



Report of the Chief Planning Officer

NORTH & EAST PLANS PANEL

Date: 29th October 2015

Subject: Planning Application 14/03958/OT: Outline planning application for residential development on former depot site at land off York Road, Killingbeck Bridge, Leeds

APPLICANT

Mr Kevin Durkin

DATE VALID

22nd July 2014

TARGET DATE

21st October 2015 (Agreed Extension in time)

Electoral Wards Affected:

Killingbeck & Seacroft

Yes

Ward Members consulted
(Referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER and DELEGATE APPROVAL to the Chief Planning Officer subject to conditions to cover those matters outlined below (and any others which he might consider appropriate) and the completion of a S106 agreement to secure the following:

- i. Affordable Housing – 15% (with a 60% social rent and 40% submarket split).
- ii. On-site in lieu Green Space contribution towards improvement of local facilities.
- iii. Employment and initiatives (applies to the construction phase).
- iv. Provision of a lit footway to Killingbeck Bridge.

In the circumstances where the section 106 agreement has not been completed within 3 months the final determination of the application shall be delegated to the Chief Planning Officer.

1. Time limit for approval of Reserved Matters and commencement.
2. Approval of outstanding details following outline permission.
3. Plans to be approved.
4. Reserved Matters to a maximum of 25 dwellings.
5. Samples of walling, roofing and surfacing materials to be approved.
6. Large scale details – windows and doors.
7. Existing and proposed levels.
8. Details of means of enclosure.
9. Details of bin stores.

10. Landscaping scheme.
11. Implementation of landscaping scheme.
12. Biodiversity enhancement measures.
13. External lighting details.
14. Details of surface water drainage and runoff calculations and SUDS measures (to include water butt provision and permeable surfacing).
15. Feasibility study into the use of infiltration drainage methods.
16. Method statement for interim drainage measures.
17. Access roads and car parking to be complete prior to first use.
18. Cycle parking provision.
19. Construction management plan.
20. Contamination reports and remedial works.
21. Unexpected contamination.
22. Verification reports.
23. Soil importation condition.
24. Details to achieve 10% of energy needs from low carbon energy.
25. Minimum internal floor levels.
26. Visibility splay formation and retention free of obstruction.
27. Tree protection measures for retained trees.
28. Electric vehicle charging provision to garages and integral parking spaces.
29. No construction within 8 metres of Wyke Beck.
30. Scheme for retention of bollards to Killingbeck Bridge.

1.0 INTRODUCTION

- 1.1 Consideration of this application was deferred at the 01st October 2015 meeting of North and East Plans Panel for a site visit. The application proposes the redevelopment of a vacant and disused highway depot site. It relates to a brownfield site in a sustainable location and the proposal is considered to be acceptable in principle, and on its planning merits, and approval is therefore recommended. The application is in outline, with all matters to be reserved save for means of access. Indicative layout and elevations are however supplied. This report is presented to North and East Panel following a request from Councillor Hyde, made due to concerns surrounding access arrangements.

2.0 PROPOSAL:

- 2.1 The application proposes the residential redevelopment of a brownfield site. The application is in outline only and details the provision of circa 25, three-storey dwellinghouses. The indicative mix proposed is of twenty three 3 bed and two 4+ bed dwellings. All matters are reserved apart from means of access. An indicative layout and elevations reflecting the above have been supplied. Because the application is in outline however detailed matters relating to scale, appearance, layout and landscaping are reserved for future consideration.

- 2.2 This application is accompanied by the following documents:

- Location Plan
- Design and Access Statement
- Transport Statement
- Flood Risk Assessment
- Tree Survey
- Arboricultural Impact Assessment

- Indicative Layout
- Indicative elevations
- Site Sections
- 3D Views
- Sun Paths

