

Name of meeting: Cabinet

Date: 19 March 2019

Title of report: Dewsbury Riverside Masterplan & Masterplan Framework

Purpose of report: This report seeks:

1. Endorsement of the Masterplan and Masterplan Framework for development of the Kirklees Local Plan housing allocation at Dewsbury Riverside
2. Authority for the Council to enter into an agreement with the Combined Authority to accept Local Growth Fund grant to facilitate infrastructure delivery at Dewsbury Riverside

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes If yes give the reason why: Affects more than 1 ward
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	Yes If yes also give date it was registered:
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Karl Battersby - 7.03.2019
Is it also signed off by the Service Director for Finance?	Eamonn Croston - 7.03.2019
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft - 8.03.2019
Cabinet member portfolio	Cllr Peter McBride - Economy

Electoral wards affected: Dewsbury South/Mirfield

Ward councillors consulted: Cllr Ahmed, Cllr Asif, Cllr Dad (Dewsbury South); Cllr Bolt, Cllr Lees-Hamilton, Cllr Taylor (Mirfield)

Public or private: Public

(Have you considered GDPR?)
Check

Yes - No Personal Data

1. Summary

- 1.1 Dewsbury Riverside is a key site within the North Kirklees Growth Zone which is identified as a spatial priority area for housing growth in the Leeds City Region Strategic Economic Plan. The site is allocated for housing in the recently adopted Kirklees Local Plan with capacity for up to 4000 homes, of which approximately 1869 are proposed to be developed within the Local Plan period up to 2031.
- 1.2 The vision for Dewsbury Riverside is to create a sustainable urban extension that will deliver social, environmental and economic benefits, provide a mix of high quality homes of different tenures together with community infrastructure to create a sustainable, vibrant mixed community; and to retain, expand and enhance existing green infrastructure, connecting new and existing communities to healthy lifestyle opportunities. 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.
- 1.3 The masterplan and masterplan framework together set out the ‘what and where’ for the development of the allocation. The masterplan framework brings together a significant amount of technical and design work that has been undertaken, it explains the context for the masterplan and sets out the high level phasing of development across the site. The masterplan sets out the distribution of and inter-relationship between land uses across the allocation, the points of access into the site from the local highway network and the internal layout of the site.
- 1.4 The masterplan has been designed around a series of neighbourhoods radiating from a central urban park, new local centre and primary school, phased to be delivered early in the development to act as a catalyst and driver for the early development of the scheme and that form the heart of the urban village centre. It seeks to retain existing green infrastructure in the form of woodland belts, copses and hedgerows with incursions for highway access being minimised. Green spaces are connected by green routes that are aligned to and accommodate existing public rights of way and bridleways across the site. Additional green infrastructure will be provided through the adoption of green streets and SUDS principles within the masterplan.
- 1.5 Improvements to Ravensthorpe Railway Station and the trans-Pennine rail link as part of the Network Rail proposed Trans-Pennine Route Upgrade has the potential to provide significant benefits for Dewsbury Riverside, helping the development to become an attractive location for commuters to Leeds, Manchester and beyond which will in turn help to stimulate market interest, drive sales and lift land values.
- 1.6 The Mirfield to Dewsbury to Leeds (M2D2L) West Yorkshire +Transport Fund scheme of infrastructure improvements along the A644 and A653 transport corridors will help to provide capacity in order to accommodate traffic generation from the early phases of development at Dewsbury Riverside. A strategic intervention will be required to accommodate development post plan (after the development of approx. 2000 units) in order to increase capacity of the A644. One option is the creation of a new road connection from the A644 at Low Mill Lane, crossing the River Calder and railway line, connecting with and running through the site via the internal spine road to link with Dewsbury town centre via Forge Lane and Savile Road. It is however possible that alternative proposals will develop over the next 10 to 15 years as part of the options assessment for a north Kirklees orbital route (NKOR).

