

Dewsbury Riverside Limited
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BY EMAIL

To: transportinfrastructure@dft.gov.uk

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW19 4DR

17 May 2021

Dear Sir

**THE PROPOSED NETWORK RAIL (HUDDERSFIELD TO WESTTOWN (DEWSBURY)
IMPROVEMENTS) ORDER (THE "DRAFT ORDER")**
DEWSBURY RIVERSIDE LIMITED – OBJECTION TO THE PROPOSED ORDER

Introduction

- 1 Dewsbury Riverside Ltd ("**DRL**")¹ is the freehold owner of land adjoining Calder Road in Ravensthorpe (see the land edged red on **Plan 1** appended to this Objection at **Appendix 1**) (the "**DRL Land**"). The entirety of the DRL Land shown on Plan 1 is included within the Order Limits for the proposed Draft Order and this includes land which is to be permanently and temporarily acquired by Network Rail.
- 2 DRL writes to object to the Draft Order. The scheduled works proposed under the Draft Order create severe prejudice to DRL, including: (i) significant loss of developable land; (ii) significantly increased development costs (since DRL would effectively have to retrofit its own development schemes to accommodate the Network Rail works being impose on the DRL Land); and (iii) significant delay and unmanageable uncertainty. The issue of loss of developable area on the DRL Land is all the more severe when the cumulative impact of the loss of different areas of DRL Land is considered. It is notable that cumulatively the area of affected land represents approximately half the total area of the DRL Land.
- 3 The effect of the Draft Order renders the development of 120 new homes, development of the DRL Land and, potentially, the development of the wider Dewsbury Riverside Masterplan Framework ("**Dewsbury Riverside Framework**") allocation unviable.

¹ DRL is a majority owned subsidiary of Berkeley DeVeer Limited ("**BDV**"). DRL was established with the principal objective of promoting interests in the Dewsbury Riverside local plan allocation. Conversations with Network Rail to date have been in the name of BDV, although it is DRL that has the relevant freehold interests in the DRL Land affected by the proposed Order and included within the Order Limits and shown on Plan 1.

Overview

Outline Planning Permission

- 4 There is an extant outline planning permission (ref 2016/60/94118/E) that was granted on 12 April 2017 (“**OPP**”) for residential development (including for up to 120 new homes) on land within and to the east of the DRL Land (the “**OPP Land**”). A reserved matters application (layout, appearance, scale, landscaping) for (among other things) the erection of the 120 dwellings pursuant to the OPP has been submitted by DRL and the application was validated by Kirklees Council on 27 April 2021 (ref 2021/91759) with a decision expected by 27 July 2021 (“**Reserved Matters Application**”).
- 5 Access under the OPP was not reserved and the OPP includes an approved location for a priority T-junction access from Ravensthorpe Road within the DRL Land (the “**DRL Junction**”). The DRL Junction is shown on **Plans 1, 2 and 3** (these being indicative overlay plans produced by DRL based on the deposited Order plans included at **Appendices 1, 2 and 3**).
- 6 The location of the DRL Junction begins at a point between Points “P3” and “P4” on Ravensthorpe Road (as marked on Sheet No. 21 of the deposited Order plan and is also shown on **Plan 2** at **Appendix 2**), turning south from Ravensthorpe Road into the northern part of the DRL Land, before then turning east and continuing through the eastern boundary of the DRL Land and into the OPP Land through its western boundary. The DLR Junction and the OPP Land are shown on **Plan 4** at **Appendix 4**.
- 7 The DRL Junction will serve the 120 dwellings consented under the OPP, but is considered to have the capacity to support up to 700 dwellings as part of a wider area of land allocated under Policy HS61 of the Kirklees Local Plan (“**Dewsbury Riverside**”) (see **Plan 5** at **Appendix 5** showing the Dewsbury Riverside Framework area). In this context, the DLR Junction is considered to be a catalyst and driver for a substantial proportion of development at Dewsbury Riverside (including on the DLR Land). Comprehensive development of the wider Dewsbury Riverside area (beyond the initial 700 (approx) dwellings) is considered to require (subject to further detailed design and modelling) the DRL Junction to be replaced by a 4-armed roundabout (the “**DRL Roundabout**”). The DRL Roundabout is shown indicatively in “lime green” on Plan 6 at **Appendix 6**, as well as on Plan 8 at **Appendix 8**.

Dewsbury Riverside

- 8 As explained above, the DRL Land forms part of the Dewsbury Riverside Framework area. Dewsbury Riverside is allocated for substantial mixed use strategic development, including up to 4,000 new homes (of which 1,869 new homes are intended to be delivered during the Local Plan period).
- 9 Policy HS61 confirms that “*the site will play a key role in helping transform Dewsbury and Ravensthorpe*”. 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.
- 10 The 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.

- 11 DRL is concerned that a substantial proportion of the Dewsbury Riverside Framework allocation falls within the Order Limits in the Draft Order.

Grounds of objection

- 12 The grounds of DRL's objection to the proposed Order are set out below.