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is situated off York Road and surrounded by Killingbeck Bridge (the road) to the north and west and Diadem Drive to the northeast. Diadem Drive is a cul-de-sac of existing semi-detached properties. The Leeds to York/Selby railway embankment runs adjacent to the site along the southern boundary, Wyke Beck passes through an adjacent culvert to the west of the site. The York Road Highways flats complex sits opposite the site on the other side of Killingbeck Bridge.
- 3.2 The site was formerly a Leeds City Council depot for the Highways Department. All the buildings have been demolished and the site is currently vacant, with large areas of hard-standing which are becoming overgrown by self-seeding plants and shrubs. Killingbeck Bridge is closed off to vehicular traffic by cast iron bollards.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 There are no relevant history applications relating to the site itself. Applications for the following adjacent sites are however of relevance:
- 4.2 14/03959/OT – Outline application for residential development on Killingbeck Bridge (adjacent to the application site) – Withdrawn.
- 4.3 14/03960/OT – Outline application for commercial A1/A3/A5 units, former Wild Wild West and filling station site (at the opposite end of Killingbeck Bridge to the west).- outstanding

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The applicant engaged in pre-application discussions with the Council in 2014 leading to the current submission. Following receipt of a number of objections to the proposals from consultees and the public, officers met with the applicant's architects to give informal advice on how these may be addressed. As a consequence further information and amended plans relating to highway, landscape, and contaminated land and drainage matters were received from the applicant. This information was publicised in May 2015. Further detailed amendments have also been submitted to address more recent concerns.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application was originally publicised by site and press notices and neighbour notification letters were also sent. In response 7 letters of objection and a petition against with 21 signatures were received. Points raised therein can be summarised as follows:
- Harm to highway safety
 - Concern over any creation of a through road to Selby Road.

- Bollards should remain on Killingbeck Bridge to prevent rat running
- Impact on on-street parking on Diadem Drive
- Impact on access/egress to/from property on Diadem Drive
- Impact on proposed cycleway
- Flood risk concerns
- Impact on residential amenity

6.2 Following relocation of the access under amended plans neighbours and objectors were re-consulted. In response 3 repeat objections were received. Points raised therein can be summarised as follows:

- Concern remains over any creation of a through road to Selby Road.

6.3 Ward Members have been briefed about the scheme with Cllr Graham Hyde reiterating residents concerns about the access arrangements (original) and has asked for consideration of the application to be at Plans Panel.

6.4 George Mudie MP had originally sought comments from officers in response to local resident's highways safety concerns and he was briefed before standing down at the last general election.

7.0 CONSULTATION RESPONSES:

Statutory:

7.1 Environment Agency: Having reviews the additional information original objection withdrawn. Conditions recommended preventing construction within 8 metres of Wyke Beck to ensure access to the watercourse is maintained at all times. Agreed that Leeds City Council Flood Risk Management, as Lead Local Flood Authority (LLFA), will provide comments in relation to sustainable management of surface water.

Non-statutory:

7.2 LCC Transport Development Services: Summary – No objection in principle: A review of accident records indicates there have been no recorded injury accidents on Diadem Drive, Killingbeck Bridge or York Road in the vicinity of its junction with Diadem Drive in the preceding five year period. It is considered that the proposals will not result in a material impact on highway safety. Whilst it is acknowledged that the revised layout addresses some of the issues previously raised, in particular the repositioning of the access [from Diadem Drive to Killingbeck Bridge], which is now considered acceptable, further amendments are required regarding detailed layout and junction visibility. The footway along the southeast side of Killingbeck Bridge serving the development from Diadem Drive should be designed to adoptable standards and be lit to serve the level of development proposed.

7.3 Flood Risk Management (FRM): Summary - FRM do not object to the proposed development subject to conditions to require a scheme (i.e. drainage drawings, summary calculations and investigations) detailing the surface water drainage works and sustainable drainage features for approval by the local planning authority.

7.4 Since the 06th April 2015 all major developments need to incorporate sustainable drainage systems (SUDS). The current policy therefore means that the surface water discharge rate from the proposed development will need to revert back to the

Greenfield rate. The latest layout does not include any above ground green SUDS for controlling the rate of surface water discharge from the site and it is for planning to decide if this is acceptable. If above grounds SUDS are not provided, the development will inevitably have to include buried tanks or oversized pipes as part of the surface water drainage system.