- 1.7 The masterplan shows 3 points of access into the site from Ravensthorpe Road, Forge Lane and Lees Hall Road, connected via a new spine road which in turn feeds an internal access loop. Highway modelling undertaken for the local plan indicates that the site can accommodate the scale of development proposed during the plan period provided that a number of off-site interventions within the local network are delivered. The modelling identifies a total of 18 junctions where intervention may be required. Further modelling work and the preparation of a transport assessment based on the current masterplan has been commissioned that will inform the nature and scale of interventions necessary together with the associated triggers for implementation.
- 1.8 The masterplan and masterplan framework have been developed in accordance with Local Plan policies. This has ensured that the masterplan and framework embed a planning policy compliant approach which will then inform, guide and shape individual planning applications as the site is delivered. Cabinet endorsement of the masterplan and masterplan framework will ensure that they can be afforded appropriate weight in future decision making by the Local Planning Authority.
- 1.9 As the masterplan and masterplan framework sets out the 'what and where' then the delivery framework will establish the 'when and how'. A delivery framework is being developed with the site promoter, development partners and the Council that will be brought to Cabinet for endorsement.
- 1.10 The Council is seeking grant assistance from the Combined Authority Local Growth Fund that will help to de-risk the delivery of infrastructure and unlock the development of the site. Authority is sought for the Council to receive Local Growth Fund grant that may be secured in order to deliver the access and drainage infrastructure.

2. Information required to take a decision

2.1 Dewsbury Riverside

- 2.1.1 Dewsbury Riverside is a key site within the North Kirklees Growth Zone which is identified as a spatial priority area for housing growth in the Leeds City Region Strategic Economic Plan. Within this context, Dewsbury Riverside is seen as an important part of a regionally significant growth initiative, unlocking the area's potential to become more prosperous, and providing jobs and homes for existing and new local communities.
- 2.1.2 It is a planned, sustainable urban extension to the south of Dewsbury and includes new homes, a local centre, retail, primary care facilities, schools, highway infrastructure and sustainable urban drainage system infrastructure (SUDS), along with a network of connected green spaces. 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.
- 2.1.3 The land is allocated for housing in the recently adopted Kirklees Local Plan. It incorporates 158.8Ha of land with capacity for up to 4000 homes, of which approximately 1869 are proposed to be developed within the Local Plan period up to 2031. Delivery of Dewsbury Riverside is essential in meeting the housing needs of the Kirklees Local Plan, being the largest housing allocation and therefore making the most significant contribution to the housing needs established by the Kirklees Strategic Housing Market Assessment (SHMA).

- 2.1.4 On 18th October 2017 Cabinet agreed a series of recommendations authorising officers to work with Miller Homes to bring forward a sequenced masterplan, enter into negotiations for phased joint development, appoint specialist support consultants and utilise Council land assets to bring forward early development. Prior to any disposals further reports would be presented to cabinet for consideration.
- 2.1.5 On 20th March 2018 Cabinet agreed that the Service Director for Housing and the Service Director for Economy, Regeneration & Culture be authorised to enter into negotiations with Miller Homes with a view to disposal of the Councils land asset, the final terms of that negotiation and any disposal of assets being subject of a further report.

2.2 The Vision

- 2.2.1 The vision for Dewsbury Riverside is to create a sustainable urban extension that will deliver social, environmental and economic benefits, provide a mix of high quality homes of different tenures together with community infrastructure to create a sustainable, vibrant mixed community; and to retain, expand and enhance existing green infrastructure, connecting new and existing communities to healthy lifestyle opportunities.

2.3 The Masterplan & Masterplan Framework

- 2.3.1 The masterplan and masterplan framework together set out the ‘what and where’ for the development of the allocation. The masterplan framework brings together a significant amount of technical and design work that has been undertaken, it explains the context for the masterplan and sets out the high level phasing of development across the site.
- 2.3.2 The masterplan has evolved through a series of workshops with Council officers, Miller Homes and their consultants, assisted for the early workshops by the Homes England ATLAS team and, through community and stakeholder consultation to develop a masterplan and framework for Dewsbury Riverside as required by Policy PLP5 of the Kirklees Local Plan.
- 2.3.3 The masterplan sets out the distribution of and inter-relationship between land uses across the allocation, the points of access into the site from the local highway network and the internal layout of the site. In particular it sets out the location of:
- Housing
 - Access points and roads
 - The local centre
 - Location of new schools
 - Green infrastructure networks
 - Open space
 - Allotment Provision
 - Public rights of way
 - Drainage infrastructure