Ground 1 – Effect of the Draft Order on the DRL Junction (in relation to the OPP)

- 13 A number of scheduled works, in particular Work Nos. 17 & 17A in Schedule 1 of the Draft Order, will directly impact upon and/or interfere with the delivery and/or use by DRL of the DRL Junction (and so the delivery and/or occupation of the wider residential development (120 new homes) under the OPP).
- 14 DRL understands that Network Rail has various powers within the Draft Order to acquire land compulsorily. This includes land shown on the deposited plans within the limits of deviation and described in the book of reference, as well as land specified in Schedules 2 of the Draft Order. In addition, Network Rail has other powers to temporarily use land within the Order Limits and land specified within Schedule 16 of the Draft Order for the purposes of carrying out the scheduled works. Notably Network Rail may remain in possession of those plots needed temporarily for a considerable number of years (bearing in mind that they would have a period of 5 years in which to take possession and can remain in possession beyond that period, including for a period of up to one year following completion of the works).
- 15 DRL received a Rule 15 notice from Network Rail, dated 31 March 2021 (the “**Notice**”). The Notice includes a schedule setting out the land in which Network Rail believes DRL has an interest and which is subject to the exercise of compulsory purchase powers provided for in the Draft Order. It appears to DRL that the schedule in the Notice lists those numbered plots for which powers of permanent acquisition are proposed (rather than those plots for which powers of temporary possession are also proposed). For example, numbered plot **21-033** (included within Schedule 16 of the Draft Order is not included within the schedule in the Notice). DRL notes that plots **21-033a** and **21-034** are listed in the schedule within the Notice (and so we assume it is intended that Network Rail requires powers to compulsorily acquire these plots permanently) but these plots are not included within Schedule 2 of the Draft Order (nor are they included within Schedule 16 for that matter) and Network Rail have not confirmed the position to DRL in previous dialogue. Significant uncertainty is created as a result of this and urgent clarification is sought in relation to what compulsory acquisition powers are sought and over which numbered plots in which DRL has land interests².
- 16 Whatever compulsory acquisition powers are sought over plots **21-033a** and **21-034**, **Plan 2** (at **Appendix 2**) shows the location of the DLR Junction overlaid onto Sheets no.19 and 21 of Network Rail's deposited Order plans. Plan 2 demonstrates the clear interference with the DRL Junction as a result of the proposed Draft Order. The DRL Junction is the only feasible access available to serve the OPP Land and the Draft Order, if made, would prevent the delivery of 120 new homes pursuant to the consented OPP. As a minimum, delivery of the DRL Junction would be delayed for upwards of at least 5 years (assuming temporary possession powers are required by Network Rail) or, in the alternative, delivery of the DRL Junction would be permanently interfered with or prevented (assuming permanent acquisition powers are required).

² See paragraphs 50 and 51 below (under “Other matters”) where clarification is sought as to the proposed powers to acquire DRL Land permanently.
245664343_7/17 May 2021

- 17 DRL also notes that Schedule 4 of the Draft Order includes the stopping up of Ravensthorpe Road between the points marked “P3” and “P4” on Sheet No.21 of the deposited Order plan (and shown indicatively on DRL’s **Plan 2** at **Appendix 2**). A substituted street is then proposed between the points marked “P4” and “P5” (Work No. 17A) (“**Substituted Street**”), in order to create access to the roundabout proposed by Network Rail on DRL Land (the “**NR Roundabout**”) (see further below in relation to DRL’s Ground 3). The Substituted Street is shown on DRL’s **Plan 3** (see **Appendix 3**) which shows, in the form of an indicative overlay onto Network Rail’s deposited Order plan, the clear interference and incompatibility between the DRL Junction and the Substituted Street.
- 18 DRL plans to commence construction of the DRL Junction following the approval of the Reserved Matters Application. As explained above, a decision on the Reserved Matters Application is expected by 27 July 2021, meaning that construction of the DRL Junction could commence (and be completed to base course level) before a decision on the Draft Order is made by the Secretary of State. DRL is concerned that, despite clear discussions with Network Rail in advance of submission of the TWAO application, the Draft Order has not taken into account the obvious disconnect and associated issues arising from Network Rail proposing works in the location of a residential scheme with the benefit of an extant planning consent. Accordingly, DRL considers that the Draft Order will need to be amended by the Secretary of State to take account of the DRL Junction.
- 19 If the Draft Order is not amended to avoid or otherwise remove prejudice to the DRL Junction and the associated residential development under the OPP, this would give rise to a substantial compensation claim (particularly given that it is likely that construction of the DRL Junction will have commenced (and possibly completed) prior to the Draft Order having been made.

Ground 2 – Effect of the Draft Order on access to DRL Land (in relation to development of Dewsbury Riverside on DRL Land)

- 20 While the consented DRL Junction will serve the 120 dwellings consented under the OPP, it also represents DRL’s short-term access solution for the delivery of residential development on the DRL Land as part of the allocated Dewsbury Riverside Framework. It is DRL’s intention to submit a planning application (“**DRL Application**”) for residential development of part of the DRL Land together with a new section of road that will connect into the DRL Junction on the DRL Land (the “**DRL Road**”), and run south, before turning south-west, in order to serve and facilitate this wider residential development. The DRL Road is shown on Plan 7 at **Appendix 7**.
- 21 Submission of the DRL Application is anticipated following approval of the Reserved Matters Application. As such, the DRL Application could conceivably be approved prior to the Draft Order being made.
- 22 A number of scheduled works, in particular Work Nos. 15, 17 and 17A as proposed in Schedule 1 of the Draft Order, will directly impact upon and/or interfere with the delivery and/or use of the DRL Junction and the proposed DRL Road (and so the delivery and/or occupation of the wider residential development forming part of the allocated Dewsbury Riverside masterplan).
- 23 In relation to securing appropriate access to the DRL Land pursuant to the DRL Road specifically for the purposes of developing the DRL Land, it would appear to DRL that the following numbered plots of DRL Land are either directly affected or are at risk of being affected by Work Nos. 15, 17 and 17A in the Draft Order:

- 23.1 **21-031** – included within Schedule 2 of the Draft Order for utility diversions;
 - 23.2 **21-033** – included in Schedule 16 of the Draft Order (temporary possession) for a working site and access for construction in respect of Works Nos. 17 & 17A;
 - 23.3 **21-033a** – while not included within Schedules 2 or 16 in the Draft Order, this is within the limits of deviation for Works Nos, 17 and 17A and so there will be power to acquire this land;
 - 23.4 **21-034** – while not included within Schedules 2 or 16 in the Draft Order, this is within the limits of deviation for Works Nos, 17 and 17A and so there will be power to acquire this land;
 - 23.5 **19-040** – included in Schedule 16 of the Draft Order (temporary possession) for a working site and access for construction in respect of Work No. 15; and
 - 23.6 **19-042** – included in Schedule 16 of the Draft Order (temporary possession) for a working site and access for construction in respect of Works Nos. 17, 17A & 17B.
- 24 Much of what is said above (under Ground 1) in relation to interference with the DRL Junction applies equally in relation to the consequential interference with the proposed DRL Road. Without the ability to deliver the DRL Road (which in turn depends on the delivery of the DRL Junction) the DRL Land is sterilised.
- 25 The Substituted Street is proposed to be constructed by Network Rail in the vicinity (to the north) of the proposed DRL Road. This is for the purposes of connection into the NR Roundabout, a new roundabout with three arms in the northern part of the DRL Land, located immediately south of the train tracks and Ravensthorpe Road. The Draft Order makes provision for the delivery of the NR Roundabout. This is shown, by way of an indicative overlay produced by DRL, on **Plan 3** (see **Appendix 3**).
- 26 As mentioned above (and detailed further in Ground 3 below), the DRL Junction is thought to have capacity to serve up to the first 700 homes within the Dewsbury Riverside Framework allocation, after which it would need to be replaced by the DRL Roundabout in order to achieve comprehensive development of the wider Dewsbury Riverside Framework.
- 27 The NR Roundabout is proposed in a part of the DRL Land which includes the location of the DRL Junction, the DRL Road and the DRL Roundabout. This part of the DRL Land is not only crucial for the delivery of DRL's development ambitions on the DRL Land but is also a principal strategic access to Dewsbury Riverside. We refer to this part of the DRL Land broadly as the "**Access Area**" for the purposes of this objection.
- 28 The NR Roundabout has not been designed to take the access requirements of DRL (including in relation to the Dewsbury Riverside Framework) into account. DRL requested prior to the TWAO application being submitted that Network Rail design a roundabout with a fourth arm so as to allow for access to the DRL Land (the "**Fourth Arm**"), but Network Rail declined, instead stating that this is a matter for DRL to address in future. DRL assumes that Network Rail has made these comments, at least in part, under the assumption that DRL "needs" a roundabout on the DRL Land (whether the NR Roundabout or otherwise) in order to unlock residential development on the DRL Land. This is incorrect – DRL intends to deliver the DRL Road for these purposes.

- 29 In any event, the scheduled works in the Draft Order in relation to the delivery of the NR Roundabout and its connection to the Substituted Street off Ravensthorpe Road will prevent delivery by DRL of the DRL Junction and the DRL Road, and so the delivery of residential development on the DRL Land.
- 30 It is apparent to DRL that the only remaining access opportunity into the DRL Land would require delivery of a Fourth Arm from the NR Roundabout but DRL does not consider that the NR Roundabout (as currently designed and for which deemed planning permission is sought in the Draft Order) would easily accommodate the addition of the Fourth Arm (if at all).
- 31 DRL is concerned as to whether there is a feasible technical/engineering solution for a Fourth Arm due to (i) the topography in this part of the Access Area; (ii) the proposed finished levels; (iii) the consequential cut and fill exercise which would need to be undertaken to accommodate a Fourth Arm; and (iv) the gradients associated with the “embankment-style” road that would then need to continue from such a Fourth Arm and the appropriateness of this in the context of a residential setting. This is an issue which appears to have been left entirely unexplored by Network Rail whose designs for the NR Roundabout appear to make no reference to the existing site topography nor indeed the proposed finished levels of the NR Roundabout. Consequently, DRL is stifled in its ability to explore the possibility of a Fourth Arm solution which could key into the NR Roundabout as it is operating in a vacuum of information.
- 32 In the alternative, even if there is a feasible technical/engineering solution available for the delivery of the Fourth Arm, the costs of doing so could be prohibitively expensive and so give rise to significant viability issues. There are various elements to this, including:
- 32.1 the costs associated with (among other things) the substantial cutting and filling exercise that would be necessary to construct the Fourth Arm (Network Rail has referred in discussions with DRL to the need for a 9 metre embankment);
 - 32.2 cognisant of the suggestion from Network Rail that there would be a need for a 9 metre embankment, the further loss of developable land arising from flattening out the gradient of the Fourth Arm and continuing road formation; and
 - 32.3 the various costs associated with the subsequent delay to the development of the DRL Land (including significant impact on DRL’s ROCE (return on capital employed) .
- 33 **Plan 6 (at Appendix 6)** provides an indicative representation of the land take that may be required for the NR Roundabout including a Fourth Arm, with the extent of land take required for a Fourth Arm (assuming feasible) shown shaded in dark blue. This is provided to illustrate DRL’s concerns on costs and loss of developable land, as explained above.
- 34 DRL considers that the Draft Order will need to be amended to avoid this impact from occurring. In the event that the Draft Order is not so amended, DRL considers that this impact would give rise to a substantial compensation claim. It should be noted that DRL considers that its proposed development of the DRL Land would amount to Appropriate Alternative Development, as defined by section 14 of the Land Compensation Act 1961, for the purposes of assessing compensation.