- 7.5 FRM would like to see permeable paving to be utilised on all exterior paving and hardstanding areas and water butts to be provided on the rainwater downpipes (205 litre minimum volume of storage per dwelling). The Flood Risk Assessment identifies that this location is susceptible to surface water flooding and it is therefore recommended to include a condition to raise finished floor levels [150 mm] above adjacent ground.
- 7.6 Contaminated Land: A Phase 1 (desk study) is required prior to determination. A Phase II (Site Investigation) report and remediation statement may also be required in support of the application, depending on the desk study findings.
- 7.7 Landscape: Root protection areas should be shown and a number of dwellings are too close to retained trees so an Arboricultural Impact Assessment is required, showing which trees are to be removed, which trees will be affected and which canopies will need cutting back. A lot of trees are being removed so robust and proportional indicative structural landscape proposals need to be illustrated.
- 7.8 Air Quality Management Team: The proposed housing development is not located outside the area in which existing air quality levels are of concern to residents and so levels air pollutants do not need to be considered in determining this application. However, all road traffic generated by the development both during construction and afterwards will inevitably drive through or close to areas where air quality is currently a concern. By way of simple mitigation against the adverse impact of new housing we would like to see that all the properties which will include either garages or integral off-road parking should include electrical cabling and outlets to more easily enable future residents to make the change to electric vehicles without having to incur expensive "retrofit" rewiring. This could be easily achieved by ensuring the properties concerned include a minimum of a dedicated 16amp spur cabling to an outside/garage plug socket.
- 7.9 Travelwise: A travel plan is not required for this application. Adequate cycle parking should be provided.
- 7.10 Combined Authority: Good pedestrian access from the site to and from bus stops should be provided taking into account the needs of the elderly and the mobility impaired. In order to encourage the use of public transport services available the developer should enter into Metro's Residential Metro Card scheme.
- 7.11 LCC Childrens Services: As the total number of units is below 50 units threshold no request for an education contribution is made. (Please note, an education contribution would not be applicable on this application and is replaced with CIL).

8.0 PLANNING POLICIES:

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Leeds currently comprises the Core Strategy (2014), saved policies within the Leeds Unitary

Development Plan (Review 2006) and the Natural Resources and Waste Development Plan Document (2013).

Local Planning Policy

- 8.2 The Core Strategy is the development plan for the whole of the Leeds District. Some saved policies of the UDP Review also apply. The following policies within the Core Strategy are relevant:

Spatial Policy 1	Location of development
Spatial Policy 4	Regeneration priority programme areas (MAP 5B East Leeds Priority Area)
Spatial Policy 6	Housing requirement and allocation of housing land
Spatial Policy 7	Distribution of housing land and allocations
Spatial Policy 8	Economic Development Priorities
Policy EC3	Safeguarding employment land and industrial areas
Policy H2	New housing development on non allocated sites
Policy H3	Density of residential development
Policy H4	Housing Mix
Policy H5	Affordable Housing
Policy EN2	Sustainable design and construction
Policy EN5	Managing flood risk
Policy G4	New greenspace provision
Policy G8	Protection of species and habitats
Policy G9	Biodiversity improvements
Policy T1	Transport management
Policy T2	Accessibility requirements and new development
Policy P10	Design
Policy P12	Landscape
Policy ID2	Planning obligations and developer contributions

Saved Policies of Leeds Unitary Development Plan Review (UDPR)

- 8.3
- | | |
|---------|---|
| GP5 | Detailed planning considerations |
| N23/N25 | Landscape Design and boundary treatment |
| BD5 | Design considerations for new build |
| N23/N25 | Landscape design and boundary treatment |
| T7A | Cycle parking guidelines |
| T24 | Parking guidelines |
| LD1 | Landscape schemes |

Relevant Supplementary Planning Guidance

- 8.4 Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Unitary Development Plan can be practically implemented. The following SPGs are most relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes:

SPG Affordable Housing (Interim Policy)
SPG13 Neighbourhoods for Living
SPG22 Sustainable Urban Drainage (adopted)
SPD Street Design Guide (adopted)
SPD Sustainable Design and Construction

SPD Designing for Community Safety (adopted)

