



Report of the Chief Planning Officer

NORTH AND EAST PLANS PANEL

Date: 29 September 2016

Subject: 15/05502/FU – Demolition of existing house and the erection of three storey block of three flats at No.33 Sandmoor Drive, Alwoodley, Leeds, LS17 7DF

APPLICANT	DATE VALID	TARGET DATE
Mr and Mrs Surgare	17 September 2015	5 September 2016

Electoral Wards Affected:

Alwoodley

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: GRANT PERMISSION subject to the following conditions:

1. Time limit on full permission;
2. Development carried out in accordance with approved plans
3. Samples of the external building and surfacing materials to be submitted.
4. Submission of arboricultural method statement to ensure ground disturbance is minimised and a methodology of works
5. Landscape scheme to be implemented and retained
6. Tree protection
7. Boundary treatments including all railings to the ramp and retaining wall
8. No insertion of additional windows.
9. Laying out of areas to be used by vehicles (including use of porous surfacing materials).
10. The gradient of the access route to the basement parking not to exceed 1 in 8.
11. Maximum driveway gradient
12. Cycle and motorcycle facilities
13. Parking spaces to be laid out
14. Construction Works Management Plan
15. Construction details of the footpath crossing/s and/or construction details of the reinstatement to full height footway of any redundant crossing/s. The crossing/s must be constructed in accordance with the approved details
16. Standard Contamination conditions

17. Opaque glazing to the side elevation windows
18. Details of all balustrades
19. Details of existing ground levels and proposed ground and finished floor levels to be agreed
20. Structural Survey

1.0 INTRODUCTION

- 1.1 This application seeks permission to demolish the existing dwelling that occupies the site and to construct a three storey block of three flats.
- 1.2 The application is recommended for approval as planning policy does not count against the principle of flats, the scale of development and its spatial setting has regard to the prevailing character of the area, it meets the Councils guidance in respect of separation to neighbouring properties and the parking provision accords with guidelines.
- 1.3 The application is brought to Panel at the request of Councillors Peter Harrand and Neil Buckley as they raise objections to the principle of apartments in this location, the impact on the immediate character of Sandmoor Drive, the traffic levels and highway safety and wish the matters to be considered by Members.

2.0 PROPOSAL

- 2.1 The proposed three storey block of apartments (with accommodation within the roof-space) would comprise of three apartments as well as the excavation of parts of the site to provide a basement car park. At ground floor level would be apartment No.1. This apartment would have a living, kitchen and dining area with access into the rear garden area. This apartment also comprises a study and three bedrooms, each with en-suites. Apartments No.2 and 3 occupy the first and second floor (roof-space) and comprise living areas, study, kitchen and three bedrooms each with en-suites. Both these apartments have rear facing balconies. The parking and servicing area (bins/lift/store and staircase) would be at basement level. The lift and stairs can also be accessed via the entrance lobby.
- 2.2 The building would be set back into the site from Sandmoor Drive generally akin to the position of the existing dwelling on site. The proposed apartment block would be constructed of stone and render under a slate tiled roof. The hipped roof would have three gable features to the front and four to the rear. The rear elevation is dominated to its central section by use of glazing including full height windows/patio doors, balconies and glazed balustrades. This elevation has four gable features set well down from the ridge of the main hipped roof.
- 2.3 The vehicular entrance into the site from Sandmoor Drive would remain in its existing position which would lead to parking spaces (x3) to the front and to a ramp leading down to the basement parking (x6). The vehicular access also serves as a pedestrian access.
- 2.4 The proposed building is of the approximate dimensions:
Width – 22m
Depth – 18.4m
Eaves – 6.6m
Ridge – 9.8m

- 2.5 The balcony areas would provide the main private amenity space to the upper floor apartments with a covered patio area serving the ground floor unit. All units would have access to a large communal garden area to the rear.

