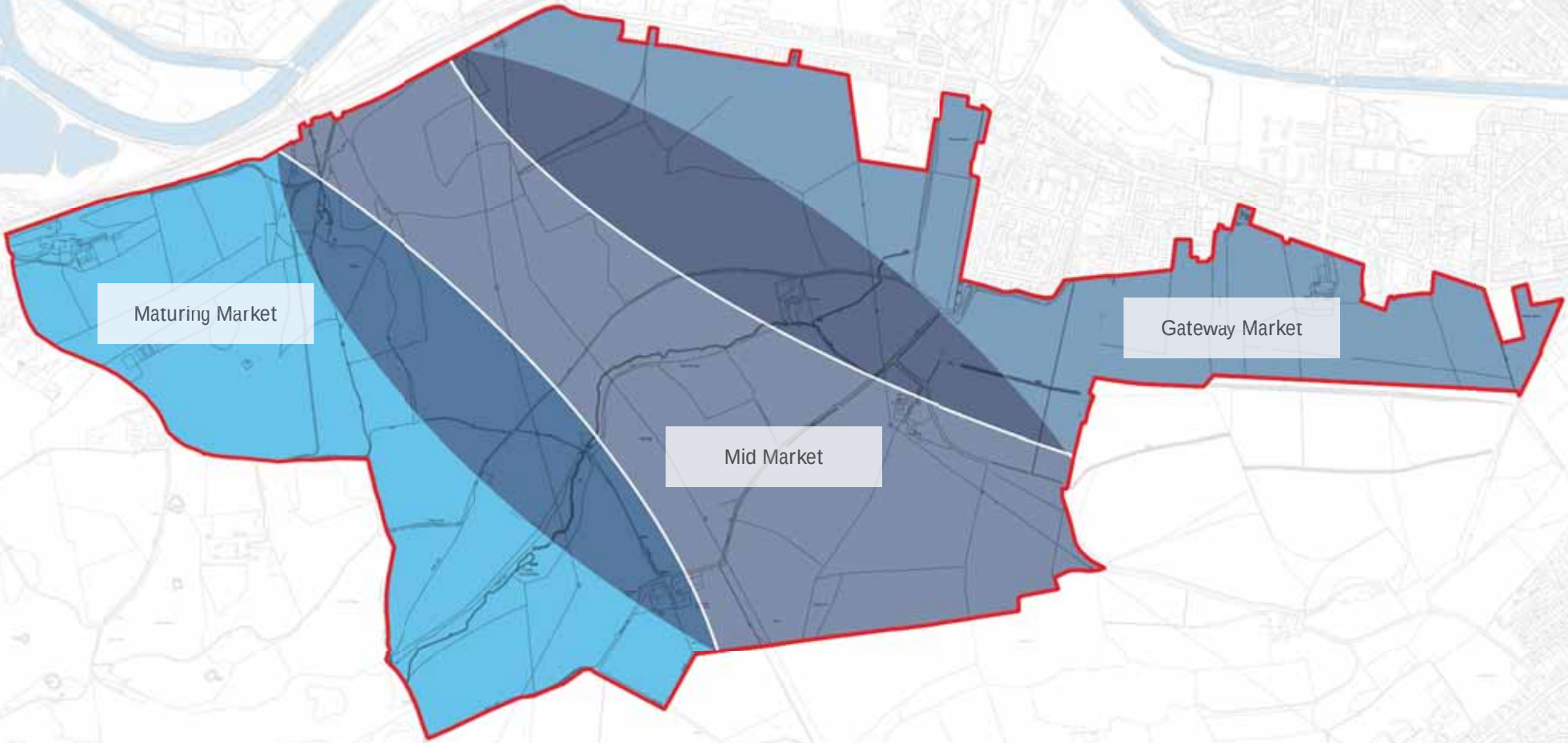
A strategic intervention is needed in the highway network at circa 2,000 dwellings, which will be in around 12 to 13 years and towards the end of the plan period. One option being considered is a new River Calder Bridge which will connect the site with Low Mill Lane and the A644 and provide the additional off-site highway capacity plus an access point into the scheme.

In relation to education provision the first primary school is required at around 350 dwellings and will come forward alongside the Local Centre scheme and form part of the new gateway into the site. The second primary school is likely to be needed beyond the plan period and is therefore positioned further into the site on the loop road. The current understanding is that the secondary school is not needed in the scheme; nevertheless in case one was required in the future a location has been shown. If the secondary school were not needed then this would allow an additional 4.5 ha or 11 acres for new housing which creates further flexibility within the scheme.

The green infrastructure is a key facet of the site and additionally forms part of the sustainable urban drainage. These will be implemented as part of the phased earthworks and land formation exercise.

Positive discussions have been held with utility providers in relation to diverting the relevant pylons and the gas main. In terms of timing, these will be phased and are likely to be undertaken as part of the phased earthworks and highway infrastructure provision into the site.

Masterplan Framework: Market Considerations



The scale of the proposed development allows for broad range of housing market needs to be met over the short, medium and long term. While the viability assessments are based on blended sales values for the housing, in reality the site is able to cater for different market areas, ranging from entry level housing through to mid range family homes and high end properties . The current appraisal for the site shows the site is both achievable and fundable.

Savills PLC has taken into account infrastructure requirements, abnormal costs and planning requirements, as well as an assessment of land and property values that are likely to be achieved, so as to ensure that the development is commercially viable.

The Viability Appraisal considers a range of scenarios from an average floor area per unit of 900 to 1,000 sq. ft. / unit. In the scenarios Savills assumed density coverage of between 15 to 17 units per acre. This created a range from 3,597 to 4,000 dwellings across the 239 (approx.) net developable acres.

This process has factored in the following:

- Typical land and property values in the locality (comparative assessment)
- Infrastructure requirements
- Abnormal costs
- Phasing, build rate and cashflow
- Financial contributions

Savills applied standard industry assumptions including 1.5 per cent sales agent fee and 0.5 per cent legal fees on acquisition, stepped stamp duty land tax, professional fees at 6 per cent of the build costs, sales, marketing and legal fees on disposal of 3 per cent, a finance rate of 6 per cent (inclusive of entry and exit fees) and 20 per cent profit on the Gross Development Value. Given the scale and nature of the site a range of sales values were considered and a blended sales value of £195 psf has been assumed for the residential with build costs of £85 psf. The scheme will commence in the early phases with a Gateway development which will establish the market. This will open up the mid and latter phases of the scheme to diverse market sectors.

The local centre and some older person accommodation have also been included in the appraisal. Allowances were made in the appraisal for two primary schools, pylon removal, gas main diversion, off-site highways, the potential River Calder Bridge and Community Infrastructure Levy, which have been timed accordingly in the cashflow. In terms of other abnormal costs an allowance of £20psf has been assumed. A policy compliant provision of 20 per cent affordable housing has been included at a blended £/sq. ft. for the affordable tenures of £85 psf.

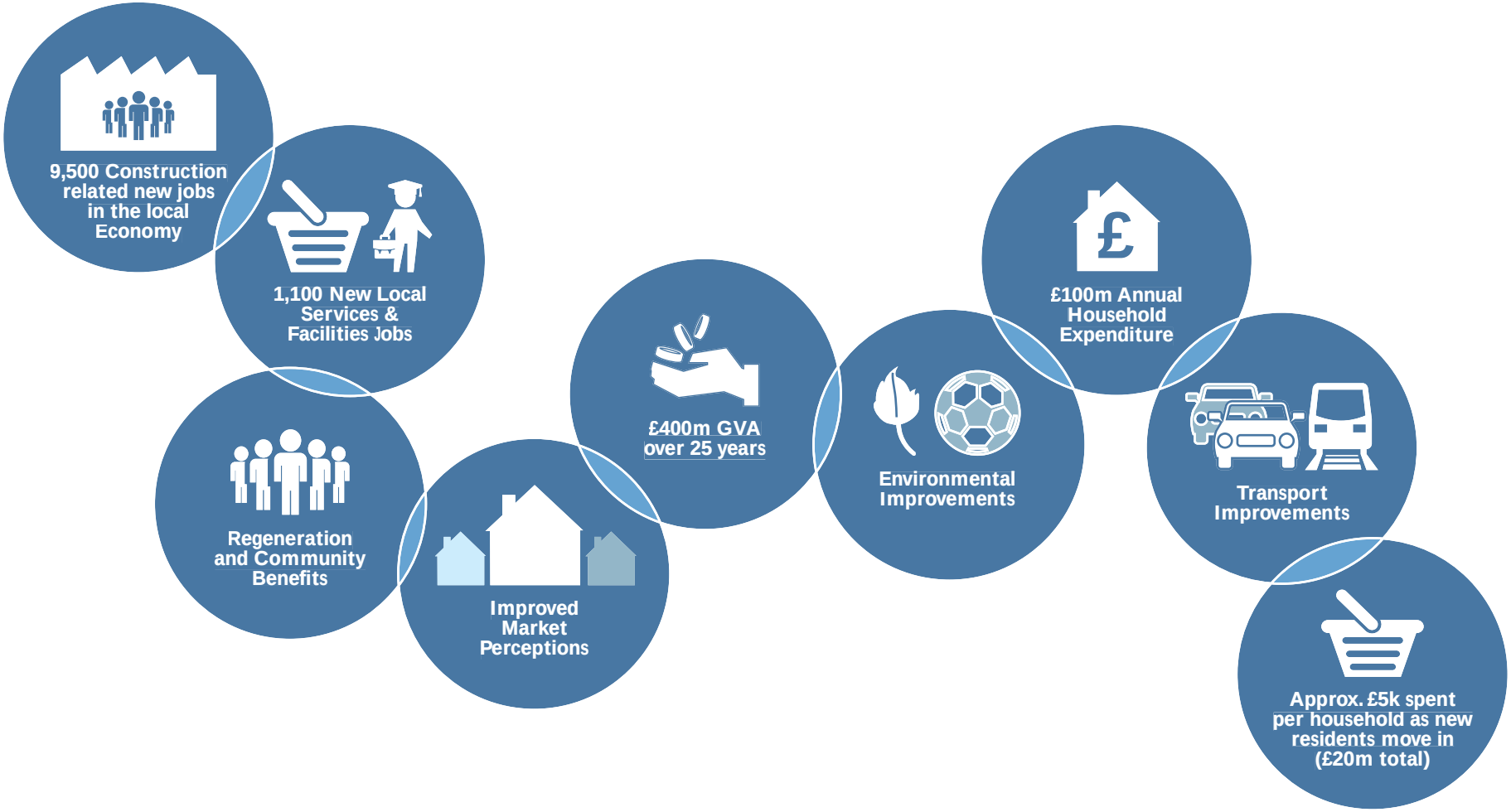
This Appraisal demonstrates that the scheme is viable and creates a positive land value and developer profit. The scheme therefore fully accords with the Framework in generating a “competitive return to a willing landowner and willing developer to enable the development to be deliverable”.