National planning policy guidance

- 8.5 The National Planning Policy Framework was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied, alongside other national planning policies.
- 8.6 The NPPF confirms that at its heart is a presumption in favour of sustainable development. For decision taking, this means approving proposals that accord with the development plan without delay and where the development plan is silent, absent or relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or specific policies in the NPPF indicate that development should be restricted.
- 8.7 At Paragraph 7 the NPPF states that there are three dimensions to sustainable development: economic, social and environmental of which the provision of a strong, vibrant and healthy community by providing the supply of housing required to meet the needs of present and future generations is identified as a key aspect of the social role. Within the economic role, it is also acknowledged that a strong and competitive economy can be achieved by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.
- 8.8 Paragraph 17 sets out twelve core planning principles, including to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, ensuring high quality design but also encouraging the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value [my emphasis]. In terms of housing delivery, Paragraph 49 requires that housing applications be considered in the context of the presumption in favour of sustainable development.
- 8.9 In this case the following sections of the NPPF and the advice contained therein are relevant:

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 7 Requiring good design

Section 8 Promoting healthy communities

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 11 Conserving and enhancing the natural environment

Section 12 Conserving and enhancing the historic environment

9.0 MAIN ISSUES:

- Principle of Development
- Highways Considerations
- Flood Risk
- Amenity and privacy
- Landscape
- Layout, Design and Density
- CIL

10.0 APPRAISAL:

Principle of Development:

- 10.1 The application site is an unused brownfield site which is not of high environmental value and which is situated in a sustainable location within an existing urban area. The site is surplus to Council requirements and the market testing of the site has elicited the interest of the applicant for a residential development. The site is also identified in the site allocation process for residential development. The relevant tests of Core strategy Policy EC3 which seek to ensure an adequate supply of employment land remains are therefore considered to have been met. In addition, the NPPF has at its core the principle of encouraging the effective use of land by reusing land that has previously been developed, provided that it is not of high environmental value and encourages Council's to be more flexible in terms of bringing forward previous employment sites for residential development.
- 10.2 In terms of housing policies, Core Strategy Policy H2 states that new housing will be acceptable in principle on non-allocated land provided that:
- (i) The number of dwellings does not exceed the capacity of transport, educational and health infrastructure, as existing or provided as a condition of the development;
 - (ii) For developments of 5 or more dwellings the location should accord with the Accessibility Standards in Table 2 of Appendix 3,
 - (iii) Green Belt Policy is satisfied for sites in the Green Belt.
- 10.3 There is no evidence to suggest that in the context proposed a modest development of up to 25 dwellings at this location would exceed local transport, educational or health infrastructure capacity. The site meets the accessibility standards set out in the Core Strategy and the proposal has no direct impact on Green Belt policy but could only serve to reduce pressure on the Green Belt, albeit to a limited degree, and the proposal is therefore clearly acceptable in principle.

Highways Considerations

- 10.4 The application seeks outline planning permission including means of access. It had originally been proposed to take access directly from Diadem Drive. In response to publicity and notification of the application a number of objectors raised concern about the original proposal to access the site directly from Diadem Drive, due to concern that this would create an access immediately opposite existing residents, leading to headlights shining into dwellings, displacement of on-street parking for existing residents (some of whom say they are unable to have their own driveways). Manoeuvring difficulties for refuse and emergency vehicles were also raised, thereby giving rise to highway safety concerns.
- 10.5 Allied to these concerns a more general but strongly held view of objectors is that the proposal, together with application references 14/03959/OT (now withdrawn) and 14/03960/OT (still under consideration), would lead to the re-opening of the route from the A64 (via Diadem Drive) along Killingbeck Bridge to the Selby Road Roundabout. A number of objectors suggest that access should be via the Selby Road Roundabout only and not from the A64 via Diadem Drive.