Ground 3 – Effect of the Draft Order on access to DRL Land (in relation to development of wider Dewsbury Riverside Local Plan allocation)

- 35 It is clear that DRL's interests in developing Dewsbury Riverside are significantly adversely impacted by the scheduled works proposed in the Draft Order (see Grounds 1 and 2 above) – but the adverse impacts on Dewsbury Riverside as a whole are more wide reaching than just that. Given the importance of the Access Area in the context of the wider Dewsbury Riverside Framework, there is a clear threat posed to the whole Local Plan allocation.
- 36 DRL's proposal for longer term access to enable comprehensive development of Dewsbury Riverside is for the delivery of the DRL Roundabout. This is shown on **Plans 6 and 8** (at **Appendices 6 and 8**). It is notable that the DRL proposal for the DRL Roundabout requires a significantly reduced land take when compared to the requirements for the NR Roundabout and a Fourth Arm (if that is feasible).
- 37 The Access Area is vital for the delivery of Dewsbury Riverside because other potential accesses are thought to be insufficient to support Dewsbury Riverside on their own. Whilst there is a proposed access at Forge Lane for example, this is not intended (nor thought likely to be needed) until at least 1,500 dwellings have been delivered as part of the Dewsbury Riverside Framework. Moreover, it is not thought possible for this access to be opened up any earlier due to third party ownership issues (including in relation to an existing Mosque in the area). A failure to deliver suitable access in the Access Area would therefore leave only an access on Lees Hall Road, which itself is understood to be subject to challenging ownership issues, making it currently unfeasible. This could be highly detrimental to the delivery of Dewsbury Riverside and potentially impact on wider aspects of the Local Plan.
- 38 The Access Area is therefore integral to the long term transport solution for the comprehensive development of Dewsbury Riverside. The Dewsbury Riverside Framework demonstrates the rationale for and importance of a proposed "access loop" within Dewsbury Riverside (the "**Access Loop**"). This is intended to bring traffic off the road network and through the Dewsbury Riverside site to free up capacity on the already congested Ravensthorpe Road / Lees Hall Road to the north. The Access Loop is shown indicatively on **Plan 5** at **Appendix 5**. The Access Loop is critical to the comprehensive delivery of Dewsbury Riverside but would not be possible if the Draft Order is made as proposed.
- 39 Even if the Access Loop could ultimately be delivered via a Fourth Arm, it could well be significantly delayed because of Network Rail's proposed works. The Dewsbury Riverside development would be curtailed for a significant period of time.
- 40 Without the prospect of a suitable strategic access being delivered in the Access Area and without the prospect of the Access Loop being delivered, it is a real possibility that the entire Dewsbury Riverside Framework will need to be reviewed and the implications of this (particularly for Kirklees Council as local planning authority) are obviously severe in the context of the Local Plan.

Ground 4 – Effect of the Draft Order on developable area of DRL Land (Exchange Land)

- 41 Part of the DRL Land is also proposed to be acquired as exchange land (the "**Exchange Land**") as a consequence of the public open space land being compulsorily acquired in the Draft Order (see public open space land shaded green and the Exchange land shaded blue on DRL's **Plans 1, 2 and 3** at **Appendices 1, 2 and 3**). The Exchange Land comprises DLR Land being plots numbered **19-025, 19-026 and 19-030** included within Schedule 2 of the Order.

- 42 The Exchange Land comprises land allocated in the Local Plan and shown within the approved Dewsbury Riverside Framework for residential development. A substantial number of new homes are proposed to be delivered as part of the Framework within the Exchange Land area (this in turn would be a substantial proportion of all the new homes anticipated to be delivered by DRL on the DRL Land). Clearly, by its nature, the Exchange Land will need to be provided as replacement open space and will need to retain that status in perpetuity, rendering any residential development in this location impossible.
- 43 This represents the sterilisation of a substantial proportion of DRL Land, thus reducing the developable area of land owned by DRL within the Dewsbury Riverside Framework. Sterilising such a large proportion of the DRL Land could materially impact the development viability of the remainder of DRL's Land. This will result in (on a best case scenario) substantially reduced housing numbers being delivered under the Framework and, at worst, a site that is not viable for development in its own right.
- 44 DRL has previously suggested to Network Rail that there are other areas of land in the immediate vicinity of the public open space being compulsory acquired (and, importantly, not allocated for residential development) which could provide suitable and equivalent exchange land as replacement open space. However, the Draft Order has clearly not taken these suggestions into account.
- 45 This has significant impacts on the viability of DRL's proposals as part of the wider Dewsbury Riverside Framework. DRL considers that the Draft Order will need to be amended to avoid this impact from occurring. In the event that the Draft Order is not so amended, DRL considers that this impact would give rise to a substantial compensation claim.

Ground 5 – Effect of the Draft Order on developable area of DRL Land (Work No. 15)

- 46 In addition to the loss of developable area within the DRL Land as a consequence of the compulsory acquisition of land for use as Exchange Land (Ground 4 above) and the additional requirements relating to a Fourth Arm being constructed (if feasible) from the NR Roundabout (Ground 2 above), DRL is concerned about a third area of land that appears to be at risk of compulsory acquisition.
- 47 Plot references **21-027** and **21-044** appear to be within the limits of deviation for Work No. 15.
- 48 As noted above (Ground 1), the Notice includes a schedule in which DRL has land interests and which are subject to the exercise of compulsory acquisition powers. It appears to DRL that the schedule in the Notice only lists those numbered plots for which powers of permanent acquisition are proposed. Whilst plots **21-027** and **21-044** are included in the schedule in the Notice (and so it is assumed that Network Rail intend to have the power to permanently acquire these plots), these plots are not included within Schedule 2 of the Draft Order. Nor are they included within Schedule 16 (temporary possession powers). Significant uncertainty is created as a result of this and urgent clarification is sought in relation to what compulsory acquisition powers are sought (and for what) over the numbered plots in which DRL has land interests.
- 49 Assuming plots **21-027** and **21-044** are intended to be compulsorily acquired permanently, then the loss of this land further reduces the developable area of the DRL Land. Sterilising a further part of the DRL Land will further materially impact the development viability of the remainder of DRL's Land. At best, this will lead to

substantially reduced housing numbers being delivered under the Dewsbury Riverside Framework and, at worst, a site that is not viable for development.