PART FOUR

CONCLUSION

DEWSBURY RIVERSIDE

Conclusion: Key Benefits



The potential economic benefits from delivery of the Dewsbury Riverside project are significant, with net additional local job creation through the construction phase of around 9,500 FTE person years of employment and an economic impact in the long term through creation of circa 1,100 sustainable new jobs and making a GVA contribution over 25 years of circa £400m.

The relationship between economic performance in an area and housing is complex, however having the right quantity, quality and balance of housing in an area is necessary for economic growth. The development of the Dewsbury Riverside scheme can therefore support local economic growth; both through direct job creation through the construction phase of the scheme, but also the increased population will create sustainable local jobs through increased demand for goods and services, plus further direct job creation through the new local retail centre.

A preliminary Economic Impact Assessment of the Dewsbury Riverside scheme has been undertaken, including construction of the houses, the potential new river bridge, the primary schools and local retail centre. It includes both the short term construction related employment and the sustained employment and both the direct and indirect economic impacts of these, including GVA.

The economic benefits of the scheme are:

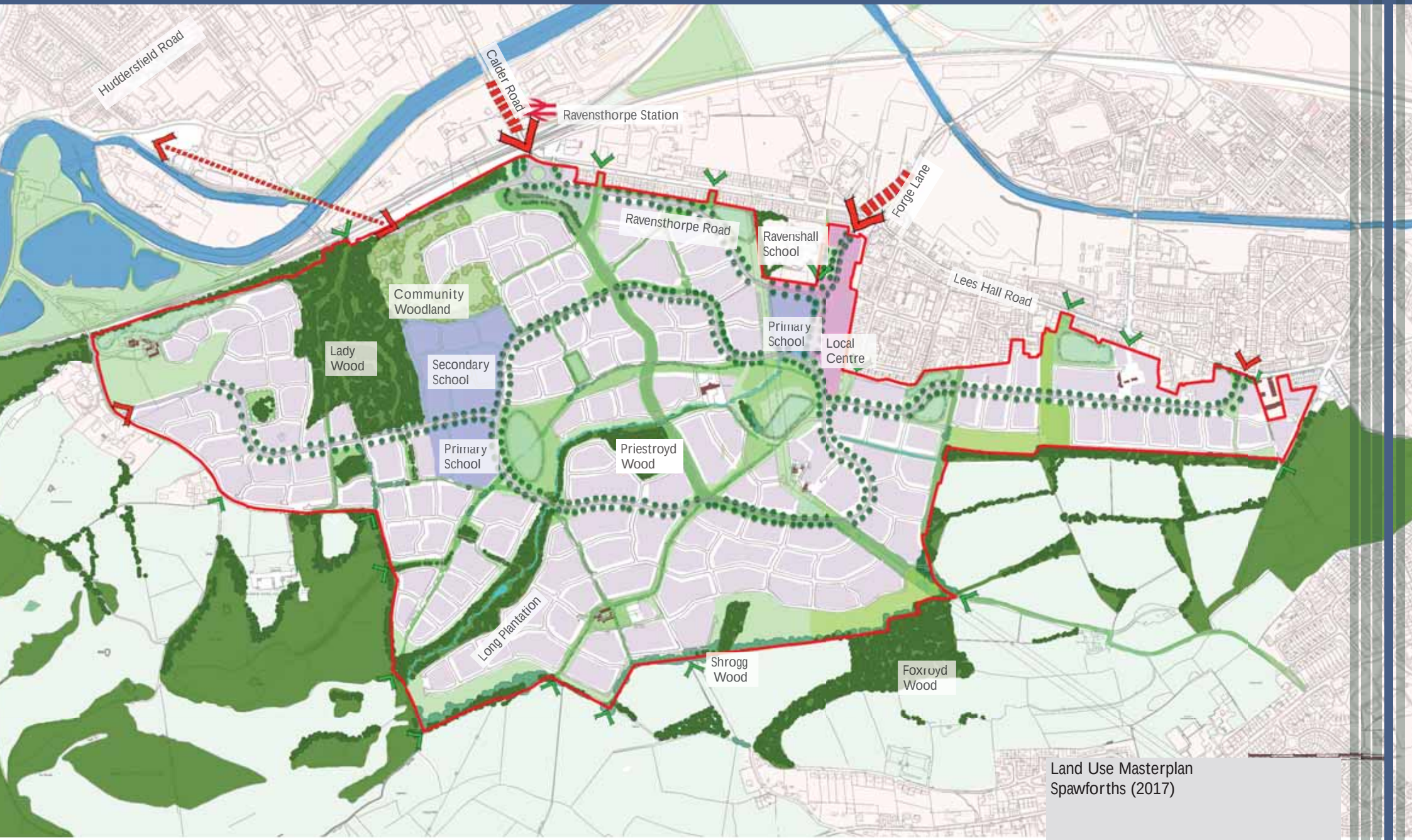
- During the construction phase around 9,500 jobs related to construction will be created directly and indirectly in the wider economy through a range of spin-off jobs.
- Circa 1,100 long term permanent service jobs will be created in the local economy in the new local centre, the primary schools along with sustainable jobs created through the effects of the new housing.
- Over a 25 year period during and post construction Dewsbury Riverside will inject circa £400 million of GVA into the local economy.
- The occupants of the homes are likely to spend £5k per household on new goods as they move in to their homes (on white goods, carpets, curtains, etc). This will total approx. £20m the first time houses are occupied.
- The annual household expenditure for the scheme when complete will be around £100m in the local economy
- The Gross Development Value of the scheme is circa £650m

Other aspects of economic impact which are difficult to quantify are:

- Regeneration and community benefits
- Creating market appeal and image enhancement
- Environmental benefits
- Transport improvements

Although these are difficult to quantify in monetary terms, they are of significant benefit to local residents, as well as to the sub-region and region as a whole. They deliver significant benefits in stimulating regeneration and addressing deprivation in the local neighbourhoods, adding value in changing perceptions of areas make an area more attractive to investment, through to environmental improvements and enhancing transport infrastructure such as the local railway station in Ravensthorpe.

Conclusion



Land Use Masterplan
Spawforths (2017)

The large scale of the Dewsbury Riverside site presents an opportunity to not only make a significant contribution to the housing need in Dewsbury and Kirklees, but to act as a catalyst for the regeneration of the neighbourhoods to the south of the town and, through a significant increase in population and local expenditure, have a positive impact on the town centres by making a significant contribution to changing market perceptions of the area.

The regeneration of Dewsbury, and particularly South Dewsbury, has been a priority for a significant period of time. Dewsbury Riverside will deliver regeneration and urban renaissance through housing delivery of sufficient quantity to generate transformational change. The key element being to drive forward the economy in the region, enhance the residential offer, regenerate the Town Centre, improve the environment, create excellent transport connectivity and improved access to employment opportunities.

Miller Homes, along with Kirklees Council control the site at Dewsbury Riverside. This Delivery Framework has shown that the site is available, suitable and achievable and therefore viable and deliverable in accordance with the Framework and PPG.

It has been shown that the site would be suitable for development. The site has been reviewed against the Framework and criteria for allocating sites. It has been shown that there are no major constraints to development of the site.

It has been shown that two first phase applications for 120 new homes each (240 in total) were approved by the Council on 12 April 2017. Both schemes are able to come forward immediately and deliver an early first phase of housing, which will start to open up the site and enable the housing-led regeneration.

The aspiration for the creation of "an attractive riverside community, that is well served, linked to the surrounding countryside, enjoying easy access to the immediate opportunities in Dewsbury Town Centre and the wider City Region" set out in the North Kirklees Strategic Development Framework (2008) can finally be realised.

The Masterplan shows that the proposed scheme will radically change perceptions of the area through its green gateway and new neighbourhood and community facilities which will tie into the existing community.