Quantum and phasing of development:

- 2.3.4 The development is to be delivered over two plan periods, with 1869 new homes, the local centre, a new primary school, re provision of allotments and supporting green and blue infrastructure being delivered over the next 15 years, the remaining 2131 homes, a second primary school and remaining green infrastructure to be delivered in the following plan period.
- 2.3.5 A phasing plan and delivery trajectory will demonstrate how the allocation is intended to come forward for development through the current plan period and beyond. For the early phases, phase 1(A&B) will be accessed from Lees Hall Road, bringing forward 120 and 180 units respectively. Phase 2 will be accessed from Ravensthorpe Road bringing forward a further 120 units with phase 3 being served via a third access from Forge Lane delivering the local centre and 120 units. Phases 4 and 5 will complete the first 7 years of delivery, bringing forward in the order of 710 units, the local centre, urban park, primary school and the re provision of allotments and faith facility that facilitates access from Forge Lane.

Neighbourhoods:

- 2.3.6 The Masterplan has been designed around a series of neighbourhoods, radiating from a central urban park, new local centre and primary school, phased to be delivered early in the development to act as a catalyst and driver for the early development of the scheme and that form the heart of the urban village centre.
- 2.3.7 The site divides into six neighbourhood areas which are defined by physical characteristics. Each neighbourhood will have a character which is broadly defined by its location and its relationship to natural features. Each character area will break down into sub areas, created by development platforms and differences in levels. Within each neighbourhood specific character areas will be described in order to illustrate the place-making principles that will create distinctiveness and legibility across the scheme.

Neighbourhood 1 - The Central Gateway:

- 2.3.8 The central gateway accommodates the new central park, local centre, primary school, access from Forge Lane as well as land for new housing.
- 2.3.9 The Central Park: The proposed park sits at the heart of the development, adjacent to the Local Centre. This key open space, serving the wider community, slopes dramatically downhill from existing woodland via a series of wide grass steps to a level games/events area, then more gradually through semi-enclosed informal meadows to a play amphitheatre at the eastern/local centre gateway, providing opportunity for a range of recreational experiences.
- 2.3.10 The masterplan accommodates equipped and natural play areas, making use of existing topography and an enclosed multi-use games area. Existing woodland and hedgerows are incorporated within proposed green infrastructure, with new tree and hedgerow planting reinforcing enclosure and visual interest, and increasing biodiversity. New footpaths link to existing routes, passing through grass areas ranging from formal to informal, having differential mowing regimes. The park contains exciting elements of land art, both large and small scale, ranging from wide grass steps and amphitheatre to small elements of sculpture.

- 2.3.11 The Local Centre: A new local centre will accommodate a range of retail and community facilities. It is anticipated that there will be a health centre with GPs and pharmacy. There will be a replacement community facility (that will thereby facilitate access from Forge Lane), small retail outlets and potentially a pub/diner.
- 2.3.12 Primary School: A new two form entry primary school will be delivered in the initial phases of the scheme. The proposed primary school will sit alongside the existing Ravenshall School, its location being a response to the need for early delivery and to assist with the potential sharing of facilities (such as playing pitches).
- 2.3.13 Housing: land is made available for up to 147 new homes within this neighbourhood with the opportunity to provide for housing with care and for older persons accommodation.

Neighbourhood 2 – Lees Hall Gateway

- 2.3.14 The Lees Hall gateway provides access into the site from Lees Hall Road and will accommodate the first phases of housing development of up to 621 units. There is a variety of greenspace within this neighbourhood area, informal greenspace close to the site entrance and provision of a dry detention basin as part of the overall drainage strategy that will also facilitate informal play. Green pedestrian connections will come into the neighbourhood from Lees Hall Road adjacent to Olympia Gardens, Brewery Lane and from King Edward Street. This neighbourhood also accommodates replacement allotment provision together with land for future allotments to meet demand as development of the wider allocation comes forward.