Other matters

- 50 We note at paragraphs 15 and 48 (above) that certain numbered plots are included in the schedule within the Notice (but are not included within Schedule 2 of the Draft Order). For completeness, the following plot numbers within the DRL Land are included in the schedule in the Notice and urgent clarification is sought from Network Rail in relation to what compulsory powers are sought and/or intended for these plots:

19-031; 19-033; 21-007; 21-009a; 21-012; 12-016; 21-027; 21-031; 21-033a; 21-034; 21-036; 21-044; 21-053; and 21-054.

- 51 In the event that the NR Roundabout proceeds as designed, it is important for DRL to understand the full extent of land being proposed to be taken permanently, the extent of land that will ultimately become highway maintainable at public expense and whether DRL's retained land will be adversely affected by the proposed Order in terms of ascertaining whether or not any future works to the NR Roundabout by DRL are technically feasible (in relation to providing access(es) to the OPP Land, the DRL Land and/or into Dewsbury Riverside).

Conclusion

- 52 The Network Rail proposals render DRL's development aspirations entirely unmanageable (and perhaps impossible) due to severe delay and cost impacts. If the Draft Order is not amended to take DRL's concerns into account, the consequence of this is a substantial compensation claim by DRL.
- 53 The Draft Order, if made, will impact on the development proposals on the DRL Land, but more than that, the delivery of the wider Dewsbury Riverside Framework. The Draft Order severely compromises significant and comprehensive development within the Framework as a whole.
- 54 Taking all of the above into account, proceeding on this basis does not appear to DRL to be a prudent use of public money. It is particularly noteworthy that the detrimental impact of Network Rail's proposals on residential development in this area is in direct contradiction to the Government's clearly stated ambition to accelerate housebuilding and encourage home ownership – particularly in areas like Dewsbury and as part of the Government's important levelling up agenda.
- 55 Please direct all correspondence relating to this objection to: Rachel Cowper at the above postal address or by email: Rachel@berkeleydeveer.co.uk

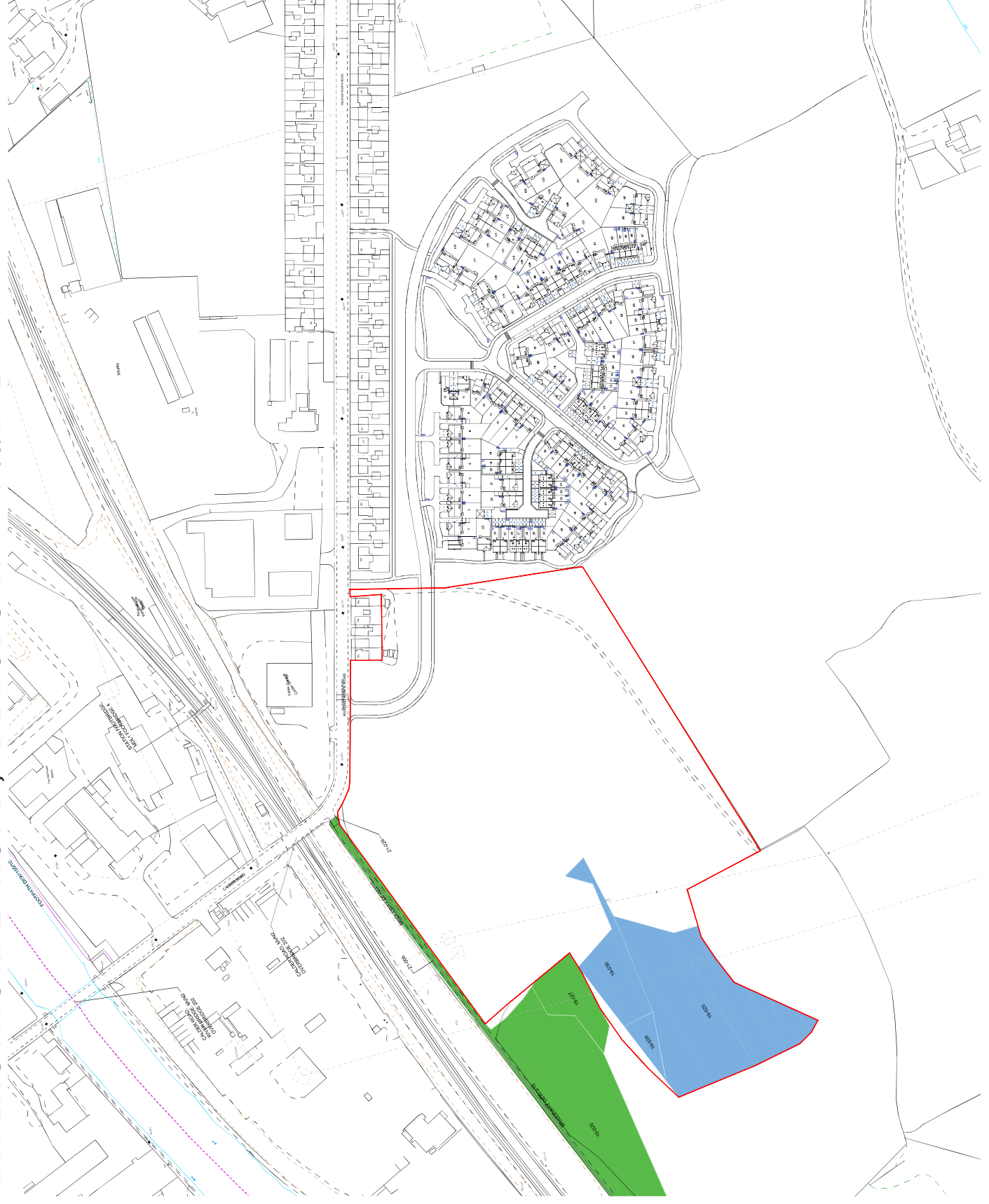
Yours faithfully

Dewsbury Riverside Limited
(This letter is sent electronically and so is unsigned)