3.0 SITE AND SURROUNDINGS

- 3.1 The application property is a substantial two-storey detached house on the western side of Sandmoor Drive in the suburb of Alwoodley, north Leeds. The house has rendered elevations, with a tiled roof, and is set back in the site away from the road frontage. Access is via a drive running towards a garage block and the front of the dwelling. The building is situated within an extensive plot, with a long rear garden sloping downhill from the rear of the building. The adjacent dwelling (No.350 Alwoodley Lane) sits adjacent to the northern boundary, with all other neighbours having a greater degree of separation to the application dwelling and its plot boundaries.
- 3.2 The immediate area has a prevalence of substantial, detached residential buildings, sparsely arranged in relatively large, mature gardens which is one of the key components in defining the character and appearance of the residential environment. There are a number of mature trees to the northern part of the site; tree coverage is a consistent feature that is representative of the surrounding area, where properties have mature landscaped character and appearance. The area of tree coverage to the site provides a robust screen from the public realm as well as an attractive planted area.
- 3.3 Although the existing dwelling is quite large, views of the property are interrupted by the planting to the boundaries and this in union with the set back nature of the dwelling within the site makes the dwelling somewhat inconspicuous and much less so than others along Sandmoor Drive.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 30/128/96/FU – Part new roof and single storey side and front extension – Approved

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 This application has been with Officers for some time and the scheme has slowly evolved into the scheme now before Members. Multiple amendments have been requested by Officers to reduce the scale and massing to as well as amendments to the originally submitted design so that the resultant building would represent a more domestic scale and vastly reduce the levels of glazing to the rear elevation. This being to mitigate the possible perception of the loss of privacy due to the highly glazed rear elevation originally submitted.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application has been advertised by site notice dated the 21 September 2015 and 6 neighbour notification letters were issued and Parish Council notified 21 September 2015.
- 6.2 Councillors Peter Harrand and Neil Buckley have raised objections. Noted below:

Cllr Harrand

The proximity of the house to Alwoodley Lane calls to mind our intention that this

Long and pleasant road of family houses should be retained for as long as possible Without the blocks of flats that have taken over almost every other road in the ward. Only Wigton Lane and Alwoodley Lane remain in this position - many other thoroughfares (Shadwell Lane, High Ash Crescent, King Lane, Harrogate Road, the Sandmoors) have had their character changed by flats and Councillors have a duty to defend the last two avenues of large family properties.

The extra traffic generated by flats on a busy junction must be considered and Highways advice will no doubt be valuable.

The loss of amenity to the local area including underground parking,

Cllr Buckley

The application seems inappropriate for the area, Sandmoor Drive is a traditional road in a suburban area made up largely of family houses that are in harmony with each other and have been well maintained and generally popular properties.

The construction of flats and an underground car park would clearly intrude on the neighbourhood and this homogeneous group of houses. This suburb has been built up over generations and the application could risk permanently distorting the atmosphere of the area which should not easily be surrendered.

Flats have been developed in other parts of Alwoodley ward and have been welcomed however Sandmoor Drive warrants protection.

The Parish Council have also objected:

On numerous occasions the Parish Council has objected to similar developments on Alwoodley Lane. This development will, yet again, lead to further loss of character of the area. The development will not fit in with the existing street scene. The Parish Council agrees with comments made by neighbours about the potential to increase traffic on an already busy road.

If approval is granted we fear it would open the floodgates for similar applications the length of Sandmoor Drive and neighbouring roads much to the detriment of the character of the area. Despite the changes to the [proposed] frontage, this development will still not fit in with the existing street scene.

We would also like to comment that this is part of our emerging NDP policy - Objective 2: 'To ensure new developments are of a scale that do not overwhelm or are out of keeping with their surroundings and are generally sympathetic to the existing character of the Parish.

Objections from local residents, summarised below:

- The submitted drawings exaggerate the size of the copse between the site and No.350 Alwoodley Lane.
- Noise and disturbance towards No.350 from the vehicular route into the basement level.
- No details on the plans if the basement parking would be enclosed to contain noise.
- There is no need for a basement car park with ample room to the front of the site.
- Loss of privacy/ Over-looking towards properties to the rear
- The units do not represent affordable housing.
- Flats are not compatible within the character and appearance of Sandmoor

Drive

- The scheme will generate additional traffic.
- Highway safety matters.

7.0 CONSULTATIONS RESPONSES:

7.1 Highways

No objections subject to conditions.

Mains Drainage

No objections subject to conditions.

Contaminated Land

No objection subject to conditions.