Neighbourhood 3 – Lady Wood

- 2.3.15 This neighbourhood is divided by topography and accommodates up to 486 new homes across two development plateaus. The entrance roundabout at Ravensthorpe Road cuts into the hill side and offers opportunities to create dramatic ground sculpture which cuts and terraces the hillside. A cycleway/ green route and a number of public rights of way descend the hillside. The spine road has landscaped central reservations which enable traffic calming as well as providing pedestrian refuges and crossing points. A segregated two way cycleway is provided connecting through to the new local centre. A dry detention basin is accommodated as part of the overall drainage strategy that will also facilitate informal play.

Neighbourhood 4 – Crow Royd

- 2.3.16 This neighbourhood accommodates up to 806 new homes is defined by the proposed orbital route and the woodland and green space which connects to the central park. A watercourse runs through the neighbourhood through Long Plantation, creating opportunities to enhance biodiversity with wetland planting. The slopes and the dry detention basin offer scope for dramatic and sculptural ground modelling. The existing Crow Royd Farm is accommodated within the masterplan.

Neighbourhood 5 – Ouzelwell

- 2.3.17 The character of this neighbourhood is largely defined by the steeper gradients as the land rises up towards the south. There are a number of public rights of way which give access to the wider area and panoramic views towards Dewsbury. There is a woodland edge to Long Plantation and a green edge to the southern boundary of the

development. The existing farm buildings of Ouzelwell Hall create references for potential character areas. The neighbourhood accommodates up to 1,049 new homes.

Neighbourhood 6 – Sands Lane

2.3.18 This neighbourhood accommodates up to 891 new homes. It is framed by Sands Lane, Lady Wood' Jordan Wood and Long Plantation, with existing copses of trees within the site being accommodated within proposed areas of greenspace within the layout. Existing footpaths and bridleways that pass through the site are accommodated within the layout

Transportation

2.3.19 Improvements to Ravensthorpe Railway Station and the trans-Pennine rail link as part of the Network Rail proposed Trans-Pennine Route Upgrade has the potential to provide significant benefits for Dewsbury Riverside, helping the development to become an attractive location for commuters to Leeds, Manchester and beyond which will in turn help to stimulate market interest, drive sales and lift land values.

2.3.20 The Trans-Pennine Route Upgrade aims to deliver faster, more frequent and more reliable services across the north of England, from Newcastle, Hull and York towards Manchester and Liverpool via Leeds. Network Rail has worked on the development of potential infrastructure options and has now submitted these options to the Department for Transport for consideration. The route between Huddersfield and Leeds includes the potential for improvements, remodelling and new stations at Huddersfield, Deighton, Mirfield and Ravensthorpe.

2.3.21 The Mirfield to Dewsbury to Leeds (M2D2L) West Yorkshire +Transport Fund scheme of infrastructure improvements aims to reduce congestion, reduce travel times, improve air quality and enhance public realm along the A644 and A653 transport corridors. This scheme will deliver a programme of highway interventions within the corridors that will help to provide capacity in order to accommodate traffic generation from the early phases of development at Dewsbury Riverside.

2.3.22 A strategic intervention will be required to accommodate development post plan (after the development of approx. 2000 units) in order to increase capacity of the A644. One option is the creation of a new road connection from the A644 at Low Mill Lane, crossing the River Calder and railway line, connecting with and running through the site via the internal spine road to link with Dewsbury town centre via Forge Lane and Savile Road. It is however possible that alternative proposals will develop over the next 10 to 15 years as part of the options assessment for a north Kirklees orbital route (NKOR).

Access:

2.3.23 The masterplan shows 3 points of access into the site from Ravensthorpe Road, Forge Lane and Lees Hall Road, connected via a new spine road which in turn feeds an internal access loop.

2.3.24 Highway modelling undertaken for the local plan indicates that the site can accommodate the scale of development proposed during the plan period provided that a number of off-site interventions within the local network are delivered.

2.3.25 The modelling identifies a total of 18 junctions where intervention may be required. Further modelling work and the preparation of a transport assessment based on the current masterplan has been commissioned that will inform the nature and scale of interventions necessary together with the associated triggers for implementation.