- 10.6 Following meetings with Highways and the architect for the applicant amended plans were received relocating the proposed access from Diadem Drive to Killingbeck Bridge. Whilst Killingbeck Bridge is accessed off Diadem Drive, this addresses concerns over headlight glare and parking displacement for existing residents, and there are no highway safety objections in principle to these revised access arrangements.
- 10.7 Whilst it is entirely understandable that residents would be concerned were the proposals to lead to a through route from the A64 to Selby Road Roundabout, the proposals would not give rise to such a situation, as access has been applied for at this stage. The bollards which currently close off Killingbeck Bridge to vehicular traffic are not proposed for removal, in fact, a condition is suggested as part of the officer recommendation to require their retention (No. 30). The revised proposals also address previous concern regarding the site access and include a new priority junction and 2m wide footway along the Killingbeck Bridge site frontage.
- 10.8 Highway officers report that accident records suggest that there is no existing highway safety problem and that Diadem Drive and its junction with York Road operate satisfactorily. A known serious accident is nevertheless recorded as having taken place in 2011 but it was a random occurrence in that it involved a police car responding to an emergency call with the collision taking place when it went through a green light at the Sutton Approach junction. As such, this incident is not considered to have a bearing on the assessment of the current application.
- 10.9 It is considered the traffic generated by the proposal will have no material impact on the operation and safety of the local highway network. The junction geometry is confirmed as being acceptable and the required visibility splays of 2.4m x 25m will be conditioned. The necessary footway and lighting improvements to Killingbeck Bridge are also to be secured by condition and accordingly the access arrangements for which approval is sought are considered to be acceptable and policy compliant.

Flood Risk

- 10.10 Following the receipt of a Flood Risk Assessment the Environment Agency has withdrawn its objection to the proposal on flood risk grounds and is satisfied for Leeds City Council Flood Risk Management (FRM) as Lead Local Flood Authority to comment on surface water drainage considerations. FRM comment that conditions are required to set minimum internal floor levels (150 mm above adjacent levels) and a fully detailed surface water drainage scheme, which demonstrates sustainable urban drainage solutions, and which results in greenfield run-off rates. Subject to these conditions the proposal would not be at undue risk of flooding or increase the risk of flooding elsewhere and complies with Core Strategy policy EN5 and guidance contained within Section 10 of the NPPF

Amenity and Privacy

- 10.11 The nearest dwellings are located to the north and east, on Diadem Drive, and to the northwest on the north of Killingbeck Bridge. Whilst in outline only, dwellings would be separated from those on Diadem Drive to the northeast by a mature tree belt (which is outside the application site but adjacent), which is retained, and Diadem Drive itself. The site is separated from dwellings to the east by mature planting and a public footpath which runs beneath the adjacent railway line. This relationship is such that separation distances between existing and any proposed dwellings, as set out in Neighbourhoods for Living SPD, would be easily met. The Highways flats to the west would be unaffected, again due to the separation provided. The proposal would not

therefore have any undue adverse impact on neighbouring residential amenity or privacy and is policy compliant in these regards. The application is also in outline only, and therefore detailed consideration of residential amenity remains to be considered at the detailed reserved matters stage.

Landscape

- 10.12 The application site is extensively hard surfaced, though self-seeded scrub and young trees have begun to colonise the site. A number of mature trees form the boundaries with Diadem Drive and Killingbeck Bridge, forming attractive structural planting on two sides which define the site and contribute to local amenity. Visibility splays are required on the boundary with Killingbeck Bridge to ensure safe and convenient access and a footway is required to make the development accessible and acceptable in accessibility terms with regard to policy requirements. The provision of visibility splays and a lit footway on this side of Killingbeck Bridge will inevitably have an impact on trees. However, in order to secure a reuse of this site it is inevitable there will be some impact on trees. By far the more useful tree belt is that which fronts Diadem Drive, which is now spared access and footway works under the amended proposal. It is considered that the impact on roadside trees along Killingbeck Bridge is the least harmful option, and that on balance and subject to future landscaping proposals to be secured under the Reserved Matters application, any impact is outweighed by the benefits of redeveloping the vacant site and the benefits of providing housing in this sustainable location.

Layout, Scale, Design and Density (including Green Space)