8.0 PLANNING POLICIES:

Local Planning Policy

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan is the adopted Core Strategy, saved policies within the Unitary Development Plan (Review 2006) (UDP) and the Natural Resources and Waste DPD. These development plan policies are supplemented by supplementary planning guidance and documents. The below policies are considered to be relevant in this instance:

Policy SP1: Seeks to concentrate the majority of new development within the main urban areas and ensure that development is appropriate to its context.

Policy P10: Seeks to ensure that new development is well designed and respect its context.

Policy T2: Accessibility requirements and new development

The following saved UDP policies are also relevant:

Policy GP5: Seeks to ensure that development proposals resolve detailed planning considerations, including amenity.

Policy BD5: Seeks to ensure new development protects amenity.

Policy LD1: Seeks to ensure that development is adequately landscaped

Policy N23: Refers to open space and the retention of existing features which make a positive visual contribution.

Policy N25: Refers to boundaries around sites

National Planning Policy (NPPF)

8.3 The National Planning Policy Framework (2012) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system and promotes sustainable (economic, social and environmental) development. The National Planning Policy

Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

8.4 Section 6 – Creating a wide choice of homes and Section 7 – Requiring good design of the National Planning Policy Framework (NPPF) are relevant to the consideration of this application.

8.5 Guidance on conditions is provided within the Planning Policy Guidance (PPG).

DCLG - Technical Housing Standards 2015:

8.6 The above document sets internal space standards within new dwellings and is suitable for application across all tenures. The housing standards are a material consideration in dealing with planning applications. The government's Planning Practice Guidance advises that where a Local Planning Authority wishes to require an internal space standard it should only do so by reference in the local plan to the nationally described space standard. With this in mind the City Council is currently developing the Leeds Standard. However, as the Leeds Standard is at an early stage within the local plan process, and is in the process of moving towards adoption, only limited weight can be attached to it at this stage.

8.7 In this instance the proposal consists of three x 3 bedroom units therefore the housing standards require at the highest, minimum internal floor area 95 sq/m for 6 bed-spaces at ground floor with the duplex apartments requiring 102 sq/m for 6 bed-spaces. The internal floor area of the units would be 259 sq/m at ground floor and 269 sq/m at first and second floors.

8.8 As such the proposal meets the standards at ground floor and exceeds them at first floor.

Community Infrastructure Levy

8.9 The Community Infrastructure Levy (CIL) was adopted by Full Council on the 12 November 2014 and was implemented on the 6 April 2015. The development is CIL liable at a rate of £90 per square metre in Residential Zone 1 (subject to indexation), with a resultant liability in this case of £75,985.37 (net GIA gain of 795.16 sqm x £90/sqm and BCIS Indexation). This information is provided for Members information only however and it is not material to the decision on this application.

9.0 MAIN ISSUES

- 1) Principle of Development
- 2) Character and appearance
- 3) Residential amenity
- 4) Highway matters
- 5) Landscaping
- 6) Other matters

10.0 APPRAISAL

Principle of Development

- 10.1 Sustainable Development is a key aspect of the current planning policy framework at both national and a local level. Spatial Policy 1 of the Leeds Core Strategy (LCS) seeks to ensure that new development is concentrated in the main urban areas in order to ensure that shops, services and public transport are easily accessible. The application site is located within a wider established area of a residential settlement and is in current use as a residential site with one detached property occupying the site with associated off-street parking and gardens. The site is close to local facilities and public transport routes and as such is considered to be in a sustainable location. The National Planning Policy Framework (NPPF) identifies one of its core principles as encouraging the effective use of land by reusing land that has been previously developed (Brownfield land). This application refers to residential development on land that has previously been developed in terms of the existing built structures and hard-standing areas; as such it can be regarded as Brownfield. The garden land is however classified as Greenfield.
- 10.2 In this instance it is considered that the principle of re-developing the site for further residential use is acceptable as the Brownfield land utilised would include the existing dwellings foot-print, hard-standing areas whilst the Greenfield land that would be lost would not be significant and the site would still retain a substantial level of garden land thereby responding to the theme of large properties in plots that offer large garden spaces.
- 10.3 It is not considered that the loss of a family home in this location is necessarily harmful to the residential character of the area as apartments could still be occupied by families depending on the nature of the scheme. The site lies within the built up area and there is no fundamental policy objection to the principle of a development of apartments on this site and the provision of apartments would provide greater housing choices within the localised area.
- 10.4 The proposed apartment block is of domestic scale within the spatial context of the area and the internal floor-space of the units are of a scale that could easily accommodate family accommodation. Moreover, the development would retain the substantial garden area to the rear, thereby presenting a residential scheme responding to the area's particular residential context. As with recent apartment schemes in Alwoodley, Officers take full note of the comments made in representation by Ward Members and a number of local residents and the Parish Council that apartments would be harmful to the local character; however there is no policy context that would support the refusal of apartments in principle on the basis that Sandmoor Drive or any other area where apartments are not present or are the minority housing choice. Therefore Officers are of the view that the principle of development is acceptable.