Movement & Connectivity:

2.3.26 A network of public footpaths and bridleways pass through the site connecting communities at Thornhill Lees, Overthorpe and Mirfield. Existing lanes within the site 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 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 site. Cyclists also use the bridleways particularly on the higher contours to access the wider area.

2.3.27 The site is within reach of a number of national and local cycle routes. Sustrans National Cycle Route 66 is within 1km of the site and can be directly accessed off Calder Road, Calder Valley Greenway runs between Huddersfield and Dewsbury town centres via Mirfield and Ravensthorpe and Spen Valley Greenway, a seven mile long cycle path connecting Dewsbury to Bradford via Heckmondwike and Cleckheaton.

2.3.28 There are clear opportunities to improve low carbon connectivity through the site by retaining existing footpaths and bridleways and by extending and connecting footpaths and cycle paths to the wider area beyond. The following principles have therefore informed the development of the masterplan:

- To embed existing public rights of way, footpaths, bridleways and lanes into the urban grain of masterplan
- To reinforce and extend routes giving improved access to wider countryside
- To provide opportunities for pedestrian and cycle connectivity to the local centre, central park and Ravensthorpe railway station.

2.3.29 The masterplan framework also makes a commitment to produce a bridleway strategy which considers alternative routes for horse riders on well used vehicular routes and to explore opportunities off site to connect with Sustrans route 66.

Local centre:

2.3.30 A new local centre is proposed as part of the masterplan with retail and leisure provision along with a number of complimentary social and community facilities including faith, health, education, sport and recreation.

2.3.31 The local centre is situated centrally within the layout, clustered around the intersection of the spine roads that provide access from Ravensthorpe Road, Forge Lane and Lees Hall Road and will accommodate new retail units including a small local convenience offer, together with a family pub and restaurant, a replacement faith facility, a new doctors surgery, a new primary school, an extra care facility and an urban park.

2.3.32 Together these elements will help to support the new community and provide the wider communities with a focal point for activity and interaction.

Schools:

- 2.3.33 The masterplan makes 2Ha of land available for the provision of a new two form entry primary school during the plan period, to be situated adjacent to the existing Ravenshall School as part of the local centre.
- 2.3.34 The masterplan also safeguards land for the future provision of a further primary school and a secondary school post plan should they be required.

Green infrastructure:

- 2.3.35 There is a wide range of existing green space both within and close to the site, including existing woodland at Lady Wood, Priestroyd Wood, Shrogg Wood, Foxroyd Wood, Long Plantation and Jordan Wood.
- 2.3.36 The masterplan seeks to retain existing green infrastructure in the form of woodland belts, copses and hedgerows with incursions for highway access being minimised. Green spaces are connected by green routes that are aligned to and accommodate existing public rights of way and bridleways across the site. This will extend habitat corridors up to the green site margins and into green spaces beyond. Additional green infrastructure will be provided through the adoption of green streets and SUDS principles within the masterplan.
- 2.3.37 The development can be successfully integrated into the landscape by:
- Creating a strong landscape buffer along the southern boundary of the site.
 - Seeking to retain important existing landscape features, such as woodland, intact hedgerows, quality isolated trees, cart track and existing walls.
 - Seeking to reduce the existing detracting features such as pylons and overhead electricity cables.
 - Retaining and enhancing the existing footpath and bridleway network.
 - Creating a strong east west habitat linkage.

Open space:

- 2.3.38 There is a range of existing open space and opportunities for outdoor sport and recreation within and near to the site including Ravenshall and Morton Grove allotments, Morton Grove bowling-green, Ouzelwell Lane MUGA, Ladywood Lakes Fishery, Brewery Lane Recreation Ground and Dewsbury District Golf Club. The masterplan makes provision for the distribution of natural and semi natural greenspace, young people's play, children's equipped play, amenity greenspace and parks/recreation grounds as required by local plan policy PLP63.
- 2.3.39 The requirement for natural/semi natural greenspace is met by connecting up existing areas of greenspace, improving public access for recreation and securing arrangements for management and maintenance.
- 2.3.40 The preferred approach for young people's play and children's equipped/designated play is to combine the requirements to create a large central area of open space within the layout that can accommodate both formal play provision and opportunities for natural play (rather than provision being distributed throughout the layout).