- 10.13 Core Strategy Policy P10 sets out the requirement for new development to be based on a thorough contextual analysis to provide good design that is appropriate to its scale and function; that respects the scale and quality of the external spaces and wider locality and protects the visual, residential and general amenity of the area. Within the UDP, saved Policy BD5 advises that new buildings should be designed with consideration of their own amenity. These policies reflect guidance within the NPPF. In this case, matters of layout, scale and appearance are reserved for future consideration at the Reserved Matters stage and are not part of the assessment of this outline application. However, this application submission includes a parameters plan to establish key layout principles and a Design and Access Statement, which also provides an indication of the form of future landscaping and development.
- 10.14 The indicative layout proposes the development would, in the main, comprise two rows of terraced and semi-detached dwellings with an east-west alignment, with the exception of two detached units, one to the north and one to the south west corners of the site. Officers accept that the 12 metres easements surrounding two mains sewers that traverse the site east-west largely dictate the broad approach to layout. The Design and Access Statement indicates that approximately the 0.63 hectare site would be utilised to deliver up to 25 dwellings, which at the upper end would result in density of 39.7 dwellings per hectare. Core Strategy Policy H3 suggests that housing development in Leeds should meet or exceed 40 dwellings per hectare in urban areas such as this and the proposal is therefore policy compliant in this regard. The layout here is indicative only however and is not to be agreed as part of this application. A condition is therefore recommended to set the upper limit of the development at 25 units.
- 10.15 With regard to the provision of green space, Policy G4 of the Core Strategy would normally expect on-site provision to meet the daily needs of the new residents. Earlier layouts did show some on site provision but understandably such provision would

have been very small in its own right (therefore potentially creating future maintenance/adoption issues) and would impact on the total number of units likely to be delivered on this sustainable brownfield site. In recognition this is a relatively small site and Killingbeck Fields is located just to the north beyond York Road, a commuted sum towards the improvement of this space is considered to be a more appropriate way forward in lieu of on-site provision. The actual contribution likely to be generated is not known at this stage as a detailed proposal has not been applied for. The size of the units (again unknown) may also have some impact and accordingly the S106 will need to be worded to secure a contribution on a per unit basis.

- 10.16 The indicative elevations show a development that would be predominantly of three storey construction. This is acceptable in principle, given the relatively self contained nature of the application site and that it sits at a lower level than adjoining dwellings, and given the context and the character of the surrounding area, which is predominantly of two-storey dwellings and with four-storey and greater flatted dwellings. The design is indicative only however, with appearance, layout and scale reserved for future consideration.

CIL

- 10.17 This development is CIL liable. CIL is generally payable on the commencement of development. The payment of CIL is non-negotiable, except in exceptional circumstances, and consequentially is not material to the determination of the planning application. The application in this instance is in outline only, and therefore the liability will be calculated at reserved matters stage when the floorspace to be provided is clear. Accordingly this information is presented simply for Members information.