Character and Appearance

- 10.5 The National Planning Policy Framework states that "good design is indivisible from good planning" and authorities are encouraged to refuse "development of poor design", and that which "fails to take the opportunities available for the improving the character and quality of an area and the way it functions, should not be accepted". Core Strategy policy P10 and saved UDP policy GP5 seek to ensure that development is of high quality.

- 10.6 The application before Members refers to a site at No.33 Sandmoor Drive; the street like most in the area is a wide street, lined with grass verges and trees and has an attractive and established residential character where large properties are set within generous plots with mature landscaping. There is a good degree of variance along the length of Sandmoor Drive in terms of architectural styles, with roof forms, heights and footprints also varying. The only real constant theme being large dwellings in generous plots.
- 10.7 The application proposes one apartment block constructed in stone and render under a slate roof, with aluminium windows and doors. The building would read as three storeys from the front elevation and would comprise of two apartments, one of which would utilise the basement level. There would be private amenity space in terms of patio and balcony areas and a communal garden area to the rear. The site would be laid out with the main aspect of the building facing towards Sandmoor Drive and to continue the immediate character of the area the building would be set well back into the site behind the boundary planting so that the influence on the street would not be significantly greater than the current building, although the left hand side of the site would present a greater degree of presence when viewed from the street. The proposed design, scale and height of the building is considered to respond to the localised character of Sandmoor Drive; the footprint would not be significantly greater than the existing buildings on site, and the height shown on the submitted street-scene drawing would terminate marginally above that of the existing dwelling. Whilst the bulk of the proposed building would increase above the existing, the resultant scale is considered to marry with other large dwellings within the area and the building would be set within a large plot that would very easily accommodate the increased level of built development without the feeling of an over intensive and cramped use of the site or undue loss of separation to the adjacent property to the south, thus retaining the streets sense of spaciousness. The proposed gables and hipped roof are contextually responsive, albeit the central gable feature is larger than what can be found elsewhere on the street; the resulting building would have an architectural vernacular at the front that is considered to generally respond to the domestic scale and the character of the immediate area. In addition, the submitted plans show the retention of the existing landscaping and conditions can secure details of a landscaping scheme and the preservation of the existing levels of 'green-screening'. This will mean that the well-established and robust planted coverage will continue to frame the site, responding to the leafy character of Sandmoor Drive and act to partially screen the resultant building as it does the existing dwelling.
- 10.8 Access into the site would be gained through the existing punctuation in the front boundary; the existing vehicular access would be retained with four parking spaces to the front of the site and a ramp to the northern side of the site leading down to the basement parking. The ramp would in part be covered in a 'lid' that would be grass covered to maintain a green feel in union with the boundary planting and the copse of trees to the north of the proposed building. The basement level would also allow access into the building. The proposed building is considered to represent development that is acceptable in its context by reason of the design, scale and massing resulting in a re-placement building that responds to the domestic scale of its surroundings and would therefore sit congruously on Sandmoor Drive.
- 10.9 In light of the above it is considered that the proposed building would appear from the street-scene as a building of simple architectural vernacular with an eaves and ridge height in general accordance with its neighbours and as such would sit well within the character of the immediate surroundings.