In accordance with the Framework Miller Homes has shown that the sustainable urban extension to the south of Dewsbury can deliver a mix of housing types and tenures and generate significant new benefits.

The scheme can:

- Enable the regeneration and urban renaissance of Dewsbury and Ravensthorpe.
- Assisting with provision of new strategic highways infrastructure.
- Create significant new job opportunities and inject in the region of £400m GVA into the local economy.
- Create the critical mass to assist in enhancing Ravensthorpe Station and surrounding area.
- Create a high quality housing environment.
- Accommodate a range of housing types and tenure, including custom build, increasing choice and mix in the area and improving affordability.
- Deliver a new local centre, which will integrate with the existing communities.
- Deliver landscape and environmental enhancement, including a Green Infrastructure strategy.
- Create a robust and defensible urban edge and new Green Belt boundary.

This targeted intervention will tackle the long standing issues such as overcrowding, community cohesion, social exclusion and deprivation. Miller Homes are keen to deliver this significant opportunity which has substantial economic, social and environmental benefits for the local people and sub-region.

PART FIVE

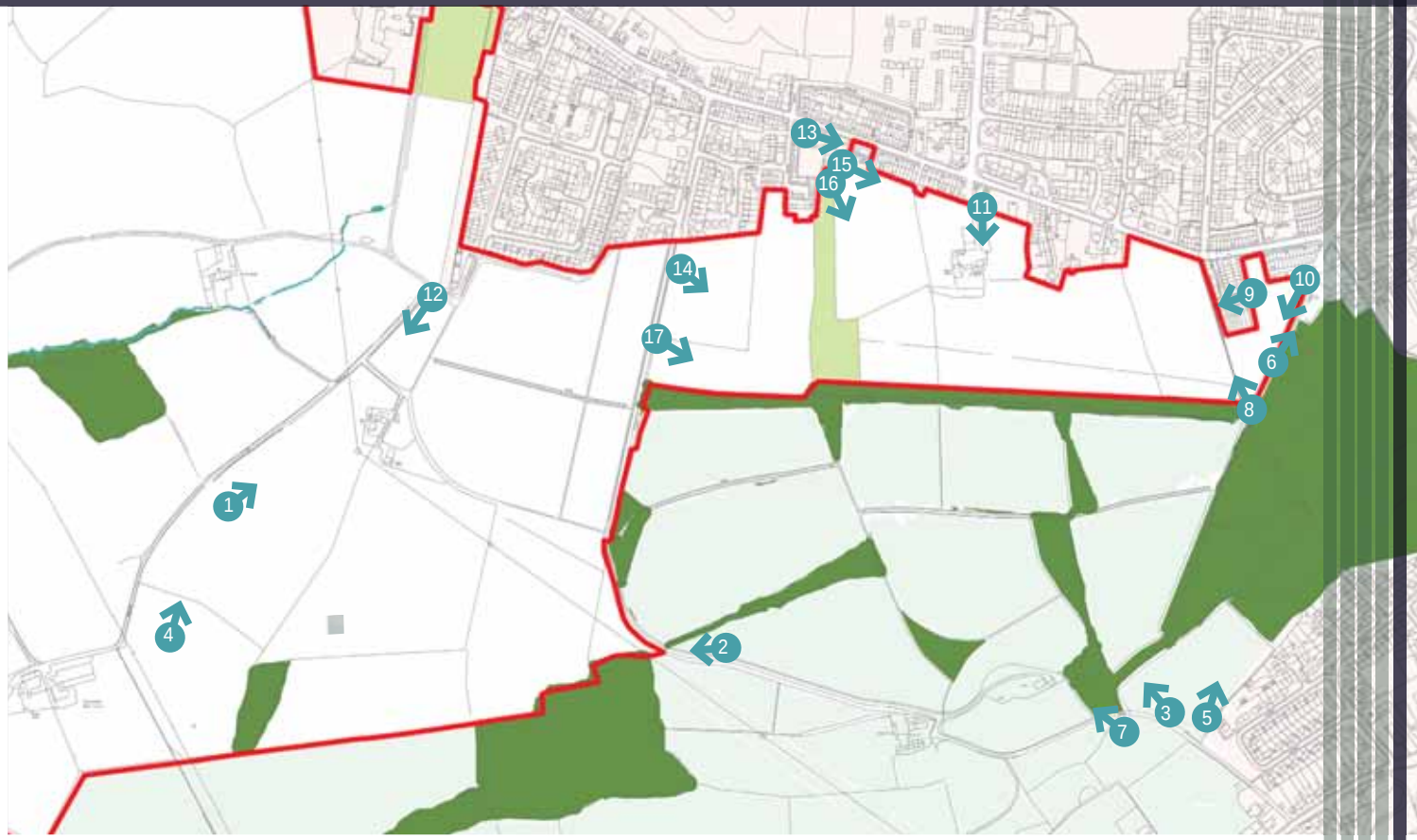
APPENDICES

DEWSBURY RIVERSIDE

Appendix 1: Site Photographs

1.View Ouzlewell Lane looking north

2.View from Ings Lane west



3.View from Ings Lane looking west

4.View from Ouzlewell Lane looking north

5.View from top of Ings Lane looking east

6.View down Ingham Road.

7.View of The Ings from Ings Lane

8. Footpath adjacent allotments

Appendix 1: Site Photographs

9.Olympia Court and Lees Hall Road

10.Junction of Ingham Road and Lees Hall Road

11. Moor Farm from Lees Hall Road

12.View up Ings Lane from Ouzlewell

13. 383-399 Lees Hall Road

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

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

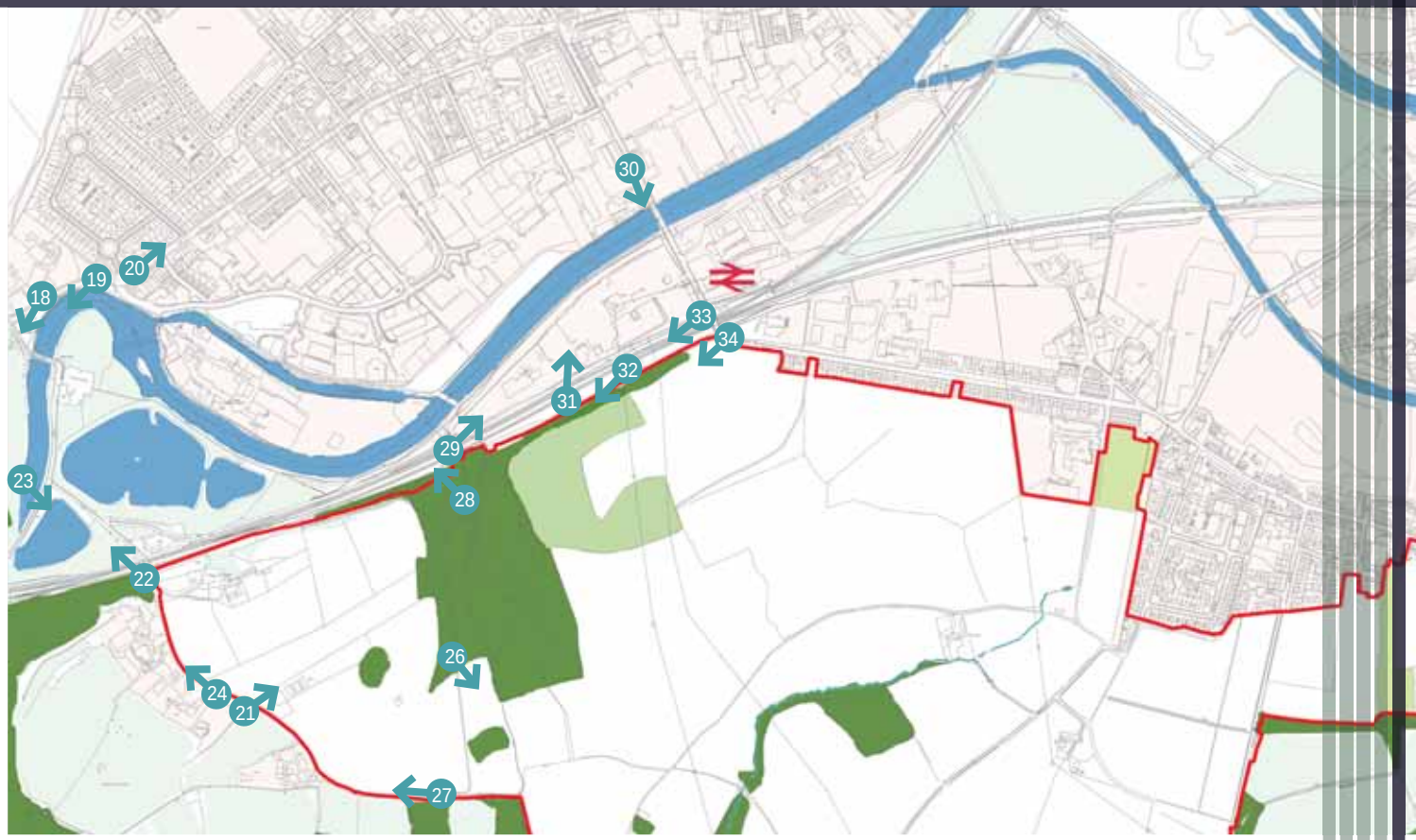
16.View south east to rear of Lees Hall Road