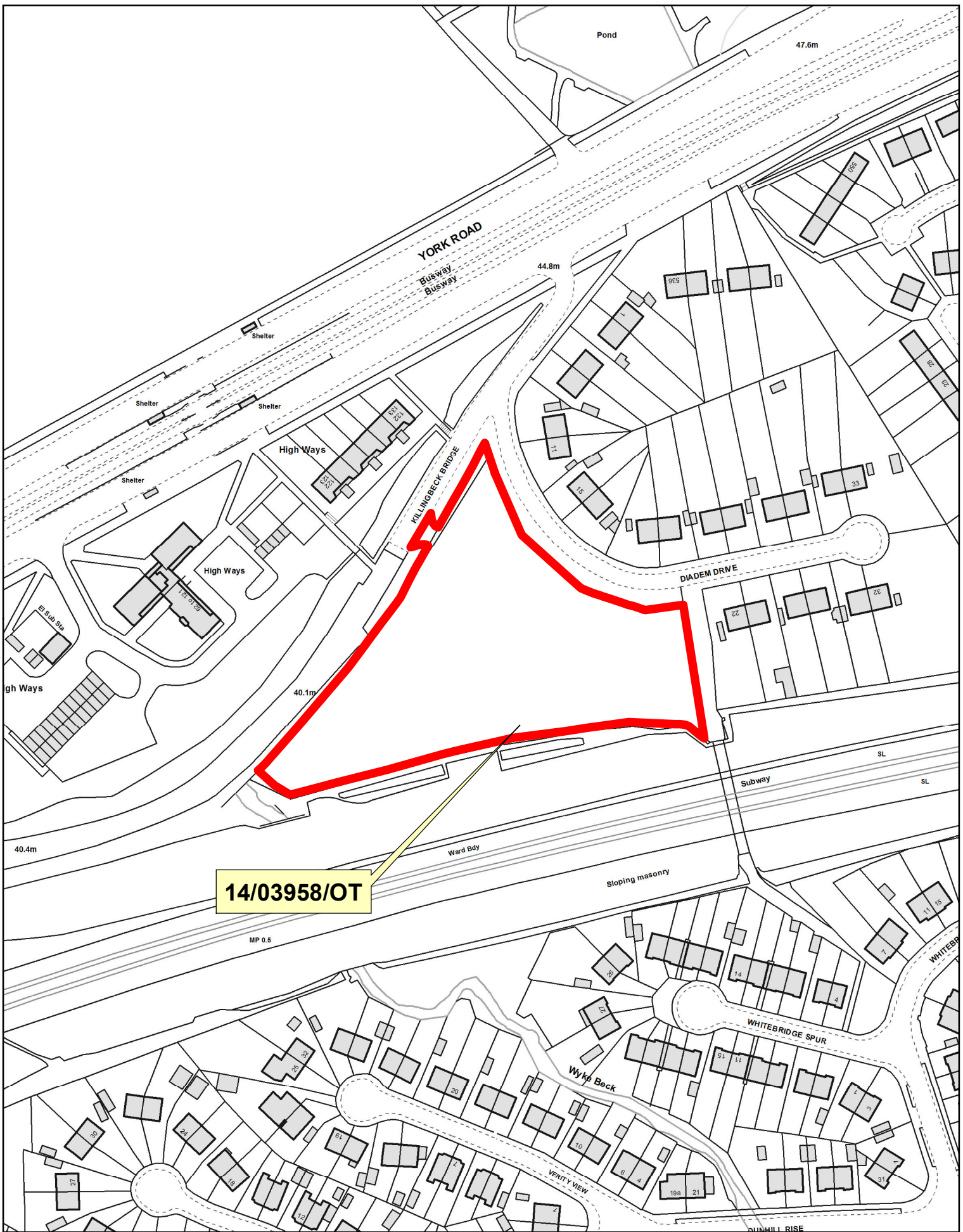
11.0 CONCLUSION

- 11.1 Approval is sought for the principle of a residential redevelopment of the site and for the means of access. The application site is brownfield site in a sustainable location, for which there is strong policy support at a national and local level for a residential reuse. Safe and convenience access to the site can be obtained and development of it in principle would not cause harm to neighbouring residential amenity or privacy. The proposal would not exceed the capacity of local infrastructure, and subject to conditions the development would not be at risk of flooding or increase the risk of flooding elsewhere. The proposal is therefore considered to be policy compliant and is consequently recommended for approval in the terms set out at the header of this report and which includes the need to secure contributions towards affordable housing and greenspace infrastructure as well as highway improvements.

Background Papers:

Application file 14/03958/OT

Certificate of ownership B – Mr Gary Bartlett, Chief Officer Highway and Transportation