10.10 In terms of the rear elevation, this would appear taller than the front of the building and would have an extensive use of glazing thereby differing in character to surrounding dwellings. However it is considered that the length of the rear garden would be retained and in combination with the planting to the boundaries, it would be well screened and given the architectural variety in the area it is considered that the level of glazing to the rear would not result in undue harm to the character and appearance of the area and therefore the level of glazing to the rear is accepted. Moreover the use of grass roofs to the flat roof of the access route into the basement also assists in amalgamation of the proposal with the landscaped gardens of the site and the area of tree coverage at the junction with Alwoodley Lane.

Residential Amenity

10.11 Saved policy GP5 of the Leeds UDP (Review 2006) notes that extensions should protect amenity and saved policy BD5 of the UDP notes that “all new buildings should be designed with consideration given to both their own amenity and that of their surroundings”.

10.12 The proposed building would be set back into the site on a similar line to the existing dwelling on site. The proposal would also extend further into the site at the rear than the existing dwelling and would terminate in depth beyond the flanking property to the south (No.31 Sandmoor Drive) and would be more evident than the existing dwelling when viewed from the property to the north (No.350 Alwoodley Lane). The scheme before Members is considered to avoid being an overly dominating form of development when considered from No.31 given the separation to the side boundary and the size of the neighbouring rear garden and it is not considered that the scale of the proposals would unduly impact upon the living conditions of the occupants of No.31. The impact would be more acute towards the occupants of No.350 where the level of rear garden is much more limited (it is likely that at some point in time No.350's plot would have formed part of the garden of the application site). The proposed building would be moved further away from the boundary with No.350 than the existing dwelling and the tree coverage would be retained. The submitted plans appear to show a tree density that exceeds that 'on ground' however the actual tree coverage is still substantial and acts as a physical barrier and partial screen between the two sites. Subject to the retention of the trees (to be secured by condition) in union with the increased gap to the common boundary and that the deepest part of the proposed building would be central to the proposed rear elevation, it is not considered that the proposed building would be unduly dominant when viewed from the rear garden and rear habitable room windows of No.350 Alwoodley Lane.

10.13 In terms of shading; levels of shade would increase above those from the existing building on site given the increased in scale of the proposed development over and above that of the existing property on site. During the early part of the day the resulting shade would fall towards the sites rear garden and in part towards No.31 Sandmoor Drive's garden but this would be limited. At the apex of the day the bulk of the resultant shade would fall towards the copse to the north and treed boundary with No.350 Alwoodley Lane. It is considered that the existing and well established planting along the northern boundary of the application site and No.350 would not unduly harm the living conditions of the occupants of No.350. The application site and its neighbours would have good opportunity to receive solar gain during the course of the day.

- 10.14 In respect of retaining acceptable levels of privacy; the front elevation glazing would gain outlooks from the upper floors onto Sandmoor Drive with those at lower levels having outlooks into the application site. The side elevation windows would be dressing rooms and utility rooms and in the interests of the privacy of the residents of No.31 Sandmoor Drive these windows can be conditioned to be opaquely glazed. To the opposite side elevation these windows would face towards the copse and away from No.350. Officers have also considered concerns of neighbours regarding the balconies on the rear elevation. These would be to some extent set back into the building with screens to their flanks, and any views from them over neighbouring properties are considered to be oblique and on balance acceptable given their orientation and distances from those common boundaries.
- 10.15 There are residential properties to the rear which are set at lower ground to the application site, with the most directly affected being No's 7, 9 and 11 Sandmoor Lane. The rear elevation windows would serve, at all floors, living areas, kitchens and bedrooms; guidance within SPG13 (Neighbourhoods for Living) advises that 21m should be retained between main habitable room windows and neighbouring habitable rooms. However, the habitable rooms at a second floor would require a greater separation and it is considered reasonable practice to add a further 5m to the 21m when considering overlooking from windows above first floor height. The central element of the rear elevation is some 29m to the rear boundary and 57m to the rear of No.7 Sandmoor Lane, 46m to the rear elevation of No.9 and 49 to the rear of No.11. These distances far exceed the 21m and 26m and even considering the elevated ground level of the proposal in relation to those properties to the rear, therefore the retained gaps are considered adequate and there would be no undue levels of overlooking that would be a justifiable reason to withhold planning permission on this basis.
- 10.16 Moreover, there would be balustrades that would serve the balcony areas and these could be of sufficient height to screen the use of the private amenity areas and further reduce perception of overlooking from neighbouring sites. Details of all balustrades and boundaries can be secured by condition to ensure adequate screening.
- 10.17 The issue of noise and disturbance must also be given due consideration as two additional households would be created. The proximity of the proposed ramp and basement parking entrance would be adjacent to No. 350 Alwoodley Lane thus there would be an increase of noise towards the northern boundary. The proposed driveway would be excavated to give access to the basement car park at a 1:8 gradient. No.350 is located 7.0m from the northern boundary and good levels of mature planting exists along the boundary with the application site with the access to the basement and the ramp located to the east of the boundary and No.350 some 11m from the rear elevation of No.350. It is proposed that in part the ramp down to the basement parking would have a grassed "lid" which will act as a form of noise attenuation. The existing situation is that vehicles use the front of the site to park and whilst there would be an increase in vehicular movement as a result of the proposal this would unlikely be excessive and is set away from No.350 with the "lid" assisting to reduce any impact. Besides the speed of vehicles in this location will be slow and engine noise low as a result. To the opposite flank adjacent to No.31 Sandmoor Drive would be three parking spaces which would have no more impact on amenity than the existing parking where hard-standing and a garage serve the site. Officers acknowledge that the proposal would result in some vehicular activity at the side of the neighbouring properties however the separation distances, landscaping would result in a level of vehicular activity that would unlikely to result in a significant harm to living conditions.