List of Appendices

| Appendix | Plan No | Description |
|------------|---------|------------------------------------|
| Appendix 1 | Plan 1 | Red line plan of DRL Land |
| Appendix2 | Plan 2 | DRL overlay on Sheet Nos 19 and 21 |
| Appendix 3 | Plan 3 | DRL overlay showing NR Roundabout |
| Appendix 4 | Plan 4 | DRL Junction and OPP Masterplan |
| Appendix 5 | Plan 5 | Dewsbury Riverside Masterplan |
| Appendix 6 | Plan 6 | DRL overlay showing DRL Roundabout |
| Appendix 7 | Plan 7 | Plan showing DRL Road |
| Appendix 8 | Plan 8 | Plan showing DRL Roundabout |

Appendix 1 – Plan 1



Berkley De Veer | Thorp Arch Grange, Walton Road, Thorp Arch, Westby
| LS23 7BA | T: 01937 543595 | www.berkeleydeveer.co.uk

DRAWING: PLAN 1 - H.M. Land Registry

Drawing Number: BDV.44.02.1

Rev:

Appendix 2 – Plan 2

RAVENSTHORPE ROAD, DEWSBURY - Plan 2



Berkeley DeVeer | 10000 Old County Road, Suite 100, New York, NY 10001
Tel: 212 784 1100 | Fax: 212 784 1101 | www.berkeleydeveer.com

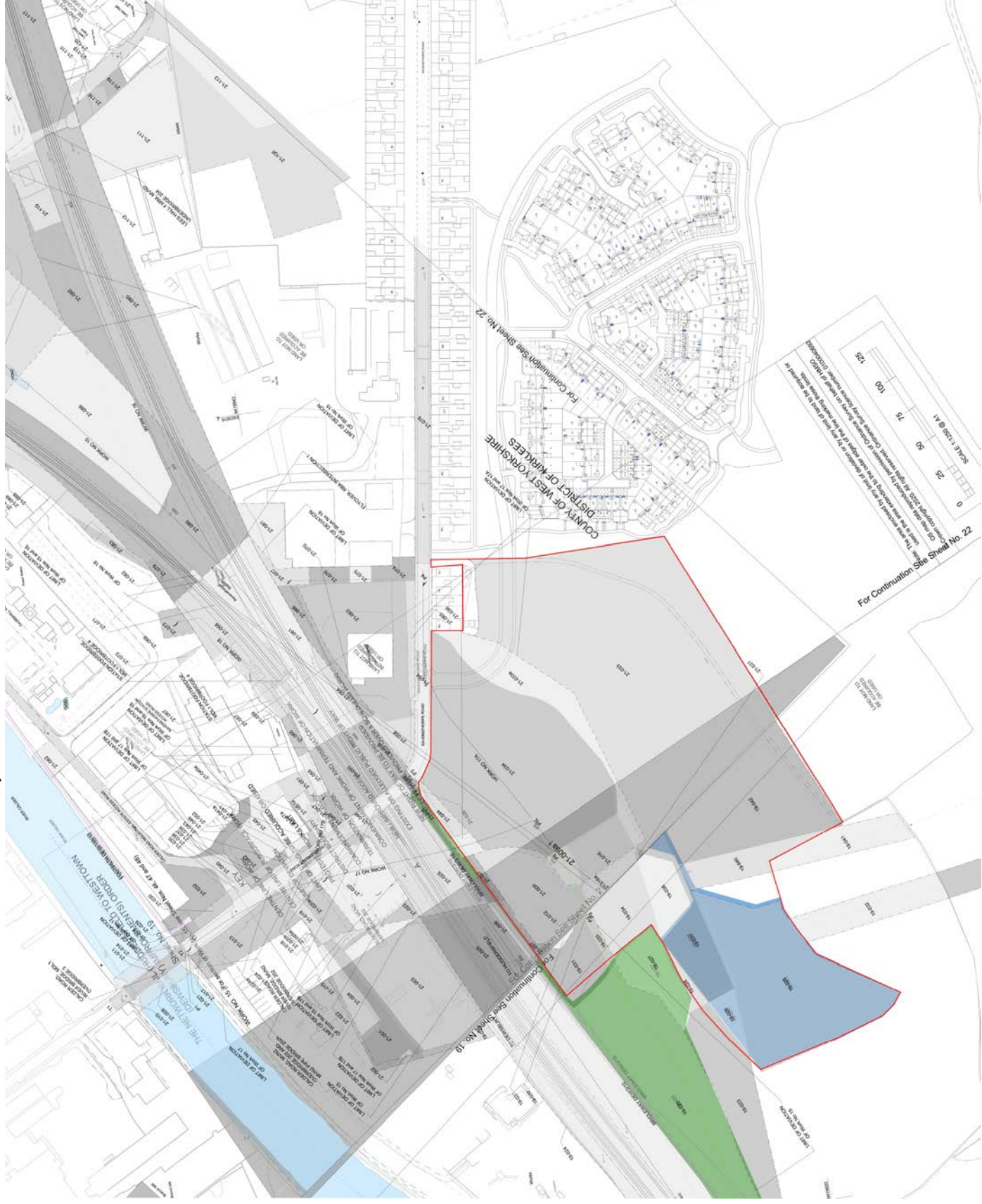
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PROJECT: RAVENSTHORPE ROAD
DEWSBURY