- 2.3.41 The masterplan makes provision for 5.4Ha of open space in the form of a centrally located urban park that will provide opportunities for formal and informal through age play, outdoor sport and recreation.
- 2.3.42 The requirement for amenity greenspace will be met within the layouts for each phase through the provision of informal recreation spaces and communal green spaces, negotiated through planning applications for respective phases of development.
- 2.3.43 The requirement for replacement/additional allotments is to be met through the masterplan and development of the allotment strategy. Two hectares of existing allotments are re-provided within the masterplan with an additional hectare provided to serve expanding need which creates opportunities for shared resources. The proposed allotments may be accessed from Ings Lane and from the internal spine road. An allotment strategy is set out in the masterplan framework
- 2.3.44 For parks and recreation, community sports pitches and associated facilities will be secured as part of the second primary/secondary school development to meet the needs of the development in the later phases of the scheme.

Ecology:

- 2.3.45 There are no statutory nature conservation designations relevant to the site and there are no non-statutory nature conservation designations that are likely to represent constraints. Ecological surveys have not identified any signs of protected fauna species and no significant flora species. Investigations have also indicated there will be no direct significant adverse impacts on adjacent ecological features.
- 2.3.46 Wildlife corridors in the wider area are centred on the Calder Valley and the waterways, wetlands and transport routes occupying it. The main watercourse within the site provides some connected habitat at this scale.
- 2.3.47 There are also some local waterbodies in the area, including Ladywood Lakes fishery, stocked for recreational coarse fishing and a small pond adjacent the River Calder. There are a series of smaller ponds within the golf course and in woodlands to the west of the site. Invasive species such as Japanese Knotweed and Himalayan Balsam require treatment and management under an Invasive Species Management Plan.
- 2.3.48 The masterplan accommodates the watercourse as part of the open space and central park within the layout where it is retained as open watercourse. Ecological networks other than those associated with watercourses are associated with blocks of woodland. The site contains blocks of woodland habitat which, although not well connected could provide value as “stepping stones” within the network. Retention of these woodlands and the provision of green habitat links between them have been central to the sites master planning, which will contribute to connectivity and local networks through and around the site.

Drainage:

- 2.3.49 A drainage strategy has been developed for the site that identifies six discrete catchments based on topography. The masterplan proposes that each catchment operates with surface water flows, an outfall and attenuation structure, with an agreed discharge rate for each catchment. 1 in 30 year storage volumes will be

accommodated below ground with 1 in 100 year water storage being accommodated above ground in dry basins. A new separate foul water drainage network will connect with the existing public combined sewer.

- 2.3.50 The proposed surface water system will 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 will be restricted to pre-development greenfield run-off rates.
- 2.3.51 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 mimics the existing flow regime and flow routing will be further developed as the scheme progresses.
- 2.3.52 The masterplan accommodates 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 that can be used dually for informal play and recreation whilst dry.

Ground Conditions:

- 2.3.53 Geo-environmental investigations, including some intrusive site investigations, have been undertaken. Whilst large parts of the site have had little or no development that is likely to give rise to significant contamination, there are parts of the site that have been the subject of previous mining and quarrying activity which together with associated railway infrastructure will require remediation and restoration. 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 and grouting.
- 2.3.54 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. Coal Authority records indicate the presence of an addit to the south of the proposed Lees Hall Road access and two mineshafts to the west of Ravenshall School. These are accommodated within the masterplan. It is anticipated that further mineshafts will be located through the development process that may impact on the development areas in the later phases of the scheme.

Energy:

- 2.3.55 An Energy Strategy has been prepared that reviews potential renewable technologies and concludes that to achieve Building Regulations minimum compliance a fabric first approach is advocated together with the potential use of some renewable technologies on individual dwellings.