- 10.18 There would be a good sized communal garden area provided as well as private amenity spaces proposed through the provision of balconies and a patio area which are considered to be acceptable and accord with the advice given in SPG13 -Neighbourhoods for Living, which advises that private amenity for flats should have a minimum area of 25% of the total gross floor area excluding vehicular provisions. Details of the bin stores can be secured by condition.

Highway matters

- 10.19 Leeds Core Strategy Policy T2 seeks to ensure that all developments achieve safe and secure access and are located in accessible locations.
- 10.20 As part of this application assessment has been conducted by Highways Officers and the applicant has been required to provide additional details relating to the proposed access, with greater details regarding the gradient of the access route to the proposed underground parking.
- 10.21 The number of proposed car parking spaces (x9) and the parking layout are considered to be acceptable and exceed the parking requirements set out in the Street Design Guide (2009).
- 10.22 The submitted plans indicate a 1 in 8 gradient down to the basement parking level. The basement parking layout and entrance from the ramp are acceptable and all parking spaces are accessible. Therefore Highways have no objections. Conditions can secure a maximum access and driveway gradient of 1 in 8.

Landscaping

- 10.23 The submitted site layout plan shows retained landscaping and planning conditions can secure that a landscaping scheme is submitted and implemented to ensure retention of the boundary planting around the site. The existing dwelling and hard-standings within the application site located towards the northern boundary with No.350 Alwoodley Lane have clearly been in situ for some time and would likely to have compromised root development of the planting close to this boundary. The proposed level of excavation required would be significant and if no protection was in place then this may adversely affect this planting. A condition can be imposed for details of the full tree protection along the northern boundary planting in accordance with the British Standard. Furthermore, the submission of a method statement to ensure ground disturbance is minimised and a methodology of works can also be secured by condition.

Other matters

- 10.24 As detailed earlier in this report both Councillors Peter Harrand and Neil Buckley have raised objections relating to the principle of development, loss of character, highway safety, traffic increase and precedent for further apartment development on Alwoodley Lane. These points have been echoed by the Parish Council and by the objections from local residents. These considerations have already been covered within this report.

11.0 CONCLUSION

- 11.1 In light of the above it is considered that the design, scale height and principle of the development are acceptable within the immediate context whilst Highways have

found that the parking provision is acceptable and no specific highway safety concerns have been raised. As such the proposed scheme is compliant with the relevant policies and guidance detailed within this report and subject to the conditions listed at the head of this report approval is recommended.