17. View from Ings Lane looking south-east

Appendix 1: Site Photographs

18.Huddersfield Road and Low Mill Lane Junction looking west

19.View of river and nature reserve



20. Huddersfield Road looking east

21.View across paddocks towards Lady Wood from Sands Lane

22. Sands Lane rail bridge

23.Sands Lane from junction with Stenard Lane

24. Sands Lane looking east

25. Track leading to Lady Wood

Appendix 1: Site Photographs

26. View south from footpath in Lady Wood

27. View towards Calder Farm from Sands Lane

28. Footbridge over railway

29. View over railway bridge

30. Calder Road river bridge looking south

31. Looking north over Cement works from footpath bordering site

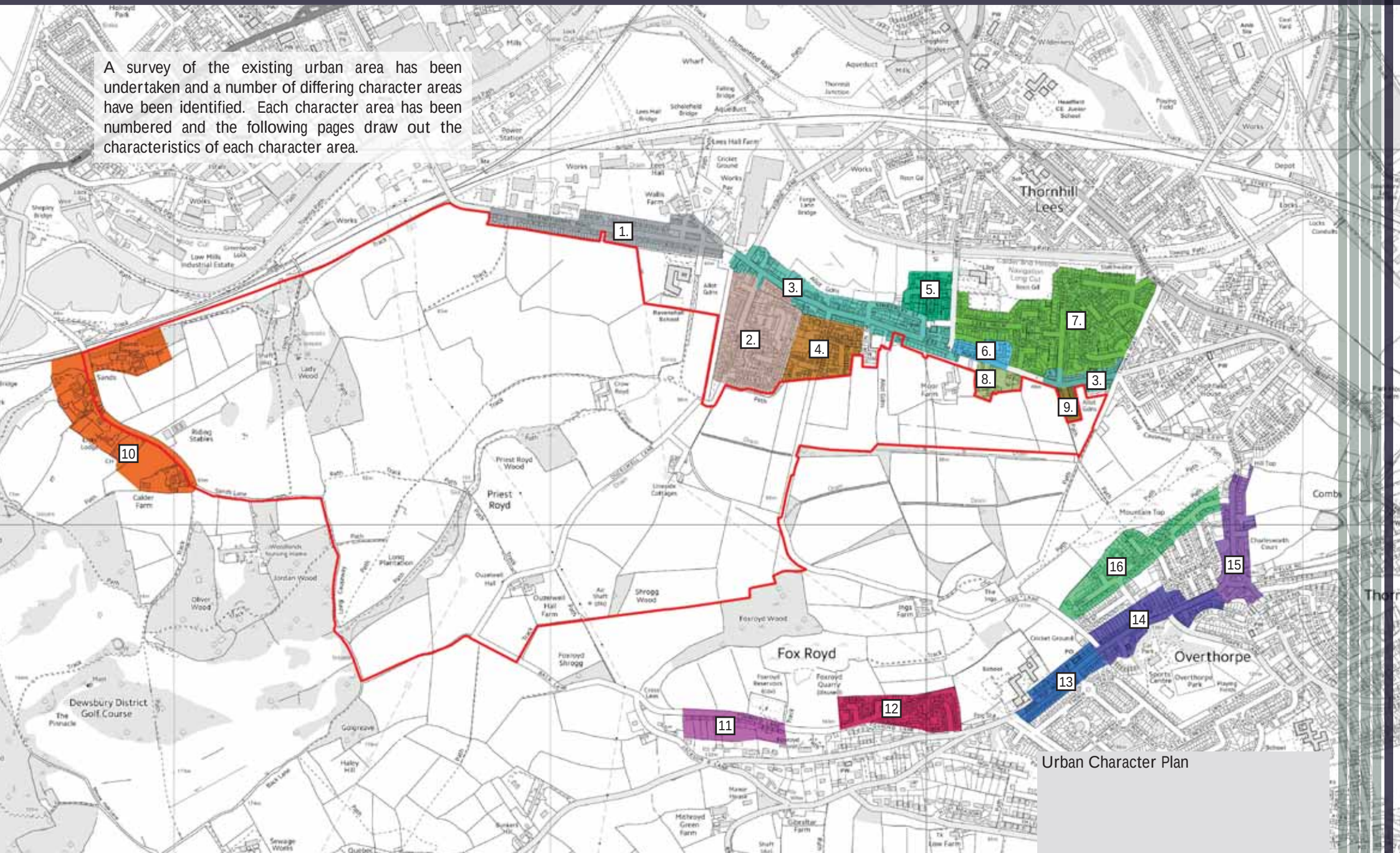
32. Footpath adjacent rail line

33. Ravensthorpe rail bridge

34. Ravensthorpe Road site access

Appendix 2: Existing Urban Character

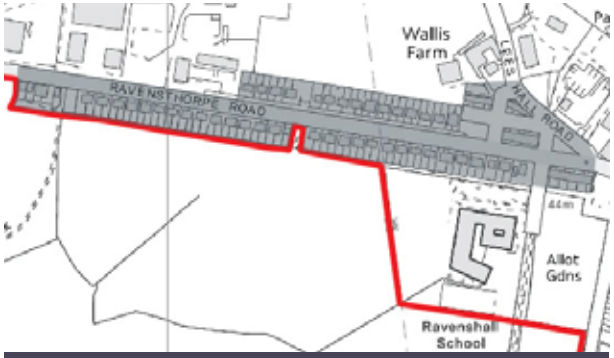
A survey of the existing urban area has been undertaken and a number of differing character areas have been identified. Each character area has been numbered and the following pages draw out the characteristics of each character area.



Urban Character Plan

Key Characteristics

- This character area is linear and defined by the main road running through the area
- The width of the street is approximately 30m from front elevation to front elevation.
- The roads and pavement are wide with larger front gardens of the semi detached units which are the predominant housing types in this area
- Other house types can be found, in particular, behind the pocket park off Ravensthorpe Road is a row of red brick terraced units with back yards fronting out over the park
- The housing is made up of 2 story homes with some loft conversions
- Other then the pocket park there is little greenery many residents have driveways with some low lying vegetation
- The width of Ravensthorpe Road suggests that avenue trees have been removed.



Character Area 1 - Ravensthorpe Road

Photographic Streetscape Summary

Row of Victorian terrace housing towards the roundabout of Forge Lane and Lees Hall Road.

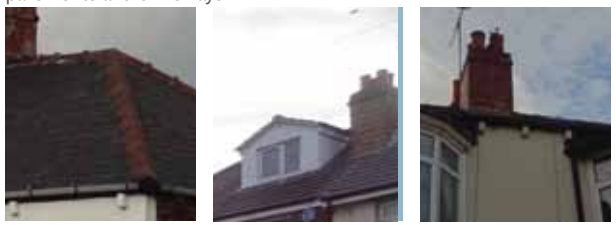
Main house type found in the character area was built around early mid 20th century. Hard surfaces dominate. Mature trees form focal points.

The large semi detached properties make up most of the housing and building materials vary to front elevations.

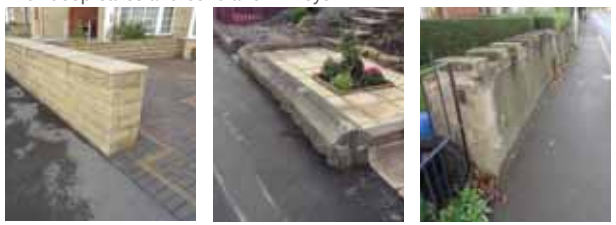
A small Radburn estate between Lees Hall Road and Brewery Lane adjacent to public open space

Materials Study

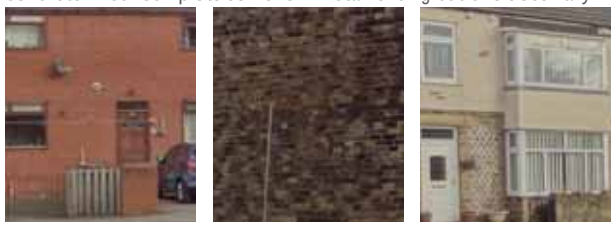
Surface Treatment: Tarmac roads with slabs and concrete blocks on pavements and driveways



Roofing: Slate, clay or concrete roof tiles. Steeply pitched, hipped roof with deep eaves and central chimneys



Boundary Treatment: Mainly walled boundaries of either brick or concrete. Between plots some low metal fencing but this does vary



Brick Work: The brick work changes with each house type. The semi detached units have a variety of bay window treatements

Key Characteristics

- The area is a standard block estate pattern with main through route leading to a farm track
- The area is mainly made up of early to mid 20th century Local Authority housing
- More commonly 22m from front elevation to front elevation
- Small front and back gardens, predominantly grass at the front
- The massing is mainly semi-detached units, with wide plots, all 2 story
- There are areas of landscaping but this is mainly grassed over with an area of shrub planting
- Trees can be seen in gardens and in the Blackers Crescent area.
- Not all homes have driveways and therefore on street parking is prevalent

Character Area 2 - Ouzelwell

Photographic Streetscape Summary

Blackers Crescent cul-de-sac is made up of a small Radburn estate located at the entrance of Ouzelwell Lane

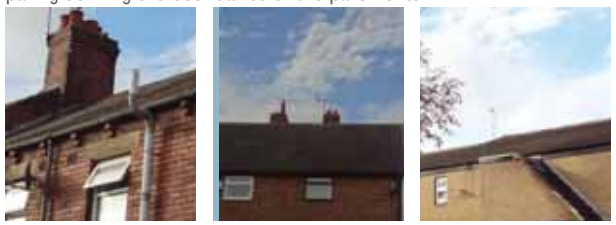
Mainly redbrick public housing make up the terrace row with gables on the end facing onto Ouzelwell Lane