Utilities:

- 2.3.56 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. The masterplan does however propose the diversion of an existing gas main and electricity pylons that cross the site towards Ravensthorpe Road.

2.4 The Delivery Framework

- 2.4.1 As the masterplan and masterplan framework sets out the 'what and where' then the delivery framework will establish the 'when and how'.
- 2.4.2 A delivery framework is being developed with the site promoter, development partners and the Council and will set out:
- The phasing of development
 - The core infrastructure requirement to support phased delivery of housing
 - Triggers for the delivery of core infrastructure
 - The methodology for the delivery of the core infrastructure
 - Funding mechanisms
- 2.4.3 It is intended that the delivery framework be brought forward to Cabinet for endorsement in May 2019.

2.5 Local Plan Policy

- 2.5.1 The masterplan and masterplan framework have been developed in accordance with Local Plan policies, including;
- PLP5: Master-planning;
 - PLP4 Infrastructure Delivery
 - H2089 Site Allocation Policy
- 2.5.2 This has ensured that the masterplan and framework embed a planning policy compliant approach which will then inform, guide and shape individual planning applications as the site is delivered.
- 2.5.3 Cabinet endorsement of the masterplan and masterplan framework will ensure that they can be afforded appropriate weight in future decision making by the Local Planning Authority.
- 2.5.4 Consideration will also be given as to whether the masterplan, masterplan framework and delivery framework should be brought forward for adoption as a supplementary planning document.

2.6 Grant Funding

- 2.6.1 The Council is seeking grant assistance from the Combined Authority Local Growth Fund that will help to de-risk the delivery of infrastructure and unlock the development of the site. An outline business case has been submitted for funding to:
- Construct the roundabouts and accesses into site from Ravensthorpe Road and Lees Hall Road to facilitate development of early phases that will open up the wider housing allocation helping to accelerate delivery.
 - Construct the SUDS and drainage infrastructure to facilitate delivery of the early phases of development.
 - Enable two development partners establish sales outlets on site that will help meet the delivery trajectory for the allocation.
 - Help create a high quality housing development that will set a standard as subsequent phases come forward.
 - Bring forward land for the development of 240 residential units.

- 2.6.2 A Full business case will then need to be developed and submitted for the final scheme designs.
- 2.6.3 Authority is sought for the Council to receive Local Growth Fund grant that may be secured in order to deliver the access and drainage infrastructure.
- 2.6.4 The Council is also seeking grant assistance from the Governments Housing Infrastructure Fund (HIF) in relation to the wider site requirements. HIF funding will help to unlock the wider housing allocation through the provision of grant funding for the diversion of a gas main and electricity pylons, construction of a new primary school and the provision of a replacement community facility building and allotments that will facilitate construction of access from Forge Lane.

3. Implications for the Council

3.1 Working with People

- 3.1.1 The Dewsbury Riverside housing allocation has been through two rounds of extensive public engagement through the Local Plan process. The production of the Masterplan and Masterplan Framework has including several rounds of more localised public engagement involving leaflet drops and drop in events in Thornhill Lees and Mirfield, alongside on-going engagement with Local Members and community groups.
- 3.1.2 This is the start of the process of engagement that will continue through the delivery and review of the masterplan alongside further consultation which will be held as part of the planning process.

3.2 Working with Partners

- 3.2.1 The Council has worked closely with the site promoter and their consultant team in developing the masterplan. In addition to public, community group and member engagement, other partners have also been engaged in considering the masterplan. These include all relevant infrastructure providers that will have a role in delivering the site and regional bodies including Leeds City Region and West Yorkshire Combined Authority.

3.3 Place Based Working

- 3.3.1 Work has begun through the public engagement to date, and this is the start of placed based working with local communities to realise the benefits that Dewsbury Riverside will bring to the local area. The Neighbourhoods set out in the design principles of the Masterplan Framework outline how local geography and character is being fed into the delivery of Dewsbury Riverside going forwards.

3.4 Improving outcomes for children

- 3.4.1 Dewsbury Riverside will provide family living accommodation within a sustainable masterplan development which will include new early years, school, recreational and sporting opportunities for new residents and those living in the surrounding areas.