Background Papers:

Application file

Certificate of ownership: Certificate 'A' signed by the agent

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DATE	REVISION DESCRIPTION

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 OAKWOOD
 LEEDS
 LS6 4BA

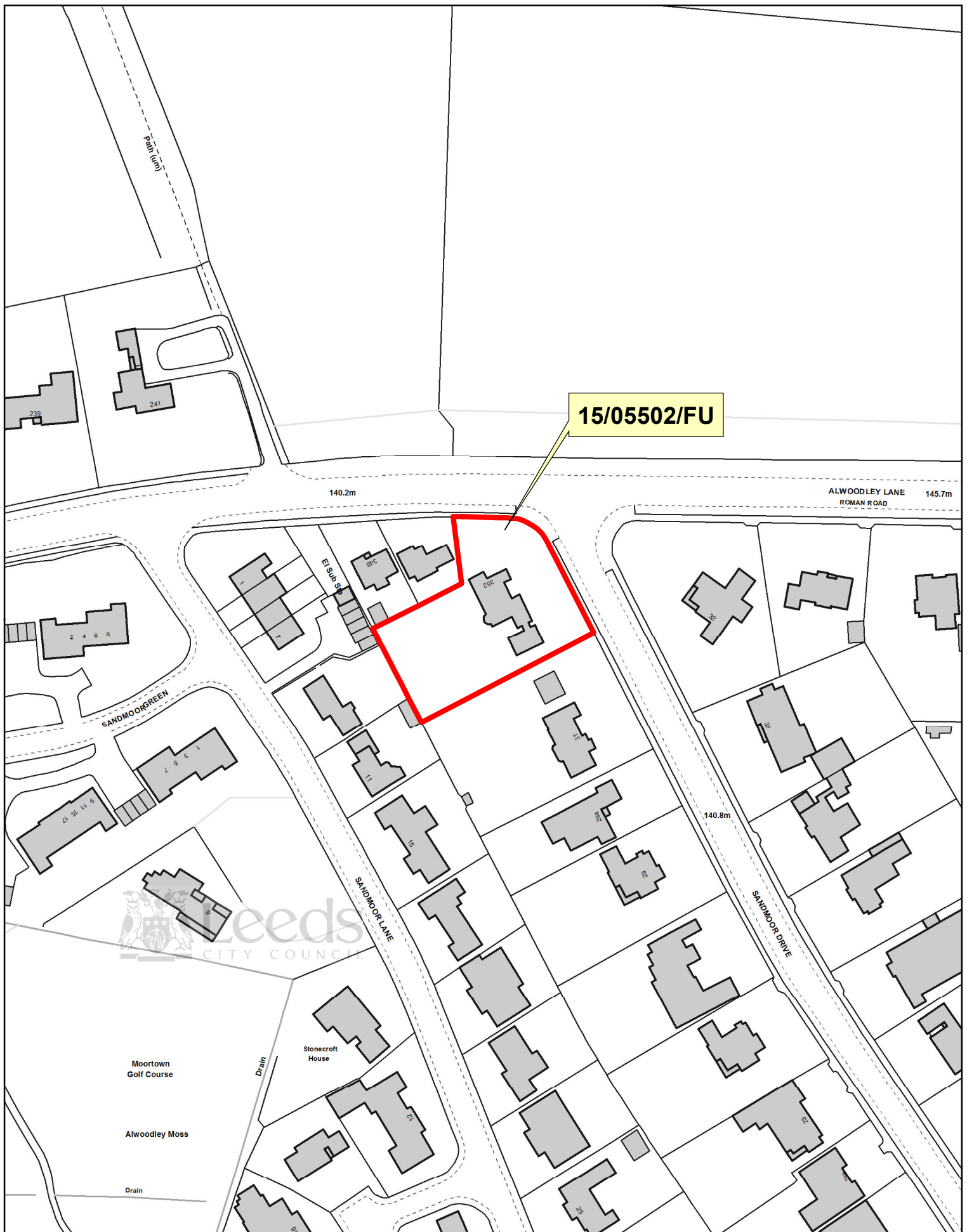
TEL: 0113 2400012
 FAX: 0113 2492766



PROJECT ~ 3 No. Apartments
 33 Sandmoor Drive
 Leeds
 LS17 7DF

DRAWING DESCRIPTION: ~ Proposed Site Plan

CLIENT: ~ Mr & Mrs Sugare
 SCALE: ~ 1:100 @ A1
 DRAWN/CHECKED BY: ~ DJH/SJ
 DRAWING NUMBER: ~ 1359-13 R2



NORTH AND EAST PLANS PANEL

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

SCALE : 1/1500