1970's - 1980's housing facing Lees Hall Road. Based on a Raburn layout with informal parking on the pavement

This estate is made up of the semi-detached units facing onto Ouzelwell Road and Ouzelwell Crescent

Materials Study

Surface Treatment: The area is made up of tarmac roads with some paving defining the boundaries of the pavements



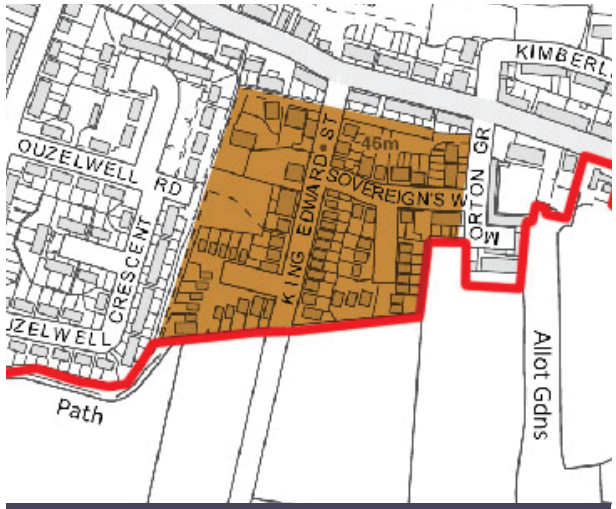
Roofing: High pitched dual tiled roofing on the red brick dwellings. On the Blacker Cresent housing, the pitch is lower and asymmetric

Boundary Treatment: Some walls are used in front of dwellings but grass or other vegetation is more widely used

Brick Work: Red/brown bricks are more commonly used apart from the Blackers Crescent housing which is made up of buff bricks

Key Characteristics

- The area is mainly made up of late 20th and early 21st Century housing
- 18m - 22m from front elevation to front elevation with an offset building line
- Front gardens manicured and well kept with a variety of shrubs used. Open plan boundaries defined by shrub planting
- The massing is a varied range from terraces, semi-detached and detached and also varies from 1,1 1/2 to 2 story homes
- The areas of landscaping are manicured and well kept
- There are few large trees in the area but more shrubs and other low lying vegetation
- Most homes have driveways but on street parking is still evident.



Character Area 3 - Off King Edward Street

Photographic Streetscape Summary

Street scape near the entrance to King Edwards Street is made up of a range of different house types before typology becomes more uniform

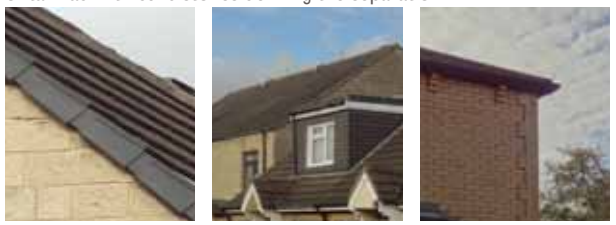
Housing along Sovereign's Way varies in storey heights from one to two story dwellings. Building materials are uniform.

Terraced housing on Morton Grove constructed in natural stone,newer homes appear to be constructed in artificial stone for continuity.

Sovereign's Way and Tudor Way have bugalows opposite two story homes. Front boundaries are low and comprise soft landscape

Materials Study

Surface Treatment: Both the pavements and the roads are made up of tarmac with curb stones defining the separation



Roofing: It varies in roof pitches and plastic gable end verge materials. The roof tiles themselves appear to be concrete or natural slate

Boundary Treatment: The boundary treatments are a mixture of shrubs, planting, fencing and grassed areas

Brick Work: buff colours predominate and although dwellings were constructed at different times, the colour gives continuity

Key Characteristics

- This character area is linear and defined by the main road running through the area
- The area is mainly made up of late 19th Century Victorian stone terraces
- The front elevation distances vary from 15m to 22m with areas where the road gets very narrow
- The terraced units have small front gardens and some houses sit at the back of the pavement
- The massing is mainly two storey terraced units.
- There is limited landscaping at the front of the properties and very little public open space or significant landscape features along the street
- Parking is mainly on street at the front of the properties. The road is narrow and parked become traffic calming features as they restrict the available highway width for two way traffic.

Character Area 4 - Lees Hall Road

Photographic Streetscape Summary

Most commonly found terraced housing along Lees Hall Road along the same building line made from stone

Small cul-de-sac of terraced units with gable ends facing Lees Hall Road, made from buff stone

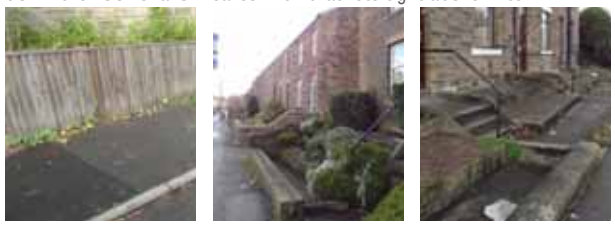
East of the fish and chip shop. The front façades are not all the same with some painted brickwork and different windows and doors

Behind Lees Hall Road terrace properties with on street parking.

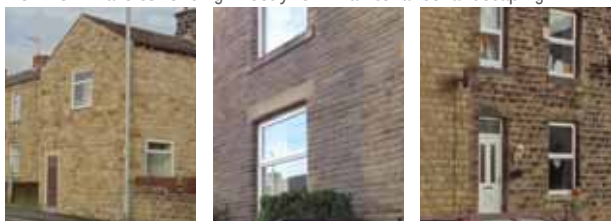
Materials Study

Surface Treatment: The area is made up of tarmac roads with concrete kerbs and edgings.

Roofing: Slate roofs pitched front to back with chimmeys halfway down the roof. Shallow eaves with brackets tight above lintel



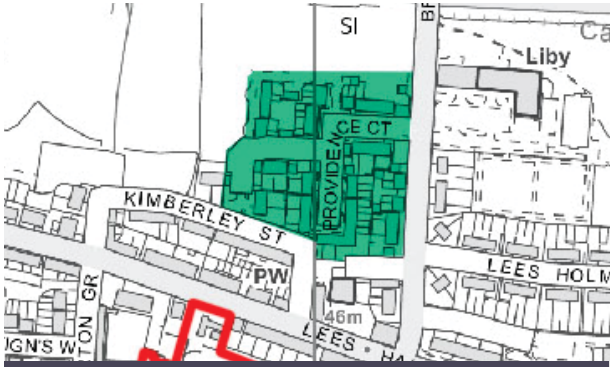
Boundary Treatment: The front yards boundary treatments vary from low walls to fencing. Mostly low maintenance landscaping



Brick Work: Mainly stone of differing colours

Key Characteristics

- New Miller Homes housing estate with one point of access from Brewery Lane and no through route
- Built around the last 10 years
- Well enclosed streets and squares
- More commonly 21m from front elevation to front elevation but building lines vary
- Small front gardens front boundaries railings hedges or shrubs. Street trees traffic calm in key locations
- The massing varies from a row of town house terraces to semi-detached and detached units.
- Story heights are 2, 2 .5 and 3 storey
- There is a landscaped public open space with play equipment



Character Area 5 - LProvidence Court

Photographic Streetscape Summary

Providence Court southern cul-de-sac with a range of 2 and 2 1/2 story terrace dwellings with parking court for residents

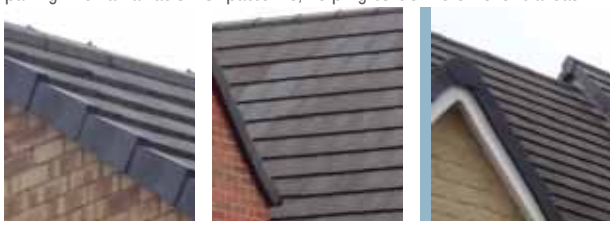
Apartment homes above garage space

Providence Court buff and red brick homes with the buff dwelling turning the corner

Main street scape towards the estate entrance with bollards helping limit parking where it would restrict resident vehicles moments

Materials Study

Surface Treatment: The surface treatment is made up of different paving with a variation of patterns, helping to define different areas



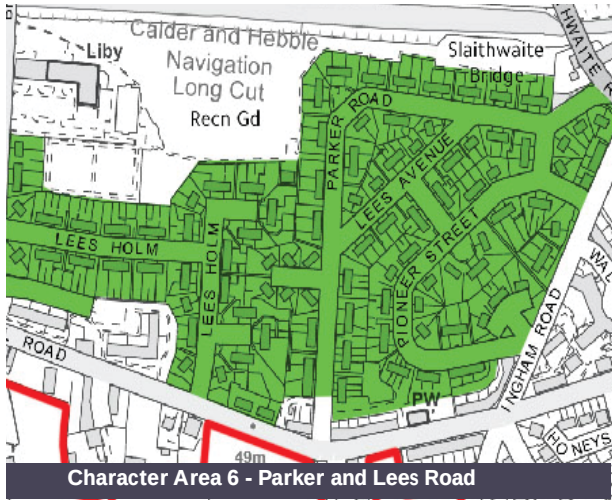
Roofing: Standard modern roofing materials with plastic gable end verge materials and no chimneys

Boundary Treatment: These are made up of small bushes or shrubs, black fencing and bollards, with areas of grass land

Brick Work: This varies in colour from red to buff with artificial stone

Key Characteristics

- Early to mid 20th Century Local Authority housing following garden suburb principles
- Front elevation to front elevation approximately 23m
- The housing tends to have large front gardens, some with driveways, however on street parking is commonplace.
- Higher front boundary treatments create the perception of a narrower street width.
- The housing typology is predominantly terrace and semi-detached units with some single storey but mainly 2 storeys.
- Some large well established trees can be found in pockets of landscaping / public open space. These are individual trees in grassed areas.