DRAWING: PLAN 2 - NR09 Overlay

Drawing Number: BDV/44021

Rev: -



Appendix 3 – Plan 3

RAVENSTHORPE ROAD, DEWSBURY - Plan 3



Appendix 4 – Plan 4

RAVENSTHORPE ROAD, DEWSBURY



| Accommodation Schedule | | |
|------------------------|-------------|-------|
| House Type | No. of Beds | Total |
| Affordable | | |
| The Howarth | 2 BED | 8 |
| The Baildon | 3 BED | 16 |
| Sub-Total | | 24 |
| Open Market | | |
| The Ripon | 2 BED | 19 |
| The Cadeby | 3 BED | 9 |
| The Leyburn | 3 BED | 8 |
| The Oakwood | 3 BED | 16 |
| The Horbury | 3 BED | 16 |
| The Wentbridge | 3 BED | 3 |
| The Walburn | 4 BED | 2 |
| The Darley | 4 BED | 2 |
| The Cookridge | 4 BED | 7 |
| The Thornton | 4 BED | 9 |
| The Appleton | 5 BED | 3 |
| The Coverham | 5 BED | 2 |
| Sub-Total | | 96 |
| Grand Total | | 120 |

PLANNING LAYOUT KEY:

- SITE BOUNDARY
- ASSOCIATED LAND
- ROAD
- ROAD MARKINGS
- DRIVES & PATHS
- TIMBER FENCE
- TIMBER GATE
- SCREEN WALL
- KNEE HIGH RAIL
- ELECTRIC VEHICLE CHARGING POINT
- BIN STORAGE
- BIN COLLECTION POINT
- PLOT NUMBERS
- PARKING SPACES
- AFFORDABLE PLOTS
- TARMAC ROAD
- BLOCK PAVING
- TARMAC PRIVATE DRIVES
- POS & FRONT GARDENS
- REAR GARDENS



12077 764 | T: 01274 761200 | info@berkeleydeveer.co.uk
Date: April 2020 | Drawn: JT | Scale: 1:100@A1