3.5 Other

3.5.1 Legal

None.

3.5.2 Finance

The Local Growth Fund bid to the West Yorkshire Combined Authority is £4.61m and the Housing Infrastructure Funding bid to Government is £22.5m. Neither funding bids require any specific matched Council funding contribution as part of the bid submission.

3.5.3 Human Resources

None.

4. Consultees and their opinions

- 4.1 The masterplan has evolved through a series of collaborative workshops with Council officers, Miller Homes and their consultants, assisted for the early workshops by the Homes England ATLAS team.
- 4.2 Disciplines from across the Council have engaged with this process, including Planning, Transportation & Highways, Regeneration, Education, Housing, Parks & Greenspaces, Flood Management & Drainage, Public Health and Asset Strategy, which has helped to influence and shape the masterplan and masterplan framework.
- 4.3 Members of the local community have been invited to attend exhibitions and public drop-in events promoted by Spawforth Associates as master-planners, providing an opportunity for the community to view, discuss and comment upon the masterplan and masterplan framework. The events took place in October 2018 at Thornhill Lees Community Centre and February 2019 at Mirfield Community Centre and were well attended with over 100 attendees at each event. Contact details were made available to allow members of the local community to email and/or call and leave messages. Through calls and emails, those members unable to attend the events could still be sent the information displayed and they could highlight their queries.
- 4.4 The key concerns raised related to highways, drainage, the need for community infrastructure and loss of greenspace. However many attendees were also keen to understand the time-scales for the development and expressed interest in purchasing a home within the Dewsbury Riverside scheme.

5. Next steps and timelines

- Cabinet endorsement of Masterplan and Masterplan Framework (March 2019)
- Preparation of the Masterplan Delivery Strategy (March/April 2019)
- Endorsement of Delivery Framework (May 2019)
- Preparation and submission of full business case for funding of infrastructure works from the Combined Authority Local Growth Fund (July 2019)
- Negotiation of Heads of Terms for a land collaboration agreement between the Council, the principal land owners and master developer (Ongoing)

6. **Officer recommendations and reasons**

- 6.1. That Cabinet endorses the Dewsbury Riverside Masterplan and Masterplan Framework as the most appropriate way forward to ensure that Dewsbury Riverside is developed out in a sustainable manner with a true sense of “place” and in a way that will enhance the North Kirklees area, and in order that appropriate weight may be afforded to the Masterplan and Masterplan Framework in decision making by the Local Planning Authority.
- 6.2. To note the two current grant bid submissions; £4.6m Local Growth Fund and £22.5m Housing Infrastructure Fund that will support the delivery of the vision set out in the Masterplan and Masterplan Framework.
- 6.3. To note , in line with Council Financial Procedure Rules 4.7 to 4.11, that The Chief Finance Officer in consultation with the Service Director Legal Governance & Commissioning and the appropriate Strategic Director is authorised to approve the acceptance of any subsequent Grant Agreement for the two grant bids, if successful.
- 6.4. That authority be delegated to the Service Director Legal Governance & Commissioning to enter into and execute any Grant Agreement with the Combined Authority for the Local Growth Fund Grant and also to enter into and execute any ancillary documents that relate to the Grant Agreement.
- 6.6. Officers make the recommendation in 6.2 to ensure that funding can be obtained in order to deliver the vision set out in the Masterplan and Masterplan Framework.

7. **Cabinet portfolio holder’s recommendations**

The Riverside Masterplan shows the Council, what can be achieved by using its own land, working with partners, fully involving local communities and Councillors to shape the future of their area. It is something the community can be proud of, a legacy laid down for the future of Dewsbury, by the people of Dewsbury.

8. **Contact officers**

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9. Background Papers and History of Decisions

Kirklees Local Plan
Kirklees Economic Strategy
Kirklees Health and Well Being Strategy
North Kirklees Growth Zone Cabinet Report November 2015
North Kirklees Growth Zone Next Steps Cabinet Report October 2016
North Kirklees Growth Zone Update Report March 2018

10. Service Director responsible

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Appendix A - The Masterplan

Appendix B - The Masterplan Framework