Character Area 6 - Parker and Lees Road

Photographic Streetscape Summary

Cul-de-sac of Lees Holm.The street is very narrow with areas of public open space being used for parking

End of Lees Holm looking towards the estate entrance off Lees Hall Road

Standard row of 4 terraces with parking court in front of dwellings

Large terraced units with walled boundaries and no driveway

Materials Study

Surface Treatment: Both the pavements and the roads are made up of tarmac with concrete curb stones defining the pavement edge

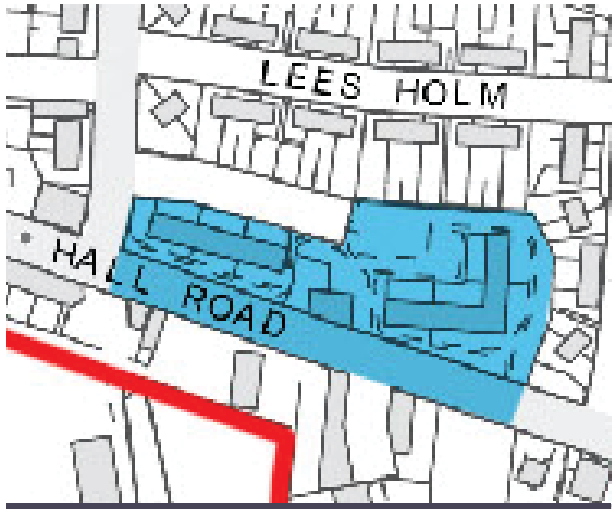
Roofing: Original tiles are profiled red clay pantiles. Gables articulate mid terraces or bookend end units. Some solar panels are in evidence.

Boundary Treatment: The boundary treatments are higher than elsewhere and comprise brick, timber fencing and hedges.

Brick Work: Red bricks dominates this character area with some houses having red and white render

Key Characteristics

- This is a small Radburn estate built around the late 20th Century
- The building form are terraces based around a cul-de-sac with back gardens and resident parking on Brewery Lane
- Front elevation to front elevation on Lees Hall Road is approximately 24m, this is much greater at the rear of the properties
- The boundary treatments are low walls separating the back gardens from the parking court
- The dwellings are all 2 stories, with small windows facing out towards the communal parking court
- Homes facing Lees Hall Road are stepped back from the main road with grassed landscaped public open space in front of the properties



Character Area 7 - Lees Hall Road Centre

Photographic Streetscape Summary

End of Brewery Lane showing the housing typology and large trees in the public space. Bollards prevent parking in some areas

Rear gardens of the Radburn estate fenced off for security, over looking the parking court

Front elevations over looking Lees Hall Road with landscaped grassed area in front of properties with a large tree lining the road

Front elevations over looking Lees Hall Road.

Materials Study

Surface Treatment: Both the pavements and the roads are made up of tarmac

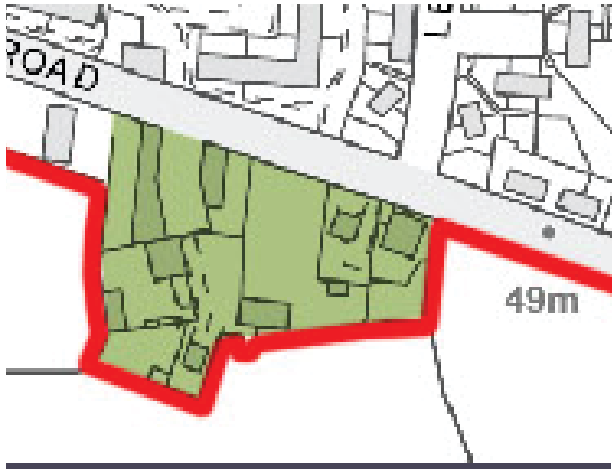
Roofing: Low pitched dual pitched roof with shallow eaves

Boundary Treatment: Varies from fencing, grass land or fencing

Brick Work: Predominant facing materials are brick, hung tiles or weatherboard in buff brick and light coloured weatherboard

Key Characteristics

- This is a small cul-de-sac of houses and made up of mainly terraced homes built around the late 19th Century
- There are some detached homes, that are newly built and have taken into account the surrounding aesthetic in colour
- The boundary treatments between gardens are low lying shrubs or fencing with some properties having no boundary between the garden and the road to allow the front garden to be used for parking
- The homes are mainly 2 stories with 1 newer built property having a loft conversion making it 1 1/2 story
- The community centre also gives the area a village feel



Character Area 8 - Chestnut Terrace

Photographic Streetscape Summary

The frontages of the terraced units near the entrance to Chestnut Terrace have varying garden qualities, with brick and fence boundaries

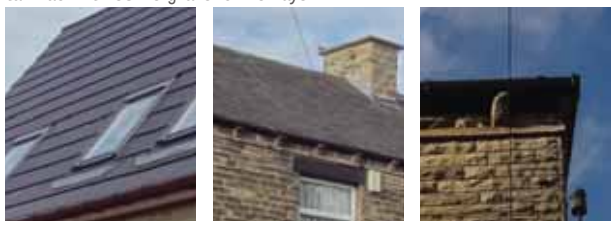
Terraced units near the street entrance to Chestnut Terrace opposite the community centre

Driveway to terraced refurbished units. Possibly one dwelling with pebbled driveway and established trees

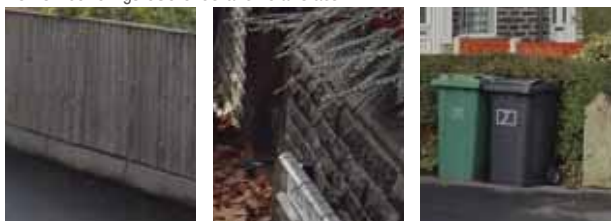
New build home on Chestnut Terrace made of sympathetic materials to match the surrounding housing

Materials Study

Surface Treatment: The pavements and the roads are made up of tarmac with some gravel driveways.



Roofing: The roof material on the older properties are slate, the newer buildings could be artificial slate

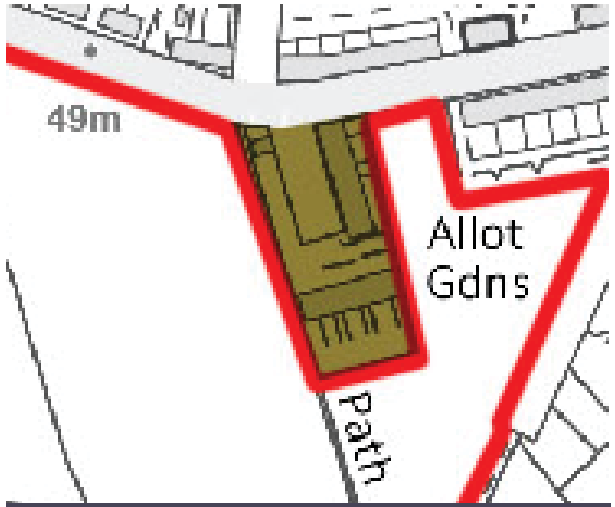


Boundary Treatment: The treatments vary from stone walls to shurbs and also fencing

Brick Work: natural stone predominates

Key Characteristics

- New housing estate with one point of access from Lees Hall Road with no through route
- Built around the last 10 years
- This small estate has no front elevation facing each other but does have homes looking at gable ends and this distance is around 14m
- Small front gardens predominantly used for driveways with grass verges for separation between plots
- The massing is mainly terraced units with rooms over garages
- Story heights are 2 and 2 1/2 throughout the small site
- There is no public open space within this development



Character Area 9 - Olympia Gardens

Photographic Streetscape Summary

Olympia Gardens streetscape cul-de-sac showing of 2 and 2 1/2 story terrace dwellings with parking out front

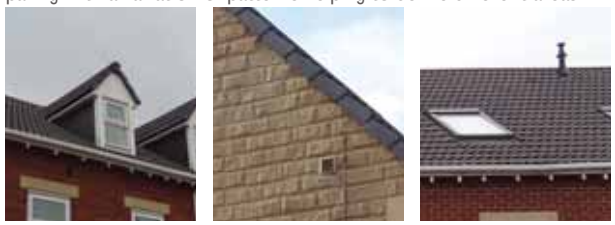
The homes at the streets entrance either side are larger and made from a different material

Homes at the end of Olympia Gardens cul-de-sac where the housing fronts are dominated by driveways and cars

Olympia gardens entrance home made from buff stone and its a larger detached unit compared to the others within the street

Materials Study

Surface Treatment: The surface treatment is made up of different paving with a variation of patterns helping to define different areas



Roofing: Standard modern roofing materials with plastic gable end verge materials and no chimneys

Boundary Treatment: These area made up of small walls, grass bounders and street tiling material

Brick Work: There are 2 main materials, red for the main housing within Olympia Gardens and buff stone for the entrance dwellings

Key Characteristics

- A string of large detacehd late nineteenth century dwellings ascend the steeper slopes of Sands Lane
- Dwellings are single storey or two storey with hipped roof forms and overhanging eaves.
- Dwellings are set well back from the highway and many are screened by landscape or extensive garden plots.
- Dwellings positioned to take advantage of far reaching views.
- Enclosure of Sands Lane created by landscape or natural stone boundary walls, with a variety of coursing styles and copings.