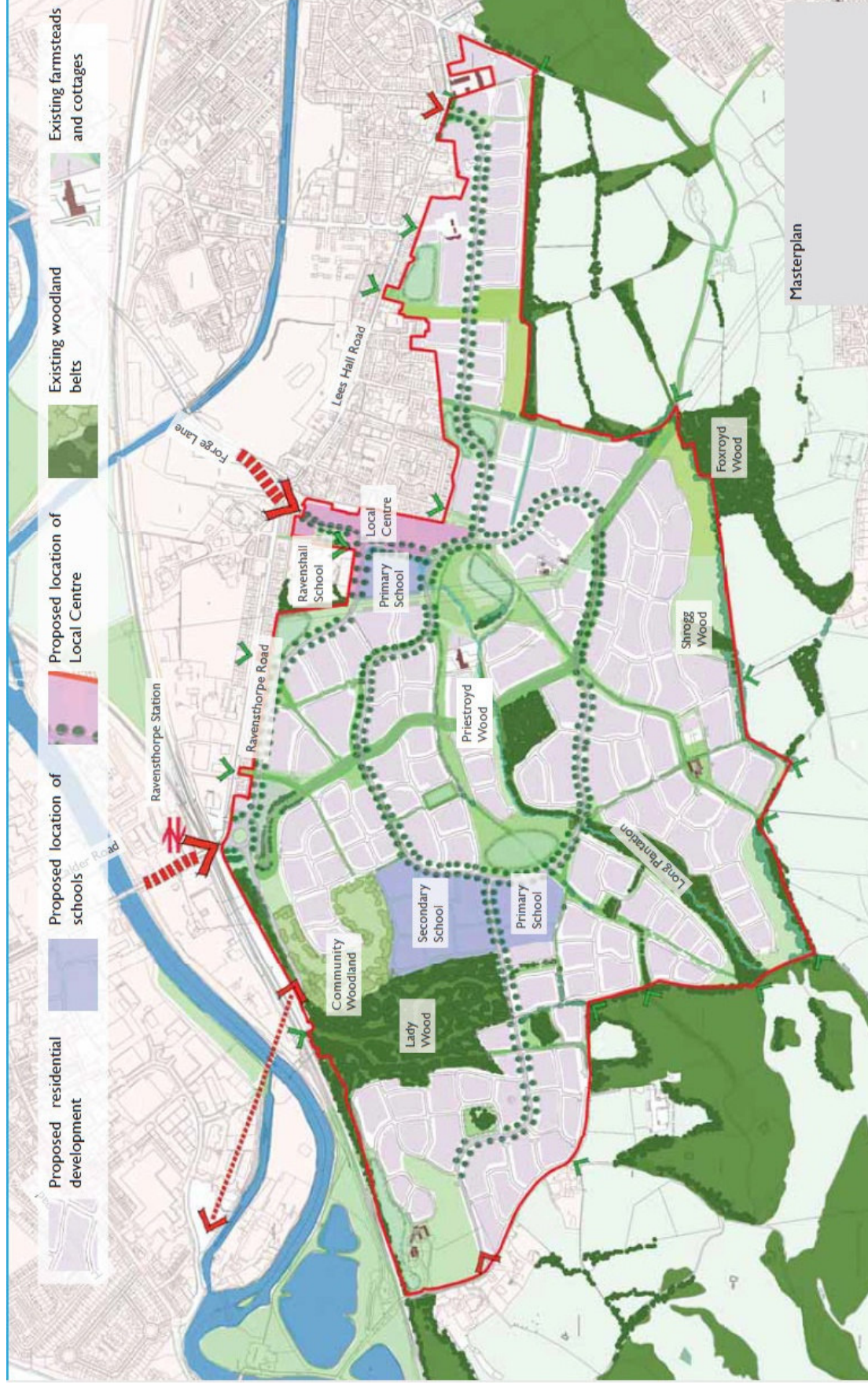
PROJECT: RAVENSTHORPE ROAD
DEWSBURY

DRAWING: MASTERPLAN LAYOUT

| | |
|-----------------------------|--------|
| Drawing Number: BDV.443.MPL | Rev: - |
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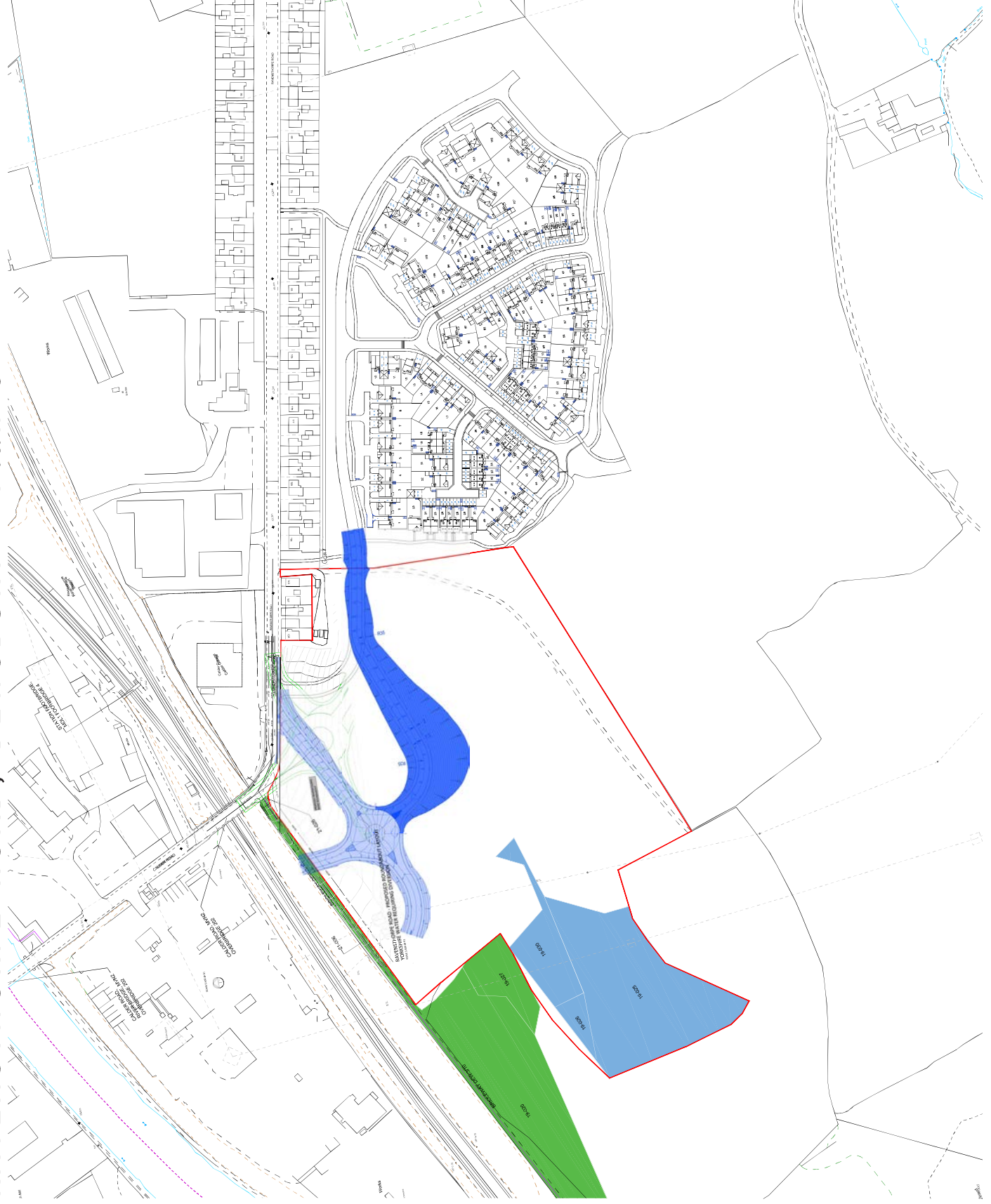


Appendix 5 – Plan 5



Appendix 6 – Plan 6

RAVENSTHORPE ROAD, DEWSBURY - Plan 6



Berkeley DeVeer | Plot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 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623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 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1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 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2181, 2182, 2183, 2184, 2185, 2186, 2

Appendix 7 – Plan 7



Volume Report

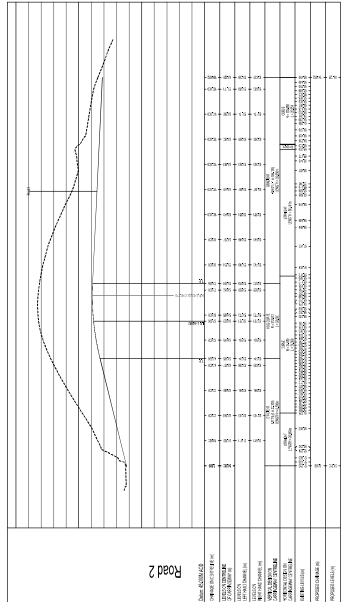
Volume

Cut 166054.02m³

Fill 35.39m³

Details

Volume report:
 Existing surface: 3D\Drawings\topo\topo.dwg
 Proposed surface: Final Surface
 Existing area: 152568.82m²
 Proposed area: 166054.02m²
 Automatic single boundary
 Cut: 166054.02m³
 Fill: 35.39m³
 Area: 166054.02m²



Appendix 8 – Plan 8



| | | | |
|----------------|--------------|-----------|----------|
| Scale @ A1 | Date Created | Drawn | Checked |
| 1:500 | NOV '18 | TM | PC |
| Project Number | Originator | Blueprint | Revision |
| 107350 | CIVIC | CI | A |