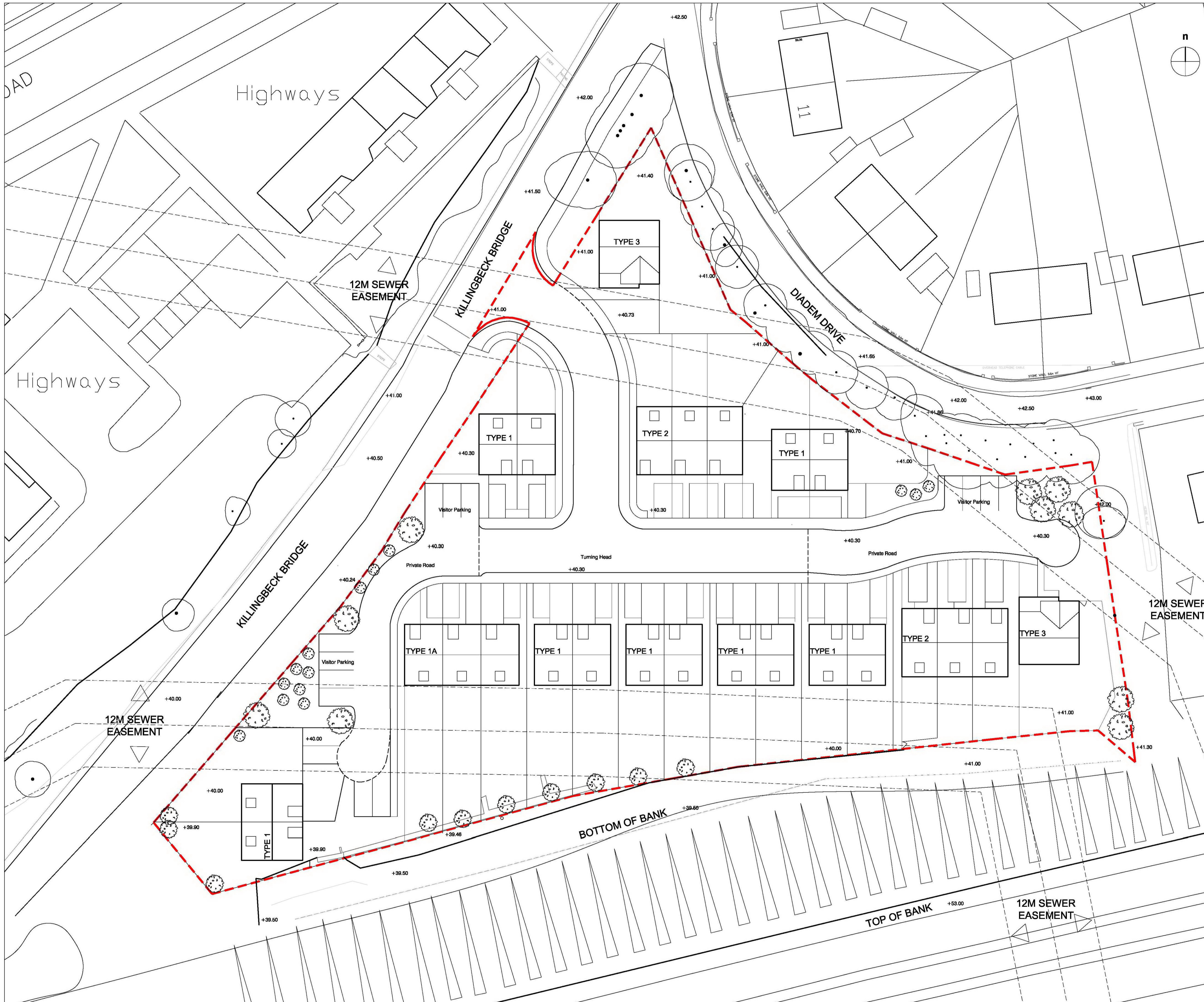
NORTH AND EAST PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500





NOTES
 Contractor must verify all dimensions on site before commencing any work or shop drawings.
 Report any discrepancies before commencing work to the Architect. If this drawing exceeds the quantities taken in any way, the architects are to be informed before the work is initiated.
 Only figured dimensions to be taken from this drawing. Do not scale off this drawing.
 Drawings based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.
 Work within the Construction (Design & Management) Regulations 2007 is not to start until a Health & Safety Plan has been produced.
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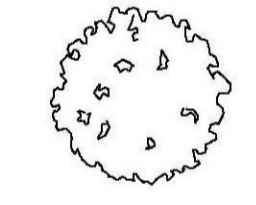
Rev.	Description	Drawn	Date	Chk'd	Date
A	Layout revised further to LCC Comments	YA	Dec 2014		
B	Layout revised further to LCC Comments	YA	June 2015		

Indicates Proposed Red line Boundary:

SCHEDULE OF HOUSE TYPES	
TYPE 1 (SEMI DETACHED) =	14 UNITS
TYPE 1A (TERRACED) =	3 UNITS
TYPE 2 (TERRACED) =	6 UNITS
TYPE 3 (DETACHED) =	2 UNITS
TOTAL =	25 UNITS

Note: Refer to House Type drawings for detailed information and areas per unit.

Suggested Tree Planting



NICK BROWN : ARCHITECTS

Project
Killingbeck Bridge
 York Road, Leeds
 Site 1 - Residential

Drawing Title:
Proposed Site Plan

Scale: Date: Drawn: Checked:
1:250 @A1 Feb 2014 RAL

Drawing Number: Revision:
2012/014-010 B

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