Character Area 10 - Sands Lane

Photographic Streetscape Summary

The frontages of the Chestnut Terrace units with varying garden qualities with brink and fence boundary treatments

Large dwellings are set back from highway in landscaped grounds

Dwelling accessed via private drive not visible from highway

Five arches is positioned to take advantage of far reaching views

Materials Study

Surface Treatment: The pavements and the roads are made up of tarmac with some stone kerbs. Some drives are unsurfaced

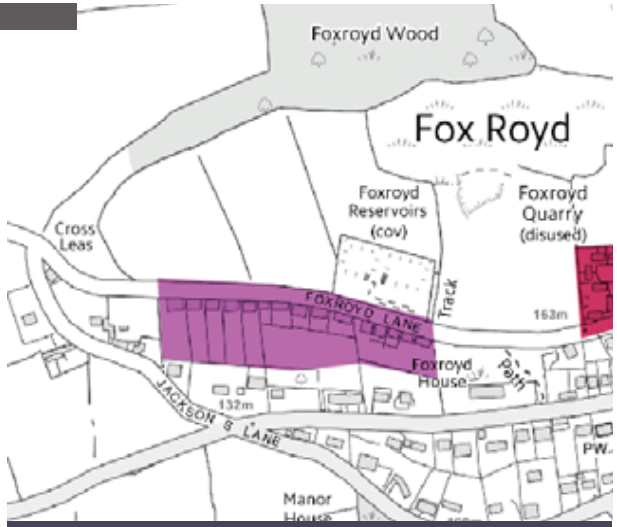
Roofing: natural stone slate is used for tiles and ridges with some concrete lookalike stone on the newer brick golf clubhouse

Boundary Treatment: The treatments vary from stone walls to hedging for field boundaries.

Walls: dressed natural stone is used on the older buildings with red brick and heavy stone coins to the golf club building

Key Characteristics

- Mid to late twentieth century housing, sitting on the highest point of a ridge with views to the north and south over valleys.
- Single sided, single storey development to the lane, two or three stories to the rear with extensive views.
- Views over the site to the north restricted by levels and retaining wall forming highway boundary.



Character Area 11 - Foxroyd Lane East

Photographic Streetscape Summary

Recently built bungalows at the entrance to Foxroyd Lane

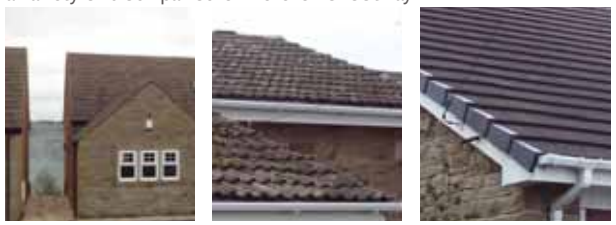
Mid century challet style homes

Victorian homes.

Retaining wall to Foxroyd Reservoirs

Materials Study

Surface Treatment: Highways are bitmac surfaced, driveways are in a variety of block paviours. There is no footway



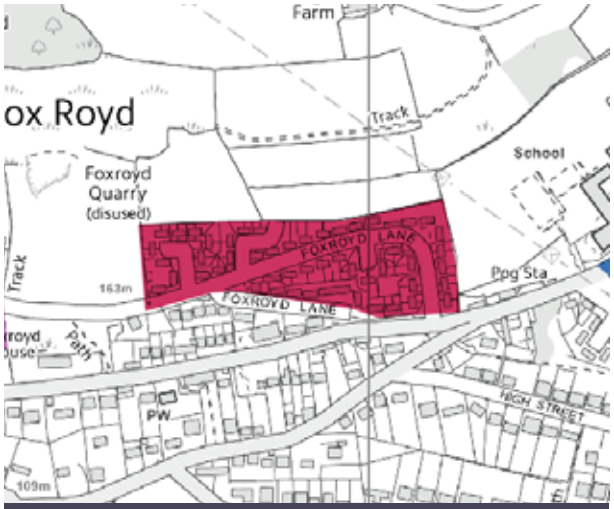
Roofing: A variety of different profiled concrete tiles at low pitch, mainly brown in colour.

Boundary Treatment: A variety of low walls and ornamental soft landscape

Walls : these are mainly buff brick or artificial and natural stone in a variety of coursing patterns.

Key Characteristics

- Mid to late twentieth century wide frontage semi detached dwellings
- Layout is predominantly linear streets with some culs de sacs.
- Two storey simple front to back roof pitch
- Porches articulate front elevation.
- Front boundaries are clearly defined.
- Parking is on street or in garage courts located on street corners.



Character Area 12- Foxroyd Lane West

Photographic Street-scape Summary

Dwellings surmount the hill, seen from the site below

Wide plot semi-detached two storey dweeliings are the predominant building form.

Material changes are applied to very similar semi detached house types to add viaual interest.

Garage courts serve adjacent dwellings

Materials Study

Surface Treatment: The pavements and the roads are made up of tarmac with some stone kerbs. Some drives are unsurfaced

Roofing: concrete roof tiles in brown grey colour range predominates

Boundary Treatment: low brick walls, decorative concrete blocks and some railings are found. Front boundaries are well defined.

Walls: buff and brown bricks predominate with some timber boarding between storeys on some dwellings.

Key Characteristics

- This character area is linear defined by the main road running through the area
- Early to mid twentieth century red brick semi detached houses ascend the hill.
- Hipped rooves, with a cnetral chimney stack break the roof line.
- Single storey bays articulate the simple semi-detached form.
- Front gardens separate the dwellings from the highway
- Front boundaries are well defined with low brick walls with piers or hedges.
- Parking is on street and limited at the front of the properties.

Character Area 13 - Edge Top Road

Photographic Streetscape Summary

Mainly redbrick public housing make up the terrace row with gables on the end facing onto Ouzelwell Lane

This area is made up of the semi detached units facing onto Ouzelwell Road and Ouzelwell Crescent

Materials Study

Surface Treatment: The area is made up of tarmac roads with evidence of roads being dug up and refilled

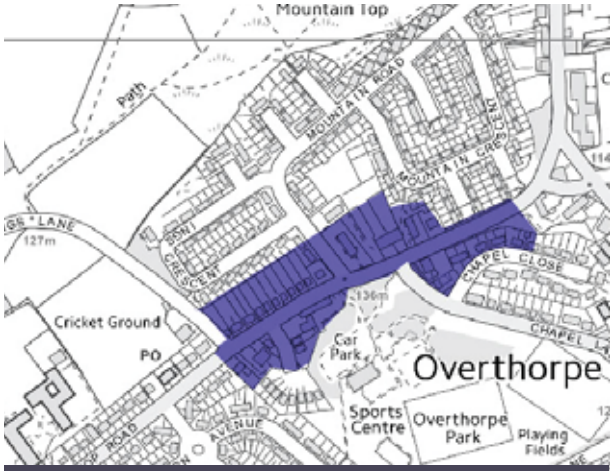
Roofing: Slate roofs pitched front to back with chimmeys on the party wall. Deep eaves fit tight above window lintel

Boundary Treatment: The front yards boundary treatments vary from low walls to fencing. Mostly low maintenance landscaping

Brick Work: Mainly red brick with some painted brick

Key Characteristics

- Predominantly linear build form with pinch points in the build line afforded by older buildings
- Predominantly mid twentieth century dwellings with some older mixed use buildings fronting the highway
- Pairs of semi- detached and detached two storey dwellings front the highway.
- Detacehd dwellings present a gable to the highway.
- Small front gardens provide separation from the highway
- Front boundary walls are low stone or rendered stone with lage piers.
- Parking is in curtilage, off street between dwellings.



Character Area 14 - Edge Top Rd / Overthorpe Rd

Photographic Streetscape Summary

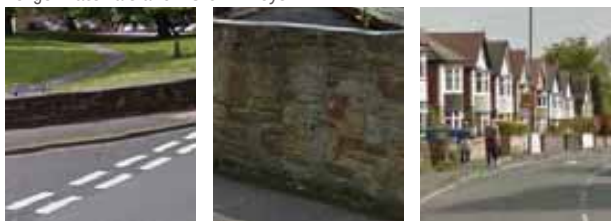
Mainly redbrick public housing make up the terrace row with gables on the end facing onto Ouzelwell Lane

This area is made up of the semi detached units facing onto Ouzelwell Road. Unique buildings sit close to the pavement

Materials Study

Surface Treatment: The surface treatment is made up of different paving with a variation of patterns helping to define different areas

Roofing: Standard modern roofing materials with plastic gable end verge materials and no chimneys



Boundary Treatment: Retaining stone walls or low stone walls with rendered stone

Brick Work: This varies form natural stone, artificial stone, render and red brick

Key Characteristics

- Late ninteenth and twentieth century housing predomintes.
- Linear street block formed by two storey terraced blocks fronting the highway
- A cross fall in levels across the street means that the dwellings sit high out of the ground on one side with first floor windows at footway level on the other.
- The housing type topology is promotability terrace and semi detached units, mainly 2 story
- Some large well established trees can be found in pockets of landscaping / public open space. These are individual trees surrounded by grass

Character Area 15 - Overthorpe Road

Photographic Streetscape Summary

Late twentieth century terreced dwellings set back from the highway at alower level as the hill ascends.

Terraced housing set at a higher level than the highway

Materials Study

Surface Treatment: Both the pavements and the roads are made up of tarmac with curb stones defining the separation

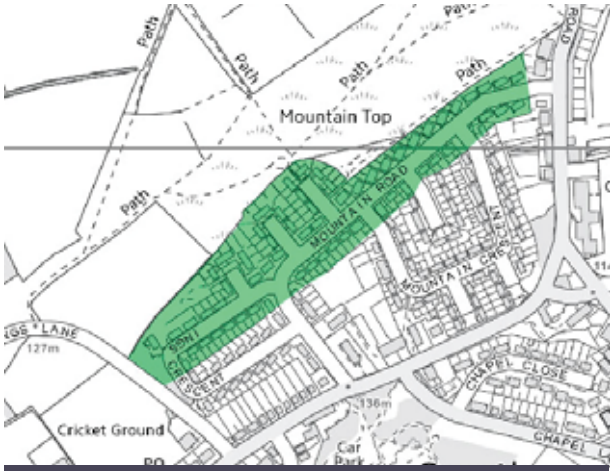
Roofing: There is a mixture of slates and pantiles

Boundary Treatment: shrub planting is used where a low stone view would block light to dwelling at lower level.

Brick Work: buff colours predominate as natural stone or concrete blocks. Red brick sits alongside.

Key Characteristics

- This is a small estate built around the mid to late 20th Century
- The building forms are two storey semi detached dwellings or semi detached bungalows.
- Semi-detached houses are set at 45 degrees to the highway. Semis are put together in a L shape to reduce the overall width of the plot thereby reducing the underbuild on the low side of the hill.
- Gables front the higway on the higher of the two semi-detached dwellings.
- The boundary treatments are low walls, steel railings, timber fences and or privet hedges
- Bungalows have on street parking, houses have a mix of in curtilageand on street parking.
- Dark red brown colours domninate the materials palette and create consistency in terms of character.



Character Area 16 - Mountain Road

Photographic Streetscape Summary

Dwelling set at an angle to the highway, creates visual continuity whilst minimising underbuild and retaining structures.

Bay windows break up the massing of the bungalows

Materials Study

Surface Treatment: Both the pavements and the roads are made up of tarmac

Roofing: Flat profile red/ brown tiles with shallow eaves.

Boundary Treatment: Varies from fencing, grass land or fencing

Brick Work: Predominant facing materials are brick, hung titles or weatherboard in buff brink and light coloured weatherboard

Summary of Character Areas

Land off Lees Hall Road

The several character areas in the immediate vicinity of Site B are predicated on mainly two storey terraced forms in both formal streets and informal village arrangements with gable forms onto the main street frontage. The site would offer opportunities to replicate these approaches within the new development, or take an alternative approach with different housing typologies within the body of the site.

Retention of the existing farm house and stone built barns could offer the opportunity to create a distinctive space within the proposed development

The photograph illustrates the mixture of older terraced housing and newer detached house in an informal arrangement to the rear of Thornhill Lees Village Hall.
It should be noted that the character areas identified are on comparatively flat or gently sloping sites.

Land off Sands Lane

Mature landscape creates the setting for mainly older detached dwellings. Tree canopies create a green character to the highway and screen dwellings from public view. Dwellings are sited to take advantage of far reaching views from their elevation on the hillside. Devlopment of this area will need careful consideration to maintain and enhance the green charcter of the area.

Overthorpe Road, Edge Top Road.

There are different character areas to this continous road which climbs the hillside to the south of the site. Terraces and semi-detached units predominate, although there are some detached units. Two storey is the dominant form although there are some single storey dwellings and on steeper slopes two storey to one elevation and two or more on the other.

Roofs typically pitch front to back, although there are some hipped rooves and detached dwellings present a gable to the highway. Chimney stacks break the roofline on the older dwellings.

Building forms are simple. Older terraced housing relies on fenestration to break down the wall mass. Later dwellings have small bay windows to the front elevation. Wall materials are predominantly buff/ brown, natural or artifical stone with small areas of red brick. Roof materials are natural slate or clay with some concrete products on the later dwellings.

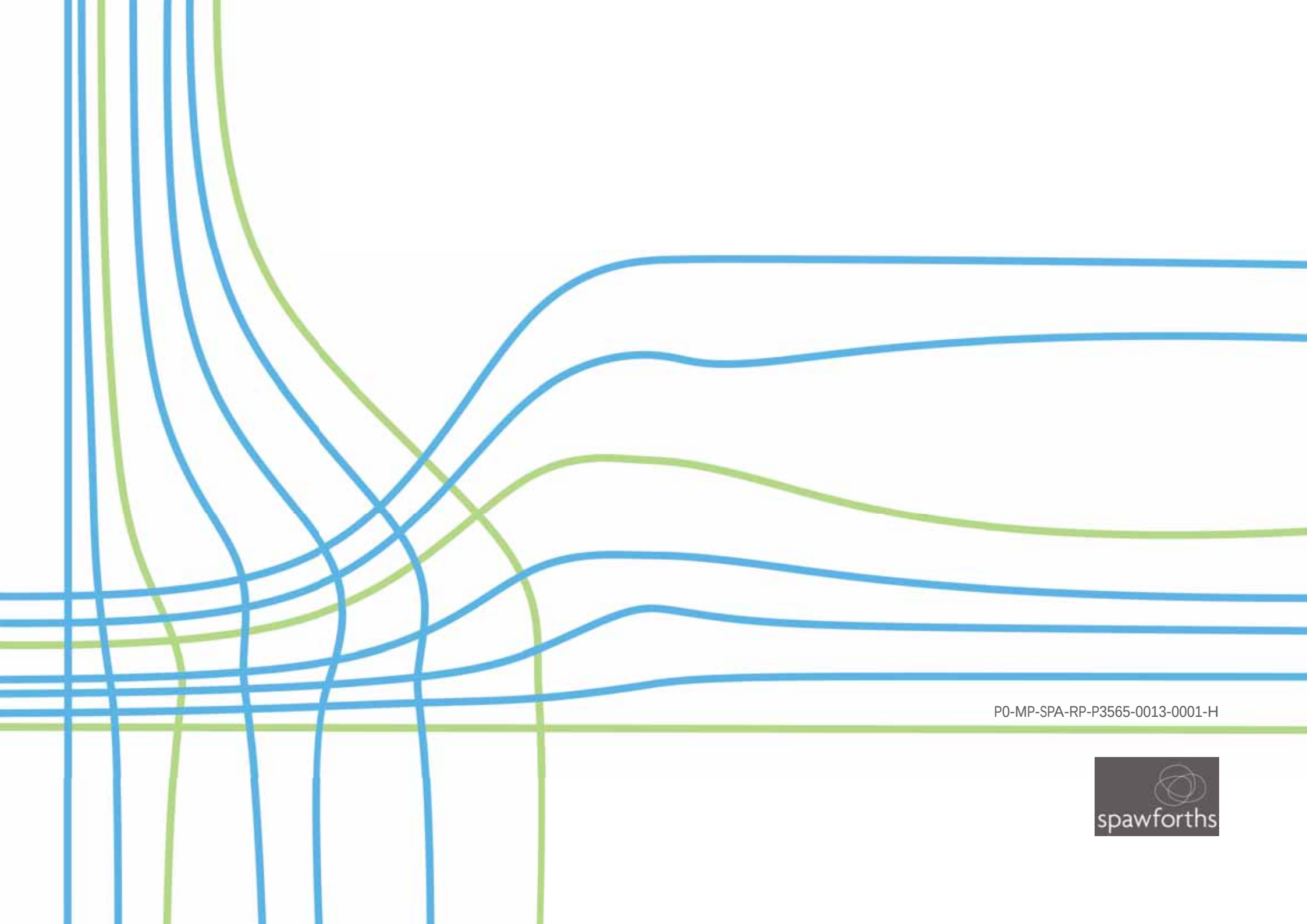
Front boundaries vary greatly between stone, rendered stone, low brick walls, timber fencing , metal railings or hedges and shrubs. The consistent theme is that boundaries are defined. Open plan boundaries defined by shrub planting is found where levels are steep and provision of any boundary would blocklight from first floor windows.

Land off Ravensthorpe Road

The built forms adjacent to the allocated site are mainly two storey semi-detached homes, set within a wide street zone. Whilst some homes have drives to the side of houses, many are reliant on street parking, creating a strong sense of continuity and enclosure to the street space. Roves pitch front to back and many are hipped on Ravensthorpe Road. There are a variety of bay window treatments, to front elevations and the later addition of porches and extensions to many of the dwellings breaks down strict uniformity to the character of the area. Therefore whilst interfaces with the existing may respect the massing of the existing area, there are opportunities to create a different built form and character within the new development.

Emerging Design Principles:

- Respect the existing character of areas at any interface with those areas as part of the new development.
- Because of a multiplicity of building typologies and materials within the immediate vicinity, there is scope to enrich the townscape within the local area by taking a different approach to place making, within the new developments.



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